

MOHILL

Public Realm Improvement Scheme

Architect's Report



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INTRODUCTION

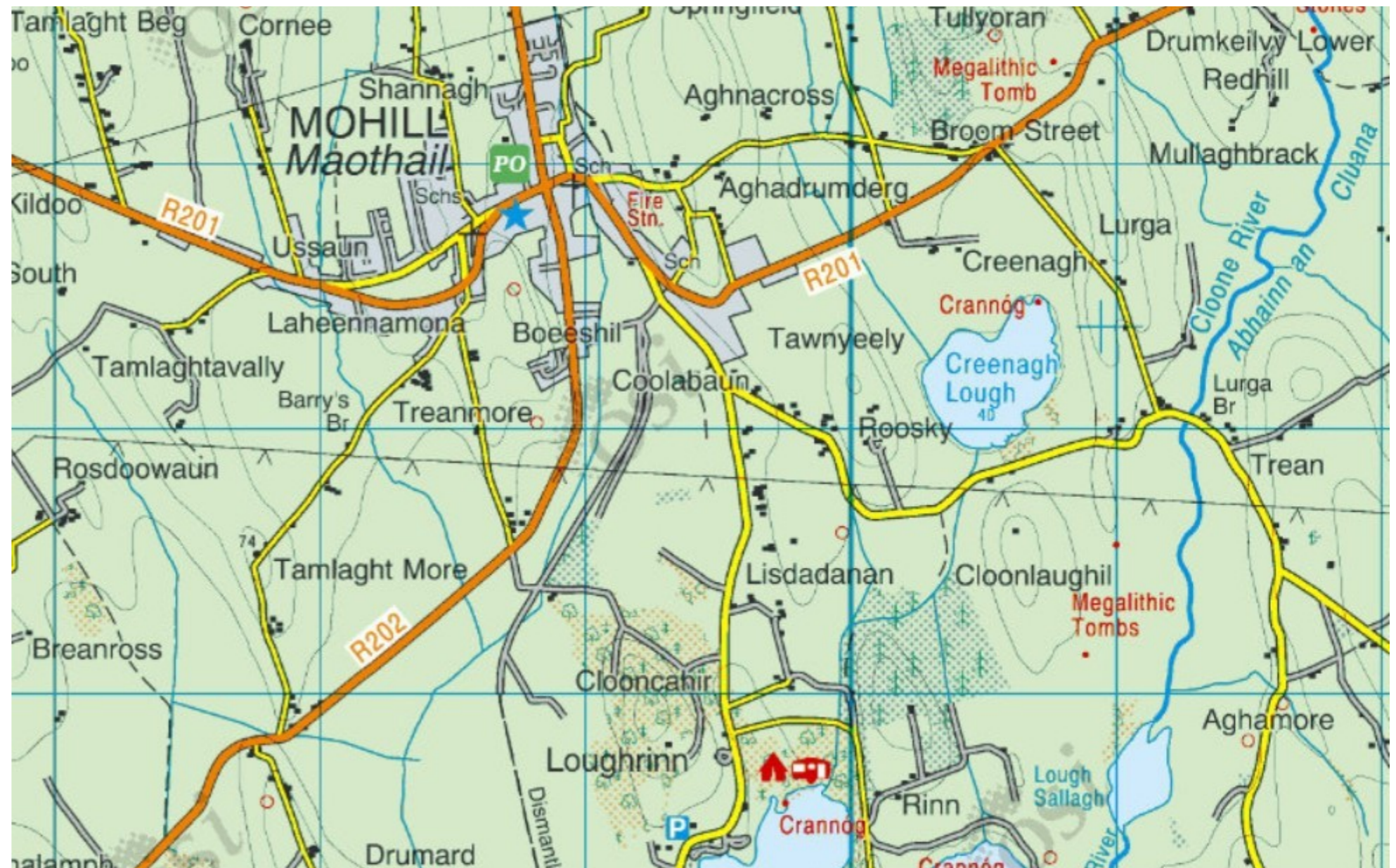
This report has been prepared by *Sheridan Woods Architects & Urban Planners* on behalf of Leitrim County Council in consultation with *Venture International*, to support the Part 8 application for permission for Public Realm Improvement Works for Mohill. The proposals in this Part 8 application follow on from the *Mohill – Design Framework for Living project*, a key action identified in *An Economic Development Plan for Mohill*, and builds on the ‘*Smart, Green Mohill*’ brand.

The proposed works comprise of the following:

- 1 **To undertake a Public Realm Improvement Scheme** within the town centre to enhance the existing streetscapes at the junction of Main Street (R201) / Castle Street (R202) O’Carolan / St. Marys public space; Glebe Street (R202) / public Car Park and Water Street; Main Street (R201) and Hyde Street (R202) / Glebe Street (R202) and Main Street / Green Lane / Butter Market; Main Street (R201) and Chapel Lane (at St. Patricks Church), and works to the curtilage of St. Mary’s Church (A Protected Structure).

The nature of the Public Realm Improvement Scheme includes, inter alia, the widening of footpaths, introduction of shared surface space at identified locations, to provide enhanced pedestrian crossings, access steps as indicated, to replace existing road surfaces, the provision of new lighting in addition to the existing lighting, to relocate identified street furniture and signage, the provision of soft and hard landscaping measures including a vertical landscape feature at the Butter Market, street furniture and to alter the existing on-street car parking provision.

- 2 **To modify the curtilage / front boundary of St. Mary’s Church Wall** to include opening two upper sections of the existing wall, and replacement with a railing, the existing piers and gate are untouched (St. Mary’s Church is a Protected Structure).



Mohill Context—OSI Discovery Series

Mohill – Urban Framework for Living

The Mohill – Urban Framework for Living is a long-term vision for the future development of Mohill. It aims to integrate urban design with other local initiatives, looking at the appearance/urban fabric of the town, as well as the lifestyle and patterns of living/behaviour within the town. It is based on HOW people live as much as about WHERE they live and aims to build on the 'Smart Green Mohill' brand. Four themes emerged from the *Mohill - Design Framework for Living* project:

- To create a vibrant and attractive town centre.
- To create spaces and place to compete, relax and play.
- To facilitate enterprise and earning.
- To create a place to visit.

The vision for Mohill is to create a welcoming, accessible, and prosperous town connected to its people, heritage, culture, and businesses. The objective is to provide the residents, businesses, and visitors of Mohill with a vibrant urban experience by promoting a people first approach that connects all to everything the town has to offer. The Mohill – Urban Framework for Living identified strategies for the future development of the overall town:

- Enhance pedestrian and cycle connections from peripheral residential and employment areas to the town centre.
- Create potential pedestrian / cycle routes along the former railway (Greenway) and the river (Blueway).
- Create linkages within the town core itself, along the existing public streets and spaces, and connections through backlands.

The objective is to create an overall permeable town centre, so that residents and people employed and visiting the town centre can use the new improved pedestrian and cycle infrastructure in their daily lives, as ways to get to schools, shops, community uses and employment centres, while also being functional as recreational routes. It is envisaged that the backlands will create opportunities for additional open space, car parking areas, improved traffic movement in and through the town. In the long term the backlands have the potential to facilitate new housing areas, and employment and business opportunities to create an integrated and sustainable town centre.

The *Mohill – Urban Framework for Living* sets the scene for the proposed Public Realm Improvement Scheme, and the works are the first phase that will go towards the implementation of the long-term vision for Mohill.



Pedestrian and Cycle Routes



Blueway and Greenway Routes



Link Routes

Public Realm Improvement Scheme

The Public Realm is all of the public space between buildings and includes the Main Streets and Public Spaces in the town centre of Mohill. The design reimagines how the existing public realm, or streets and spaces can be organised to achieve the vision of Mohill as a welcoming, accessible town, that takes best advantage of its heritage, and that provides residents, businesses and visitor's a vibrant urban experience.

The design approach adopts a *People First Approach* and considers both the practicalities of meeting the needs of people at all stages in life using the public streets and spaces, as well as considering the visual experience and levels of enjoyment that people may have while using those space.

To this end, all roadways and junctions for traffic coming in and through the town are realigned to meet the design standards as set out in the Design Manual for Urban Roads and Streets (DMURS). In this regard, we note that the existing roads are excessively wide, so this design change has created more space that we can allocate for pedestrians and parking.

The design provides wider footpaths so that young and old can comfortably walk alone or alongside another, where people can cross the road safely at junctions, and where there is continuity of footpaths along the town centre street network. This will make walking more attractive for local trips to and from the 'anchor' uses within the town; Canon Donohue Hall/Childcare Centre, Churches, Community College, GAA pitch, Mart, and Schools. This also allows space for people to linger and chat to neighbours and for businesses to open onto the streets.

The design also defines the urban spaces, and expands the pedestrian priority across the streets and spaces, through the use of 'table top' surfaces at the same level as the footpaths. This has the dual effect of slowing traffic down and extending the sense of space for pedestrians. This creates space that are multi-functional; for daily life and enjoyment of the existing architecture, to the use of the spaces for events; markets, community gatherings, start / finish for walking, cycling, heritage trail events.

This design makes efficient use of public space for parking. The layout maximises the number of on-street car parking spaces while balancing space for pedestrians and businesses. The parking areas are designed to be evenly distributed on each of the main streets so that businesses and homes are readily accessible from an on-street space. The improved pedestrian environment also makes access to and from off-street parking more attractive, which will encourage people to park their cars in the underutilised off-street parking areas, and free up spaces on the main street.

The streets are designed to ensure that unauthorised and haphazard parking does not occur. This ensures that there are no impediments to pedestrian movement, or traffic flow.

The overall design approach provides people the opportunity to enjoy the main street, the public spaces and the rich architectural heritage that define the streets and spaces. The design will facilitate social interaction between people, increase footfall to support existing businesses, and has the potential to act as a catalyst for reuse and adaptation of existing vacant structures for new homes and new businesses, supporting a more sustainable town centre.

MOHILL

Public Realm Improvement Scheme



Public Realm Improvements

Scheme Location

Mohill Town Team together with Leitrim County Council have refined the areas of focus for the Public Realm Improvement Plan. The works extend from the junction of Main Street (R201) / Castle Street (R202) O'Carolan / St. Marys public space; Glebe Street (R202) / public Car Park and Water Street; Main Street (R201) and Hyde Street (R202) / Glebe Street (R202) and Main Street / Green Lane / Butter Market; Main Street (R201) and Chapel Lane (at St. Patricks Church), including works to the curtilage of St. Mary's Church (A Protected Structure).



Red line indicates extent of Proposed Public Realm Improvements

History

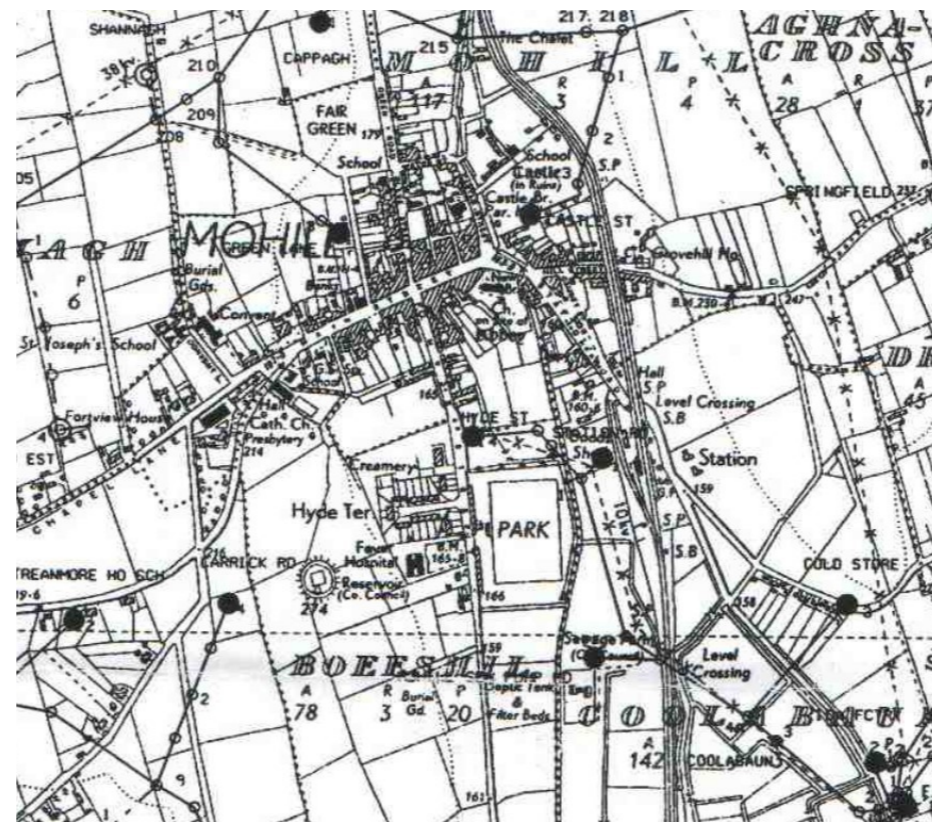
The origin of Mohill is medieval, centred around the site of St. Manchan’s monastery in the 6th or 7th century. Augustinian rule was introduced into the Mohill monastery early in the 12th century and it is described as a parish church in 1470 and the head of the rectory of Muintir Eolais with seven churches. At the dissolution it was said to have held seven cartrons (townlands) and in 1590 the precinct contained a church, two stone buildings and a cemetery.

In 1610 Henry Crofton acquired the rectory and the medieval parish church which were on the site of St. Manchan’s Monastery and he was granted 600 acres in 1621. Henry Crofton was one of only four English or Scottish undertakers to have taken up residence in Leitrim by 1622, assumed to be in the town off Castle Street where there are remnants of a 17th century house and bawn. Sir Morgan Crofton (1733 – 1802) became the first Baron of Mohill in 1802. An 18th century two storey building owned by the Crofton Family had become a police station by 1837, and the family moved to Cloonchair just outside the town.

Lewis Topographic Dictionary of Ireland describes Mohill in 1837. It is illustrated in the 1847 Griffiths Valuation Maps and town plan. This shows a well-established town, centred on a crossroads, with connecting streets to the river to the east. The urban structure is well defined, comprising the Main Street extending east / west, and including three churches, Church of Ireland in the town centre, a Methodist Church and Roman Catholic Church, as well as a dispensary and constabulary barracks.

While Irish towns entered a recessive period in the nineteenth century following the famine, Mohill continued to grow and consolidate, with the development of religious institutions including new churches and schools, as well as banks and a post office. Also, infrastructure projects, including the introduction of the railway line to the east which operated between 1862 and 1869 and created a vital communication link in the development of the town. The Union Workhouse constructed between 1838 and 1841 was replaced in the early 1900’s with new housing. Other social and community uses developed, including a cinema and sports grounds (St. Manchan’s GAA grounds).

The second half of the twentieth century created the current framework, including new housing estates to the north and west of the town center, and public funded buildings; The Library, HSE Health Care facility, Fire Station, Enterprise Centre, Garda Station and new schools. The streets and spaces that form this Part 8 application are generally located in the historic core.



Mohill—1911 OSI Map



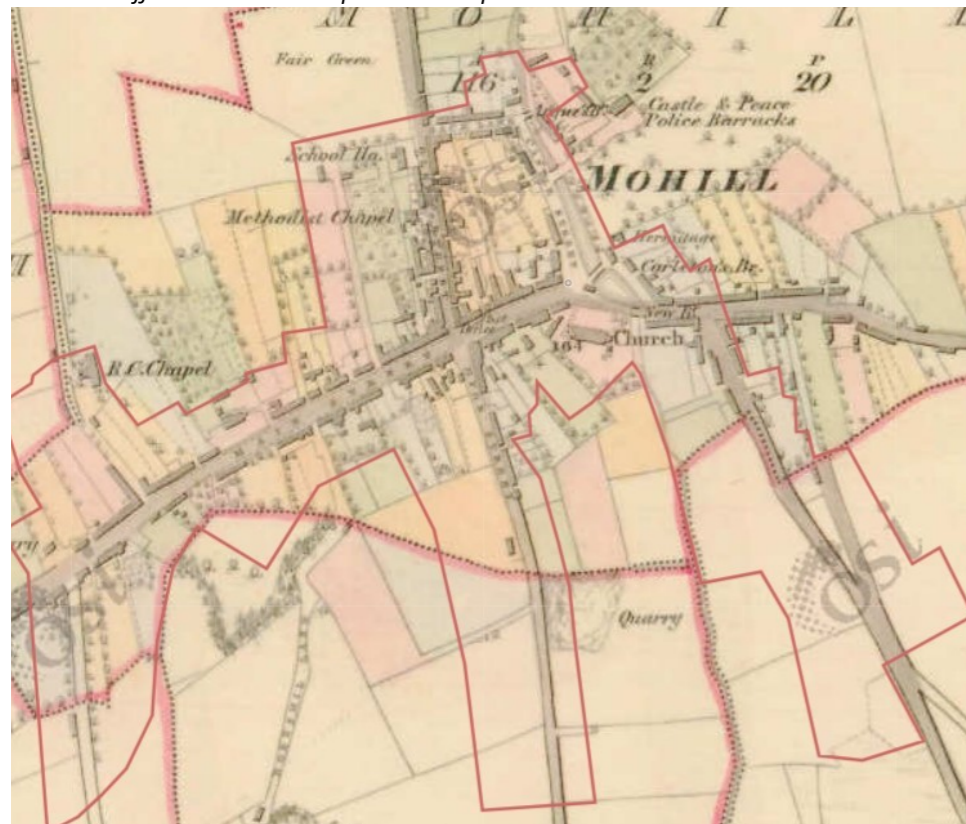
Mohill—Dromod Train—National Library of Ireland



Cavan—Leitrim Rail Network c1829—1969



Mohill—Griffiths Valuation Map—Town Map—1837



Mohill—Griffiths Valuation Map—1837

Lewis Topographical Dictionary of Ireland 1837—Mohill

MOHILL, a market and post-town, and a parish, partly in the barony and county of LONGFORD, province of LEINSTER, and partly in the barony of LEITRIM, but chiefly in the barony of MOHILL, county of LEITRIM, and province of CONNAUGHT, 8- miles (S. E.) from Carrick-on-Shannon, and 74- (W. N. W.) from Dublin, on the mail coach road to Sligo ; containing 16,664 inhabitants, of which number, 1606 are in the town. This place, at a very early period, was the site of an abbey founded for canons regular in 608, and dedicated to the Blessed Virgin, by St. Manchan, who died in 652, The establishment, which was amply endowed with glebes, tithes, vassals' fees, and other lands, existed till the dissolution, and in 1621, the rectory, as part of its possessions, was granted to Henry Crofton, Esq., under the commission for the plantation of Leitrim. The town, which is neatly built, contains 305 houses ; and derives its chief trade from its situation on a public thoroughfare. The market is on Thursday, and is well supplied with grain and provisions of every kind ; the fairs are on the first Thursday in January, Feb. 3rd and 25th, March 17th, April 14th, May 8th. first Thursday in June, July 31st, Aug. 1st and 18th, second Thursday in Sept., Oct. 19th, Nov. 10th, and the first Thursday in December. A chief constabulary police force is stationed here, and petty sessions are held on alternate Saturdays.

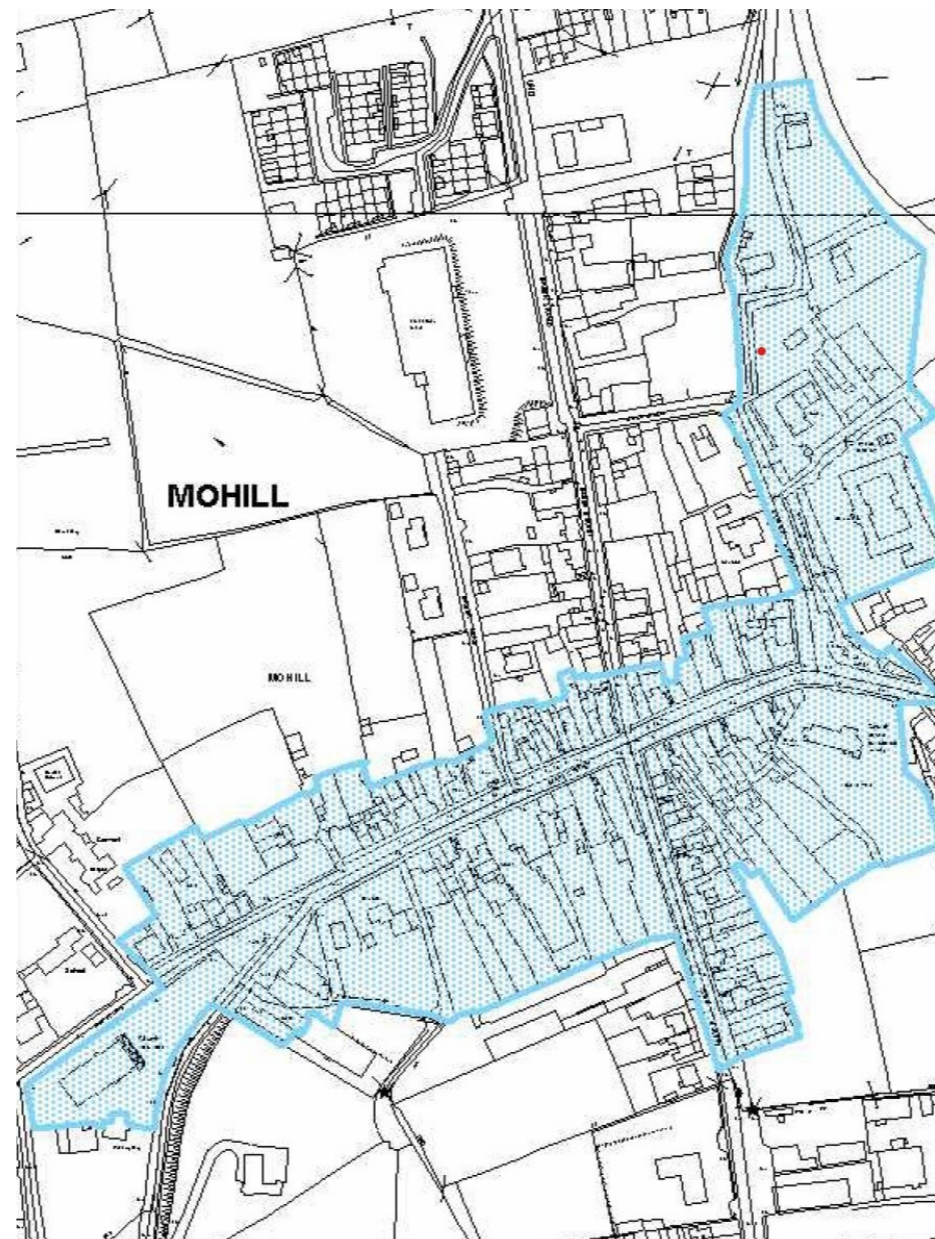
The parish comprises 29,782 statute acres, of which 19,450 are good arable and pasture land, 60 woodland, and 10,270 are bog and waste ; the soil is fertile, but the system of agriculture has hitherto been much neglected, though at present exertions are being made for its improvement. Limestone abounds and is quarried for agricultural purposes ; and there are some quarries of very good freestone, which is raised for building ; iron ore is found, but no mines have been yet opened. The principal seats are Clooncar, the residence of the Rev. A. Crofton ; Drumard, of Theophilus B. Jones, Esq. ; Drumrahan, of J. O'Brien, Esq. ; Drumregan, of J. W. O'Brien, Esq. ; Bonnybeg, of W. Lawder, Esq. ; and Aughamore, of C. Armstrong, Esq. The scenery is greatly varied and in some parts enlivened by the river Shannon, which skirts a portion of the parish on the south-west. The living is a vicarage, in the diocese of Ardagh, and in the patronage of the Bishop ; the rectory is impropriate in Sir M. Crofton, Bart, The tithes amount to £651. 10. 1-, of which £218. 3. 4-. is payable to the impropriator, and the remainder to the vicar, The glebe-house was built in 1823, at an expense of £1569. 4. 7-, of which £969. 4. 7-. was a loan and £92. 6. 1-. a gift from the late Board of First Fruits ; the glebe comprises 500 acres, valued at £380 per annum. The church, a modern edifice, towards the erection of which the late Board of First Fruits granted a loan of £378, in 1815, is built partly on the site of the old abbey, and was recently repaired by a grant of £768 from the Ecclesiastical Commissioners. In the R. C. divisions the parish constitutes a benefice in two portions ; there are chapels respectively at Mohill, Cavan, Clonturk, and Clonmorris ; and there is a place of worship for Wesleyan Methodists. Nearly 700 children are taught in eight public schools, five of which are aided by an annual donation of £10 each from Lord Clements, who also gave the sites for the school-houses ; and there are fifteen private schools, in which are about 900 children. There are also a dispensary, and a loan fund with a capital of £300. The only remains of the ancient abbey are a small circular tower ; at Clonmorris are the ruins of a monastery, said to have been founded by St. Morris, and at Tullagoran is a druidical altar. There is a strong sulphureous spring at Mullock, more aperient than that of Swanlinbar ; and at Athimonus, about half a mile distant, is another of similar quality.

Development Plan Context

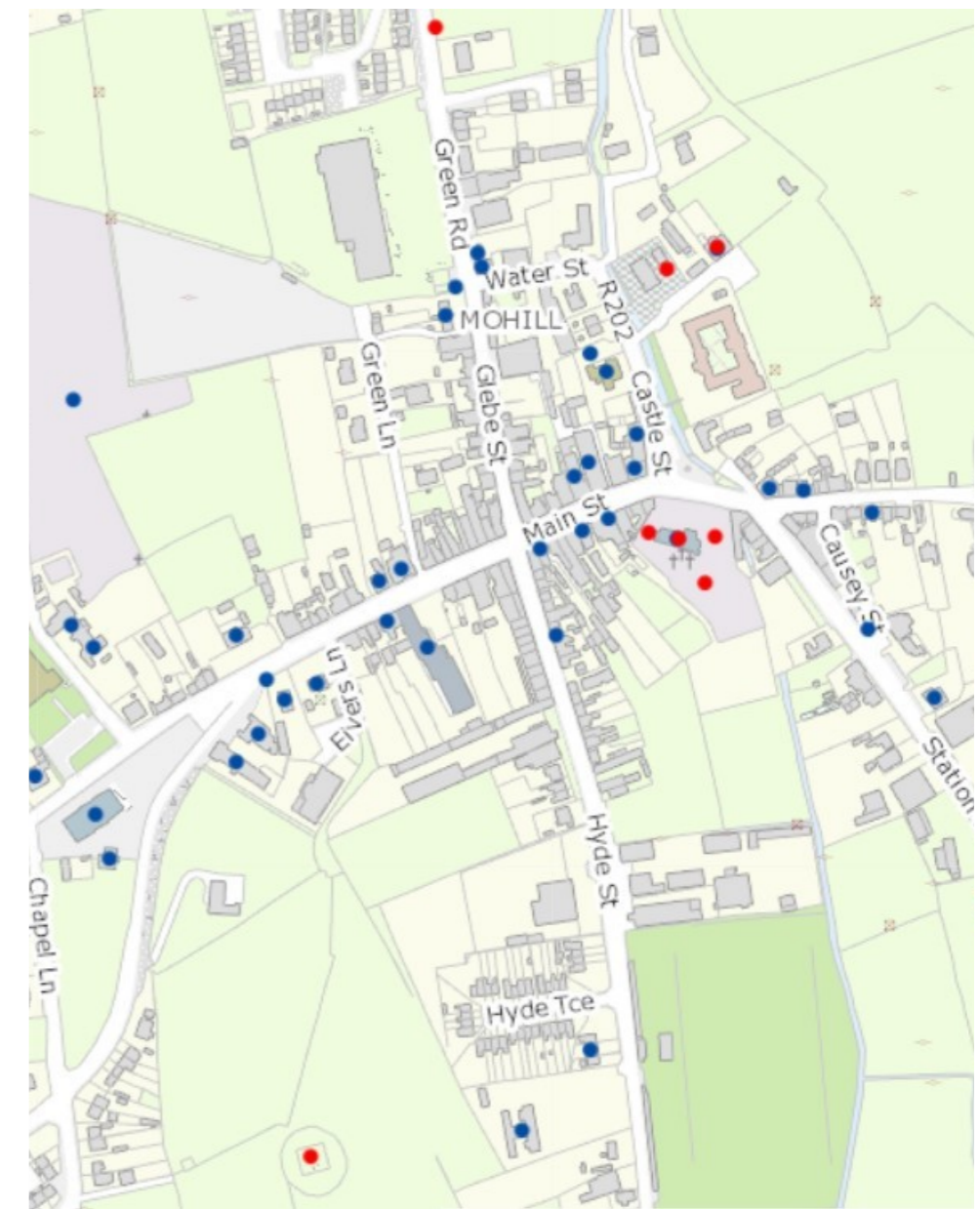
The Leitrim County Development Plan (2015 – 2021) *Urban and Rural Settlement Strategy* sets out a hierarchy of towns, villages, and other centers, including Tier 1, 2(A&B) and 3 towns. Mohill is identified as a T2B Support Town, which are towns with a population of over 750 people and which have a range of commercial and community services and facilities. Other Tier 2B towns include Dromahair, Drunshanbo, and Kinlough. Mohill is a 'Support Town' for the development of the Carrick on Shannon Area. The town centre is also defined as an Architectural Conservation Area (ACA) including the O'Carolan Centre and Castle grounds

Conservation Fabric and Setting

Mohill has a long and rich history containing numerous historic structures and buildings of note. The quality of the architecture and built environment is reflected in the number of protected structures and buildings, noted in the National Inventory of Architectural Heritage (NIAH).



Mohill—Architectural Conservation Area—Leitrim County Development Plan 2015—2021



Mohill—National Inventory of Architectural Heritage (NIAH)

Character

Mohill benefits from a high-quality townscape. The configuration of the streets creates a strong urban structure, with key character areas defined by landmark structures including St. Mary's Church to the east of the town and St. Patrick's Church to the west. Character nodes occur at the junction of the roads, between Hyde Street / Glebe Street and Main Street, and at Green Lane and the Butter Market. The wide street reminds us of its historic market role, defined by two and three storey structures.

Mohill's rich architectural heritage is evident in the town center along the Main Street and adjoining streets. Structures of note include religious buildings; St. Mary's Church; St. Patrick's Church and the former Convent. Notable public buildings include the former Fever Hospital, Mohill Railway Station and two former banks facing the Butter Market, one of which presents a distinctive art nouveau style. Also, there are both substantial commercial premises and town houses, including Gannon & Co, Reynolds, and Bradshaw and Clarke, and more modest but attractive dwellings along the main streets.

The combination of architectural style, building alignments, position of landmark buildings and topography, together with notable views into and through the town center creates a distinctive urban character and strong sense of place.

Leitrim County Council have carried out infrastructural works in the town center, including undergrounding wires, new streetlights and repaving within the town core, which have enhanced its urban character. Notwithstanding that, the pedestrian environment is poor. This is as a result of excessively wide carriageways, expansive areas of on-street parking and narrow footpaths. The wide carriageways encourage traffic through the main streets, thereby creating unsafe environments that discourage pedestrians and cyclists from walking and cycling in the town. The over-provision of on-street parking also discourages people visiting by car to explore the town by foot. This in turn has resulted in reduced footfall in the town center, which among other factors has led to reduced business and vacancy in some cases.

High levels of vacancy give rise to poor maintenance of structures and the overall deterioration of their visual appearance. Furthermore, personalisation of structures, including replacement of original windows, stripping original plasterwork, and the addition of inappropriate commercial signage clutterers and detract from the character of the original structures and the character of the town core as a whole.



Mohill—Streetscape—Landmarks—Character Areas

Proposed Development Areas

The works are proposed from the at the junction of Main Street (R201) / Castle Street (R202) O'Carolan / St. Marys public space; Glebe Street (R202) / public Car Park and Water Street; Main Street (R201) and Hyde Street (R202) / Glebe Street (R202) and Main Street / Green Lane / Butter Market; Main Street (R201) and Chapel Lane (at St. Patricks Church), and works to the curtilage of St. Mary's Church (A Protected Structure). The areas of development include the following:

- Area A Main Street (R201) / Castle Street (R202) O'Carolan / St. Marys space.
- Area B Glebe Street (R202) / public Car Park and Water Street.
- Area C Main Street (R201) and Hyde Street / Glebe Street (R202) and Main Street / Green Lane / Butter Market.
- Area D Main Street (R201) and Chapel Lane (at St. Patricks Church).

Area A Main Street (R201) / Castle Street (R202) O'Carolan / St. Marys space (Drawing EX002-SP002)

The works seek to improve conditions for pedestrians, and to create a multifunctional event space. It is proposed to realign the existing road and to increase the pedestrian area between the road and the river, and between the road and the boundary wall with St. Mary's Church. It is also proposed to create new openings in the curtilage wall of St. Mary's Church to open the views to the grassed area and entrance to the Church from the O'Carolan / St. Marys public space.

Area B Glebe Street (R202) / public Car Park and Water Street (Drawing EX003 - SP003)

The works seek to improve conditions for pedestrians on Glebe Street and to create a safe crossing at the junction with Main Street, at the entrance to the public car park, and at the junction with Water Street.

Area C Main Street (R201) and Hyde Street / Glebe Street (R202) and Main Street / Green Lane / Butter Market (Drawing EX004-SP004)

The works seek to improve conditions for pedestrians crossing the junction, and to create potential outdoor seating areas on both Glebe Street and Hyde Street. It is also proposed to improve the setting of the protected structures, and to improve conditions for pedestrians crossing the street at the junction of the Main Street / Green Lane and the Butter Market. It is proposed to realign the existing roads, to realign the access to the Butter Market, and to designate parking spaces, a public seating area, a potential outdoor seating area associated with the existing hotel, and a vertical landscape feature. This layout allows for potential future backland access.

Area D Main Street (R201) and Chapel Lane (at St. Patricks Church) (Drawing EX005-SP005)

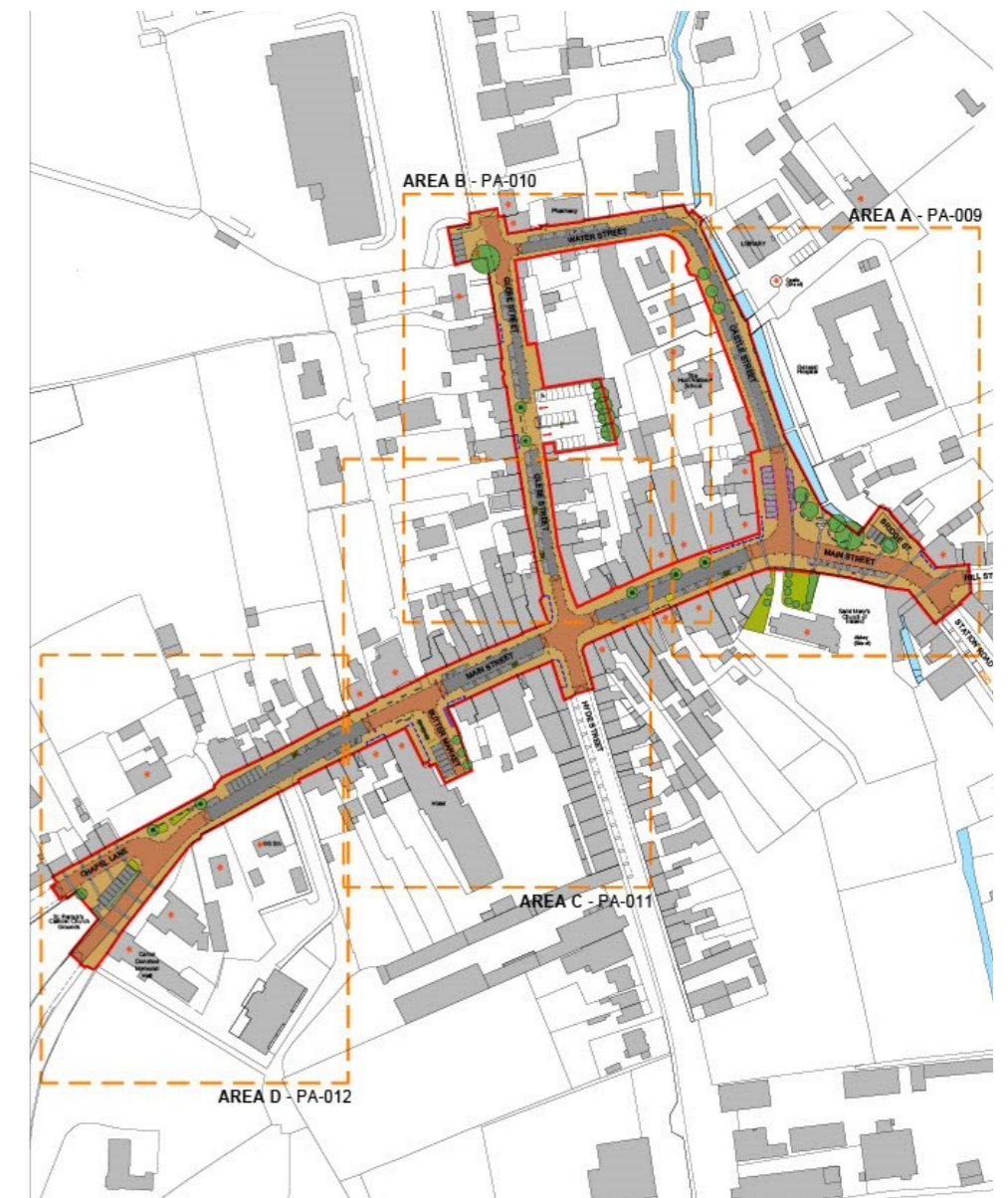
The works seek to improve conditions for pedestrians crossing the junction. It is proposed to realign the existing roads, and to increase the pedestrian footpath area, it is also proposed to provide steps to connect the parking space at Chapel Lane to the Carrick-on-Shannon Road / Main Street and the Canon Donohue Hall.



Mohill—Public Realm Improvement Scheme—Development Areas

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Public Realm Improvement Scheme



Mohill—Public Realm Improvement Scheme—Overall Plan

Area Description

Area A Main Street (R201) / Castle Street (R202) O'Carolan / St. Marys space

(Drawing EX002-SP002)

The existing space between the O'Carolan statue and St. Mary's Church is the principal urban space in Mohill. The town originated in this location, between St. Manchan's monastery grounds and the Castle. It has a long history as the marketplace reflecting its importance as a meeting place for the people of Mohill. The space also commemorates O'Carolan, the renowned 17th Century blind Celtic harper, with a fine statue positioned within the space.

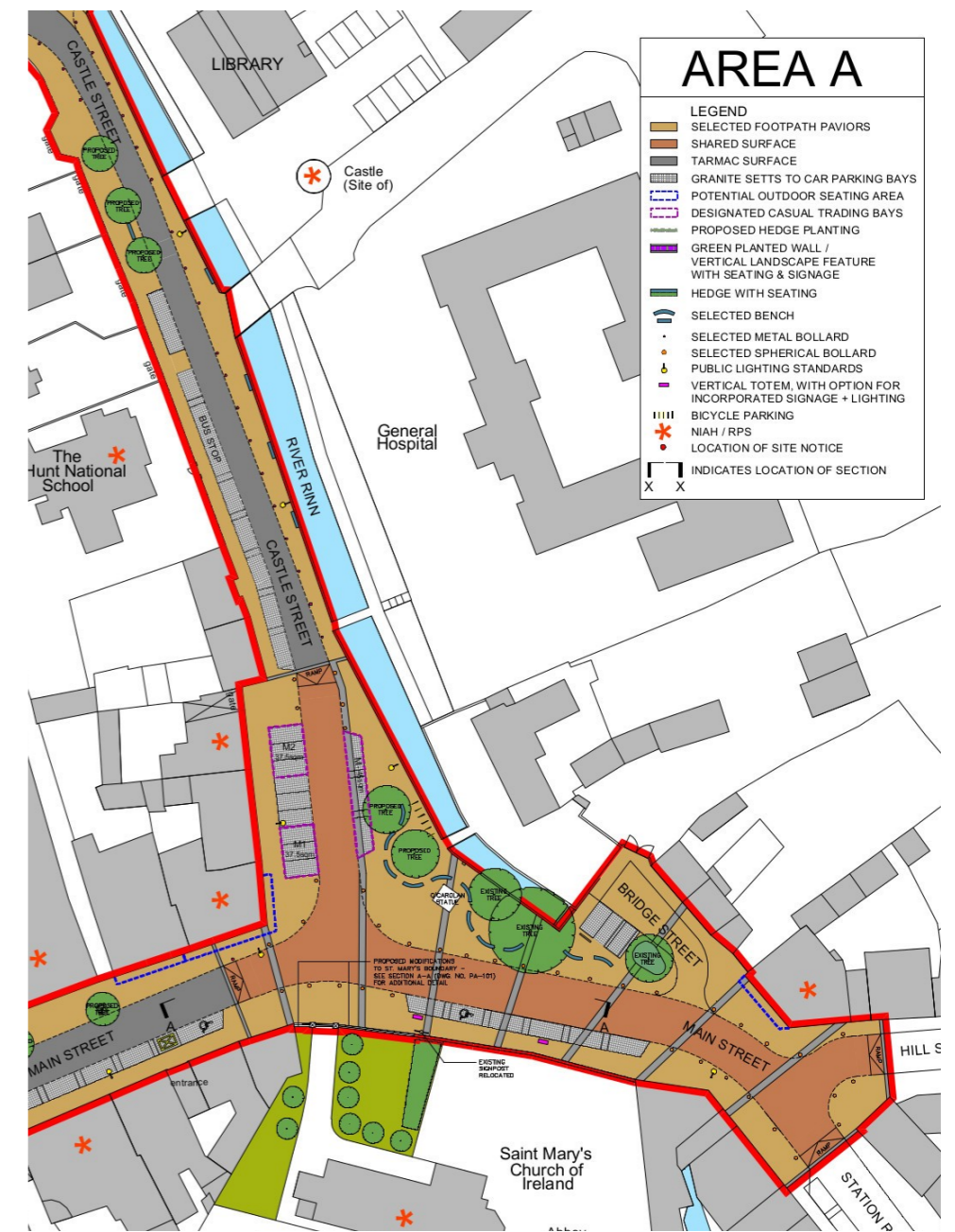
The space is well defined by the wall of St. Mary's Church to the south, existing two and three storey structures to the east, and a low wall defining the edge of the river to the west. The space benefits from a strong urban character and orientation, which ensures that it enjoys sunshine throughout the day. Its position along the river also adds to its potential. Weaknesses presented, however, include the dominance of vehicles within the space, compounded by limited space for pedestrians. The space is not conducive to pausing, and as a result the historic qualities and existing art cannot be readily appreciated or enjoyed.

The space, however, presents a great opportunity as a place to park and alight conveniently for car users, also as a place for families, parents' children, and youths to congregate safely before and after creche / school. It is a natural space for visitors and tourist to stop and find out about the town and places to visit. It is also an ideal space for events; currently hosting a street market, it also has the potential for other events such as an assembly point for a 'park run' or local organised walking / cycling groups. The provision of access to power and water to later detail will further enhance its potential to accommodate a 'pop up' kiosk that may further support local events.

It is proposed to create a pedestrian space adjoining the river and around the O'Carolan statue, and wider footpaths to the south along the St. Mary's Church wall, and to the west adjoining the existing premises facing the space. This is achieved with a realignment of the carriageway and existing car parking spaces. Designated bays are retained for market stalls to the western side of the space. Additional seating is proposed alongside the O'Carolan statue, with bollards to define the space, along with new cycle-parking. The existing planted area is reconfigured, and designated parking is provided off Bridge Street. Access to services is proposed to water and electricity to facilitate a 'pop-up' kiosk within this space.



St Mary's—O'Carolan Space (Artists Impression)



Mohill—Public Realm Improvement Scheme—Area A—See Drawing PA-003 + PA-009

Area Description

Area A Main Street (R201) / Castle Street



St Mary's—O'Carolan Space (Artists Impression)



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Area Description

Area A Main Street (R201) / Castle Street (R202) O'Carolan / St. Marys space

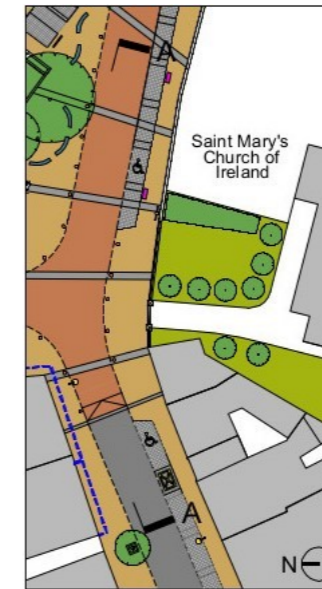
(Drawing EX002-SP002)

MOHILL

Public Realm Improvement Scheme



St Mary's—Main Street (Artists Impression)



St Mary's—Main Street—Key Plan

It is also proposed to open up the existing boundary wall to St. Mary's (a Protected Structure), to include opening two upper sections of the wall, and replacement with a railing. It is not proposed to make any modifications to the existing piers or gate. This measure will provide views towards the church as approached from Castle Street. This creates a stronger visual connection between the space and the church, allowing for a greater appreciation of the building. Opening the wall also allows southerly light onto the pavement at the entrance to the space, which will also enhance the visual amenity and comfort along the street. It is proposed to reposition the existing finger signage at the entrance to the Church grounds, which will further enhance the visual setting of the protected structure.

The impact of these works is assessed in the attached Architectural Heritage Impact Assessment (AHIA) prepared by Dermot Nolan Conservation Architect, accompanying this application. This report concludes that that the works have a slight to medium impact. However, the author notes that mitigating factors, include the restoration of the remainder of the wall and relocation of the signpost will have longer-term benefits. The author concludes that the railings will have a negligible impact, mitigated by the enhancement of views towards the church as proposed. The confined extent of the works are also noted. The report notes that the removed stone could be retained for re-use in making good the wall or be employed for use elsewhere, subject to detail design.



St Mary's—Main Street Elevation

Area B Glebe Street (R202) / public Car Park, Water Street and Castle Street

(Drawing EX003-SP003)

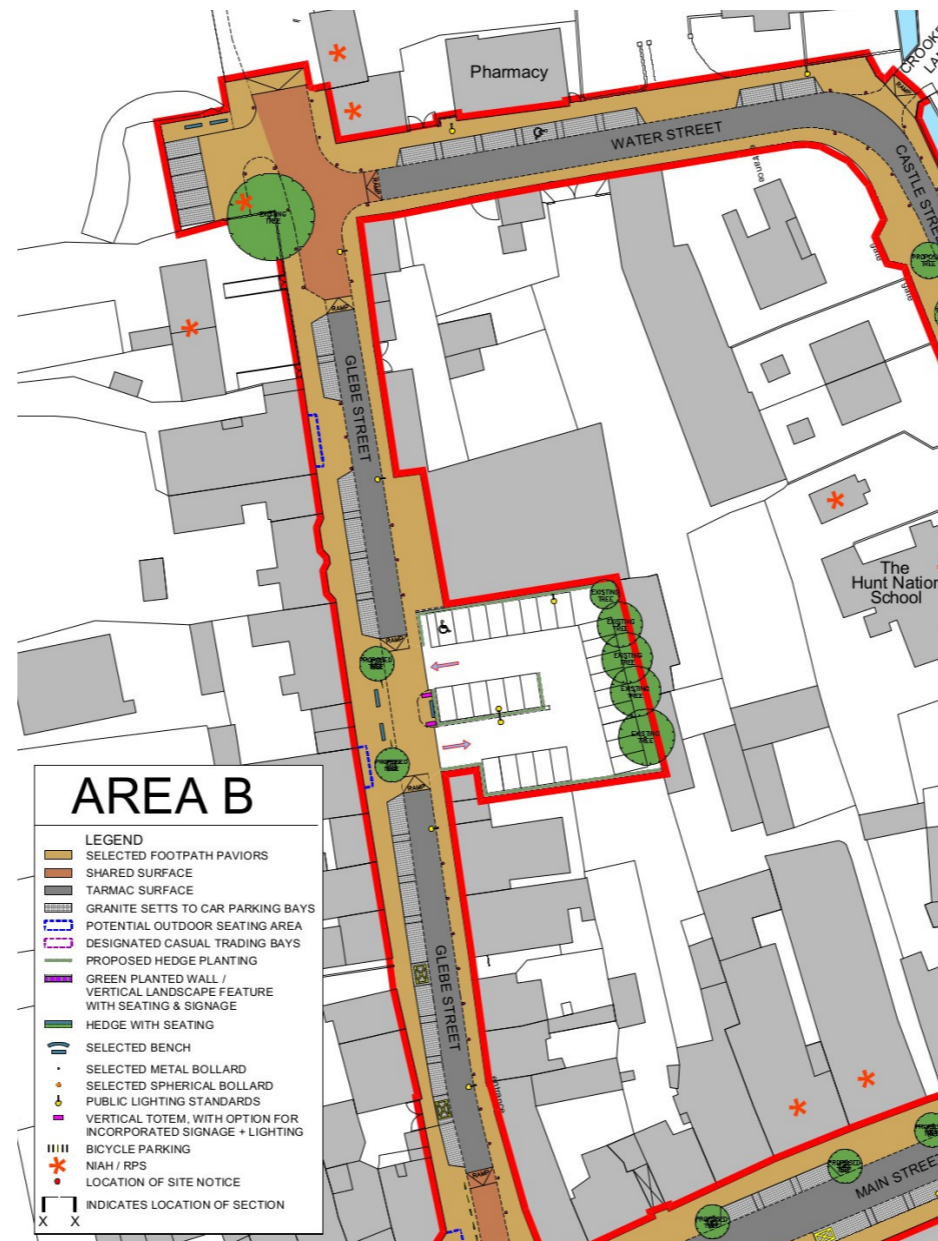
Glebe Street is a one-way street to the junction with Water Street. It provides vehicular access from Main Street northwards to Water Street and Castle Street, which are also one-way. This route also provides access to the public car park on Glebe Street, shops and businesses on Glebe Street, Water Street and Castle Street, and also access to the Health Centre, the Library, Aras O'Carolan, the Mohill Community and Civic Amenity site, and the public space at St. Mary's and the O'Carolan statue.

Glebe Street is well defined, but narrow. Unauthorised car parking occurs along the street and on the pavement and impedes both pedestrian and vehicular movement. Parking on Water Street is poorly defined, and the carriageway expands to provide left and right turning lanes at Castle Street. Car parking is provided off these lanes, which results in an expansive area of road that detracts from the overall visual amenity of the space.

It is proposed to improve conditions for pedestrians on Glebe Street, Water Street and Castle Street to encourage residents to walk to the school, library and HSE services. Works will include a realigned carriageway. The carriageway is realigned to widen the foot paths and to create spaces to the front of businesses. 'Table top' / shared surfaces are proposed at the junctions with Main Street and Water Street, and at the entrance to the public car park.

Benches are proposed along the street in identified locations. Car parking is aligned to encourage orderly parking on the street. Pedestrian access to and from the existing public car park is also enhanced to encourage drivers to utilise the existing car park and to walk to their destination in town. This will allow the redistribution of car parking from the town core. It is also proposed to enhance the visual appearance of the entrance to the car park, and of the car park itself, with soft landscaping, edge planting, and totem signage at the entrance to enhance the visibility of the space, and to define the street edge.

The proposed modifications will create an enhanced pedestrian environment that is attractive, and provides safe access to existing dwellings, shops and services on Glebe Street, Water Street and Castle Street.



Mohill—Public Realm Improvement Scheme—Area B—See Drawing PA-004 + PA-010

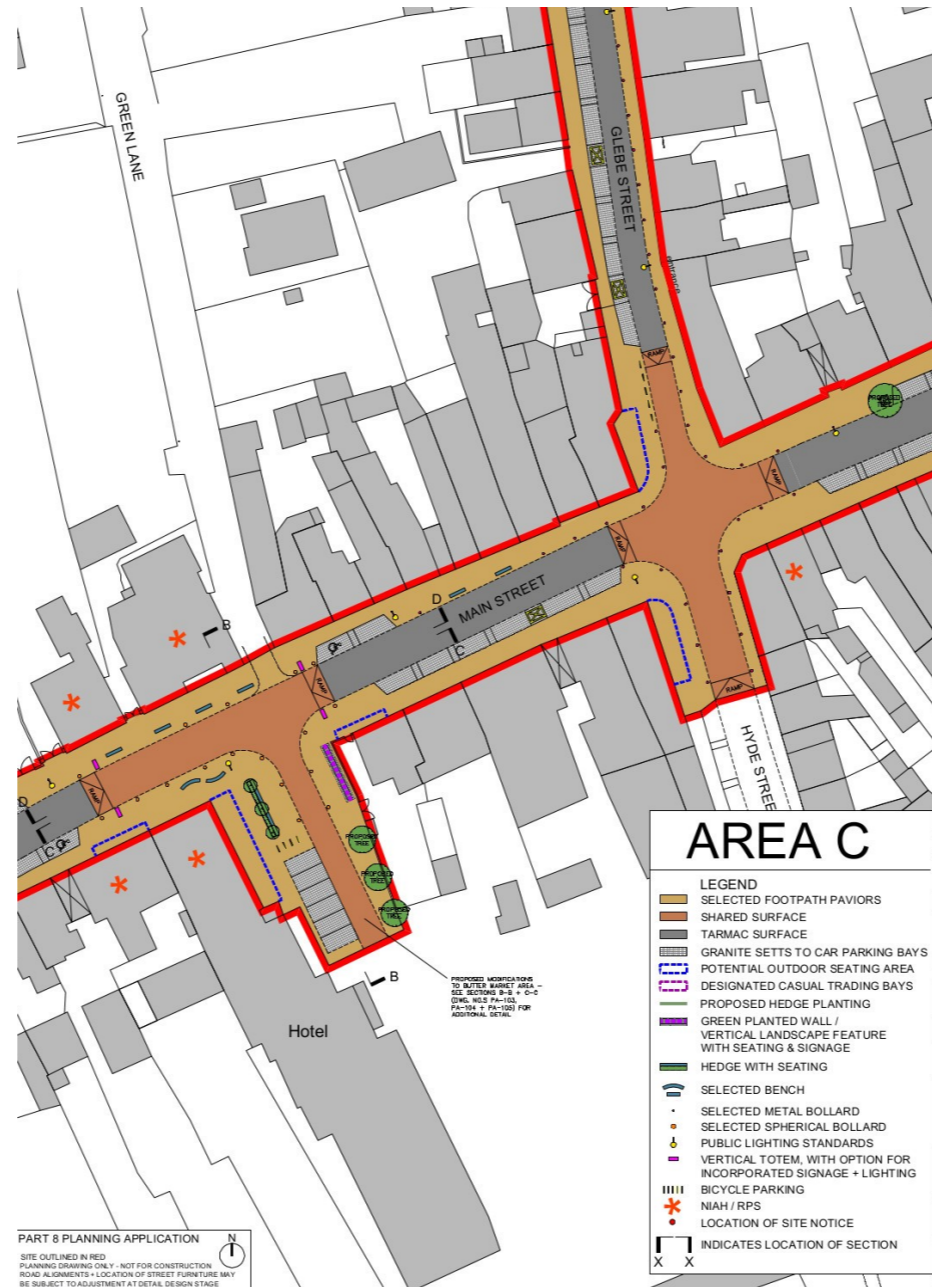
Area C Main Street (R201) and Hyde Street / Glebe Street (R202) and Main Street / Green Lane / Butter Market

(Drawing EX004-SP004)

Mohill Main Street presents a fine assembly of historic structures, town-houses, commercial premises and a number of landmark buildings, including the art nouveau Bank facing the Butter Market. The architectural heritage of Main Street is evident today, however, the overall visual appearance of the street has declined in recent years, both physically and socially, with the loss of retail activity and consequent vacancy. Also, it would appear that only a small number of residents live on the street. Furthermore, the road alignments and configuration are such that the road dominates, traffic passes through freely, and there is no encouragement to pause. The street presents a poor pedestrian environment. It is proposed to address the weaknesses of the Main Street, junction with Hyde Street and Glebe Street, and the junction with Green Lane and the Butter Market as follows:

Works will include a realigned carriageway. Proposals include a 'table top' raised surface at the two junctions to pedestrian path level. The change in level together with the change in colour will alert and slow drivers down, thereby creating a safer pedestrian priority public realm. This measure will slow traffic down, and to create a more accessible pedestrian Main Street. This will be complemented by the provision of designated and lined car parking areas on the Main Street, and defined spaces within the Butter Market.

It is further proposed to extend a high-quality finish across the full width of the street at the Butter Market to enhance the setting of the protected structures. Also feature lighting and street furniture is proposed. These measures will demarcate and identify this space, easily missed when experienced by the car, and will create a safer and more attractive pedestrian environment within the space. It is envisaged that the Butter Market can be used as a multi-functional space for community events, to complement the larger space at the O'Carolan/ St. Mary's space. It is proposed to provide access to services, water, and electricity to facilitate a 'pop-up' kiosk, which will be subject to further detail.



Mohill—Public Realm Improvement Scheme—Area C—See Drawing PA-005 + PA-011



Mohill Bank c1900—National Library of Ireland Eason Collection

Area C Main Street (R201) and Hyde Street / Glebe Street (R202) and Main Street / Green Lane / Butter Market

(Drawing EX004-SP004)

Vertical features are proposed opposite the Butter Market, to comprise vertical lighting totems, which will have the effect of defining the space. A vertical 'Green Wall' and signage is also proposed facing the direction of Carrick-on-Shannon, identifying 'Smart Green Mohill', and thereby encouraging visitors to take notice and pause.

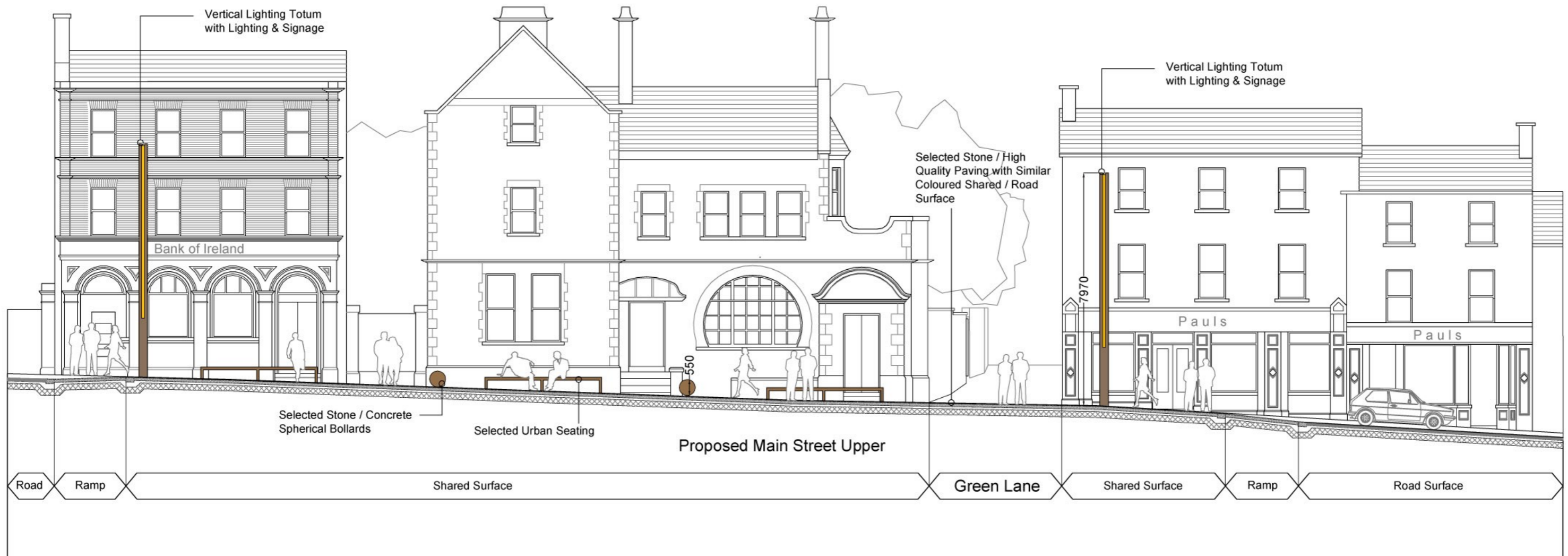
This element will also demarcate a potential future access point to backland areas to the rear, as part of a long-term vision for the town's development. Access to the backlands is not part of this Part 8 application.



Main Street / Butter Market (Artists Impression)

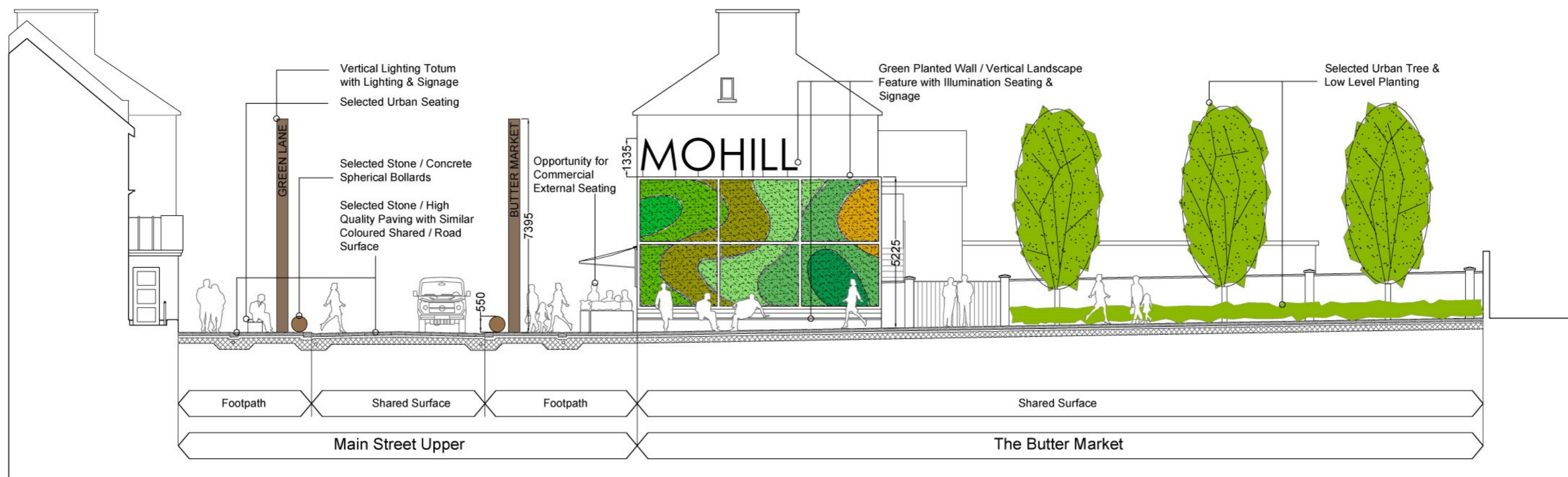


Area C Main Street (R201) and Hyde Street /
Glebe Street (R202) and Main Street / Green



Mohill—Public Realm Improvement Scheme—Area C—Butter Market Main Street Elevation

**Area C Main Street (R201) and Hyde Street /
Glebe Street (R202) and Main Street / Green
Lane / Butter Market**



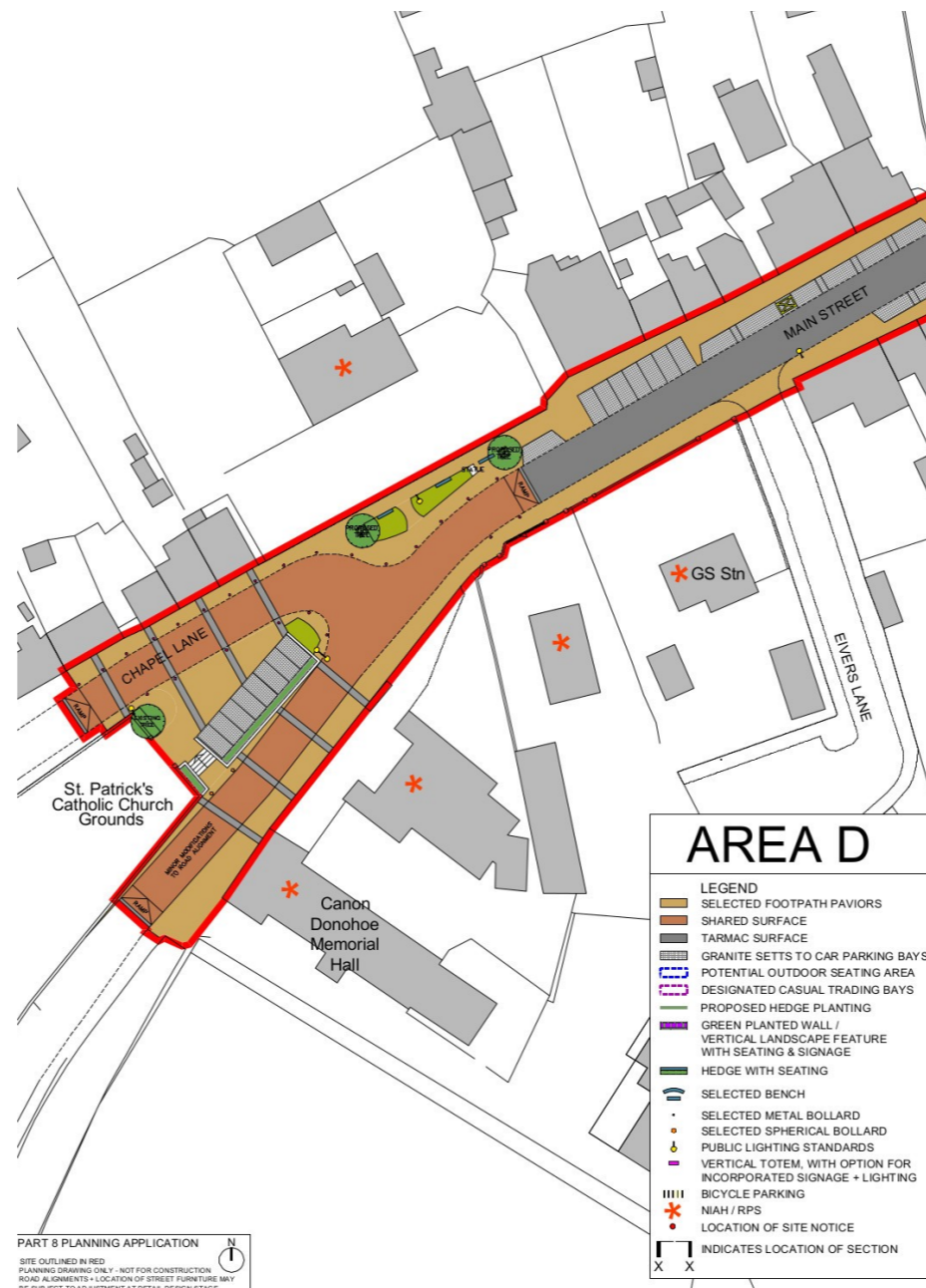
Mohill—Public Realm Improvement Scheme—Area C—Butter Market Elevation

Area D Main Street (R201) and Chapel Lane (at St. Patricks Church)

(Drawing EX005-SP005)

The junction of Main Street and Chapel Lane is a busy junction, combining the traffic travelling towards and from Carrick-on-Shannon, as well as local traffic from the residential estates to the west of the town and schools. There is also a change in level between Chapel Lane and the Main Street / Carrick-on-Shannon Road. It is proposed to narrow the carriageway, define the edges with bollards, and to provide a change in road surface, and a 'table top' at the entrance to the space from Carrick on Shannon, Chapel Lane and Main Street in order to slow traffic town. Steps are proposed to connect Chapel Lane to the Main Street / Carrick on Shannon Road, and to allow ease of pedestrian access from Chapel Lane to the Canon Donohue Hall and childcare facilities on Elvers Lane.

These measures will slow traffic down as it enters the town, define the town's entrance, and improve the pedestrian environment. It will encourage more pedestrians to access the town by foot, parking their car at the car park and walking into the town. The work will have particular benefit for parents and children going to and from the schools via foot, and will provide attractive, safe, and significantly improved pedestrian route into the town center.



Mohill—Public Realm Improvement Scheme—Area D—See Drawing PA-006 + PA-012

Accessibility

The proposals conform with Universal Access Guidelines. The shared surface and raised platform approach in some areas will include integrated guidance strip for the visually impaired to eliminate, where possible, kerbs and steps facilitating universal access.

Pedestrian Provision

Footpaths will be widened to facilitate ease of pedestrian movement. The increased space will allow for safe social distancing and provide space for local business to utilise public space outside their premises. The additional pedestrian spaces will also allow for the provision of street furniture, including seating areas and cycle parking. The plans identify indicative locations, which will be subject to detail design, prior to commencement.

Parking Provision

Car parking in Mohill occurs along the main streets, generally parallel to the existing footpath. Parking spaces are not designated with the exception of two areas, and as a result parking occurs haphazardly, in a disorderly and inefficient manner. Furthermore, we note that existing off-street car parking at Glebe Street is underutilised. It is assumed this is due to a poor pedestrian environment, connecting it to the main streets. In this regard we note that the Glebe Street car parking is located just 80m from Main Street, or less than a one minute walk.

NOTE The overall design will be subject to detailed design prior to commencement of development.

The proposed development reorganises the existing car parking to create more orderly and designated / lined car parking spaces. This will enhance the efficient of use of these spaces. It is also proposed to improve pedestrian access to the existing off-street parking spaces. The layout has been designed to ensure that there is ample car parking provided throughout the main streets and adjoining streets, including on-street and off-street spaces. The improved pedestrian environment will ensure that people arriving by car can walk safely and comfortably from on-street and off-street spaces to their destination within a few minutes' walk.

It is estimated that the existing street layout has the potential to provide a maximum of 135 spaces (excluding the public car park on Glebe Street, as it is often underutilised). It is unlikely that this level of parking is ever achieved, as the majority of parking areas are not delineated, and parking is often disorderly and inefficient. In general terms, there is an over provision of car parking in Mohill, and many car parking spaces are underutilised.

The proposed development will result in the provision of a total of 133 delineated spaces (including the public car parking on Glebe Street. The proposed layout will significantly improve access to the existing car parking on Glebe Street, ensuring that it may be used more often than is currently the case.

In this regard, the proposed car parking layout will substantially match the existing extent of parking provision, with no detrimental loss of parking provision in the town. Furthermore, it is also anticipated that residents in Mohill will shift from car to foot and bicycle to access local services, which will in turn further reduce the car parking demand on the main streets, thereby ensuring that there is ample car parking provision for the town centre.

Regional Routes R101 / R102

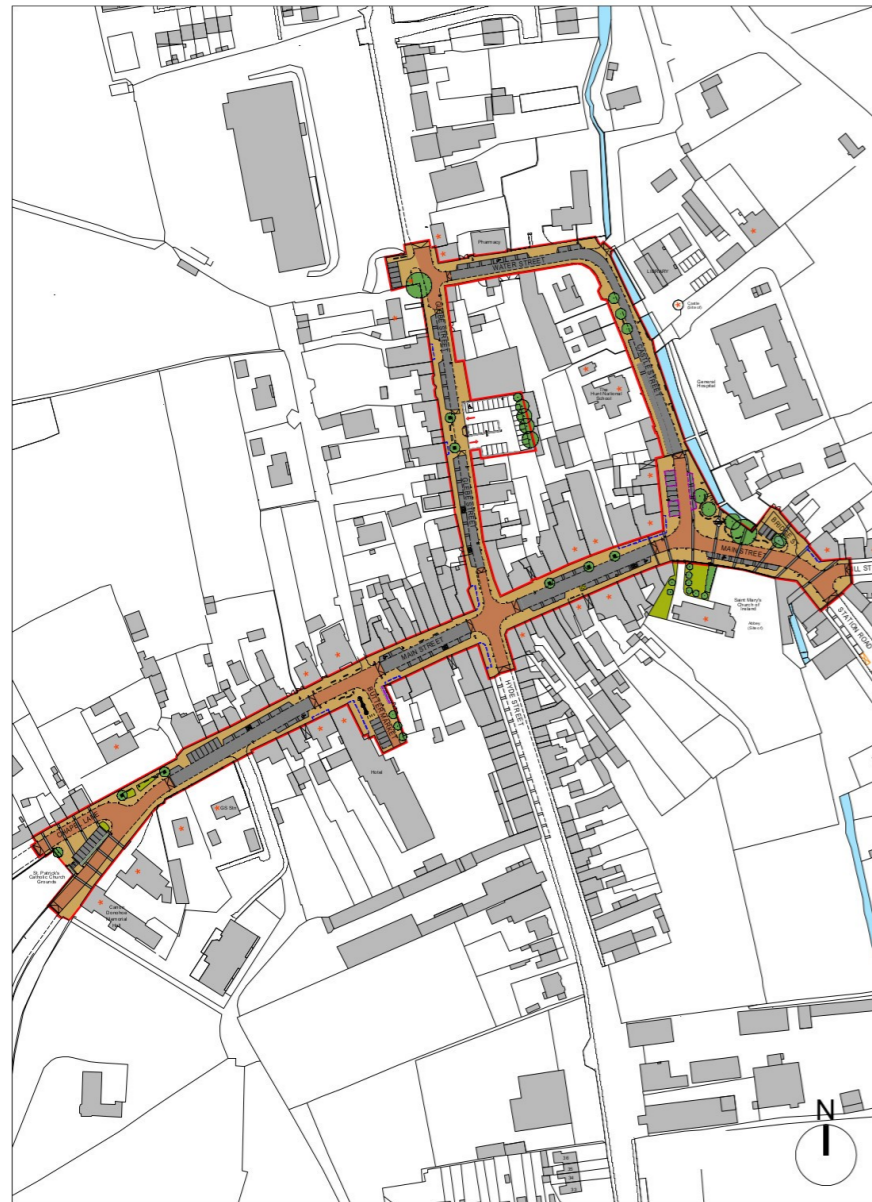
The existing road widths throughout the town centre generally exceed the standards in the Design Manual for Urban Roads and Streets (DMURS). It is accepted that excessive road width encourages cars to exceed speed limits, thereby creating a traffic hazard for road users and pedestrians. It is proposed to reduce the carriage way widths to conform with the DMURS standards, as such there will be no impediment for vehicle travelling though the town. Narrowing the carriageway will have the additional benefit of slowing traffic down, which will in turn enhance the safety of pedestrian, while also enhancing the pedestrian environment for residents, businesses, and visitors.

Material Selection

There is little or no historic paving material within the area proposed for improvements. Any existing door thresholds or steps will be identified at the detailed design stage, prior to commencement.

The proposed materials are informed by the materials evident in the town. Mohill includes numerous locations where natural stone is used. The structures on Main Street include a combination of yellow / brown sandstone, limestone ashlar, and quoin stones. It is proposed to utilise durable materials, using local stone where possible. The choice of materials can contribute to a project's sustainability and be a strong element of its identity. Choosing a local stone can, if available economically, be an obvious starting point, however, several types of surface will generally be required, including asphalted carriageways for vehicles. The extent and nature of the finishes will need to be carefully balanced against budgetary limits and will be refined at detailed design stage.

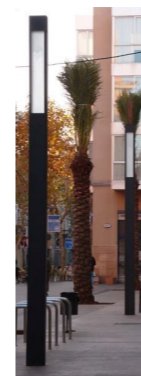
Indicative Design And Possible Palette of Materials



Mohill—Public Realm Improvement Scheme—Overall Plan



Green Wall Feature



Vertical totem with option for incorporated signage/lighting



Stone Spherical Bollards



Coloured Tarmac



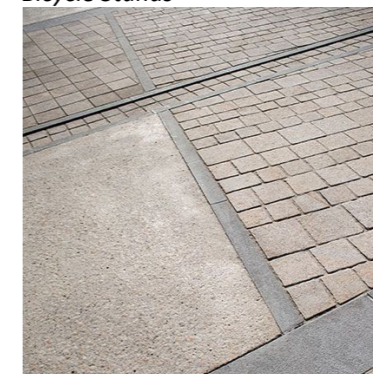
Stone Setts



Bicycle Stands



Benches



Stone / Concrete Paving



Stone / Coloured Tarmac



Stone Paving

NOTE The overall design will be subject to detailed design prior to commencement of development.