MOHILL—Urban Framework For Living

FINAL AUGUST 2021



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INTRODUCTION



INTRODUCTION

This *Mohill Design Framework for Living* has been prepared by *Sheridan Woods Architects & Urban Planners* on behalf of Leitrim County Council in consultation with *Venture International*.

Under Project Ireland 2040 and the Rural Regeneration Development Fund Leitrim County Council identified a need to create a masterplan for the development of Mohill Town. The project aims to develop a 'designed framework for living' plan that will bring together an innovative combination of traditional urban master-planning that addresses town centre vacancy, the demise of traditional retail and the need for public spaces and sustainable town centre travel options as identified in the Mohill Economic Development Plan.

Mohill acts as a business, service, residential, educational and social hub for its wider rural catchment in south Leitrim and across into Longford and Roscommon. Most of these roles have diminished over recent decades and Mohill exhibits all the classic features of 'Irish small rural town decline' – static/falling/ageing population, business closures, growing vacancy rates, shifts to the larger towns and a dangerous loss of community confidence/feelgood.

The Mohill community has taken forward several vibrant initiatives in recent years, all of which form part of implementing a 'Smart, Green Mohill' brand.

- Smart in how the town looks/appears, in how it looks after its residents and in how it adapts new technology to deal with social issues.
- Green in how it uses its energy, in how it provides amenities; in how it grows its own produce and in how it sees its potential in tourism.

Mohill is designated a Sustainable Energy Community (SEC) where everyone works together to develop a sustainable energy system, through being energy efficient, using renewable energy where feasible and developing decentralised energy supplies. As a result of the work of the SEC Mohill has conducted energy audits, LED public lighting and retrofitted social housing and public buildings. Community organisations have also secured funding under the Better Entergy Communities Scheme. The SEC has completed an Energy Master Plan, one of the first in the country to do so.

A 'Live Local Work Smart' project which is developing flexible workspace which will accommodate and encourage remote working, thereby reducing employers' costs, employees' commuting and society's carbon footprint whilst increasing local spend, human capacity and the potential for clustering

Mohill has been designation as an Age Friendly Town, where older people are actively involved in social, economic and cultural life and in creating a better local environment, to everybody's benefit. The town has also seen a number of projects funded through the Town and Village Renewal Scheme.

An Economic Development Plan has been developed that proposes actions ranging from job creation and economic development, tourism, energy, community development, cohesion and collaboration, events and festivals, retailing, transport and active age.

All of these have brought the town to consider a 'Design Framework for Living' as a key action to further develop the concept of 'Smart Green Mohill'.

The designed framework for living for Mohill is about 'How' people live as much as about 'Where' they live builds upon the work already carried out in Mohill to implement a 'Smart, Green Mohill'.



INTRODUCTION

Urban Framework For Living

The plan adopted a survey, analysis and plan approach. This included stakeholder consultations with Leitrim County Council, the Mohill Town Team and Elected Representatives. Venturi conducted extensive public consultation which informed the design approach. The plan also benefited from the Mohill Town Cetnre Health Check, prepared by Queens University in collaboration with The Heritage Council. (https://www.heritagecouncil.ie/content/files/Carrick-on-Shannon-Drumshanbo-and-Mohill-Town-Centre-Health-Check.pdf)

The design approach takes *Quality of Life* as the starting point, and this informs design proposals for all the spaces between buildings, the public spaces, and routes, and their potential as places of amenity. Quality of life will also inform proposals for the potential reuse and adaptation of existing structures and to identify appropriate locations for infill and backland development options.

The approach capitalises on the potential major benefits to the physical health and well being of the population of Mohill, the economic health and ability to attract business and generate income in the town, and also to the development of a place that is better managed and benefits from a more sustainable relationship with the environment.

Section 1 outlines the findings of the survey and analysis of the town, including a Strengths, Weaknesses Opportunities and Threats (SWOT) analysis, with reference to the Mohill Town Centre Health Check prepared by Queens University (as part of the Carrick on Shannon, Drumshanbo, Mohill Town Centre Health Check 2020 https://www.heritagecouncil.ie/content/files/Carrick-on-Shannon-Drumshanbo-and-Mohill-Town-Centre-Health-Check.pdf) and identifies examples of exemplar approaches in irish towns to enhance the quality of life in Irish towns (*Section 1—Context)*.

Section 2 outlines the strategy for the Urban Framework for living, *Section 2—Urban Framework for Living*.

Section 3 provides more detailed design approach to the regeneration of one of the backland areas, and the Public Realm Improvement Scheme which recently secured permission under Part 8 and Rural Regeneration Development Fund (RRDF) *Section 3—Case Study*.



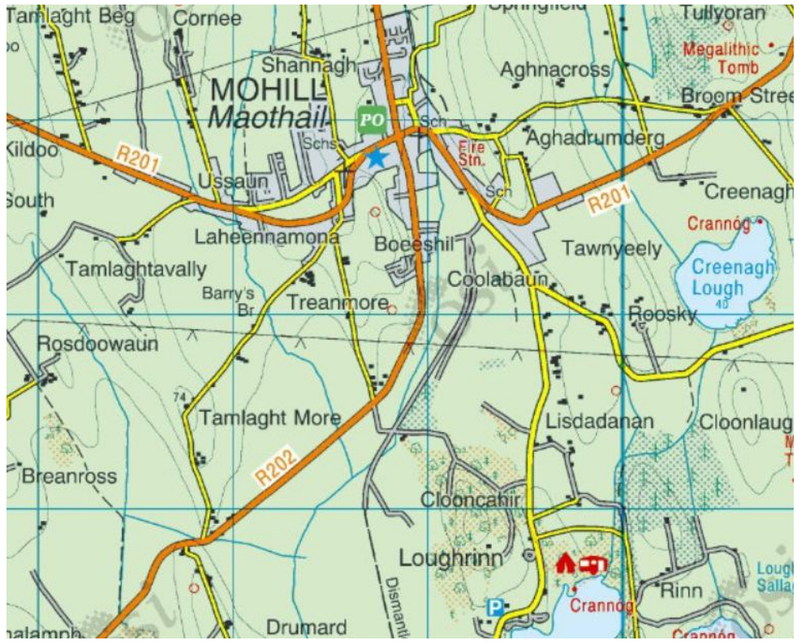
CONTEXT



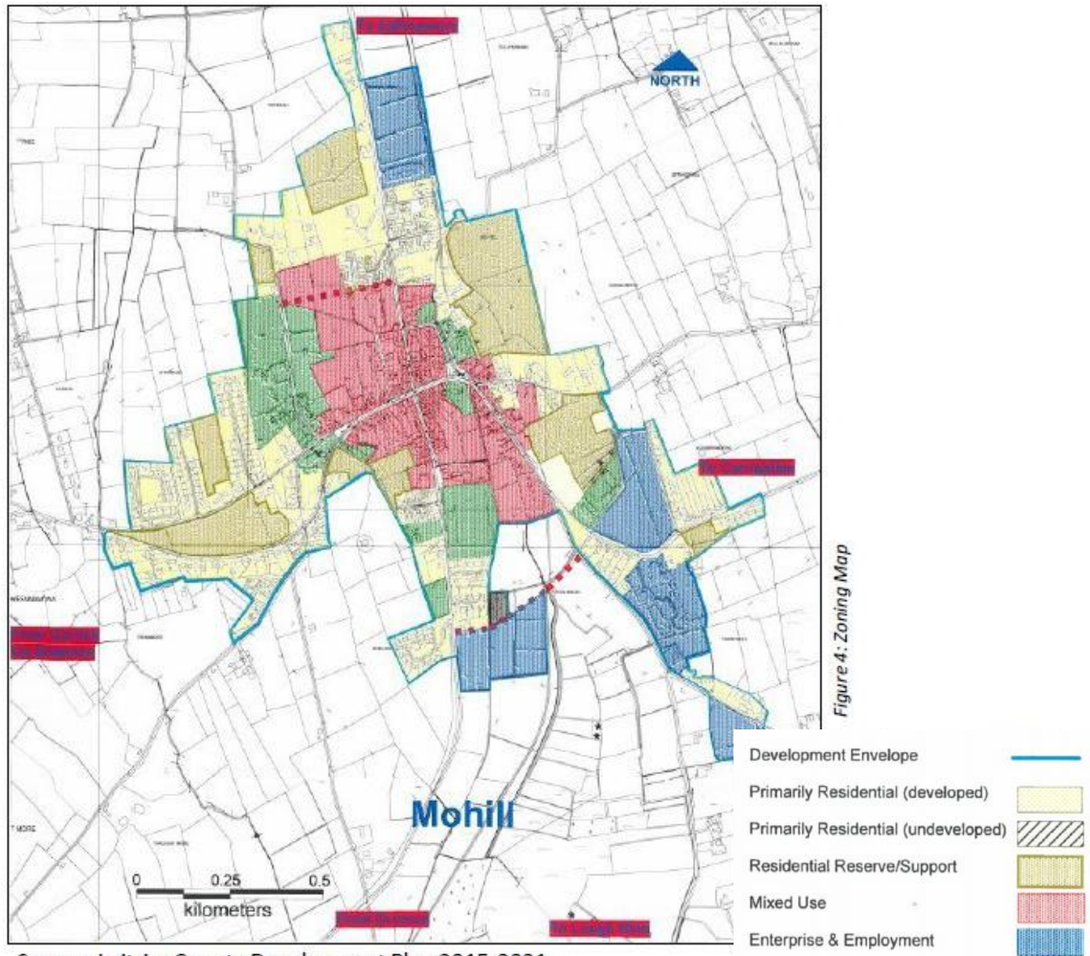
CONTEXT

The Leitrim County Development Plan (2015 – 2021) *Urban and Rural Settlement Strategy* sets out a hierarchy of towns, villages, and other centers in the County, including Tier 1, 2 (A&B) and 3 towns.

Mohill is identified as a Tier 2B '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, Drumshanbo, and Kinlough. Mohill is a 'Support Town' for the development of the Carrick on Shannon Area.



Mohill Context—OSI Discovery Series



Source: Leitrim County Development Plan 2015-2021

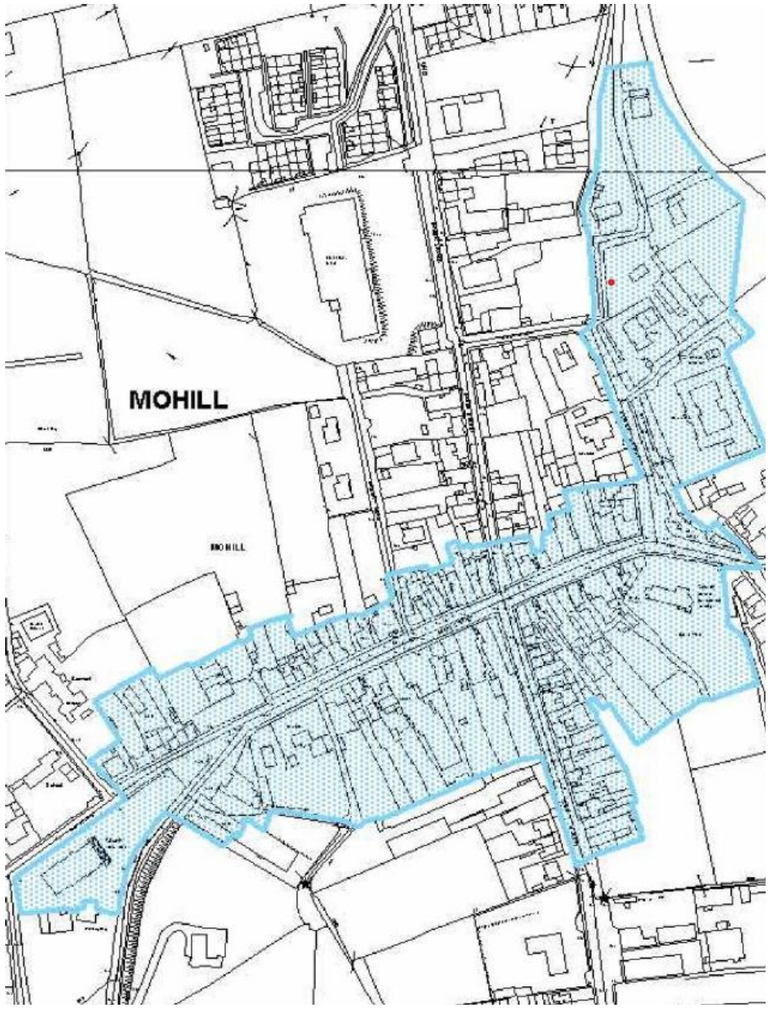
Figure 4: Zoning Map

Mohill—Land Use Zoning Map—Leitrim County Development Plan 2015—2021

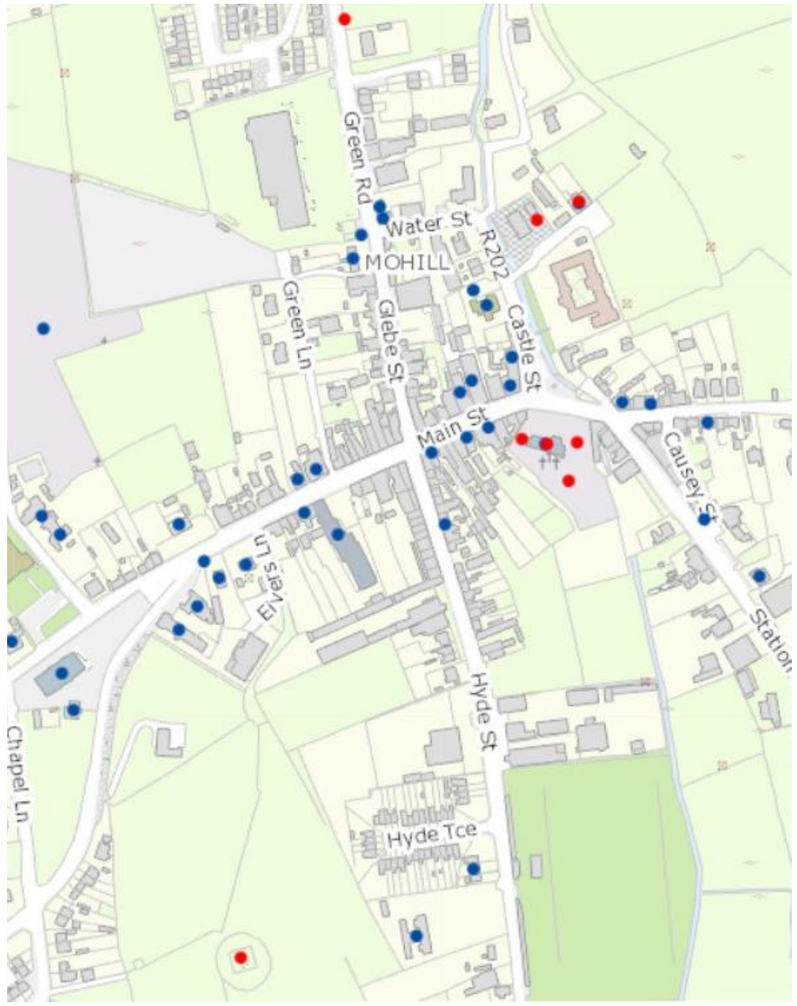
Conservation Fabric and Setting

The town centre is defined as an Architectural Conservation Area (ACA) in the County Development Plan 2015-2021 including the O'Carolan Centre and Castle grounds.

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)

Sites and Monuments Record (SMR)

National Inventory of Architectural Heritage (NIAH)

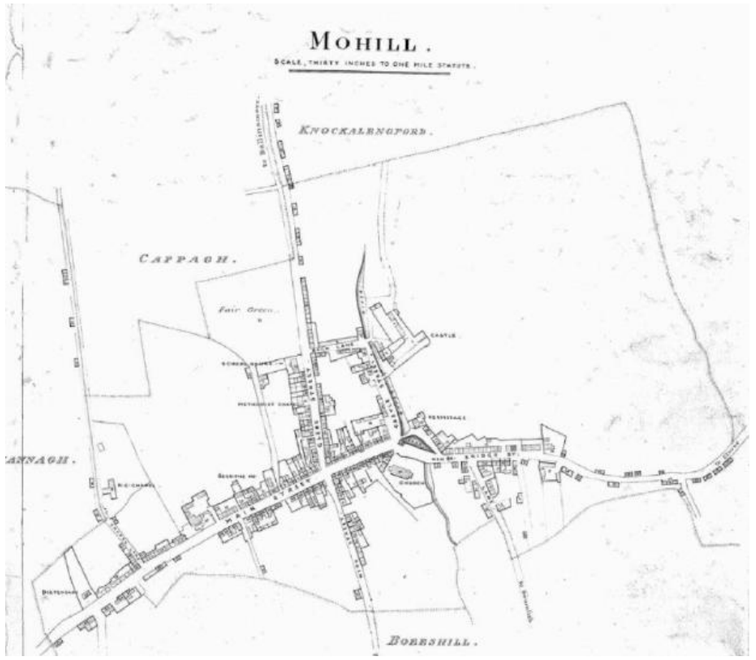
History

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 Muinter 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.

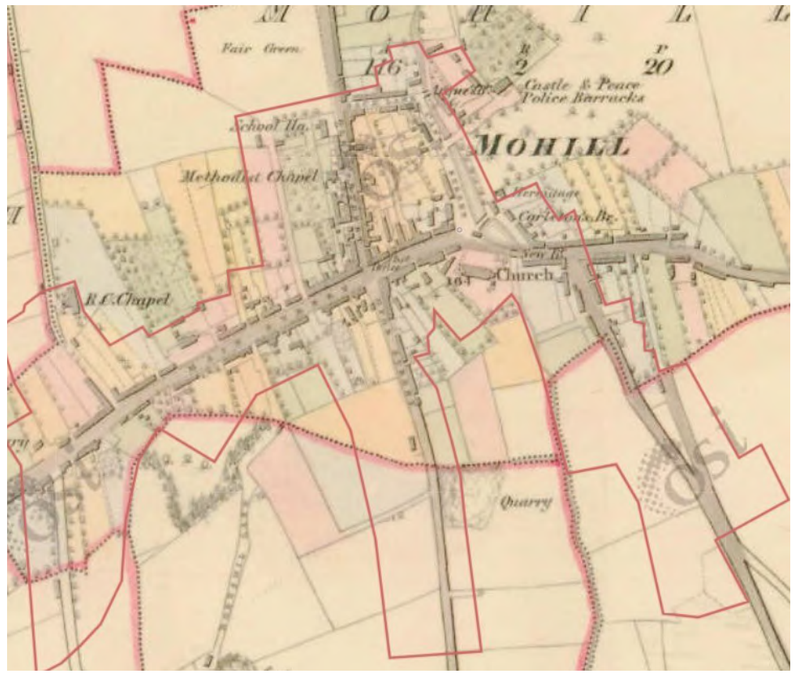
In 1610 Henry Crofton acquired the rectory and the medieval parish church which were on the site of St. Manchan's Monastery and he was granted 600 acres in 1621. Henry Crofton was one of only four English or Scottish undertakers to have taken up residence in Leitrim by 1622, assumed to be in the town 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.



Mohill—Castle Street—National Library of Ireland—c1900 1939 Eason Collection



Mohill—Griffiths Valuation Map—Town Map—1837



Mohill—Griffiths Valuation Map—1837

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.

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 Mulock, more aperient than that of Swanlinbar ; and at Athimonus, about half a mile distant, is another of similar quality.

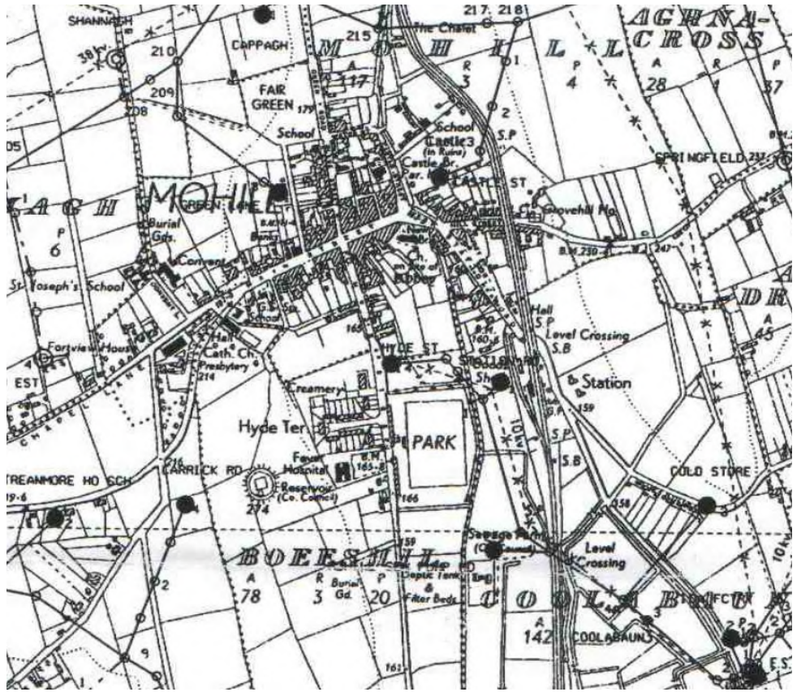
19th-20th Century Development

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).

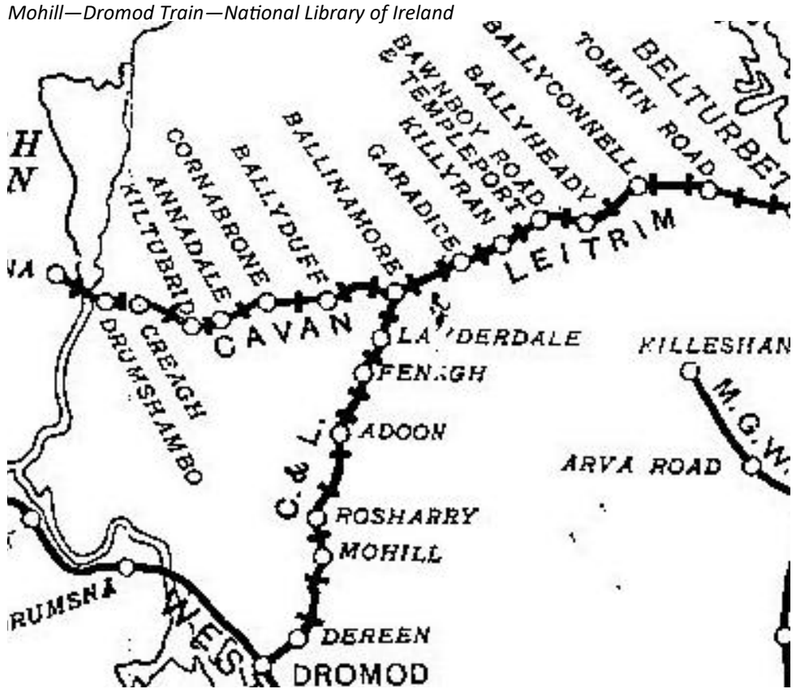


Mohill—Dromod Train—National Library of Ireland

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.



Mohill—1911 OSI Map



Cavan—Leitrim Rail Network c1829—1969



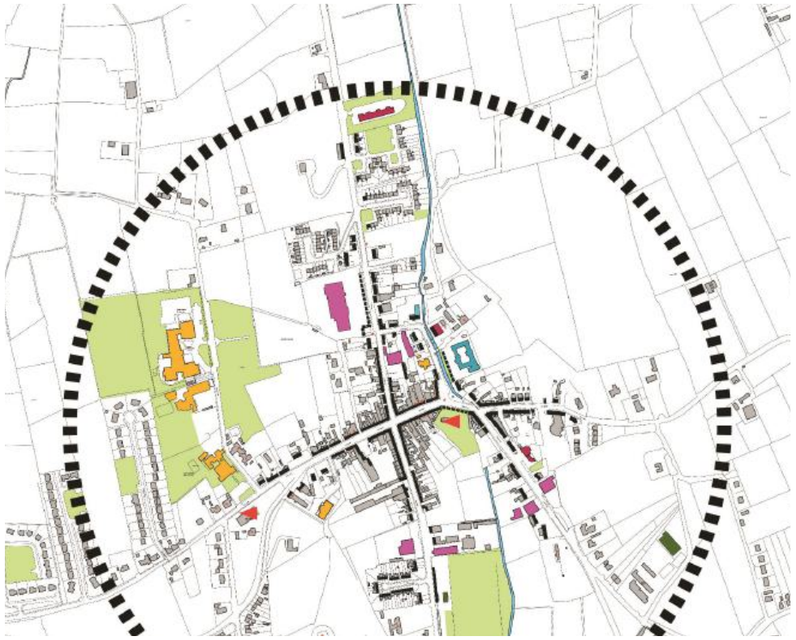
Mohill—2020 OSI Map Annotated by Sheridan Woods to illustrate the street edge, existing green spaces, including open spaces associated with existing residential development, the GAA grounds, Graveyard, and recreational grounds associated with the schools.

S.W.O.T

The Strengths, Weaknesses, Opportunities and Threats identified in the town are set out below.

Strengths

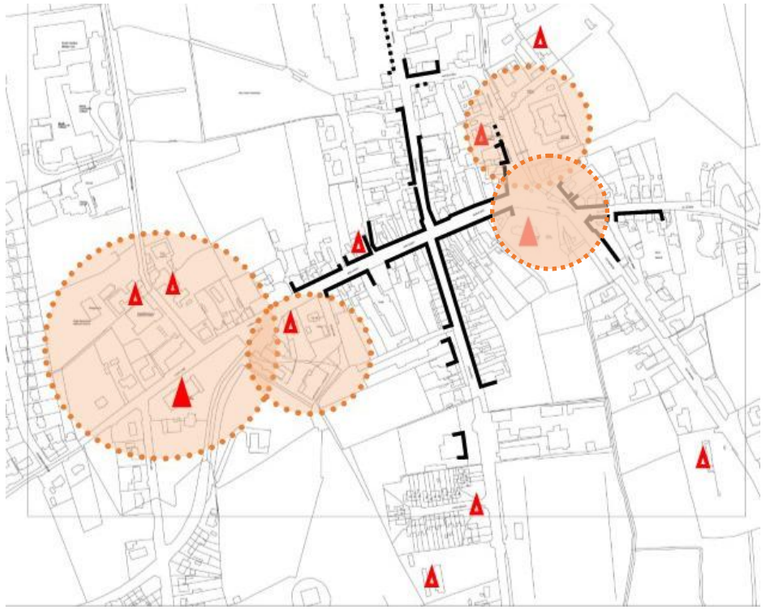
- Strong urban structure and rich architectural heritage
- Mix of uses within a 10minute walking distance from the town centre; educational, social, civic and commercial uses.
- Rich architectural heritage; town houses, commercial town houses, banks, churches and public buildings
- The existing street network readily lends itself to providing access to backland areas, and potential for interconnections/new streets to the existing street network.



Mohill—The town centre of Mohill is within a 10 Minute walk band. While there are poor interconnections between the existing streets, the existing street network creates opportunities to interconnect the existing streets (Opportunity noted below)



St. Mary's Church of Ireland



Mohill—Strong Urban Structure—Character Areas— Major and Minor Landmark Structures

Character Areas

Landmark Structures







Mohill—Rich architectural heritage, domestic architecture, town houses , shops and banks

S.W.O.T

The Strengths, Weaknesses, Opportunities and Threats identified in the town are set out below.

Weaknesses

- Poor public realm / Lack of public space to gather in the twon centre
- Poor pedestrian environment
- No cycle provision
- Underutilisation of off street parking
- Over provision of on street parking resulting in reduced town centre vibrancy.
- Poor connectivity between uses, including urban sprawl and disconnect between new residential areas and town centre uses / community uses

206 On Street Parking Spaces **78%** Occupancy

242 Off Street Parking Spaces **35%** Occupancy

'Convenience and oversupply of on-street spaces reduces emand for off-street carparks. This ultimately sees the town centre streets dominated by parked cars, thus reducing vibrance and footfall;' (Collaborative Town Centre Health Check Mohill—QUB

'Five times more cars than people walking in Mohill' (Collaborative Town Centre Health Check Mohill—QUB)



Mohill—2020 OSI Map - Existing Town layout illustrates poor interconnections between the existing streets



Mohill—Distribution of uses illustrating poor connectivity between uses, disconnect between existing streets—(NTS)

Residential *Community*

MART/GAA *Out of town centre retail*



Main Street—Dominance of Car Space—{Poor pedestrian Environment



Main Street—Dominance of Car Space—{Poor pedestrian Environment

The Strengths, Weaknesses, Opportunities and Threats identified in the town are set out below.

Weaknesses

- High level of vacancy, dilapidation and dereliction.

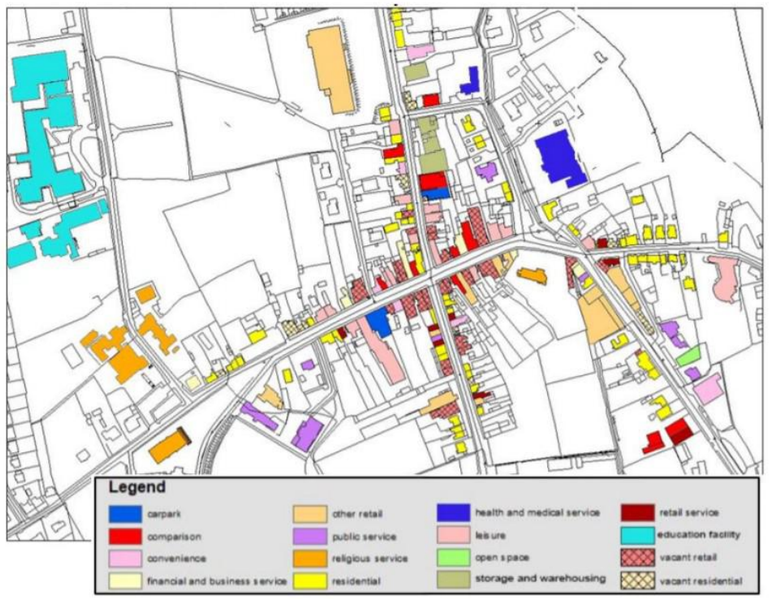
'Vacant buildings equate to 18% of teh town centre's land use, creating an ininviting, derelict appearance that discourages businesses, facilities, and people into the town. Vacant buildings within Mohill have increased temporally , from 17 in 2007 to 36 in 2010. This implies a movement of businesses and residences fo teh town centre, with no new investments intorduced;' (Collaborative Town Centre Health Check Mohill—QUB



Main Street—Vacant Underutilised Structures and Backlands



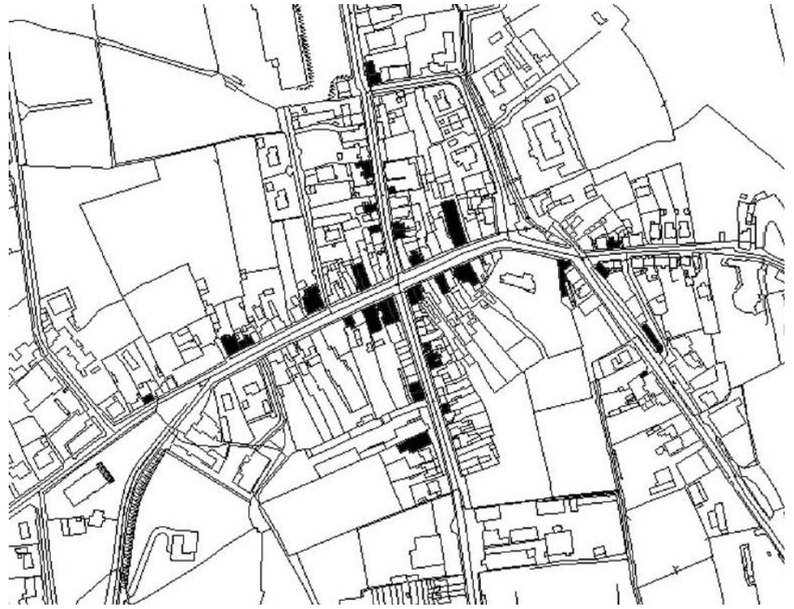
Mohill—Town Centre Vacancy—Vacancy Data From Collaborative Town Centre Health Check—Queens University Belfast (QUB)
https://www.heritagecouncil.ie/content/files/Carrick-on-Shannon-Drumshanbo-and-Mohill-Town-Centre-Health-Check.pdf



Mohill—Town Centre Vacancy—Extract From Collaborative Town Centre Health Check—Queens University Belfast (QUB)
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Main Street—Vacant Underutilised Structures and Backlands



Mohill—Town Centre Vacancy—Extract From Queens University Mohill Study (NTS)
https://www.heritagecouncil.ie/content/files/Carrick-on-Shannon-Drumshanbo-and-Mohill-Town-Centre-Health-Check.pdf

The Strengths, Weaknesses, Opportunities and Threats identified in the town are set out below.

Opportunities

- Reimagine the town centre as a destination adopting a people centred approach to improve quality of life
- Potential for small interventions to make a big change—introduction of new backland uses—parklet concept—Increased foot path widths—street as spaces
- Reuse, adapt existing historic structures, and infill opportunities between existing structures and to the rear.
- To create opportunities for new backland developments, through site assembly, introduction of new streets, and connections between existing streets, and to create viable development sites for new homes in the town centre, to include a mix of dwelling types, to accommodate multi-generational homes, and mixed tenure.
- Strengthen social interaction, improve health and well being, generate economic benefit through increased footfall and engagement.

Reimagine Existing Streets—Green Lane and Main Street



Reimagine Existing Streets—Hill Street and Main Street







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Reimagine Existing Spaces—Car parking removed from the Market Square And use of market square for outdoor seating, dining, and improved and safer pedestrian circulation—Kildare Market Square

Reimagine Existing Streets—Main Street





Mohill Place to relax, play and do business



Mohill Place to visit, shop and meet neighbours

S.W.O.T

The Strengths, Weaknesses, Opportunities and Threats identified in the town are set out below.

Threat

- Fear of change and continuance of car centred approach—COVID 19
- Further decentralisation
- Prohibitive renovation costs
- Increased vacancy
- Spiral decline



Mohill Main Street Upper



Mohill—Main Street Lower



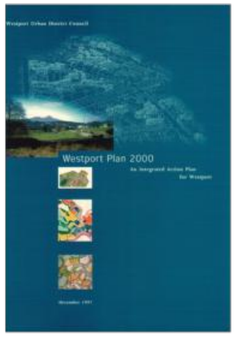
Mohill View from Castle Street to St. Mary's Church



Mohill Junction of Hyde Street/Main Street/Glebe Street—Car priority—lack of pedestrian provision

Case Studies from Ireland

There are numerous examples where towns have developed strategies to revitalise town centre, and to enhance the quality of life for all, residents, businesses, and visitors, through reimagination of their urban areas; Westport and Clonakilty are illustrated here.



Westport 2000 - An Integrated Action Plan For Westport

Vision Led Plan – Collaboration between community, planning authority and architects





Westport 2000

The Westport 200 Plan provided a Plan Led framework for the development of te town centre, that has guided development to achieve Improved retail environment, backland car parking, pedestrian routes, and urban spaces. The framework strategy demonstrated opportunities for new development areas in the town centre, and promoted a balanced mix of uses, retail, commercial, residential and tourism.



Clonakilty Public Realm

The Clonakilty Public Realm plan arose from an objective to redevelop the small market town of Clonakilty's main squares, which had previously been dominated by car parking and empty buildings and blighted by antisocial behaviour. The Public Realm works have improved community engagement, interaction, and has reversed vacancy. The streets are reimagined as public places for events and community engagement / social interaction for residents and visitors, and a great place to do business.







15 Minute City Neighbourhood – 10 Minute Town

Recent developments in planning policy, led by the National Planning Framework (NPF) and the Regional Spatial and Economic Strategies (RSES) and including the Design Manual for Urban Roads and Streets, have sought to address the issues associated with the development pattern of over dependence on the car.

There has been much more focus on core policy objectives for compact growth and sustainable mobility and for support of improved permeability and the quality of the environment for pedestrians and cyclists in newer developments. However, there remains a challenge to retrofit our existing towns and villages to provide a coherent transport network focused on sustainable mobility, in particular facilitating convenient access to community facilities by walking and cycling.

The emphasis on compact growth in the NPF and RSES for the delivery of new housing, employment, and community facilities will result in shorter distance trips. These will naturally promote access on foot or by bike, as they are more convenient for these modes compared to the longer distance trips that are generated by less dense suburban areas.

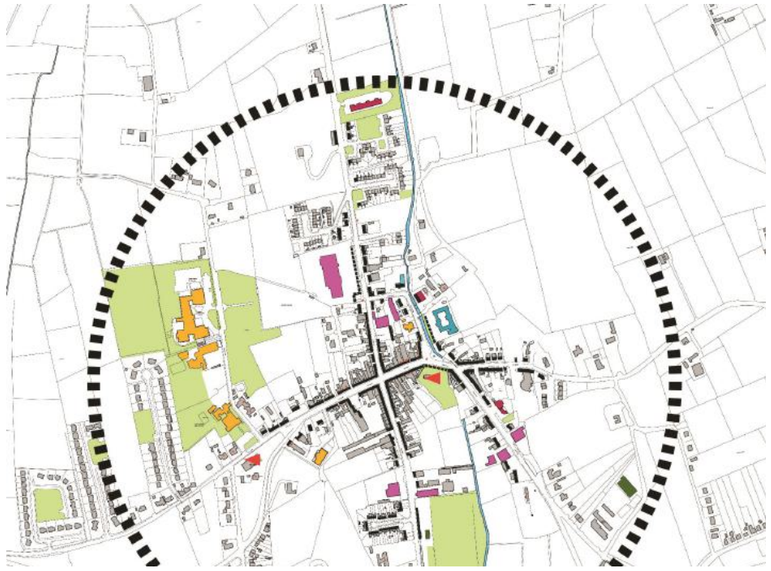
The size and configuration of the existing streets in Mohill readily lends itself to adaptation a more sustainable, permeable and connected town core. In this context the concept of the 15 minute city neighbourhood is an appropriate aspiration. The theory of the 15-minute city is simple but challenging: over the last decades we've created urban life around the car. This is very much evidenced in Mohill which is dominated by car use in the town core.

In order to make a more sustainable town centre, in accordance with Government Policy, it is appropriate that the design approach for the Framework for Living is to create a more liveable town centre, that is designed on a human scale, by foot or pedal.

Work, home, shops, entertainment, education, healthcare and green spaces should all be available within 15 minutes walkable or cyclable — the same time that a commuter might once have waited spent looking for a car parking space.



15 Minute Paris Concept



This proposal of a post-car town has gained momentum during the COVID 19 health crisis because of the need to reclaim streets to allow for people to move around without crowding. The 15-minute city concept emerged originally as a response to climate change and motor vehicle pollution, which is also closely related to the spread of the coronavirus in cities.

This theory is also a new approach to making town life more local, pleasant and slow-paced. In this regard, better quality of urban life inevitably means fewer cars on the streets. Accordingly, the design approach for the Framework For Living is to provide a mix of uses, creating a place to live, work and recreate, and to reducing the number of car movement, and car parking demand in the town centre, while also meeting the Development Plan Car parking policy for infill town centre sites.

The Mohill Urban Framework for Living strategy has the potential to form a key part of a future 10 minute Mohill and sustainable place to live, work and recreate.

Mohill—The town centre of Mohill is within a 10 Minute walk band. However, the existing disconnected street network and poor pedestrian nd cycle provision, creates poor interconnections, pedestrian environment, and discourages active travel between uses.

MOHILL URBAN FRAMEWORK FOR LIVING-STRATEGY



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.

Objective is to create a vibrant and attractive place to live, with spaces to relax and play,

a place that supports enterprise and ability to earn, and a place where people want to visit.

Central to achieving that is Planning for People

' If you plan cities (towns) for cars and traffic, you get cars and traffic.

If you plan for people and places, you get people and places.'

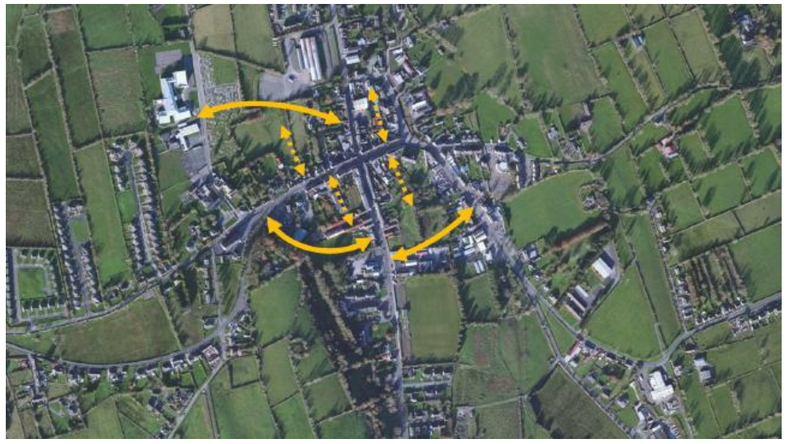
Fred Kent Project for Public Places



Pedestrian and Cycle Routes



Blueway and Greenway Routes



Link Routes



Public Realm Improvements

Overall Strategy—Connecting Mohill

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.



Mohill Urban Framework For Living—Overall Strategy
This strategy is indicative only. The backlands, including the Mart and the Buttermarket are in private ownership and any development is subject to partnership/agreement with owners etc)

Pedestrian and cycle routes from town edge

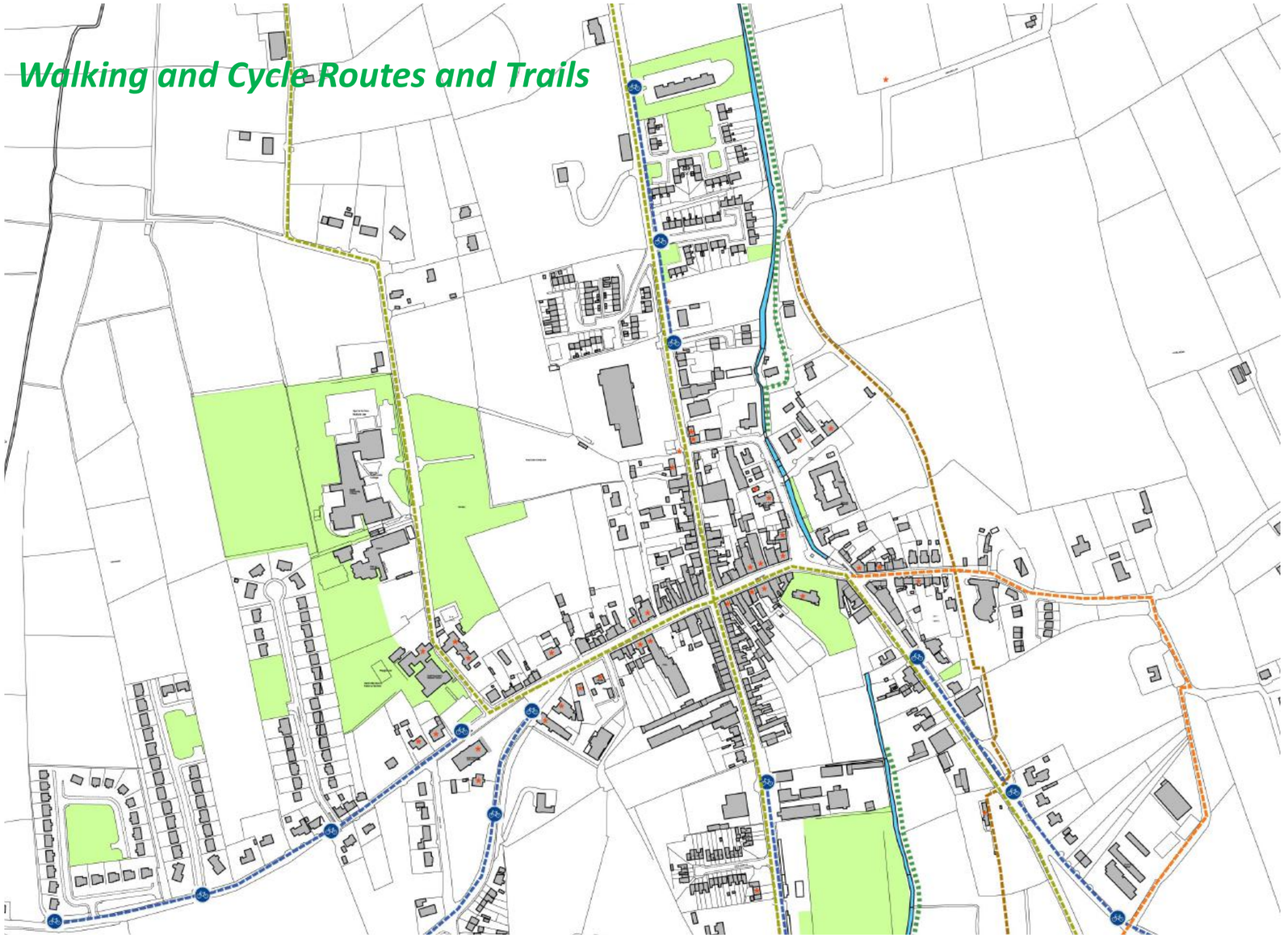
Shared pedestrian and cycle routes to the edge of the town centre and link to walking loop and new river and linear walks



Pedestrian and Cycle Routes



Blueway and Greenway Routes



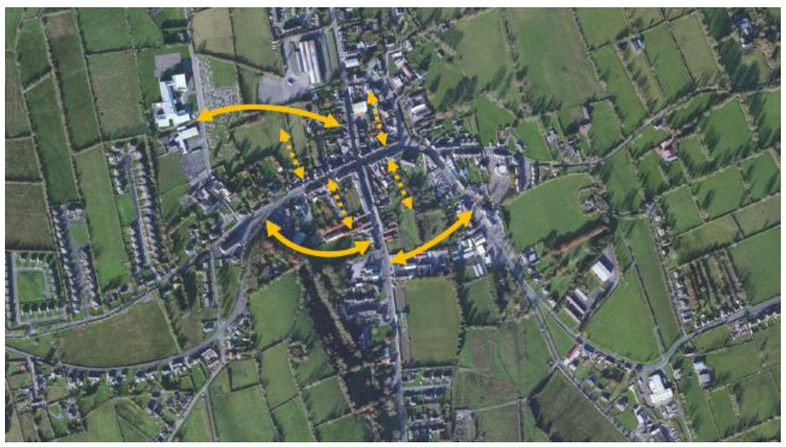
Mohill Urban Framework For Living—Walking and Cycle Routes and Trails
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Town Centre Link Streets—Permeability

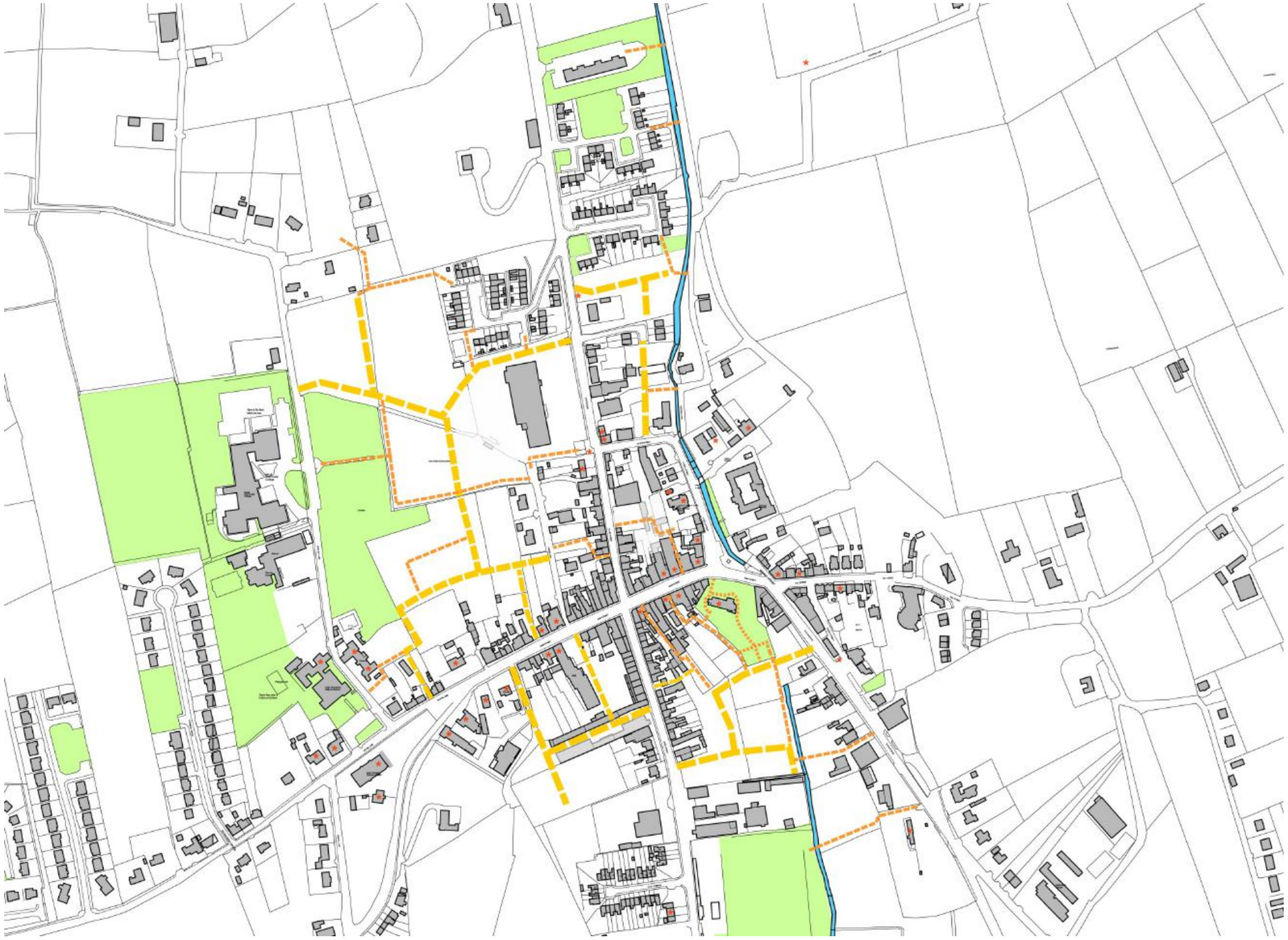
Pedestrian, cycle and vehicular streets connecting to existing streets and lanes.



Link Routes Connecting to blue way and green way, providing amenity and alternative streets and paths to circulate and move around the town



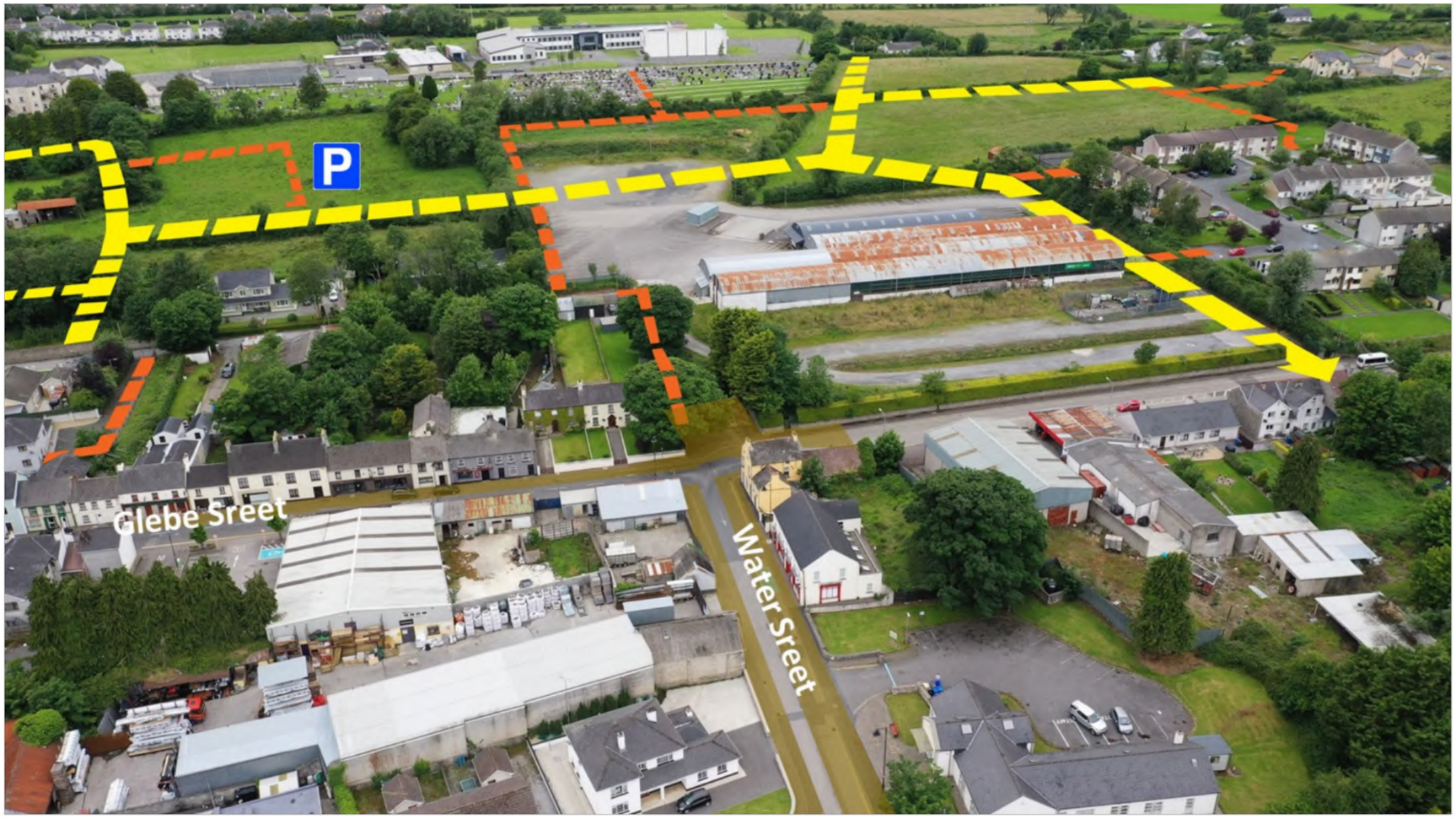
Link Streets and Lanes



Mohill Urban Framework For Living—Enhanced Permeability
Town Centre Linking Streets and Lanes

Town Centre Link Routes—Permeability

Market Quadrant



Connecting Glebe Street to Mohill Community College and Church Lane through the Market with links to Green Lane and Upper Main Street with New Backland Parking Areas

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Town Centre Link Routes—Permeability

Buttermarket Quadrant

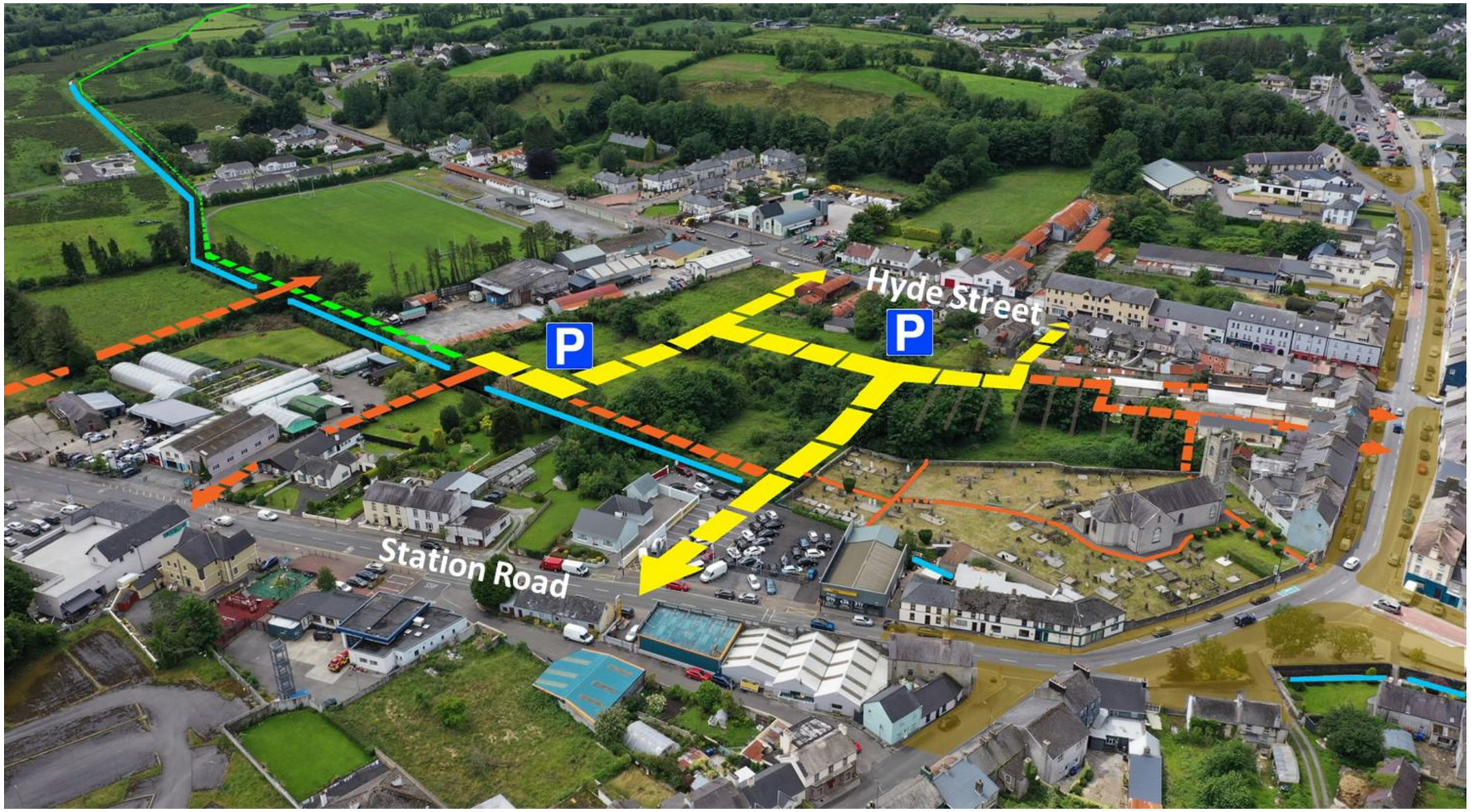


Connecting Hyde Street to Creche and Elvers Lane and back to Main Street / Buttermarket—New Backland New Backland Parking Areas

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Town Centre Link Routes—Permeability

St. Marys Quadrant



Connecting Hyde Street to Station Road with connections through St. Marys and existing archways to Lower Main Street. New Backland Parking Areas

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Town Centre Link Routes—Permeability

Town Centre Quadrant



Connecting Glebe Street Car Park to Lower Main Street and Castle Street—Extended and improved Backland Parking Areas

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Public Spaces and New Parking Areas

Multi functional spaces for all ages

New backland car parking areas

Multifunctional Mart Yard / Car Park / Event Space







New backland areas as open space—multi functional spaces for parking and events



Mohill Urban Framework For Living—New public spaces and backland car parking—multi functional spaces for parking and events
This strategy is indicative only. The backlands, including the Mart and the Buttermarket are in private ownership and any development is subject to partnership/agreement with owners etc)

New Development Areas—Backland regeneration

New Housing - Terraced town housing facing new routes and green spaces

Multi generational home, public and private mix of dwellings

New commercial uses



Housing for the elderly—Gorey town centre backland—Paul Keogh Architects



New town centre dwellings—Norwich—family homes in town centre context



Mohill Urban Framework For Living—Town Centre Link Routes—Enhanced Permeability—Pedestrian and vehicular routes

This strategy is indicative only. The backlands, including the Mart and the Buttermarket are in private ownership and any development is subject to partnership/agreement with owners etc)

Public Realm

Pedestrian priority, footpath widening, shared surfaces, reduced carriageway, reduced parking areas.

New seating areas, utilities to allow for on street farmers market along length of Main Street.

Potential event space / living street initiative.



Flexible use of main street for public events



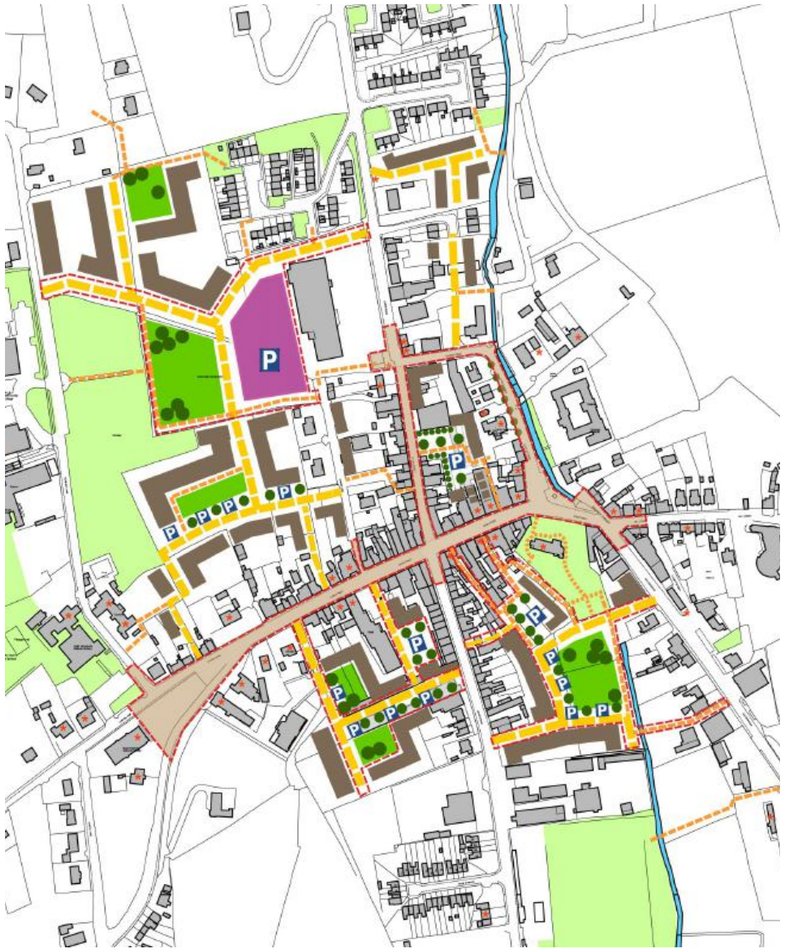
Combining places for people and cars



Mohill Urban Framework For Living—Public Realm Improvements

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Strategy Benefits



Key benefits

Social

Health and Wellbeing: Promote active lifestyle, to address obesity, to reduce chronic disease, improve mental health and people's happiness

Safety: Improve traffic safety, increase passive surveillance, and reduce anti social behaviour

Placemaking: promote a vibrant urban experience, enhance a sense of place, encourage art and support cultural initiative, increasing access to recreation facilities

Social cohesion and equality: Broaden universal accessibility, develop inter-generational integration, foster social interaction strengthen community identity and encourage inclusiveness.

Local Economy

Boosting prosperity: supporting local business, enhance potential for new businesses in a more attractive public realm, and increased footfall.

Enhance branding and identity: encourage inward investment, attractive creatives

Urban regeneration: increase land and property values, activating streets

Cost saving: reduce costs associated with car travel, reuse adapt and infill (identify cost effective mechanisms, and reduced healthcare costs.

Environmental

Virtuous Cycle – Decrease dependency e of the car – non-renewable resource, optimise land use

Ecosystem service – address air pollution, reduce ambient nose, improve urban microclimate, increase permeable surface for water drainage.

Liveability beautification of street landscape and public space, implement places to sit, socialise, and recreational facilities

Transport efficiency – reclaim spaces from underused space allocated to vehicle, encourage modal shift from car to walking and cycle travel, increase permeability in the urban fabric, and bridge barriers.

Governance

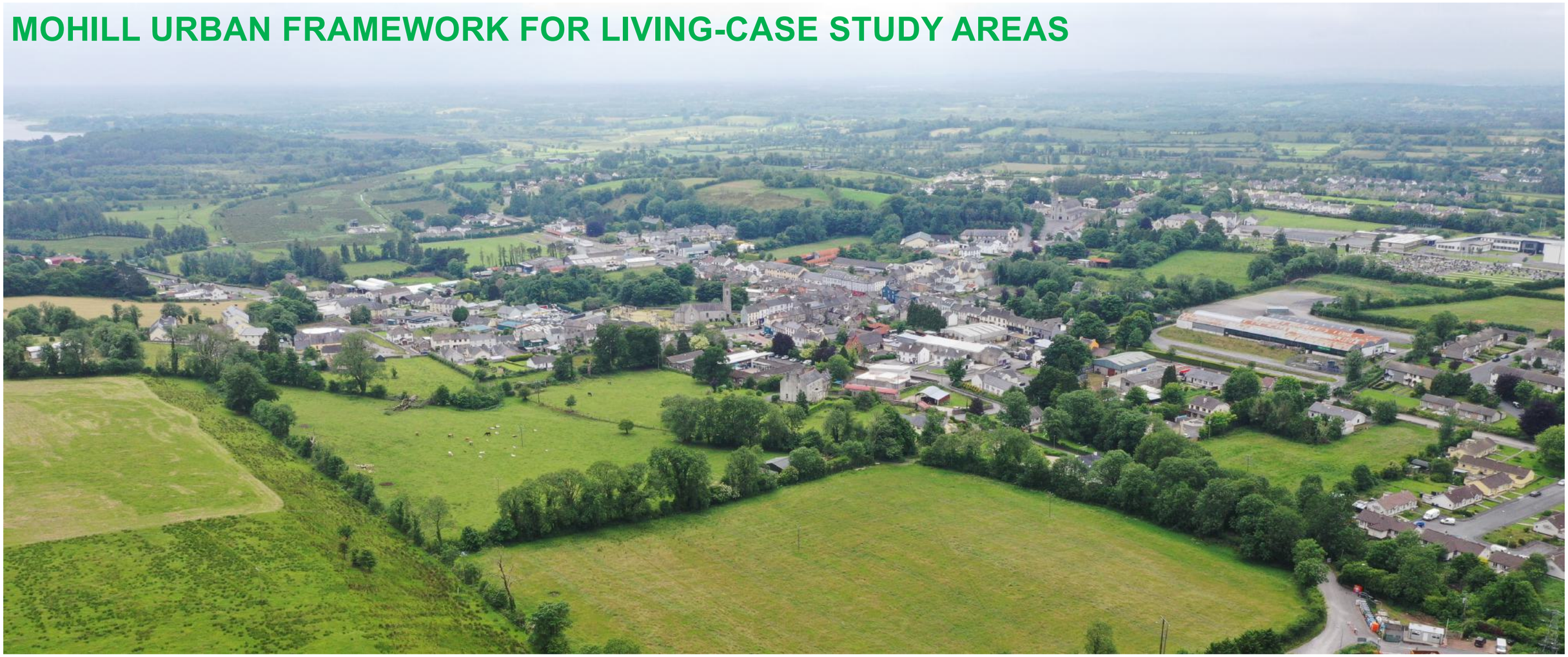
Leadership -support community leadership, build on public participation in new networks and use of public spaces to build ownership and pride of place.

Urban Governance promote citizen empowerment, encourage participation of multiple stakeholders, and enhance civic responsibility

Sustainable development -promote sustainable behaviour, address resilience

Planning opportunities – support regeneration processes, allow flexible and micro solutions and promote cultural heritage.

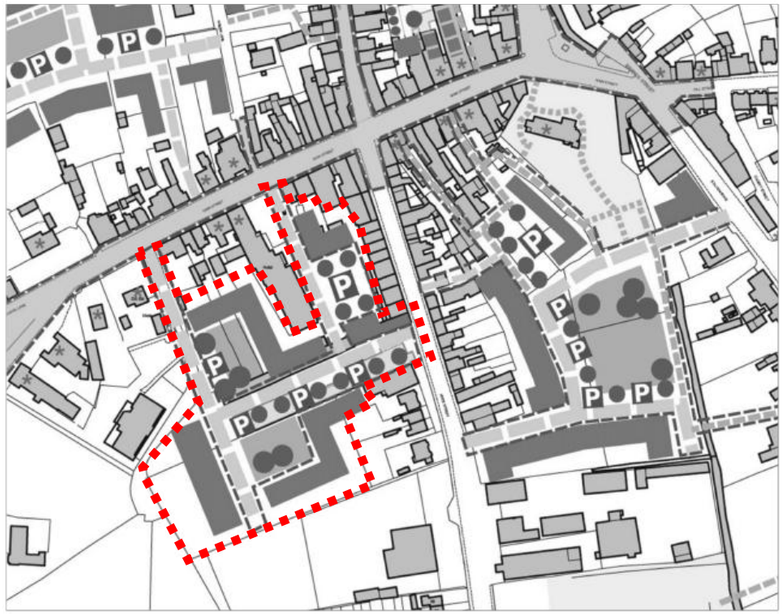
MOHILL URBAN FRAMEWORK FOR LIVING-CASE STUDY AREAS



BUTTERMARKET

The Buttermarket Urban Regeneration Strategy was developed to review the potential benefit of progressing access to the backlands, and to ascertain the potential benefit, and development opportunities that would arise.

(It is noted that the Buttermarket is in private ownership and any development would be subject to partnership / agreement with the owners.)





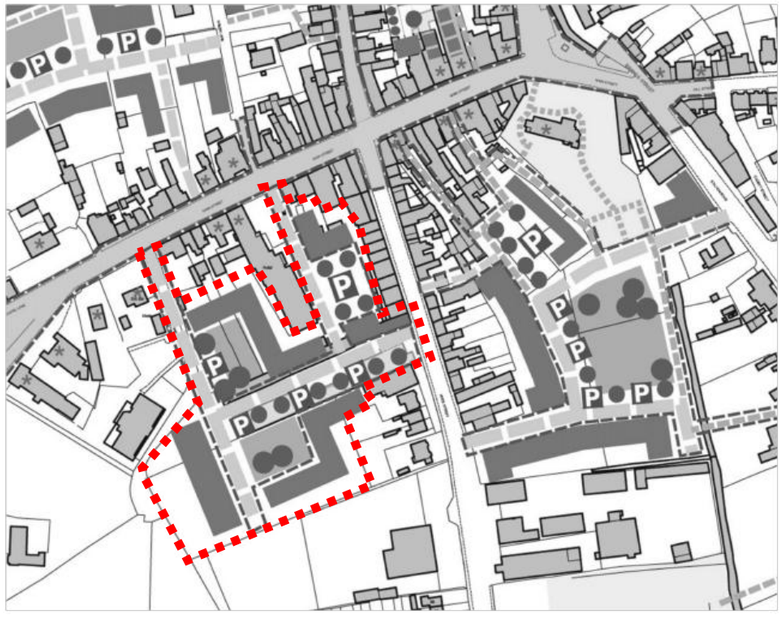
Mohill Urban Framework For Living—Buttermarket—Existing Context

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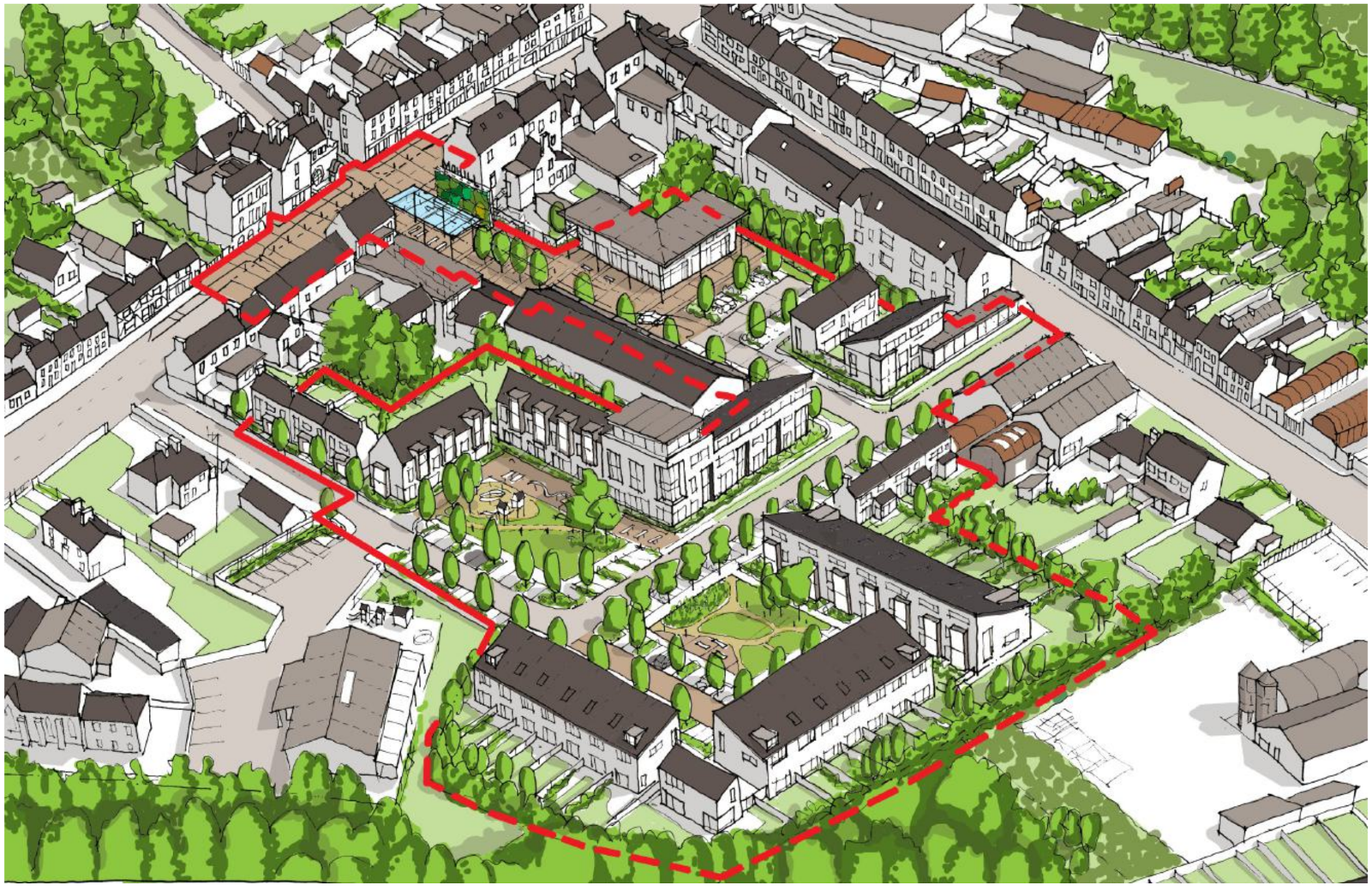
BUTTERMARKET

The Urban Regeneration Strategy proposes the following

- Connection from the Buttermilk to the lane to the rear
- Connection from Elvers lane to the rear
- Connecting Route from Hyde Street to Elvers Lane
- Creation of two public spaces with on street parking, public car park to adjoining the Butter market and potential for town centre supermarket / commercial use.

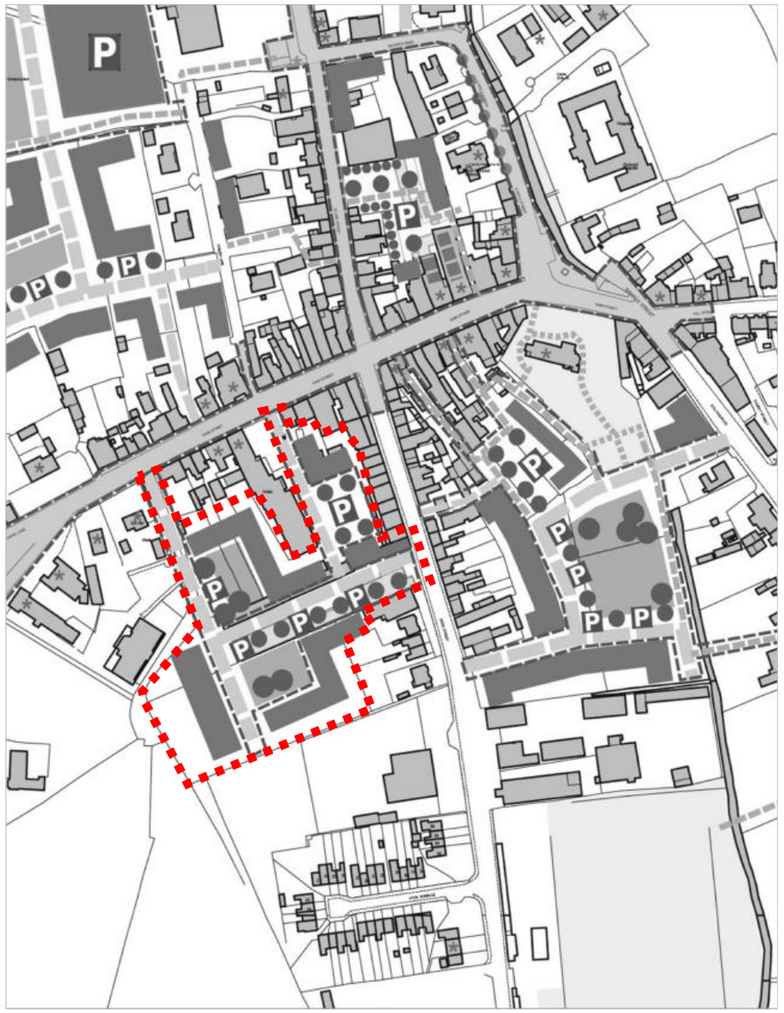


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Mohill Urban Framework For Living—Buttermarket—Potential Urban Regeneration Option—new Public Spaces—New Connections between Elvers Lane—Buttermarket— Hyde Street—New Residential Areas—New Commercial Areas

BUTTERMARKET

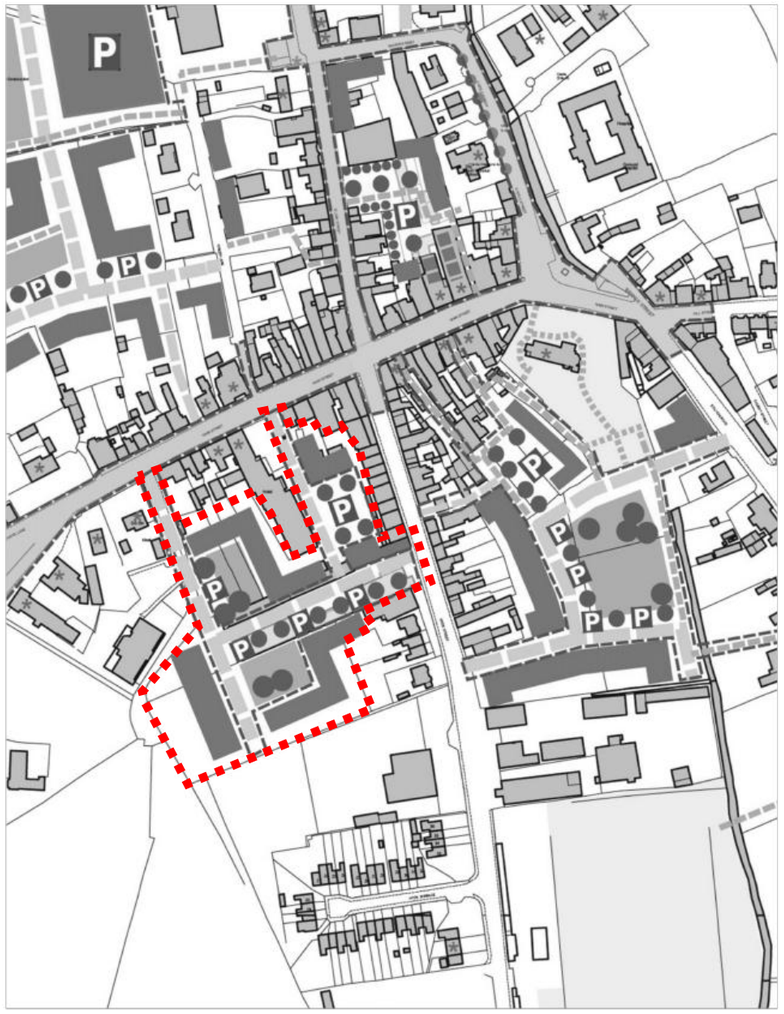




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Mohill Urban Framework For Living—Buttermarket—Potential Urban Regeneration Option—new Public Spaces—New Connections between Elvers Lane—Buttermarket— Hyde Street—New Residnetial Areas—New Commercial Areas

BUTTERMARKET





Mohill Urban Framework For Living—Buttermarket—Potential Urban Regeneration Option—Connection from Main Street Upper to backlands at the Buttermarket

This strategy is indicative only. The backlands, including the Mart and the Buttermarket are in private ownership and any development is subject to partnership/ agreement with owners etc)

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.



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

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 centre 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 centre creates a distinctive urban character and strong sense of place.

Leitrim County Council have carried out infrastructural works in the town centre, 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 clutters 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:

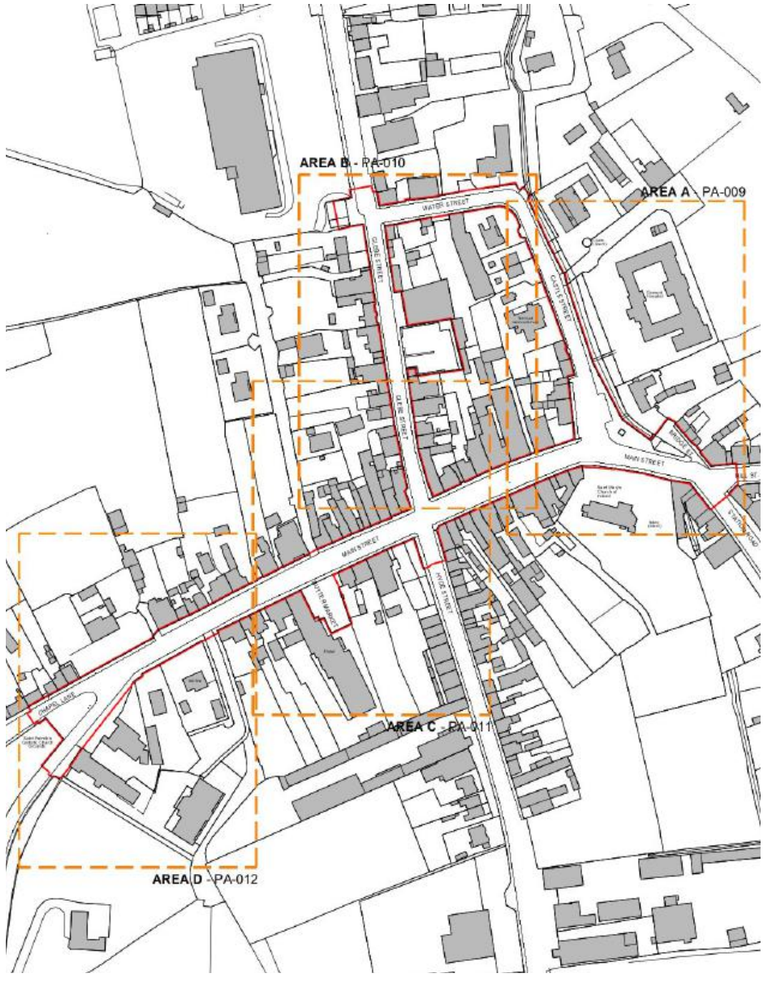
Area A Main Street (R201) / Castle Street (R202) O'Carolan / St. Marys space.
Area B Glebe Street (R202) / public Car Park and Water Street.
Area C Main Street (R201) and Hyde Street / Glebe Street (R202) and Main Street / Green Lane / Butter Market.
Area D Main Street (R201) and Chapel Lane (at St.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

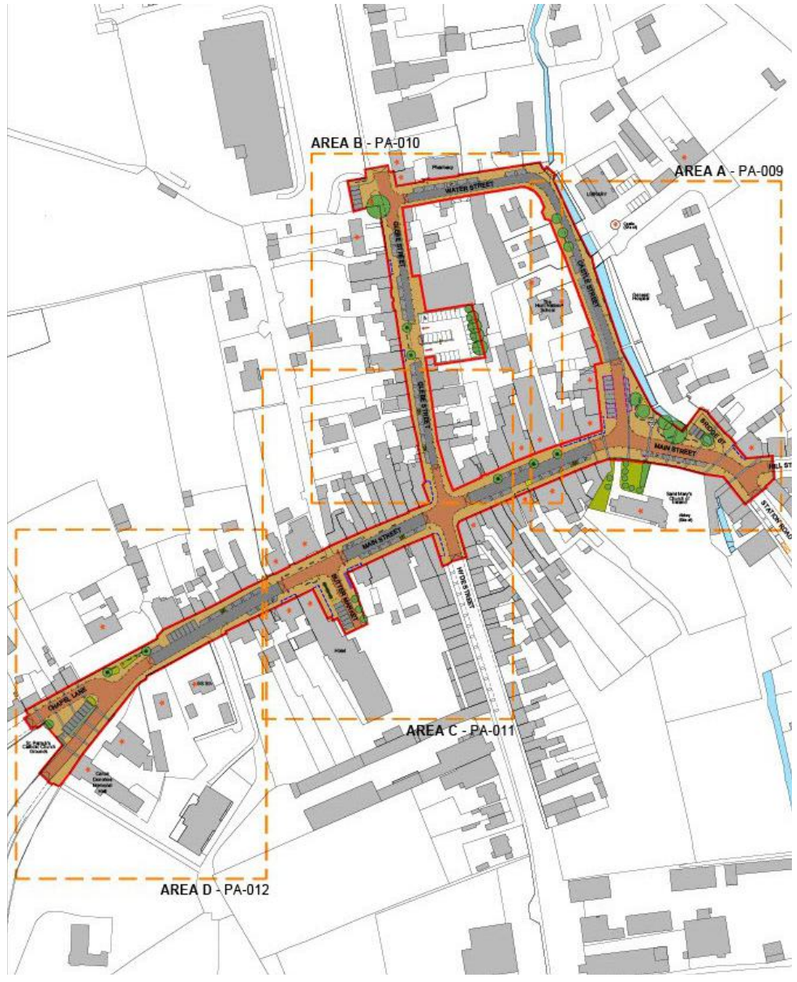
Area B **Glebe Street (R202) / public Car Park and Water Street (Drawing EX003 - SP003)**
The works seek to improve conditions for pedestrians on Glebe Street and to create a safe crossing at the junction with Main Street, at the entrance to the public car park, and at the junction with Water Street.

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



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.

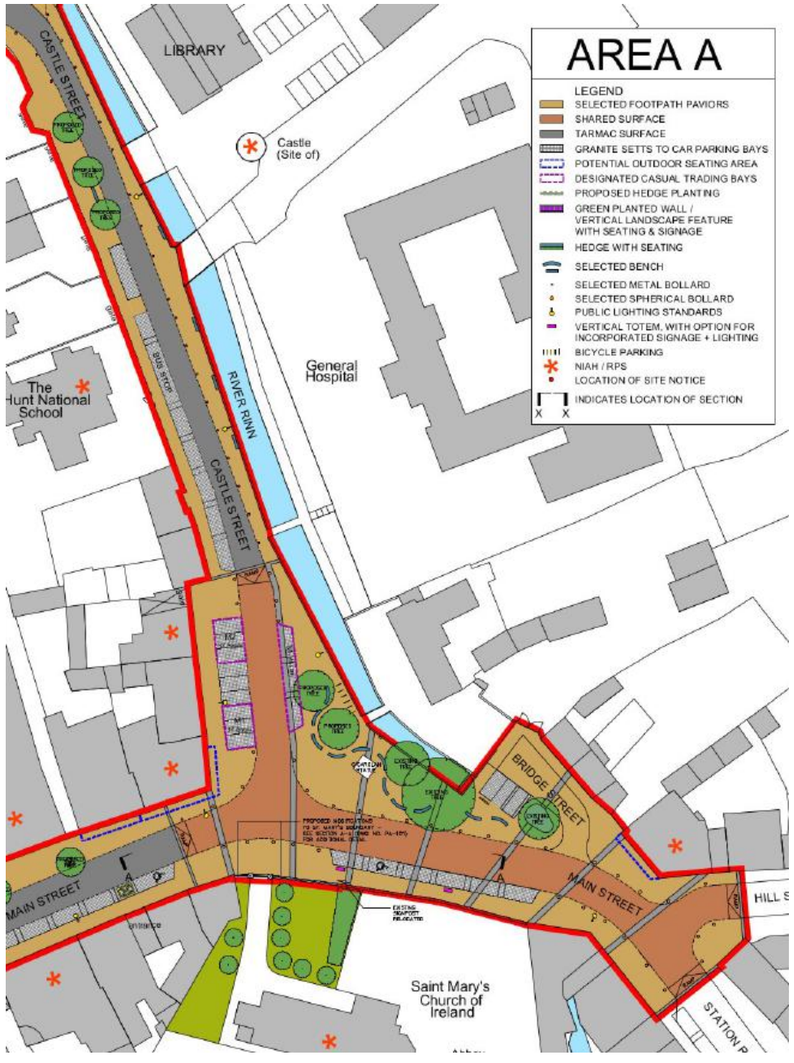
The space is well defined by the wall of St. Mary's Church to the south, existing two and three storey structures to the east, and a low wall defining the edge of the river to the west. The space benefits from a strong urban character and orientation, which ensures that it enjoys sunshine throughout 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)

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

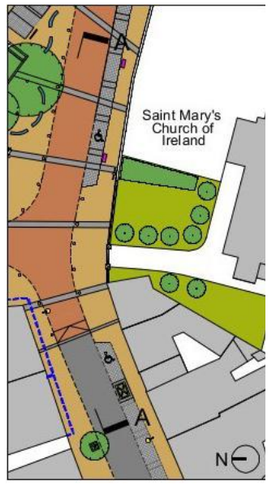
(Drawing EX002-SP002)



St Mary's—Main Street (Artists Impression)



St Mary's—Main Street Elevation



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.

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

(Drawing EX003-SP003)

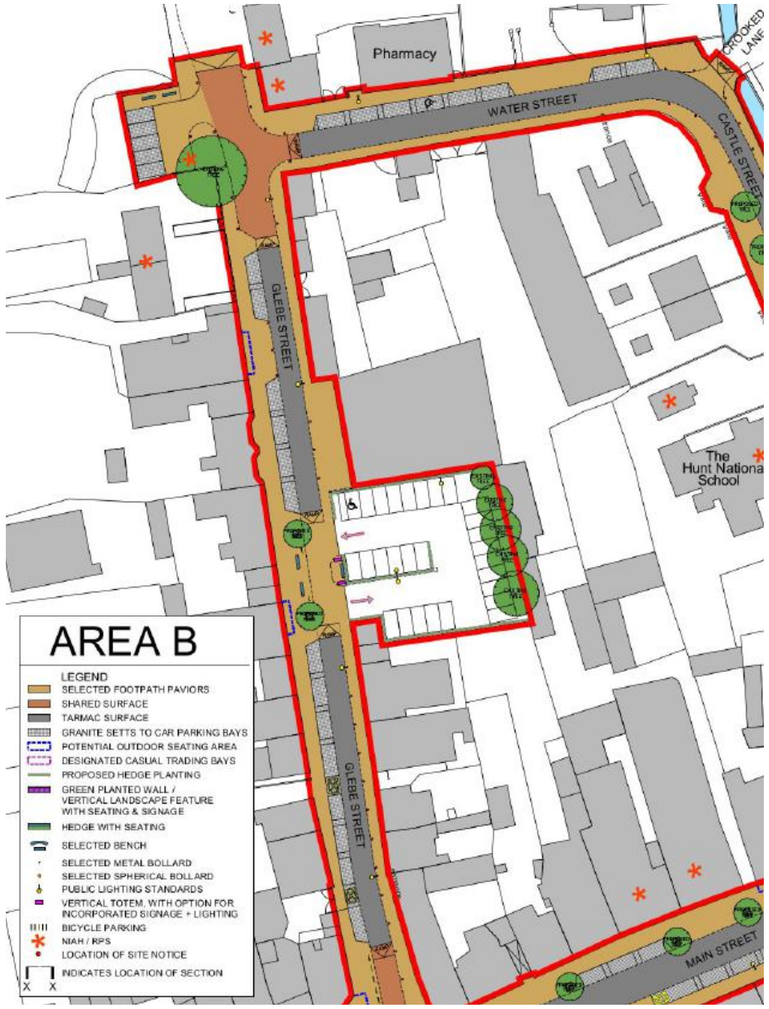
Glebe Street is a one-way street to the junction with Water Street. It provides vehicular access from Main Street northwards to Water Street and Castle Street, which are also one-way. This route also provides access to the public car park on Glebe Street, shops and businesses on Glebe Street, Water Street 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

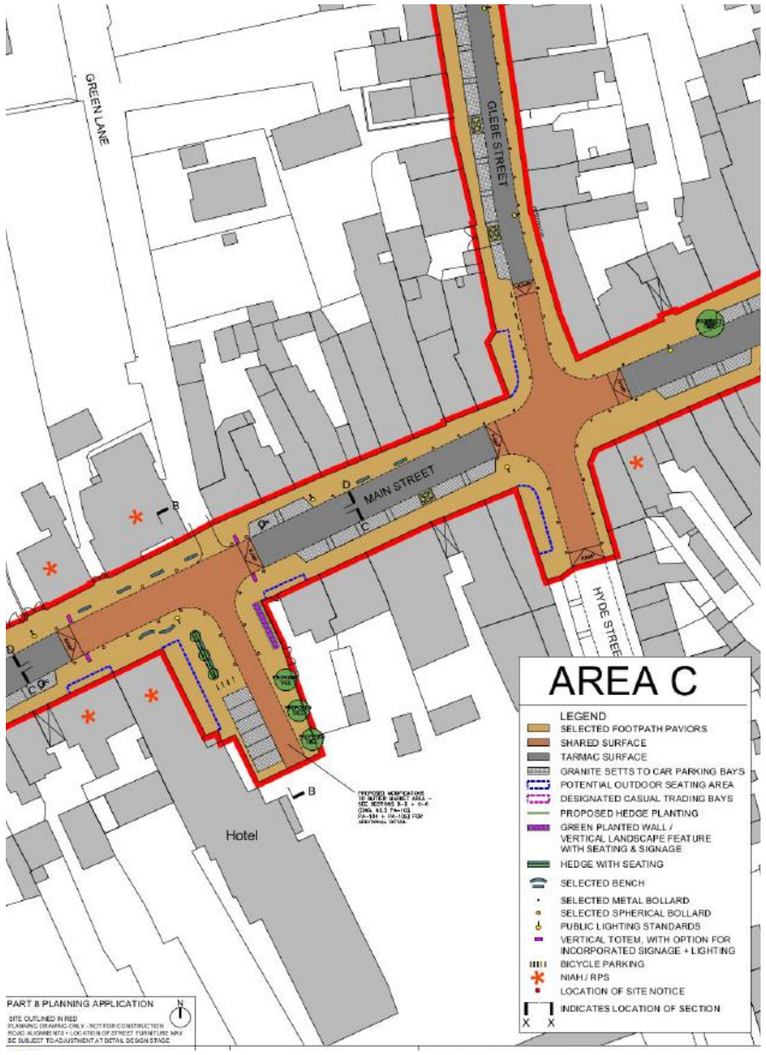
Area C Main Street (R201) and Hyde Street / Glebe Street (R202) and Main Street / Green Lane / Butter Market

(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)

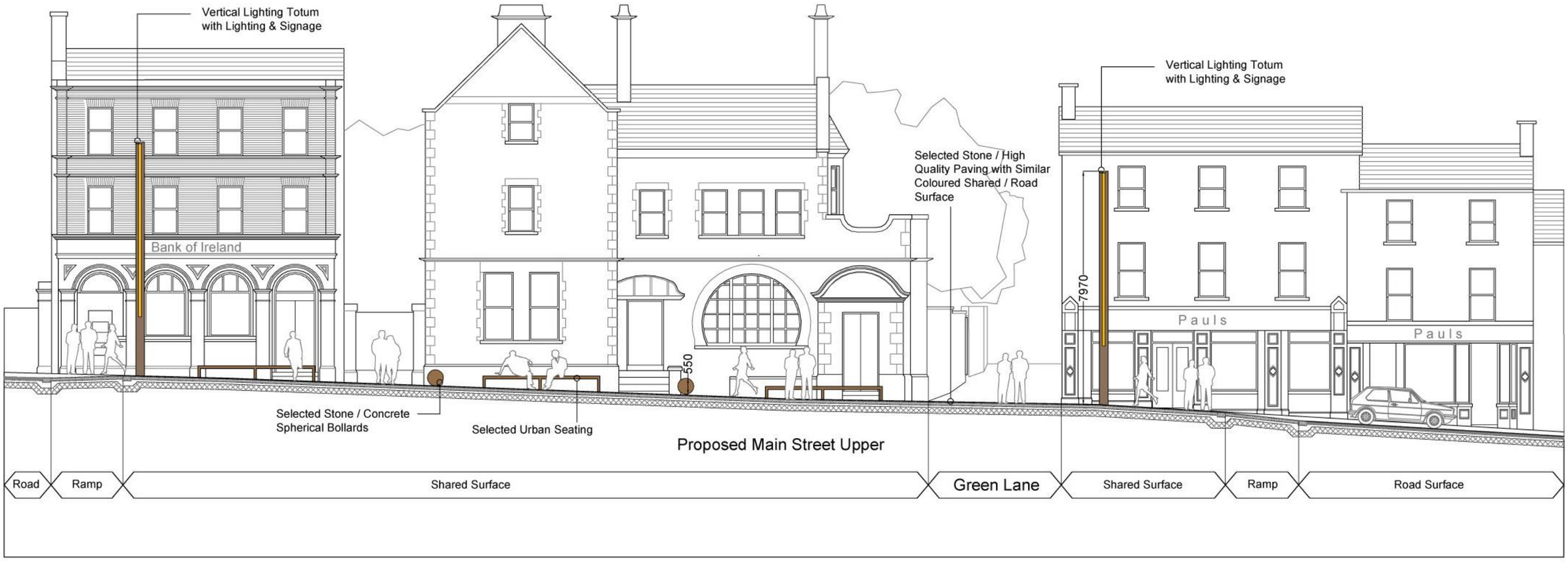
Vertical features are proposed opposite the Butter Market, to comprise vertical lighting totems, which will have the effect of defining the space. A vertical 'Green Wall' and signage is also proposed facing the direction of Carrick-on-Shannon, identifying 'Smart Green Mohill', and thereby encouraging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



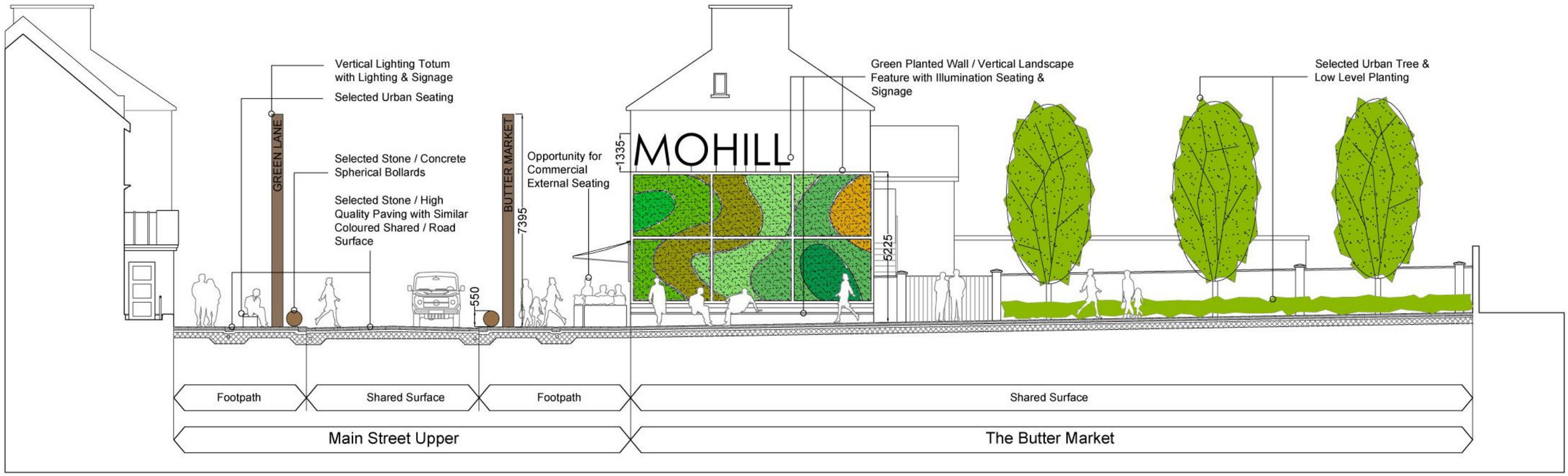
Main Street / Butter Market (Artists Impression)

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



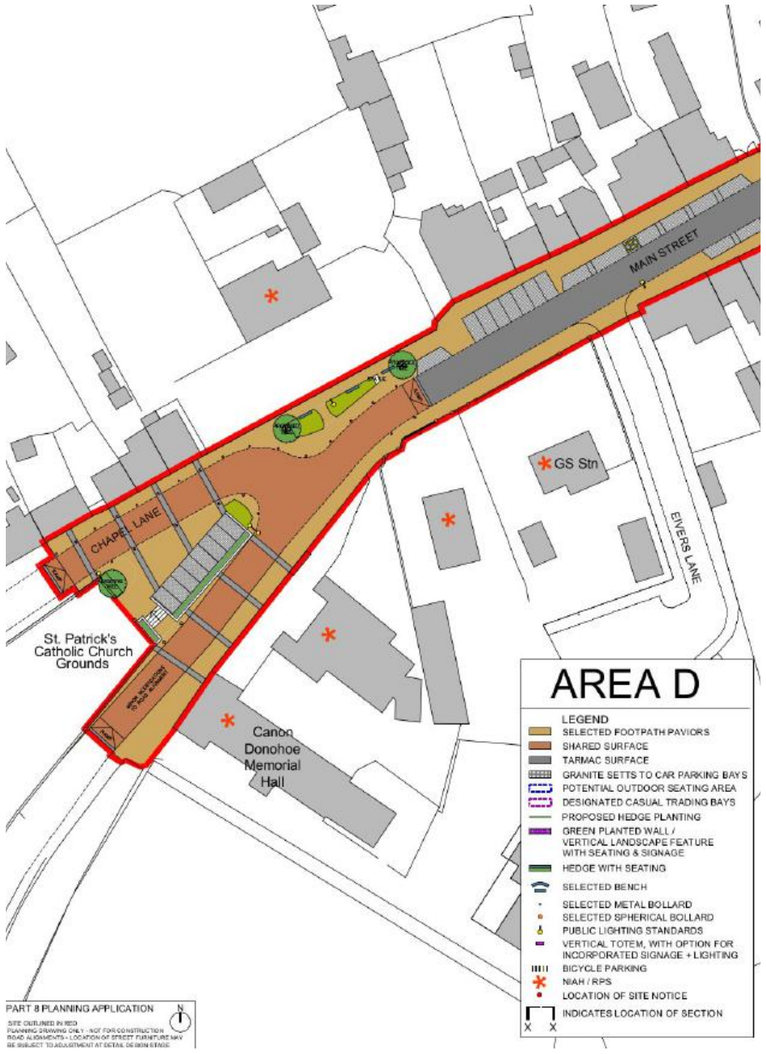
Mohill—Public Realm Improvement Scheme—Area C—Butter Market Elevation

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 Land 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 through-out 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

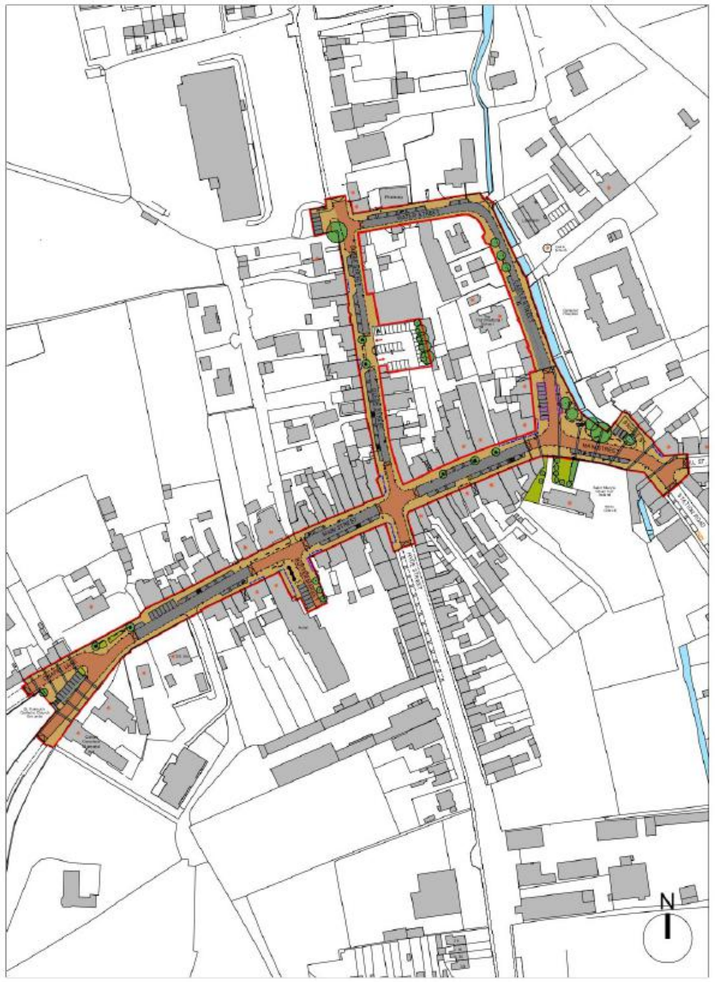
The existing road widths throughout the town centre generally exceed the standards in the Design Manual for Urban Roads and Streets (DMURS). It is accepted that excessive road width encourages cars to exceed speed limits, thereby creating a traffic hazard for road users and pedestrians. It is proposed 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 carriage-ways 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.