

# Tubbercurry Public Realm Enhancement

## Design Report Part 8

## Document control

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**Project**  
Tubbercurry Public Realm Enhancements

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Sligo County Council

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**Project Team**  
The landscape and green infrastructure framework has been prepared by a team led by LUC in collaboration with ACP, In2 Engineers, Martha Quinn, MKO, Moore Group, Placemarque, Repucon Consulting, Taylor McCarney Architects and TOBIN. All comments and contributions to the development of the study are gratefully acknowledged.

**LUC project team**  
Tom Jonson, Project Director & Urban Design/Landscape Architecture Lead  
Jacqueline Whitworth-Allan, Project Manager & Landscape Architect  
Chris Cox, Project Landscape Architect  
Ben Wayles, Project Landscape Architect

**Collaborators**  
ACP - Conservation Architecture  
In2 Engineers - M & E  
Martha Quinn - Sculpture / Civic Artist  
MKO - Planning, Environmental Services and Consultation  
Placemarque - Interpretation and Wayfinding  
Repucon Consulting - Business Analysts  
Taylor McCarney Architects - Architecture  
TOBIN - Engineering, PSDP Services, Transport Planning and Quantity Surveying

**Date**  
January 2024

**Note**  
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Teeling Street / R294 Regional Road through the town centre

# 1 Introduction

Sligo County Council (SCC) appointed a multidisciplinary design team led by LUC to produce proposals for the redevelopment and refurbishment of two key assets within Tubbercurry.

These comprise the following and will be referred to as the Proposed Development throughout this document:

- Wolfe Tone Square & adjoining streets and
- Mary Brennan's Community Hub.

## Background and Project Context

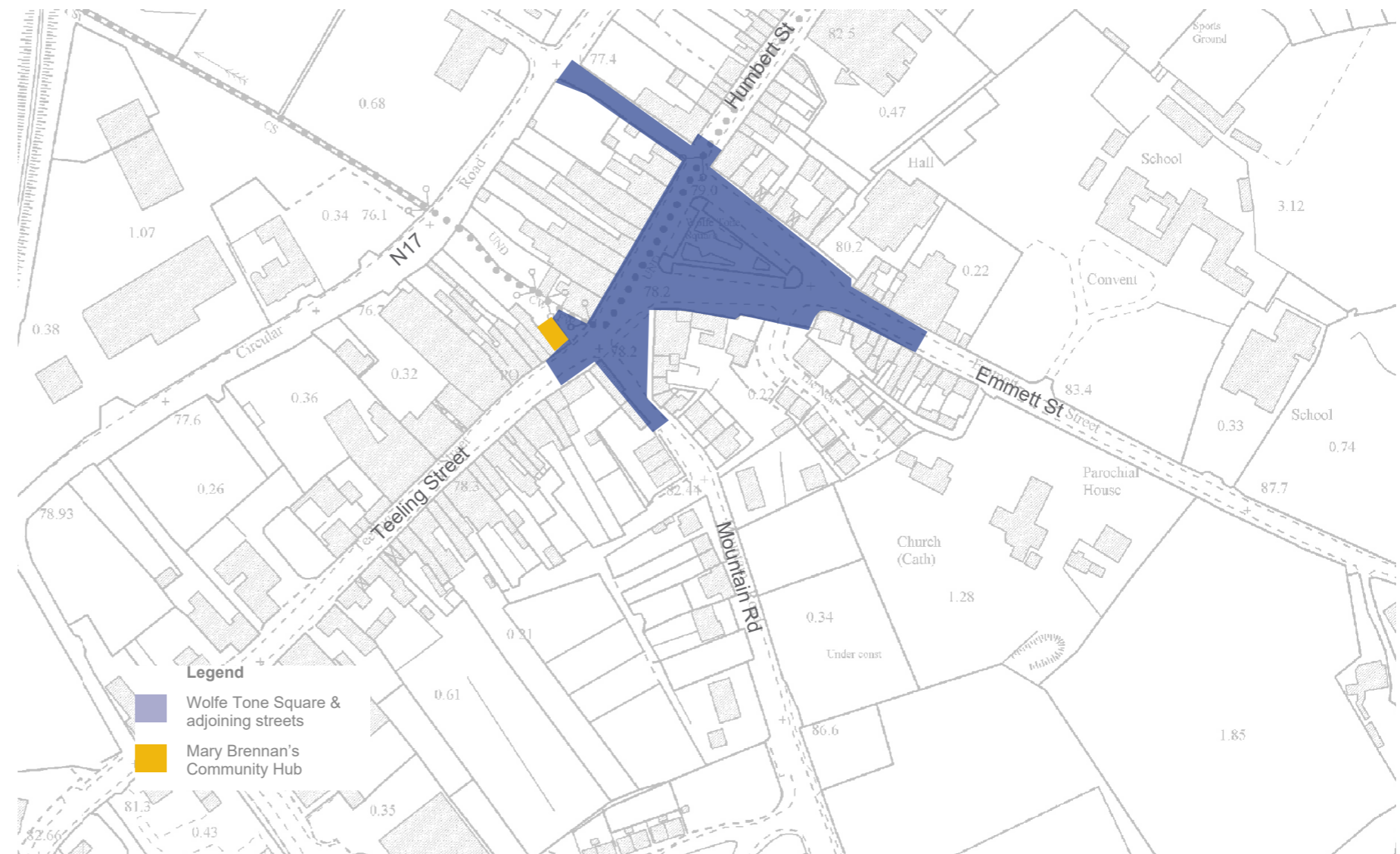
SCC were approved for Category B funding through the National Rural Regeneration and Development Fund (RRDF) to progress the first stage of a public realm enhancement scheme for Tubbercurry.

The funding aims to:

- Rejuvenate towns and villages
- Support people to live, work and learn in their own community
- Enhance our unique outdoor amenities, culture and heritage
- Strengthen rural economies and achieve economic and social development in these areas and
- Re-purpose derelict, disused or heritage buildings and deliver tourism infrastructure.

In December 2021, Tubbercurry was also selected as one of 26 towns to develop a Town Centre First (TCF) Plan. Town Centre First is the Government's policy strategy to support the rejuvenation of Irish rural town centres and halt their decline.

The initiative is a key part of Our Rural Future – the Government's ambitious five-year strategy designed to reimagine and revitalise Rural Ireland and is backed up by the Town Centre First Policy, a co-ordinated, whole-of-government approach to regenerate and revitalise Irish towns and villages.



**Historically, Market squares acted as multi-functional spaces for economic and social activity.**

**They were spaces for the exchange of goods and animals, but also public spaces for events and gatherings bringing the community together.**

## Site Context

### Location

Tubbercurry is well-located strategically, approximately 35 km south of Sligo town, 16km to the north of Ireland West Airport and along the national primary road N-17 (Sligo to Galway).

The regional road R-294 (Boyle to Ballina) crosses the town, which is the convergence point for the local road network at Wolfe Tone Square.

### Historic Development

Historically, the town has grown from a cluster of properties around the intersection of Wolfe Tone Square. Markets were held on Mondays and fairs were held for the exchange of goods seven times a year.

There are a small number of heritage structures in the vicinity of the Square including:

- A collection of houses surrounding the core of the market town around Wolfe Tone Square that date back from as early as 1850.
- The Allied Bank building set at a prominent location to the southeast of Wolfe Tone Square, built in 1900.

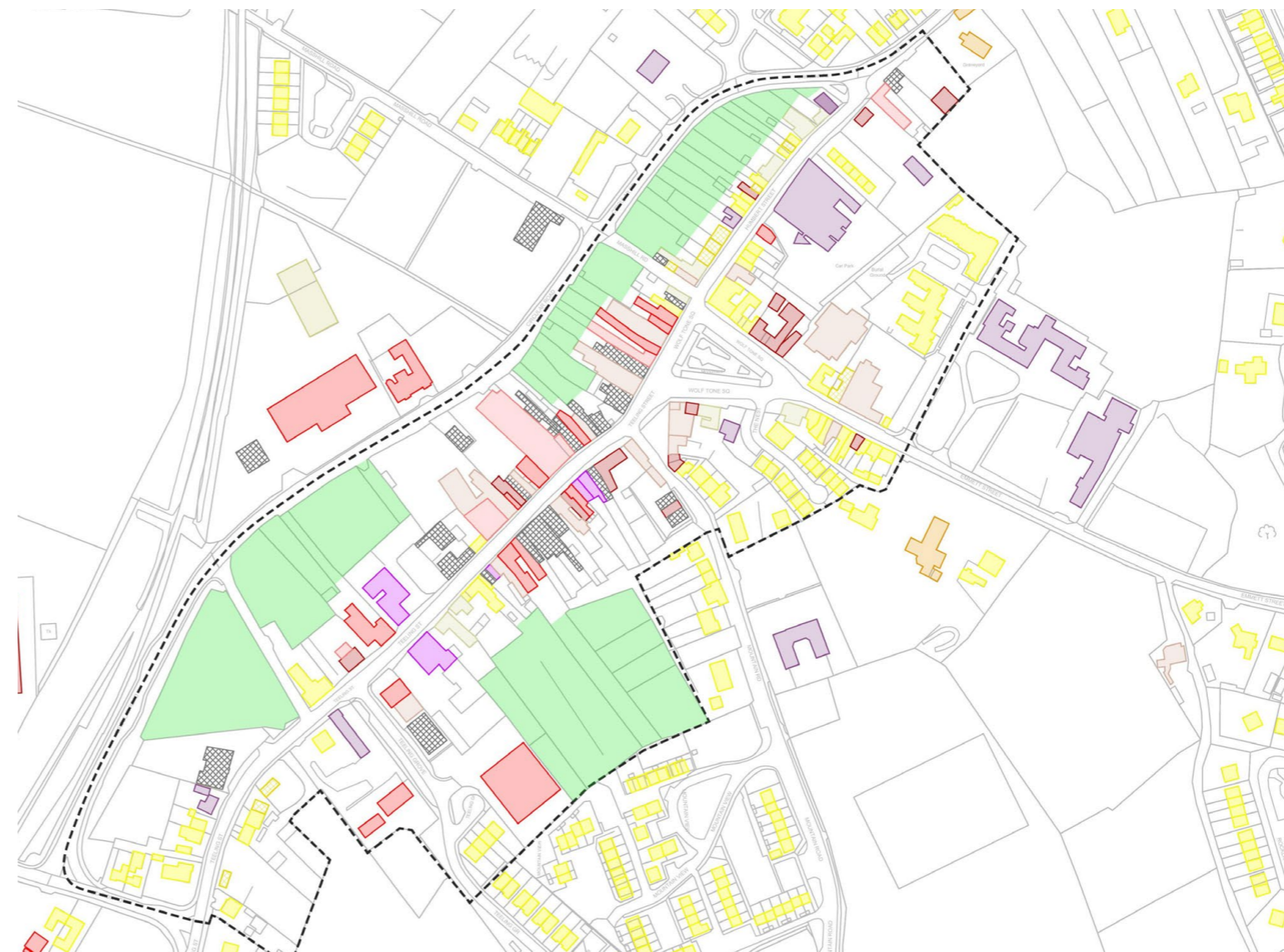
### Land Use survey

A land use survey was conducted in September 2023 with uses were classified using the GOAD Classification of Land Use. Findings indicated that 18% of Tubbercurry's town centre buildings were vacant, with 21 vacant commercial units.

In the vicinity of the Proposed Development, there are the following vacancies:

- Humber St - 1 commercial unit & 5 residential units
- Masshill Rd - 1 commercial unit & 1 residential unit
- Wolfe Tone Square - 3 commercial units & 1 residential unit
- Teeling St - 11 commercial units & 3 residential units
- Mountain Rd - 2 commercial units.

Mary Brennan's, located at the intersection of Teeling Street and Swift Lane, is currently vacant.



Legend

- Tubbercurry Town Centre Core
- Comparison
- Convenience
- Finance & Business Services
- Health & Medical Services
- Leisure Services
- Public Services
- Retail Services
- Religious Services
- Storage & Warehousing
- Residential
- Vacant
- Vacant Residential
- Underutilised Backlands

Land Use survey

## Key Issues

A number of key issues were raised from site survey and analysis, traffic surveys and car parking audits, and consultation exercises:

- Wide carriageways and a lack of designated crossing points present a barrier to movement for pedestrians.
- On-street parking is prevalent and further impacts movement.
- The public realm at Wolfe Tone Square is fragmented from the town centre due to parking and the location of planting. This limits its use value.
- A high volume of traffic passes through the town, often at speed.
- Public transport facilities fall below standard and limit the potential for active travel - notably, the absence of a shelter and bus set-down space.
- Narrow footpaths along Mountain Road and the junction with Teeling Street contribute to concerns around safety.
- Vacancy within the built form is prominent, particularly at gateway sites.
- Clutter is evidenced within the public realm, which is further accentuated by the presence of overhead wires and supporting poles.
- The quality of the public realm materiality is low.
- Urban greening is concentrated within Wolfe Tone Square which limits broader benefits.



An absence of pedestrian crossing points across wide junctions around Wolfe Tone Square. Cars and signage clutter the town centre.



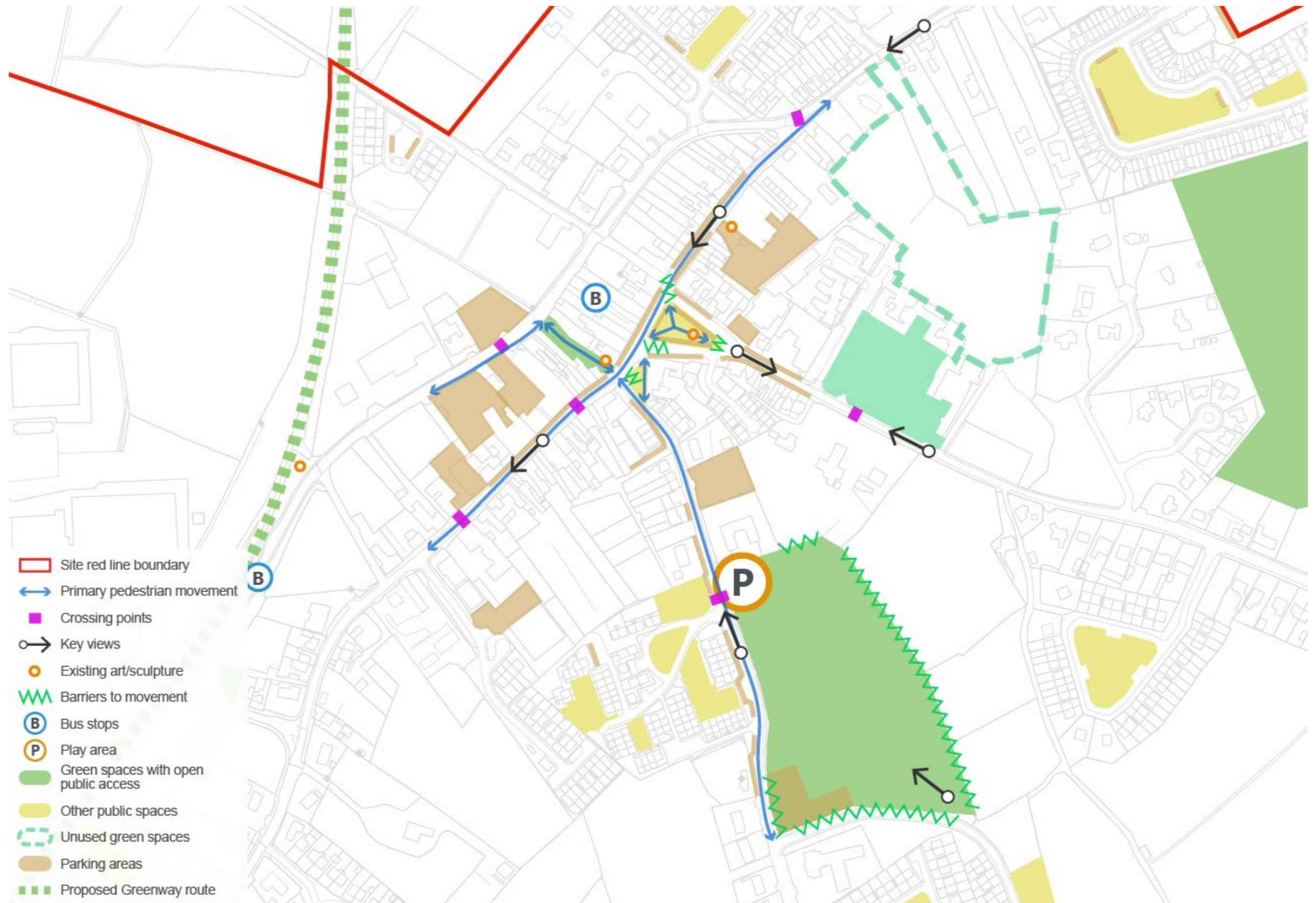
A vacant Mary Brennan's located at the intersection of Swift Lane and Teeling Street. There is a prevalence of overhead electricity lines within the town.



Wide roads and car parking characterise the existing Square in Tubbercurry



Narrow footpaths along Mountain Road and the junction with Teeling Street impacts pedestrian flow and feelings of safety.



Town Centre Experience analysis

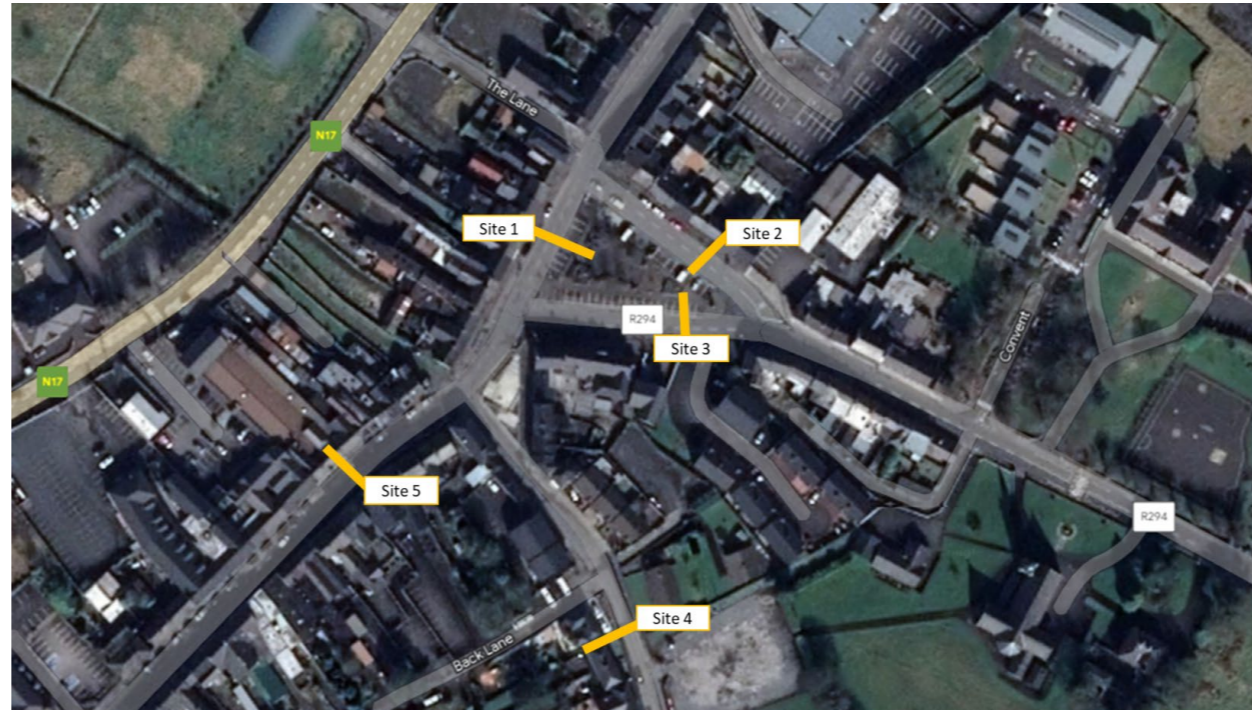
## Traffic survey and Car Parking audit

As part of the TCF Plan, movement surveys, assessing vehicle counts and town centre parking were conducted by traffic surveyors in June 2023.

Traffic counts were conducted electronically over a period of 7 days to determine the areas of high and low flow. Assessment focused on key town centre routes and junctions located within the economic heart of the town.

Car parking audits were undertaken manually on a weekday with surveyors assessing town centre car parking areas every 30 mins. The focus of the audit was publicly accessible town centre car parks and town centre on-street parking. Private car parks associated with shops, hotels and the local Family Resource Centre were not included in the audit.

A 7 day audit focused on Wolfe Tone Square is taking place Dec 2023 - Jan 2024 to understand the demand for car parking across a greater time period, and the length of stay.

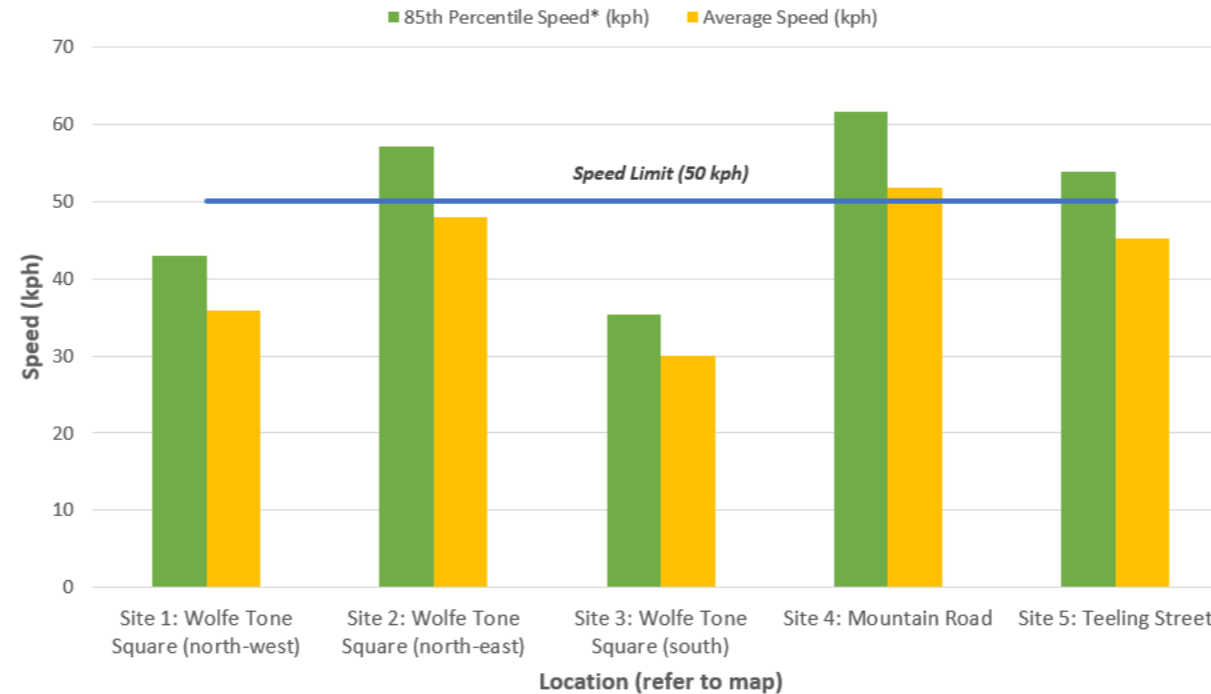


### Traffic survey

The plan highlights the locations identified for traffic counting in order to better understand the volume and movement flow of vehicles within the town.

Survey findings highlighted the following:

- Vehicle speeds were observed to be over the speed limit at some locations, particularly on Mountain Road. Speeds on Wolfe Tone Square are highest on the north-eastern arm.
- The town centre does not experience high HGV traffic flows - 95% of vehicle traffic is from cars.
- Zero pedal cycles were observed in the town centre on the day of the surveys.
- Approximately 4,500 vehicles travel through the town centre every day between 7am and 7pm (one vehicle every 10 seconds on average).



\* The speed at or below which 85% of all vehicles are observed to travel.

Top: Scope of Traffic survey

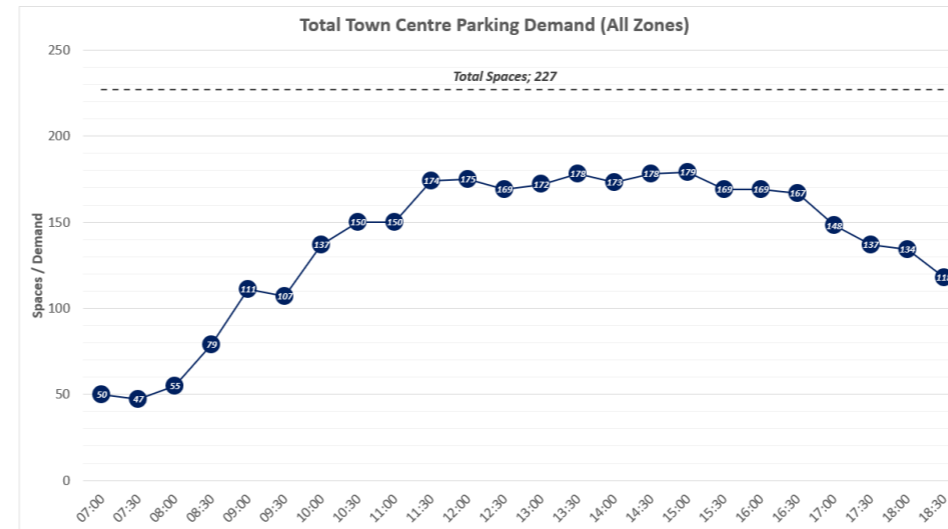
Below: Findings of survey



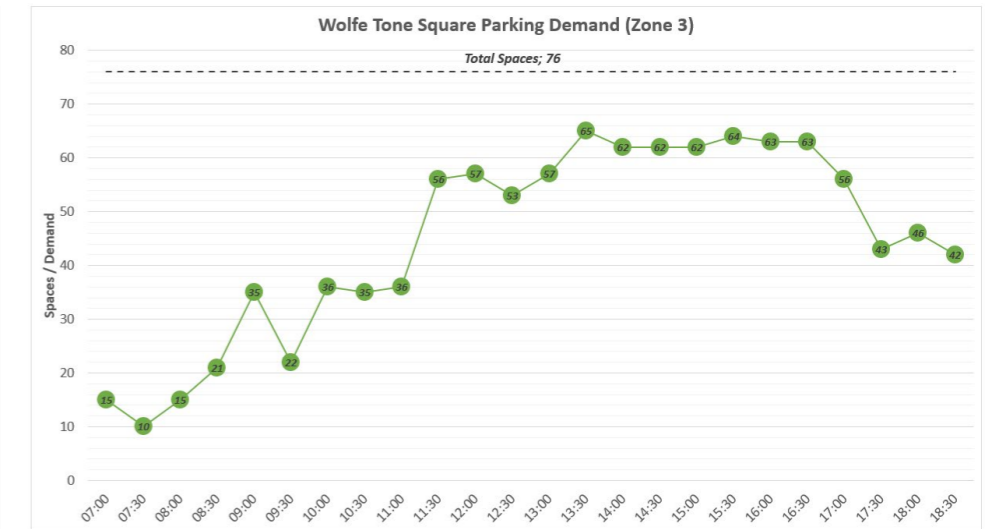
## Traffic survey

The car park audit highlighted the following:

- There is a total of c. 227 parking spaces within the town centre. This is determined as Wolfe Tone Square, Humbert Street, Teeling Street, Teach Laighne and Tubbercurry Health Centre.
- All spaces surveyed are a maximum of 250m (c.3-minute walk) from Wolfe Tone Square.
- Parking in the town was an average of 61% occupied throughout the 12-hour period.
- A maximum of 179 spaces were occupied at any one time, leaving a minimum of 48 available spaces.
- The car park by the Tubbercurry Health Centre is the only zone experiencing capacity issues. This is likely mostly used by Health Centre patients and staff.



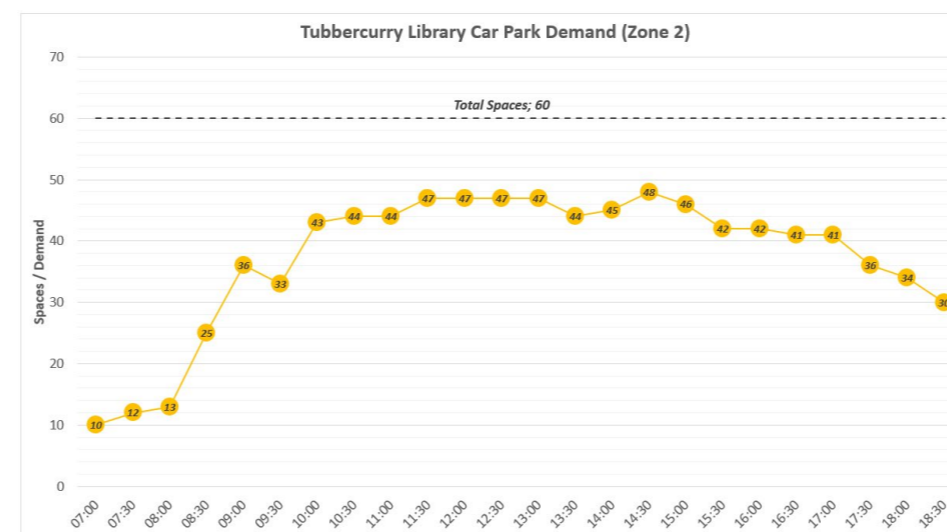
Total Town Centre Parking Demand (All zones)



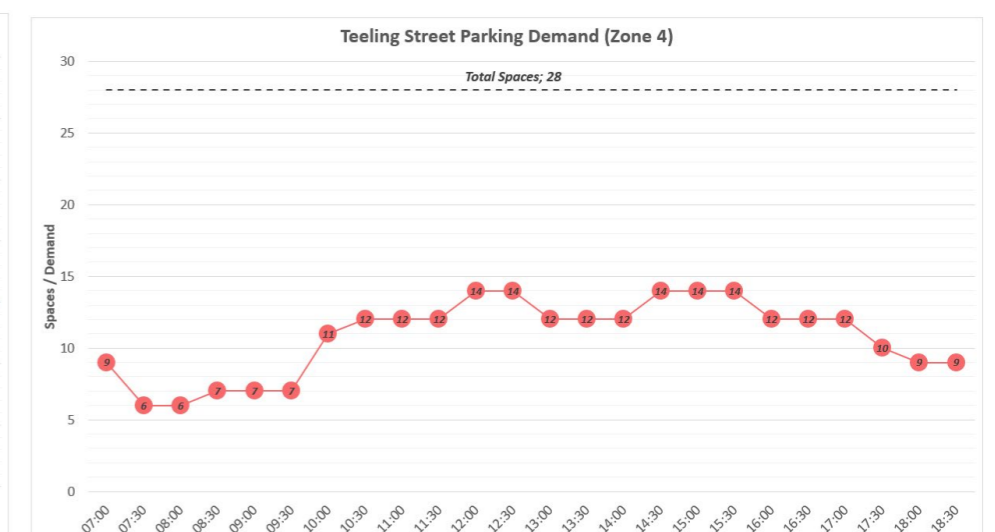
Wolfe Tone Square Parking Demand



Location plan for traffic audits



Tubbercurry Library (Teach Laighne) Parking Demand



Teeling Street Parking Demand

## 2 Design Definition and Development

### Key Design Principles

The key design principles set out by SCC and the Design Team for the Proposed Development are:

- To create a flexible, pedestrian priority space in the town centre with improved connectivity via the introduction of crossing points and wider footpaths.
- Rationalisation of vehicle movement, road widths and car parking in order to achieve greater permeability for pedestrians and generate a more flexible and user-friendly public realm space.
- Incorporation of bus set-down areas and shelter to encourage use of active travel and improve safety.
- To encourage drivers to reduce speeds in the vicinity of the town centre.
- Provision of outdoor town centre space with shelter to support a number of functions including weekly markets, town events, performances, outdoor dining and promote greater use generally.
- To support the refurbishment of key gateway buildings and potential destinations (Mary Brennan's) for community use.
- Incorporation of tree planting and rain gardens to ensure the project makes active contributions to building climate change resilience in the town.
- Incorporation of more cycle stands, seating and a wayfinding and signage scheme which adds to sense of place.
- Undergrounding of overhead electricity lines to improve safety at key junctions and minimise visual clutter.
- To provide a greater proportion of accessible parking bays within the town centre.



Concept design showing how reallocating space within the Town Centre provides greater potential for pedestrian movement and activity

## Town Centre First Objectives

The Proposed Development meets all of the objectives of the Tubbercurry Town Centre First Plan.

These objectives form the framework and benchmark for all development within Tubbercurry Town Centre in line with national Town Centre First policy.



### Strengthening Tubbercurry as a welcoming destination town

Building on its location in close proximity to Sligo and Ireland West Airport, and strategic position as Sligo's second town, to strengthen the perception of Tubbercurry as a place to be, for residents and visitors. Greater support for a more diverse range of businesses and services alongside place-led regeneration combine to present an important ethos underpinning all aspects of the TCF Plan.



### Repurposing vacant and derelict buildings

With a vacancy rate of 20% within the town centre, finding ways to repurpose or activate derelict properties is a key objective. Retention of historic built form should be prioritised, evaluating opportunities for enhancement, repurposing and better integration. Public consultation shines a spotlight on diversifying the range of shops alongside community services in Tubbercurry.



### Creating attractive and people-focused spaces

Enhancement of existing key node spaces within Tubbercurry and gateways into the town offers significant promise in terms of lifting the look and feel of the public realm and built form, generating greater footfall and animation, and supporting the local economy and community cohesion.



### Supporting active lifestyles and access to enhanced green spaces

Building on the existing walking, wheeling and cycle routes to provide a robust network of active travel routes and community facilities to support active lifestyles. Sport and recreation provide multi-functional benefits in terms of improving health and well-being and providing opportunities to foster inclusion and equity across communities.



### Developing a sustainable and resilient town

A stronger green network offers greater resilience to climate change including minimising flood risk, increasing the capture and storage of carbon and reducing temperatures. Ensuring sustainability within existing and new development is a vital component of planning for 21st century communities in Tubbercurry.

## Resilience to Climate Change

One of the aims of RRDF is to revitalise rural towns and villages, supporting projects that will deliver planned, sustainable regeneration and bridge the transition to a climate-resilient and environmentally sustainable economy.

It is important that this project exhibits nature based solutions to manage rainwater, where possible and to protect water quality and the environment.

The proposals for Tubbercurry town centre seek to make the town more resilient to climate change by:

- Retention of as much existing planting as is possible within Wolfe Tone Square.
- Introducing urban street tree planting
- Introducing planting beds that can act as rain gardens and accept surface water run-off
- Selecting a number of native species, which will aid biodiversity
- Introducing pedestrianised zones across a network of green spaces that encourage active travel and
- Reducing congestion and traffic volumes to limit polluted surface run-off.



# Consultation

## Overview

A suite of engagement and consultation has taken place over a period of two years, relating to the Tubbercurry public realm enhancement project and the TCF Plan. This comprises:

- Initial meetings with community stakeholder groups to discuss analysis and initial proposals - Feb 2022
- Public consultation & exhibition on concept proposals- June 29th to July 9th 2022
- Workshops - July 2022
- Town meeting, surveys for businesses and residents, and drop-in event at Teach Laighne - May / June 2023
- 2 public consultations and workshop events - July 2023
- 'Citizen Tubbercurry' public consultation - July 2023.
- Town meeting and public consultation / exhibition on concept proposals - Nov 2023.

## 2022 Feedback

Feedback was collected via an online survey, paper surveys and the SCC Consultation Portal.

The survey highlighted that consultees felt the following themes were extremely important at Wolfe Tone Square:

- Creating a flexible space for community events
- Improving accessibility
- Providing bus shelters / lay-bys.

The majority of people agreed with creating a more flexible public realm space that prioritises people over cars, agreed with the approach of exploring the potential for opening up backland areas to generate more parking and improving connectivity to Wolfe Tone Square, and for maintaining a route north and south of the Square.

However, the survey also highlighted concerns around any potential loss of car parking, and changes to the road layout which required optioneering to address.

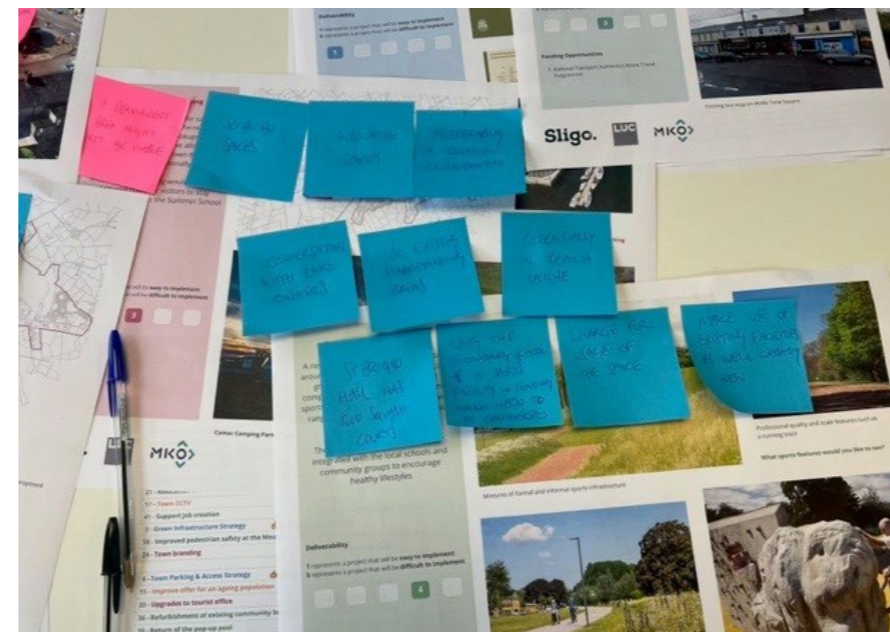
Proposals for revitalising Mary Brennan's were well supported.



Outputs from initial meetings with stakeholder groups.



Sample concept boards, June - July 2022



Workshop outputs, July 2023



Public exhibition on concept proposals, June - July 2022

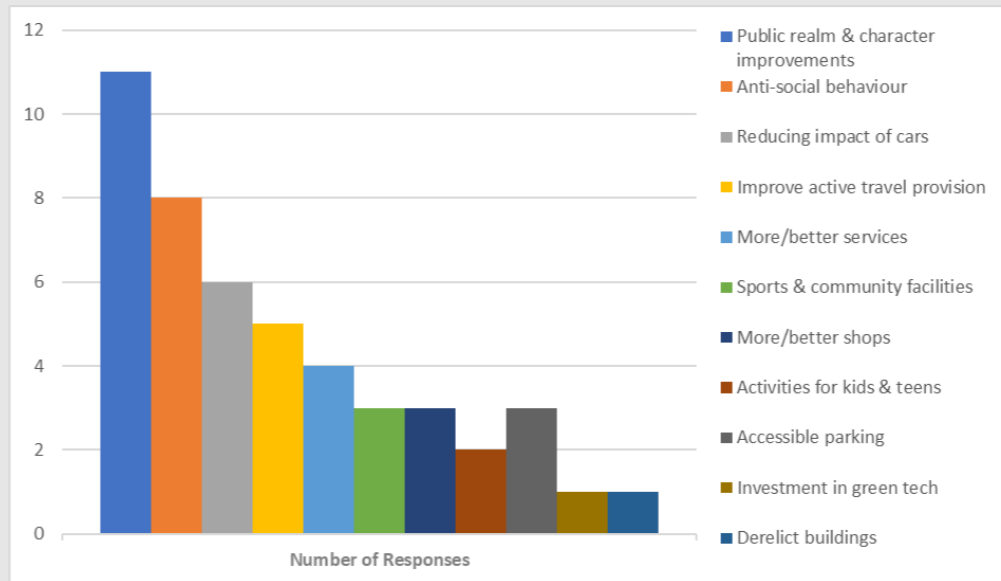
## 2023 Feedback

The TCF project enabled the project team to undertake further analysis and engage with the community on key issues affecting the town as a whole.

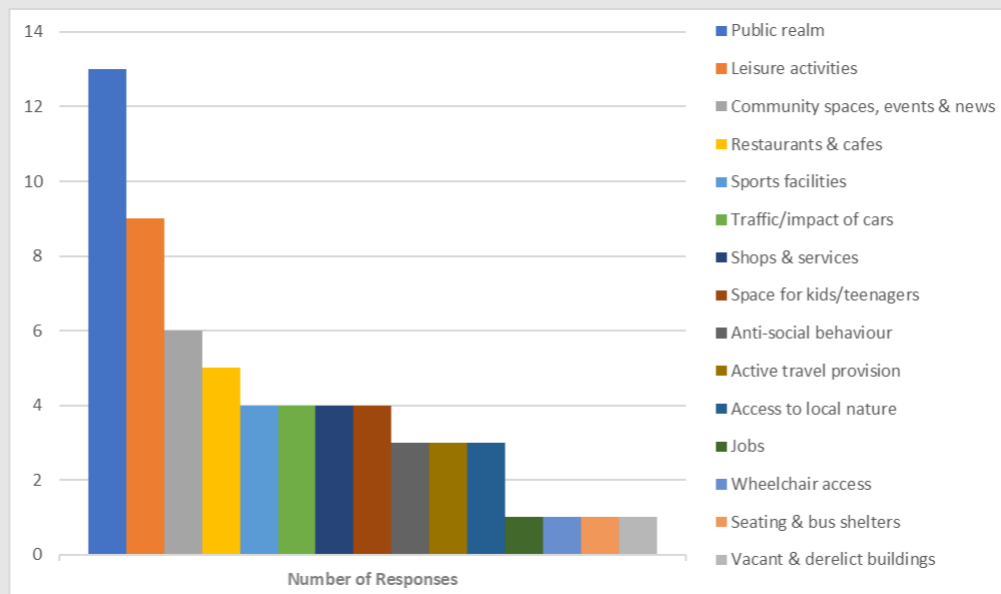
Several key trends emerged from the public consultation. The public at large was relatively consistent in their responses and reviews of the town presently. Key trends included:

- A lack of activities and reasons to come into the town. This is particularly noticeable for teens/young people
- A prevalence of anti-social behaviour. Respondents often mentioned issues surrounding anti-social behaviour from young people including underage drinking and vandalism.
- Significant public realm improvements are greatly desired including more bins and trees, reducing dereliction improvements to the quality of shop fronts, and seating, amongst other concerns.
- A significant desire for expanded services and shops within the town.
- A conflict between cars and active travellers. The poor repair and design of footpaths, the speed of cars passing through towns, and dangerous intersections were often mentioned.
- At the same time, several respondents were concerned about a loss of parking or expressed disappointment in the current offering.

### What issues facing Tubbercurry town centre that you feel require particular attention in this Town Centre First Plan?



### How can we make Tubbercurry town centre a more appealing place to live, work or spend time?



Survey responses, May - June 2023

## Wolfe Tone Square Optioneering

### Overview

Throughout the design development period, a large volume of optioneering has taken place with the key stakeholders and the community to reach the optimum concept design proposal for Wolfe Tone Square.

Design development has been co-ordinated in direct response to feedback received during engagement sessions and meeting the needs of the local community and businesses.

Following feedback on Options 1 & 2, a third option was produced which includes bus stops on both sides of Teeling Street at Wolfe Tone Square.

In addition to the options shown, the design team developed designs to achieve the optimum number of car parking spaces possible, whilst ensuring the Proposed Development met the broader design objectives.

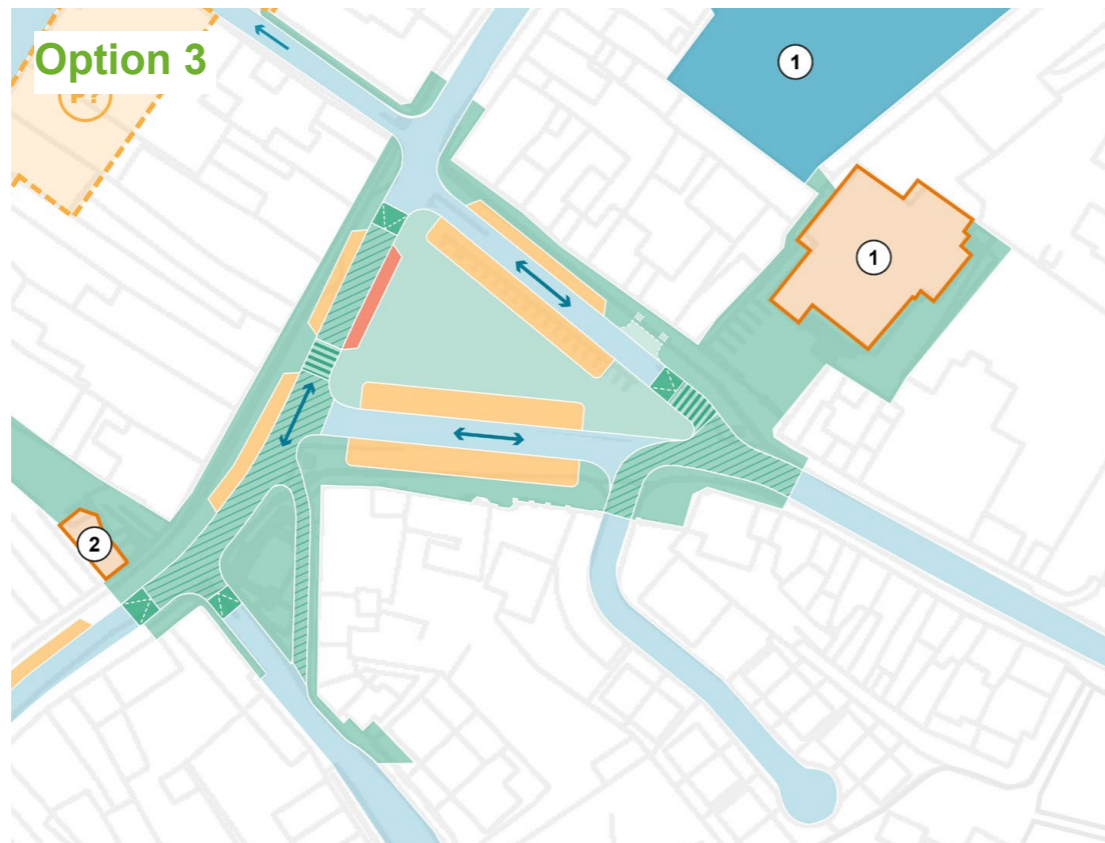


- Routes north and south of the square to become one way, recognising that both existing routes are replicating the other's function.
- A reduction to the width of these routes to 4m to provide greater space to pedestrians and active users of Wolfe Tone Square.
- Pedestrian movement across the carriageway is improved as a narrow carriageway is easier to cross.
- Footpaths widened along Teeling Street at the interface with the square to provide spill out space for businesses.
- Raised pedestrian tables are sited at key locations to ensure seamless pedestrian priority movement from Teeling Street, Swift Lane and Mary Brennan's through to the square, St Brigid's Hall and the Teach Laighne car park.
- Car parking is facilitated off both north and south route.



- The route south of the square to become closed to through traffic, and used for business access only, eg, deliveries.
- Removing vehicles along the southern route generates greater space for pedestrians and spill-out space for local businesses.
- Wolfe Tone Square becomes better integrated with the town centre with greater pedestrian flow from Swift Lane and across Teeling Street.
- Footpaths widened along Teeling Street at the interface with the square to provide spill out space for businesses.
- Raised pedestrian tables are extended to ensure greater pedestrian priority movement north and south of the R294 and Teeling Street.
- Car parking is facilitated along the northern route only. In-line parking bays are provided along the northern route to maintain existing access for businesses.
- Additional car parking spaces to be sourced close to Wolfe Tone Square alongside improved access to the under-used Teach Laighne car park.

- Enhanced Public Realm
- Pedestrian Priority Zones
- Shared Surface Vehicle Route
- Parking Bays
- Potential New Parking Areas
- Existing Parking Areas  
1- Teach Laighne Carpark  
2- Church Carpark
- Existing Vehicular Routes
- ↔ 2 Way Vehicle Route
- 1 Way Vehicle Route



- Introduction of bus set-down spaces - half bus boarders.
- Two-way routes retained around Wolfe Tone Square, reduced to 5.5m. The width of Teeling Street would be sufficient to enable two cars to pass if two buses were parked in the bus bays.
- Implementation of crossing points to improve pedestrian flow
- Minimum 2m wide footways on all sides of the Square.
- Raised pedestrian tables to ensure seamless pedestrian priority movement and reduce traffic speeds
- Car parking facilitated off both north and south routes.

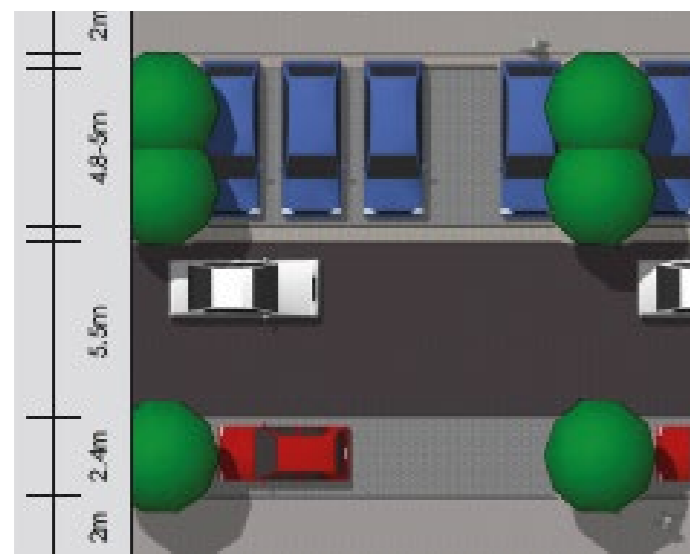
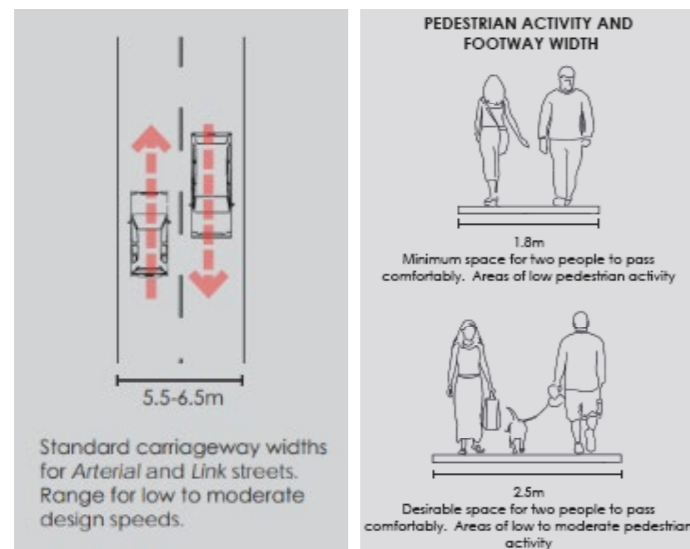
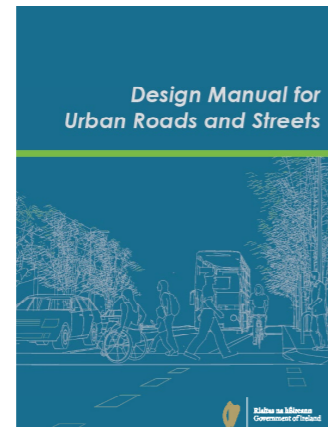


Example of further rationalisation

- A composition of echelon, in-line and perpendicular parking bays to promoting greater retention with the balance of improving connectivity.
- Proposed crossing points at key locations to improve access between Teeling Street, Humbert Street and the Square.
- Spaces between bays to allow for pedestrian crossing and tree planting to break up views of parking.



## Design Standards - DMURS



DMURS provides guidance relating to the design of urban roads and streets. The Tubbercurry public realm enhancements have closely considered the principles, approaches and standards that are necessary to achieve balanced, best practice design outcomes with regards to the Town Centre.

As outline in the guidance ‘*This Manual does not purport to account for every scenario that a designer will encounter, particularly when retrofitting existing streets. Nor can this Manual cover every technical detail. Many matters are left to the professional expertise and judgement of users.*

### Improving footpath widths

As part of the design, it is proposed to increase footpath widths to those minimum standards as set out in DMURS with desirable minimum widths of 2.5m within the majority of the scheme. As set out in DMURS “*In a retrofit situation increasing footpath widths should be a priority for designers and where appropriate, accommodated by narrowing vehicular carriageways.*” Furthermore, it is proposed to increase the existing footpath widths throughout the project area to improve the pedestrian environment and overall quality of the street.

### Carriageway widths

It is proposed to maintain a minimum carriageway width of 5.5m throughout the project area on all two-way roads.

### Improving the parking environment

In order to improve pedestrian permeability and to address the current bus parking issue, it is proposed to remove all 90 degree parking from around Wolfe Tone Square and replace this parking with a mix of 60 degree angled parking and parallel parking. As set out in DMURS, it is proposed to introduce street trees within the parking lanes for all streets with the exception of the section of parallel parking on the south side of Wolfe Tone Square and some of the angled parking on the north side of Wolfe Tone Square.

It is proposed to make the southern arm of Wolfe Tone square a one-way system, in the direction of east to west, with a proposed minimum carriageway width of 4.8 to provide sufficient manoeuvrability space into the angle spaces as set out in Manual for Streets 2007.

At present, there are no designated disabled parking bays within the project area. It is proposed to include 4 on street disabled parking spaces within the project area.

### Introducing bus boarders

The existing carriageway is busy with two bus stops located within stretches of on-street parking on Teeling Street (both directions). It is proposed to include half bus boarders as part of the design which should permit sufficient space for vehicles to pass the bus (in both directions) when the bus is at the bus stop. It is also proposed to stagger the existing bus stops in order to prevent the complete obstruction of the carriageway.

### Introducing tactile paving

Currently there is a lack of tactile pavements within the township of Tubbercurry. It is proposed to include audio tactile pavers at uncontrolled crossing locations along desire lines to assist the visually impaired making their way through the project area.

# 3 Preferred Design Proposals

## Wolfe Tone Square & Adjoining streets



## Wolfe Tone Square



## Smaller Square



## Civils Design - Wolfe Tone Square & Adjoining streets

Narrowing road widths and reducing traffic brings significant benefits when creating a people-focussed environment. Creating a hierarchy in the routes around Wolfe Tone Square by reducing the southern arm of the Square to one way traffic flow and altering the road geometry will increase the potential to create a larger central public realm space, providing flexibility of use and improving accessibility.

### General Design Principles

- Narrowing of carriageways to industry standard to promote pedestrian priority. The width of Teeling Street would be sufficient to enable two cars to pass if a bus was parked in the bus bays.
- Minimum 2m wide footways on all sides of the Square.
- A composition of echelon, in-line and perpendicular parking bays to promoting greater retention with the balance of improving connectivity.
- Proposed crossing points at key locations to improve access between Teeling Street, Humbert Street and the Square.
- Spaces between bays to allow for pedestrian crossing and tree planting to break up views of parking.
- A raised, paved pedestrian table to the carriageway around the full extent of the Square and Teeling St to convey pedestrian priority and present a carpet across the Square.

### Vehicle Tracking

A vehicle tracking exercise utilising Autodesk software to analyse the swept path of vehicles at junctions was carried out as illustrated in drawings 11258-2300-01 to 11258-2300-13

The Proposed Development has been analysed using a Bin Truck (Vulture 2225) with an overall length of 9.93m, width of 2.49m and wall to wall turning radius of 9.1m. The intersection of Mountain Road and Teeling Street and the north arm of Wolfe Tone Square were checked using an 18m Drawbar truck: Overall Length 18m, width of 2.5m and wall to wall turning radius of 10.331.

### Existing Infrastructure

It is proposed to remove the existing power pole at the intersection of the Lane and Wolfe Tone square, underground all overhead power lines within the project area and provide new street lighting throughout the project area

There are two existing EV Charge Points located within the project area. It has been proposed by the Client to keep the EV Charge Points as close to their existing location as possible.

There are petrol and diesel pumps located within the road corridor, within the project area. It is unclear how surface water runoff is managed with regard to the operation of the pumps. It is recommended that Sligo County Council investigate this matter and rectify any issues ahead of the progression of the Public Realm enhancement Scheme. It does appear that fuel is stored in underground petroleum storage tanks.

### Changes to Vehicle movement

It is proposed to make the Lane to the north of Wolfe Tone Square (linking Teeling Street to the N17) one way in order to improve safety. It is a narrow route which is heavily constrained by existing building lines and on-street parking. It has been suggested to make the traffic flow in an east to west direction.

The southern arm of Wolfe Tone Square is also proposed to become a one way route, moving from west to east. The intention is to minimise the volume of traffic within the town centre, and to generate a greater use value from the public realm within the square.

### Car Parking

There are 73 existing car parking spaces within the Proposed Development area. 59 car parking spaces are proposed by the development amounting in an overall retention of approximately 81% of parking.

The introduction of a bus bay to the east of Teeling Street removes 9 bays and the introduction of a bus bay to the west of Teeling Street removes approx. 17 lin. m. of in-line parking (approx. 3 spaces). Adhoc spaces have been lost to facilitate an increased provision of crossing points, the inclusion of wider accessible bays and the introduction of demarcated bays.

It is proposed to include 4 on-street disabled parking spaces within the project area - these are wider than standard bays. Cycle storage will be also be significantly increased across the Proposed Development.

### Vertical Alignment

It is proposed to raise the existing pavement across the scheme and install 40mm upstand kerb throughout the project area to assist in the delineation of carriageway and footpath area with the exception of the section of roadway adjoining the Mountain Road and Teeling Street ( it is proposed to include Flush Kerb here), however, It is anticipated that this section of road will not be heavily trafficked given its width and materials. Furthermore, it is proposed to make this one way in a south to north direction.

### Drainage

It is proposed to utilise the existing stormwater drainage network as part of the implementation of the public realm enhancement project. The details of the existing stormwater network are to be determined as part of site investigation works that will be carried out at detailed design stage, however, it is assumed that the town is utilising a combined foul and storm sewer.

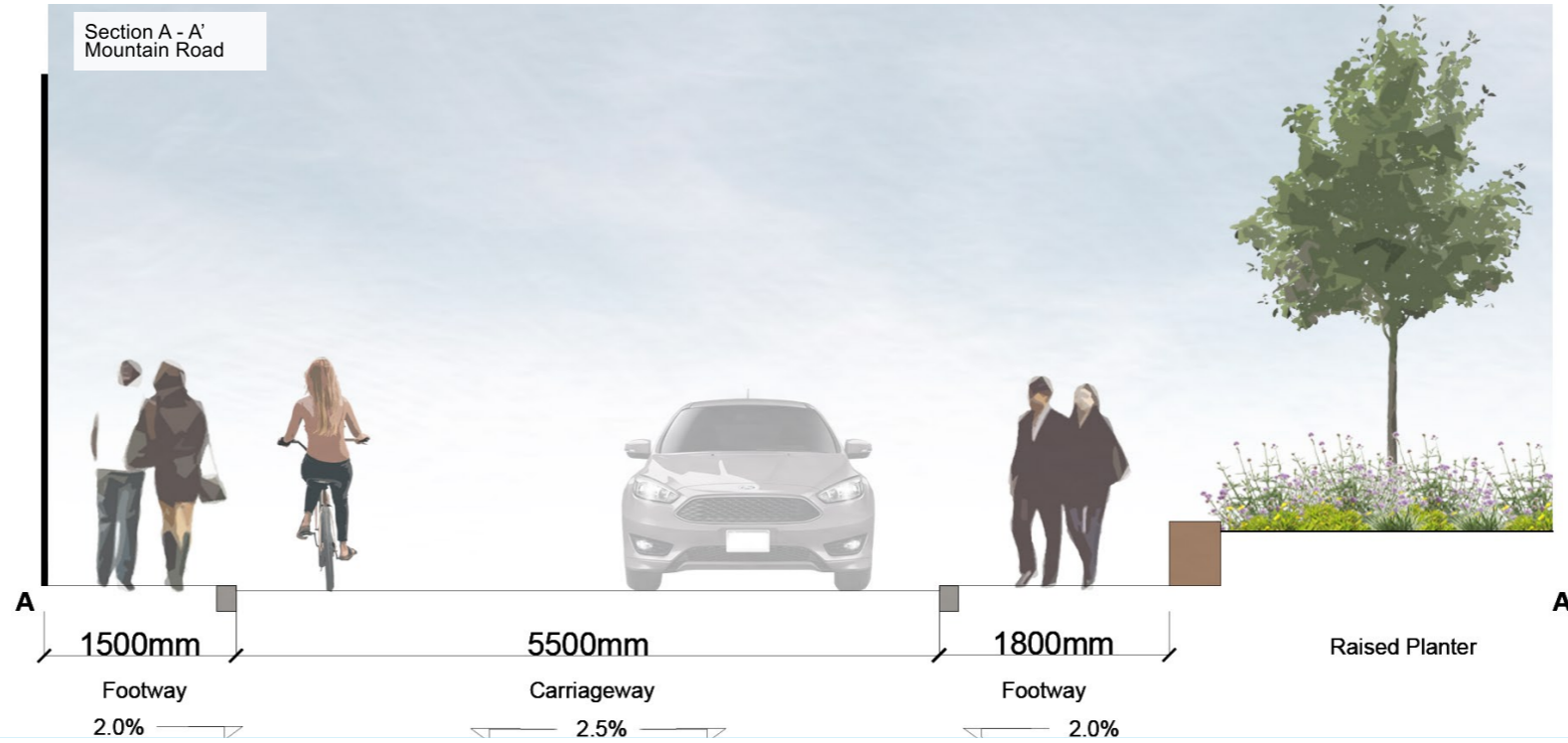
As part of the stormwater design it is proposed to introduce SUDS recommendations as part of the implementation of street trees as any increase of impermeable surface to the project area would be negligible given the proposed and existing materials and quantities of said materials.

# Streetscape Sections

## Mountain Road



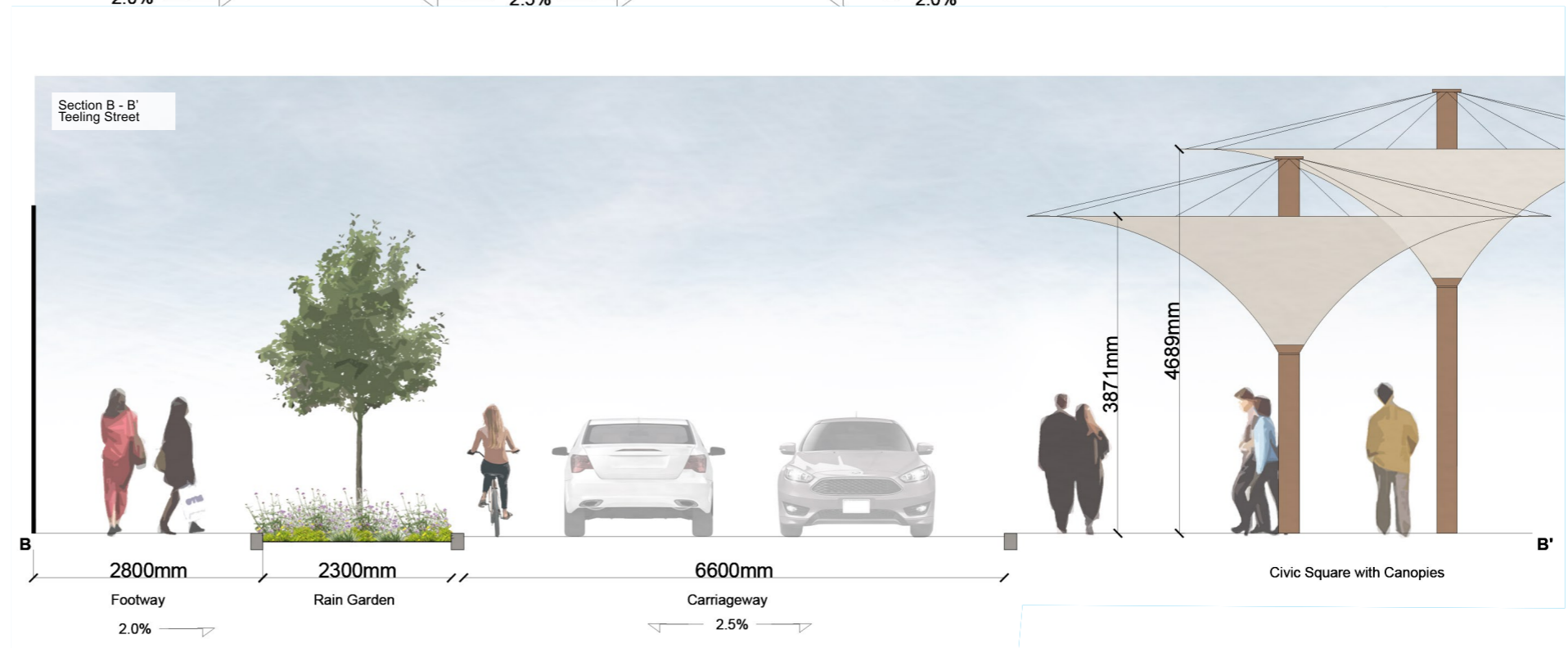
Existing view looking north west along Mountain Road showing narrow footways and low grade materiality.



## Teeling Street



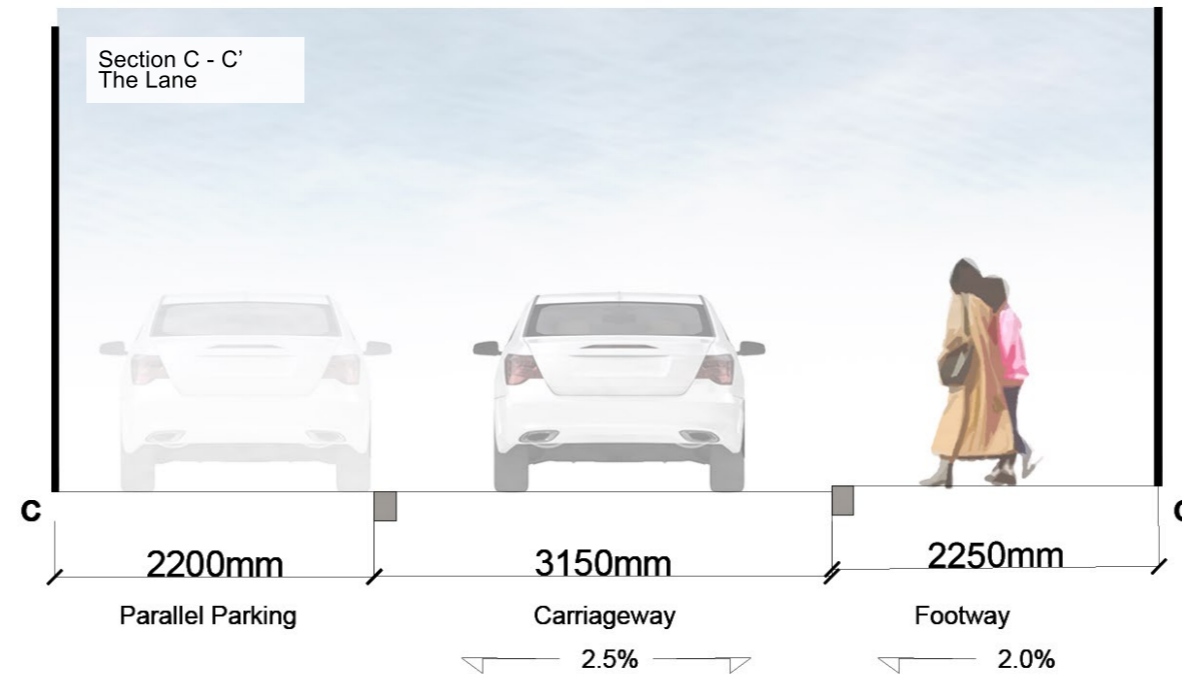
Existing view looking north along Teeling Street showing prominence of car parking, a lack of pedestrian crossing points, narrow footways, vacant properties and low grade materiality.



### The Lane



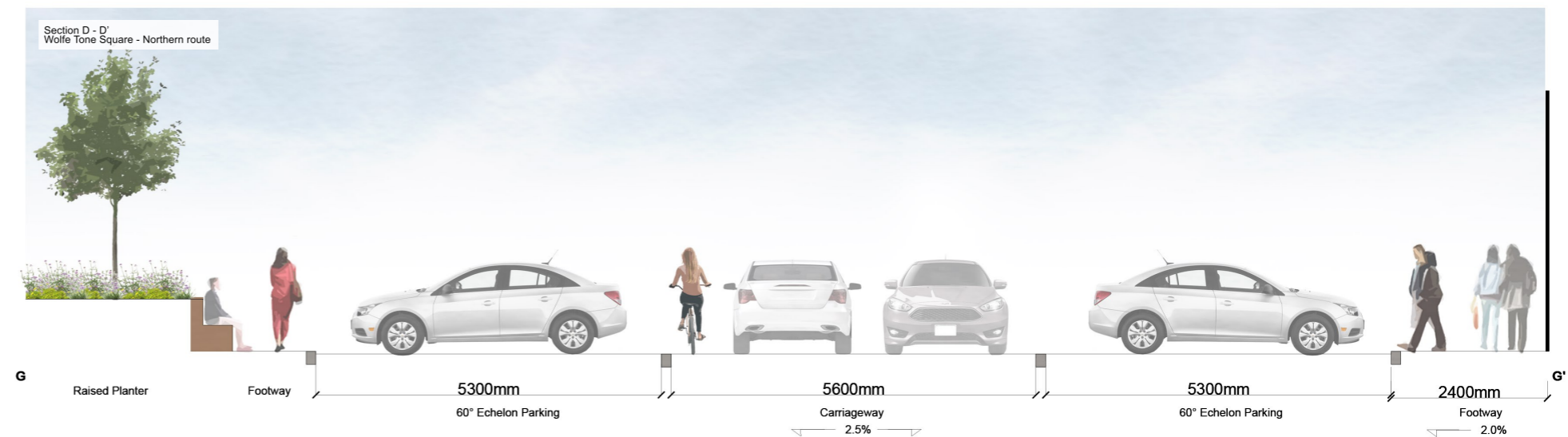
Existing view looking north west along The Lane showing a narrow two-way route with narrow footpaths, parallel parking, low grade materiality and overhead electricity pole at junction.



### Wolfe Tone Square - northern route



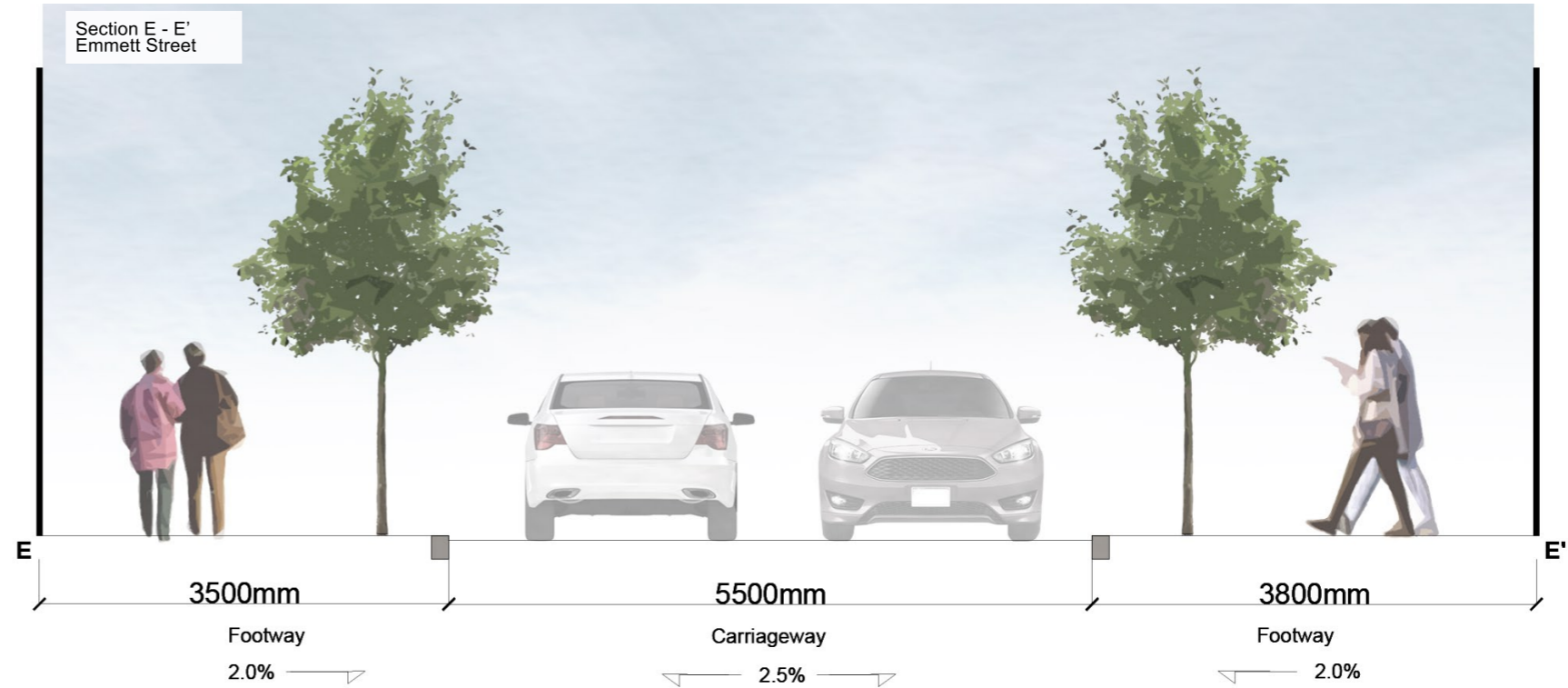
Existing view looking north west along northern route of Wolfe Tone Square showing wide junctions and carriageways, a lack of pedestrian crossing points and permeability and low grade materiality.



## Emmett Street



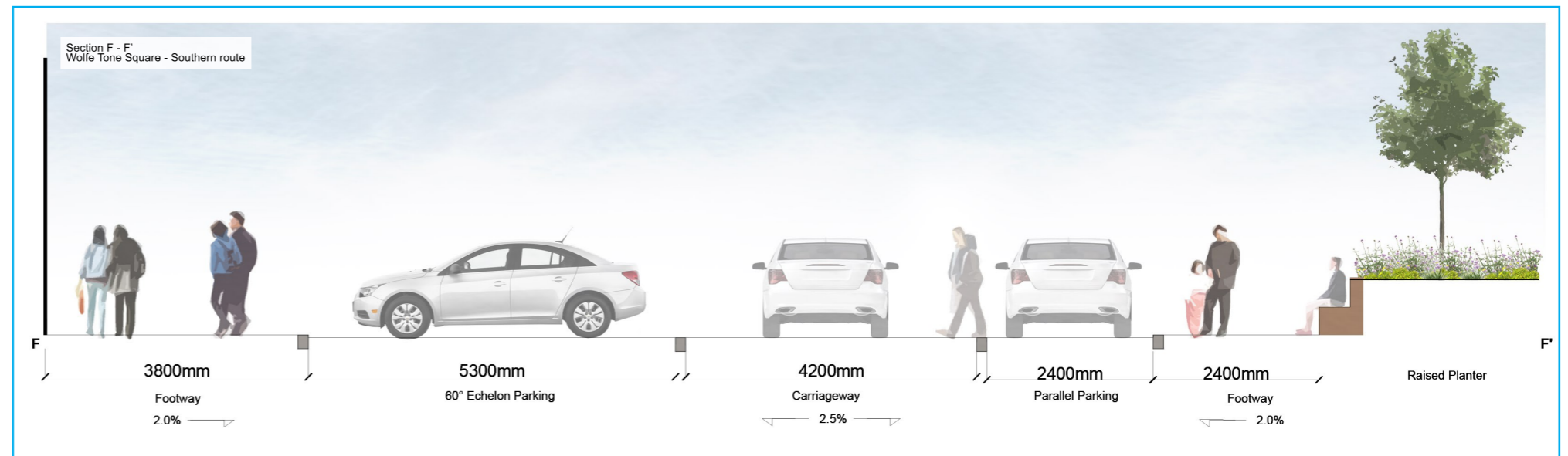
Existing view looking south east along Emmett Street showing parallel parking, an absence of tree planting and low grade materiality.



## Wolfe Tone Square - southern route



Existing view looking west along the southern route of Wolfe Tone Square showing wide junctions and carriageways, a lack of pedestrian crossing points and permeability and low grade materiality.





## Scheme Visualisation



Scheme visualisation of Wolfe Tone Square and Adjoining Streets, looking west.



Scheme visualisation of the smaller square and Mountain Road junction

## Materiality

The primary approach to the surface materials is to provide a coherent, robust and visually appealing uplift throughout the town centre that compliments and unifies the adjacent architecture. Materials are appropriate to the type and use of space with the Market Square being the key civic space. Primarily the use of high quality natural stone will be used to revitalise the town centre and provide an attractive, durable and long lasting public realm.

Materials will be appropriate to define key user groups and spaces, for example:

- Larger plank units to be introduced on footways.
- Block paving to be introduced in areas which will be trafficked by both pedestrians and vehicles. This includes Wolfe Tone Square public realm space, crossing points and the vehicle route fronting the smaller square.
- Smaller setts used throughout the smaller square to the south of Wolfe Tone Square, which is in-keeping with traditional marketplace materials and the scale of the space.
- Light buff tarmac surfacing to the southern arm of Wolfe Tone Square, to convey a change in character from the two-way route.
- Light grey tarmac surfacing to car parking bays.

The design also focusses on removing street clutter and creating a public realm that is easily accessible to all. Raised tables and shared surfaces are introduced to slow vehicles down, removing the 'stepping edge' and give priority back to pedestrian movement. There is a consideration for the use of texture and contrasting colour to aid visually impaired users.

The incorporation of bespoke planters with integrated seating will enable the retention of existing vegetation where feasible and provide a space for the relocation of existing artwork, signage and memorials. Integrated seating will minimise the generation of clutter.



Natural stone paving to footways



Natural stone block paving to shared vehicular / pedestrian spaces



Light buff coloured asphalt to southern arm of Wolfe Tone Square



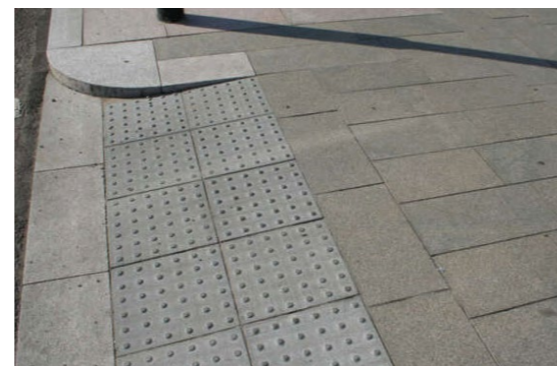
Bespoke planters with integrated seating and lighting



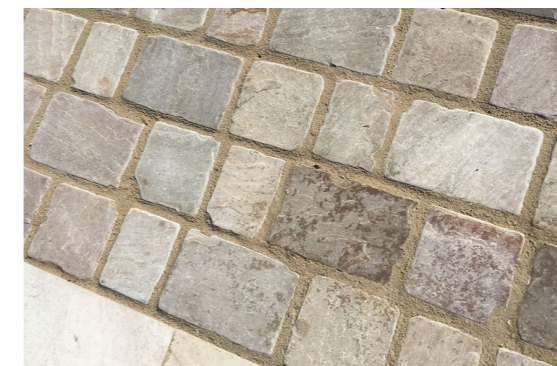
Light grey coloured asphalt to parking bays



Wide natural stone kerbs



Tactile surfacing (Natural stone) and quadrant stone detailing



Natural stone setts to smaller civic space



Asphalt surfacing to northern arm of Wolfe Tone Square and Teeling Street

## Materiality - Retaining existing features

The public realm proposals will seek to retain original features of the streetscape and incorporate these sensitively into the proposals.

This predominantly relates to features, artwork and memorials located within Wolfe Tone Square. The Town Clock forms a gateway feature and will be retained and mounted onto a stone plinth, to enhance its value.

Further consultation will be undertaken at Detailed Design stage with key stakeholder groups in relation to the potential for sensitive relocation of the artwork and memorials. There is potential to create a heritage trail across the town centre with the artworks telling the story of Tubbercurry.



1 Marist Centenary memorial



2 Existing birch tree and memorial plaque within planting bed - to be retained in situ



3 South Sligo Summer School artwork



4 South Sligo Summer School artwork, celebrating founding



5 Fabulous Fifteen Fiddlers memorial



6 Town Clock with plaque to Joe Masterson. To be retained and mounted on plinth



7 Centenary of the Connaught Rangers Meeting in India. Dual fronted. To be retained.



Existing location of artwork and memorial-style features to be lifted and sensitively relocated as part of the design proposals

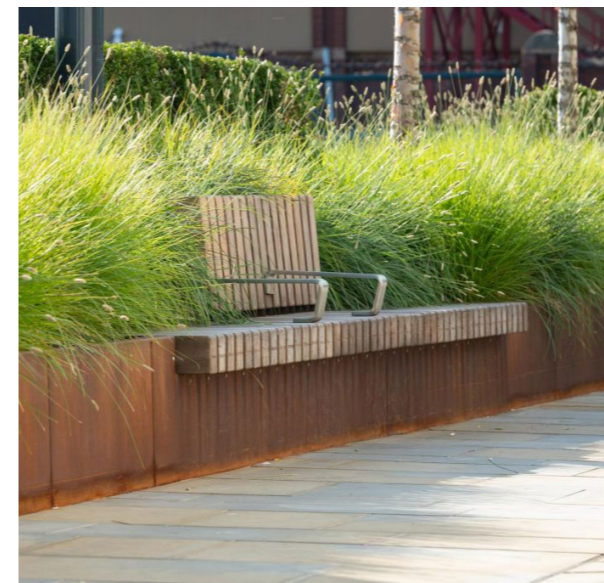
## Street Furniture

The street furniture as part of the public realm enhancements will create a consistent and coherent look and feel. A key aim is to de-clutter the footways and streetscape generally and the placement of seating, bins etc will be well considered to minimise the impact of pedestrian movement.

Street furniture will also be used to deter ad-hoc parking and prevent the need for excessive bollards / clutter. Furniture will use sustainable materials wherever possible and be specified to be robust and long lasting. *Final specifications are subject to further detailed design*



Proposed umbrella forest shelter, or similar shelter. Approximate height 4 - 4.5m to enable clearance for vans beneath structure on market days



Integrated seating to minimise clutter



Re-use of existing free standing seating



Inset tree grille



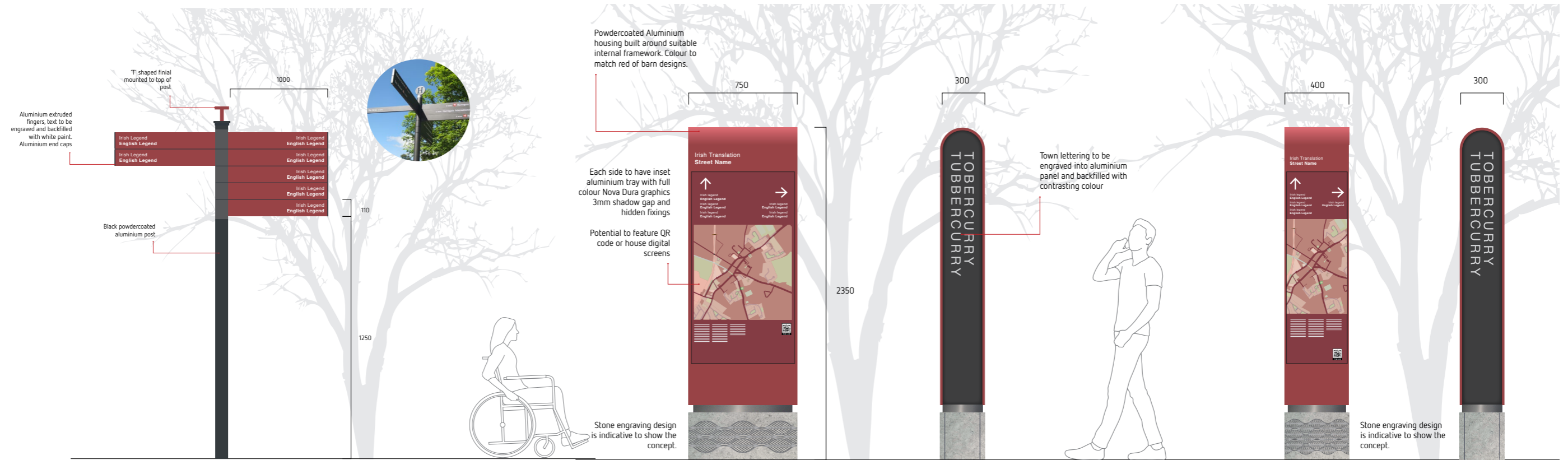
Cycle stands



Refurbishment of existing light columns



Litter bin



Indicative proposals for finger posts, map boards and totems.

## Planting Strategy

The planting strategy for the project seeks to retain and reuse as much of the existing planting infrastructure as possible through the incorporation of bespoke planter surrounds.

A fundamental aim is to introduce street tree and ornamental shrub planting more broadly to soften the streetscape, enhance the pedestrian experience and aid the town's resilience to future climate change. Alongside the ecological and social value it is also envisaged that tree planting within the town centre will make this a more attractive setting for new businesses, encouraging inward investment and boosting the local economy.

Planting will also be used to create an enhanced sense of arrival by strengthening key gateways and also aid wayfinding and legibility. It is intended that tree species will be tolerant to the urban environment and drought resilient.

We will also seek to introduce mature trees where spatial restrictions allow for instant impact and greater social & ecological benefits. Tree planting will be specified with a clear stem to ensure foliage does not impede visibility or access. A clear stem will also allow seating to be incorporated providing people greater contact with nature. Tree planting will also soften the hard landscape and provide a distinctive colour and texture throughout the streets and spaces. We will also seek to retain the existing street trees where these are in good condition.

The tree and plant species will be subject to further design development as well as investigation into service depths and existing ground conditions for establishing appropriate sizes and species.



Example of street trees creating an attractive social environment



Example of urban tree planting defining a public realm space



Example of ornamental planting providing colour and interest at ground level.

## Lighting Strategy

The current lighting provision throughout the town centre includes two different luminaire styles, a standard highway light and a double-headed heritage lamp. The proposal is to retain and refurbish the heritage luminaire and pole, and replace the standard highway lighting to match. Existing light column positions will be used where feasible, or retained close-by. Use of wall-mounted luminaires is recommended at the junction of Teeling Street and The Lane.

Currently the electrical supply board includes large support poles and overhead lines which detract significantly from the streetscene and impede pedestrian movement. A key feature of the strategy proposes to underground the ESB network within the study area and sensitively integrate minipillars as necessary.

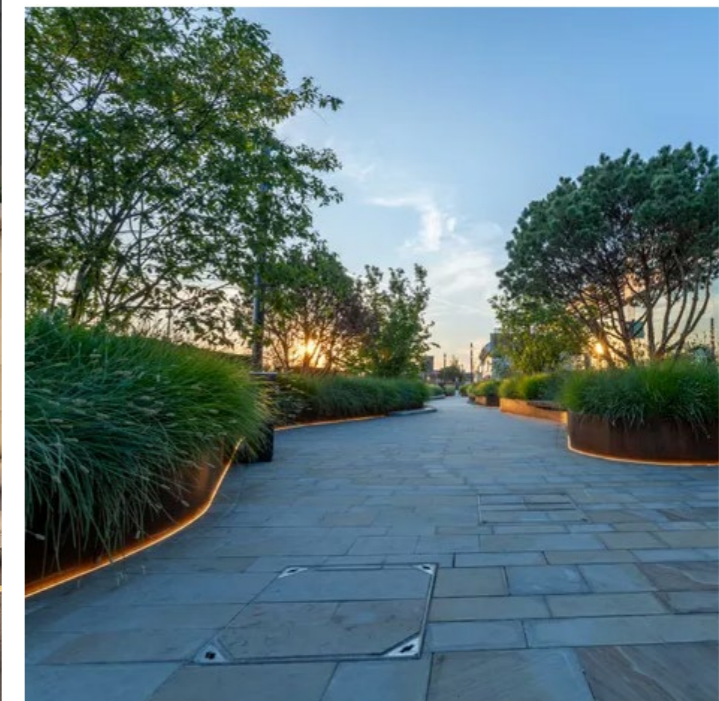
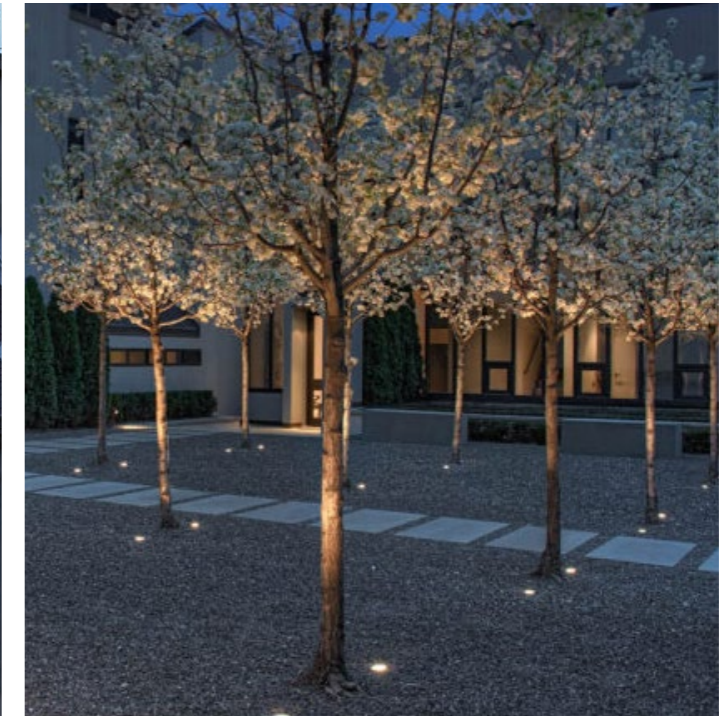
The proposed lighting strategy seeks to create a coherent look and feel with a heritage style unit that is recognisable and in-keeping with the traditional qualities of the market town. The number of columns will be kept to a minimum to limit streetscape clutter and these will be well integrated to feel part of the new public realm.

Feature lighting will also be incorporated within Wolfe Tone Square to help animate this new pedestrian space and create a safe, attractive environment throughout the evenings, particularly as a stage set for hosting future events and displays. This will include uplighting to the mature street trees and the town's existing features, such as the Town Clock, memorials and artworks.

The proposed bespoke planters have the potential to be ground lit, to aid wayfinding at ground level.



Example of heritage style street lighting  
Image ©DW Windsor



Potential to incorporate lighting to the base of planters as wayfinding



## Preferred Option - Mary Brennan's

### Concept

The new Community Facility / Information centre for Tubbercurry includes the refurbishment of the existing Mary Brennan's property with a new extension to the rear.

It aims to provide a contemporary addition to the town while still maintaining and respecting the existing streetscape through its frontage treatment, form and use of materials.

### Layout & Design Form

The existing entry to Teeling Street is to remain with a new additional entry point to Swift Lane. The Exhibition / Community Space is as open as possible to allow for flexibility. An accessible WC and plant/store room supports this space. A reception desk / Information point for visitors is located at the Teeling street entrance. The new build angles out towards Swift Lane – opening up to the street providing views to the smaller square and the town centre.

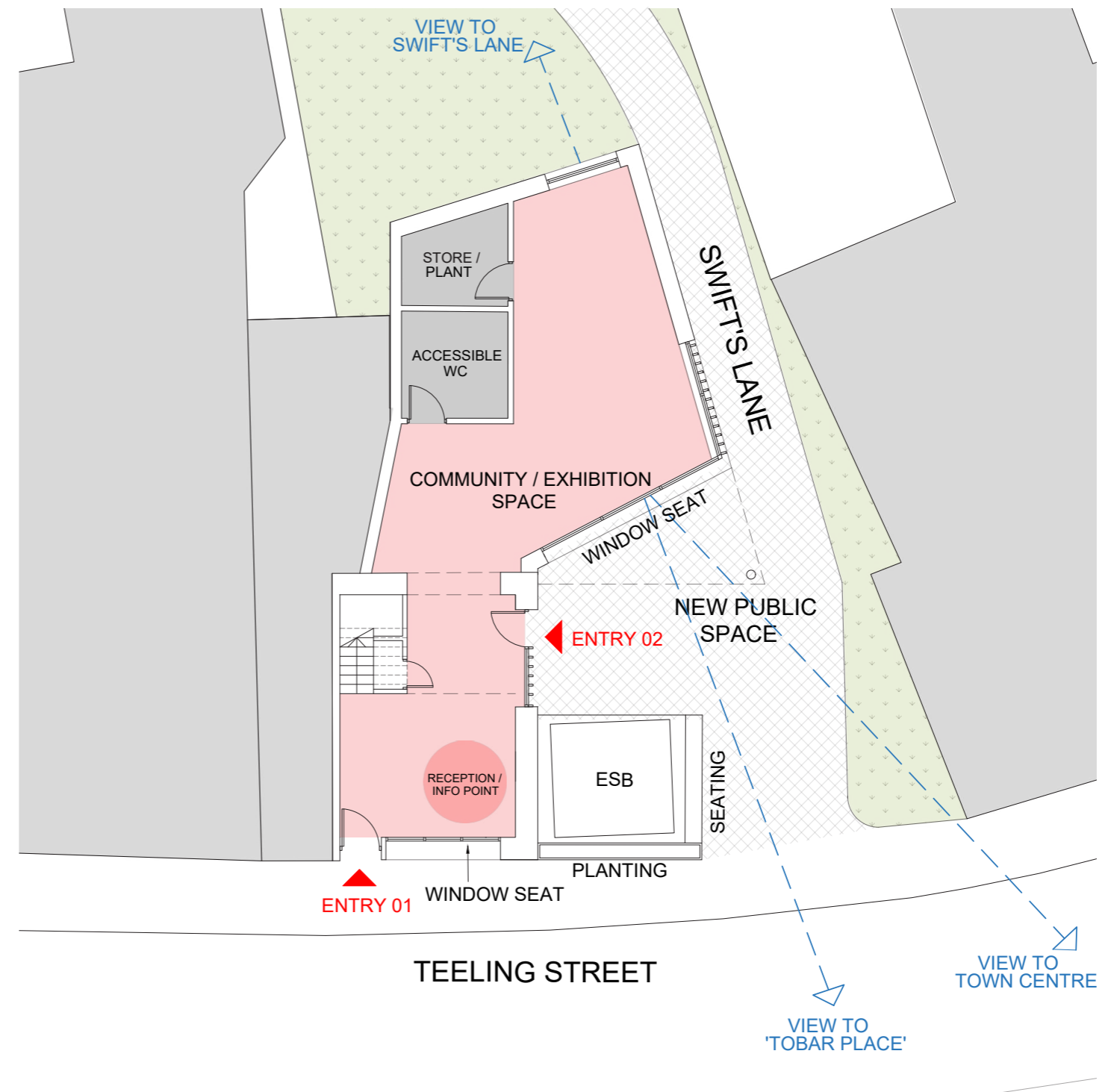
The large glazing lends an openness to the space – even without entering, passers-by can have a connection with what's going on inside the space which adds to a sense of community. The new build also defines a new public space held between Mary Brennan's and the neighbouring property. The inclusion of an overhang gives shelter to a window seat, creating almost an outdoor room – an extension to the community space.

The ESB substation is screened similarly to how it is currently. The fencing is to be replaced with a corrugated screen and is to include planting and public seating. The front window of the existing house is to be adapted to allow for a window seat – encouraging interaction with the public.

### Materials

The front elevation respects the existing streetscape and keeps the character of the local shop fronts. The use of red is striking and is used to mark the entrance spaces.

The red corrugated aluminium sheeting used to screen the ESB substation is reminiscent of the corrugated roofing of the rural buildings that are typical of the west of Ireland countryside.



Mary Brennan's proposed floor plan



Views of front elevations to Mary Brennan's, highlighting the screening of the ESB substation and glazed facade to the extension.

Views of additional entrance to Mary Brennan's and view of the rear interface with Swift Lane.

