



PART 8 DESIGN STATEMENT (including Architectural Impact Assessment)

NEWPORT REGENERATION PROJECTS 1 & 2

Proposed New Public Realm

at

Medlicott St and Main Street

Newport Co Mayo

Prepared By: Mayo County Council Architects Section November 2021



**An Roinn Forbartha
Tuaithe agus Pobail**
Department of Rural and
Community Development



**An Ciste um Athghiniúint
agus Forbairt Tuaithe**
Rural Regeneration and
Development Fund

**Ár dTodhchaí
Tuaithe**
Our Rural
Future



INTRODUCTION

The proposed public realm works at Main Street and Medlicott Street form 2 of 4 projects funded for design development to planning stage by the Rural Regeneration Development Fund (RRDF - Category 2) .

These 4 projects, identified in the draft Newport Town Design Statement, are part of the overall Newport Regeneration;

- **Project 1: Medlicott Street Public realm Works**
- **Project 2: Main Street Public Realm Works**
- **Project 3: New Enterprise Centre and Tourist office, Main Street and Barrack Hill**
- **Project 4: New town centre pedestrian and greenway route, cycling hub and car park**

NEWPORT REGENERATION OVERVIEW

The primary aims of these 4 project are to :

- Improve accessibility and safety within the town centre for all ie vehicles, walkers, cyclists, and people with disabilities
- Enhance the enjoyment of Newport as a place to live in, work in, invest in and visit.
- Redress the imbalance that favours vehicular movement over that of cyclists, pedestrians and people with disabilities.
- Enhance the attractiveness and enjoyment of Newport for residents, visitors, and investors alike.

These aims are to be achieved through the following design proposals;

Provision of new ;

- widened, paved and accessible footpaths
- paved and landscaped public open spaces
- safe off road cycle paths where possible
- safe pedestrian crossings
- directional and safety signage for cyclists and visitors.
- soft landscaping that is inviting, user friendly, sustainable and enhancing to setting.
- traffic calming measures
- TII compliant road widths and car parking to ensure that traffic moves safely through the town.

The proposed scheme has been designed to current standards including:

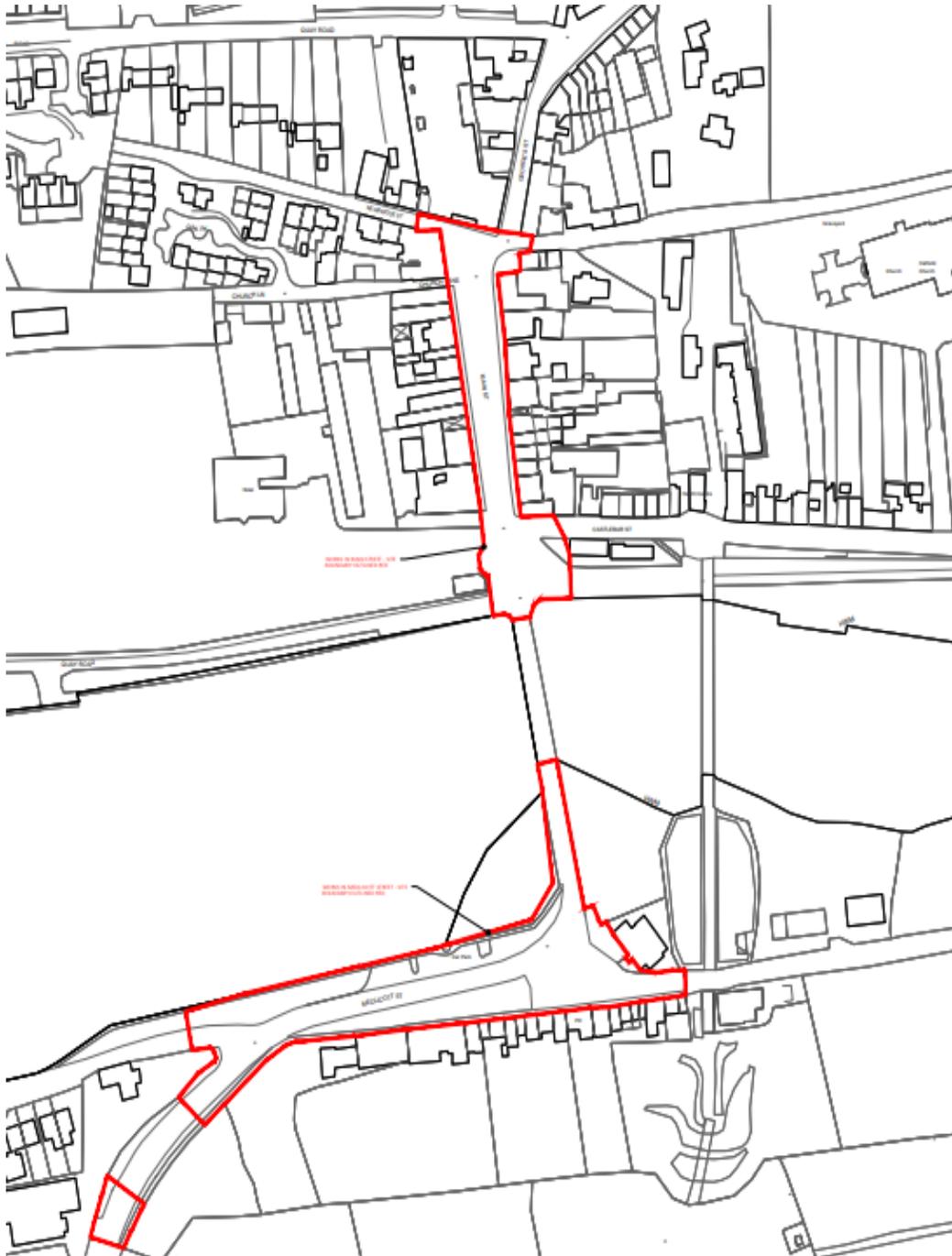
- DMURS – Design Manual for Urban Roads and Streets.
- Smarter Travel Ireland.
- Traffic Management Guidelines.
- Traffic Signs Manual, Chapter 7.
- Guideline on Maximum Weights and Dimensions of Mechanically Propelled Vehicles.
- TII publications, specifically relating to pedestrian crossings, road marks and parking spaces.
- National Cycle Manual.
- Government Smarter Travel Policy.
- Mayo County Development Plan and Newport Design Statement.

The designers have undertaken the following studies in order to develop the final proposed layouts:

- Draft Newport Design Statement
- Road Safety Audit – Stage 1.
- Disability Access / Mobility Report.

- Traffic counts – vehicles / pedestrians / cyclists.
- TII review / consultation.
- Consultation with Mayo County Council's Roads Department

PROJECT 2 MAIN ST



PROJECT 1 MEDICOTT ST

PROJECT 1: MEDLICOTT STREET PUBLIC REALM WORKS

Meddicott Street serves as the point of entry to motorists and cyclists alike entering the town from Westport. The area suffers from the following disadvantages;

- **Excess speeds:** Design Engineers witnessed speeding by vehicles entering the town. This is caused by excessive road widths and lack of traffic calming measures.
- **Lack of safe road crossings:** A traffic survey demonstrated that a pedestrian crossing is required.
- **Narrow footpaths:** notably along the terrace of buildings.
- **Accessibility:** Access for wheelchairs and buggys is not addressed.
- **Cycle safety issues.**
- **Aesthetic:** the street does not exploit it huge potential to be so much more attractive and enjoyable to be in.

The following measures are included in the design;

Traffic Calming:

- TII compliant gateway entry design
- Road width clearly delineated at 7 metres in compliance with TII Guidelines
- 3 no 'Zebra' type pedestrian road crossings

Pedestrian Safety;

- 3 no Zebra crossings and traffic calming measures as above
- widening of footpaths to minimum 2 metres and greater
- provision of pedestrian rest areas
- wheelchair, disability and buggy access measures
- compliant designated accessible parking spaces

Cyclists Safety

- separate designated off road cycle lanes
- directional and safety signage for cyclists
- cycle parking stands

Vehicle parking:

- clearly line marked car parking spaces
- compliant designated accessible parking spaces
- provision of enclosed parking area for the Medical Centre.

High Quality Public space

- attractive paved seating areas .
- open areas for community use or possibly outdoor dining.
- high quality attractive durable finishes: stone and concrete paving.
- high quality planting embracing biodiversity principles

MEDLICOTT STREET CAR PARKING COMPARATIVE DATA

Existing	Proposed
Total 64 Including 1 accessible parking spaces 0 loading bays	Total 60 Includes: 6 accessible spaces and designated parking for medical centre. 1 small loading bay

PROJECT 2: MAIN STREET PUBLIC REALM WORKS

Main Street is the focal point for businesses in Newport and on busy days there can be non-stop traffic movements and footpaths bustling with pedestrians and cyclists alike.

The street suffers from the following disadvantages;

- **Traffic issues;** Excess width causes unsafe, disorganised and random parking. Excess speeds create safety issues and difficulty for pedestrians to cross the street. Movement at road junctions is particularly haphazard.
- **Car parking issues:** There are no compliant designated accessible parking bays. Random parking causing dangerous manoeuvring across from Newport House gates. Castlebar Street suffers frequent road blockages caused by parking on the narrow footpath.
- **Excess speeds:** Design Engineers witnessed high speeds despite the town centre location.
- **Lack of safe road crossings:** pedestrians have great difficulty crossing. The need for crossings has long been recognised.
- **Narrow Footpaths:** Footpaths are too narrow to offer no space for social meeting or outdoor dining.
- **Accessibility:** Access needs of disabled, infirm, and buggies are not addressed.
- **Cycle safety issues;** The street is too narrow for cycle lanes. Random parking etc makes the journey dangerous.
- **Aesthetic:** the street again does not exploit its huge potential to be so much more attractive and enjoyable to be in.
- **Social;** the paved areas offer no spaces to rest, enjoy or socialise.

The following measures are provided for in the design;

Traffic Calming:

- clear delineation of a consistent 7 metre wide road width in compliance with TII Guidelines
- 3 no Zebra crossings on Main Street, 3 pedestrian crossings entering Main Street.

Traffic Flow ;

- new one way traffic flow system on Castlebar street between Main Street and the Viaduct only.
- removal unsafe random parking opportunities notably around and across from Newport House gates.

Pedestrian Safety;

- 3 no Zebra crossings at key crossing points on Main Street
- pedestrian crossings at road junctions with Quay road, and Castlebar Road and Street.
- widening of Footpaths to minimum 2 metres or greater
- compliant disability access throughout where possible.

Cyclists Safety

- directional and safety signage for cyclists
- cyclists encouraged to dismount and walk main Street as designated cycle lanes are not possible.
- cycle parking stands

Vehicle parking:

- Clearly designated and line marked car parking spaces
- designated loading bay area.
- 2 compliant designated accessible parking spaces

High Quality Public space

- widened footpaths where possible
- creation of paved multipurpose area with potential for both car parking and/or outdoor dining/ public events.
- creation of new green amenity spaces/small parks.
- public seating and other street furniture
- flexible use paved area for changing uses eg outdoor dining/ community events in summer and vehicle parking in winter

- high quality attractive durable finishes: mix of stone and concrete paving.

MAIN STREET CAR PARKING COMPARATIVE DATA

Existing	Proposed	Notes
48 1 loading bay. 0 compliant disabled access spaces	Total 29 Includes: 2 compliant accessible spaces 1 loading bay.	1) Displaced car spaces to be provided as part of Project 4 2) Directional signage to be provided guiding visitors and all day parking to underutilized public car park off Castlebar Street for all day free parking. Project No 4 aims to extend this car parking area substantially.

ARCHITECTURAL IMPACT ASSESSMENT

MAIN STREET

The Public Realm Works on Main Street will be adjacent to the following ;

- 1) Registered Protected Structures or their curtilages as listed in the Mayo County Development plan;
 - No.110 Anglers rest public house façade (now called ‘Seven Arches bar and Bistro’)
 - No.0172 Newport House and curtilage
- 2) Proposed Protected Structures;
 - De Bille House facade, NIAH Reg. No. 31208012
 - The Cast iron Pillar Post Box, NIAH Reg. No. 31208013

There are also historic features within the existing paving itself that should be preserved



MAIN STREET- EAST SIDE

NIAH Descriptions.

De Bille House - Attached five-bay three-storey townhouse, extant 1838, on a rectangular plan with shopfront to right ground floor.

Historic Post Box -Freestanding cast-iron "pillar box" post box, between 1901-10; extant 1916[?], with "ER [Edwardus Rex] VII" royal cipher.

Other features of historic importance ;

Cut Limestone Steps- Mix of original and new steps between road and footpath, and rising to De Bille House.



De Bille house will not be materially affected by the works.

The following will be retained in situ;

- The original cut limestone steps that access De Bille House
- The cut limestone steps from the road edge to the existing footpath.
- Limestone kerbs generally unless they are damaged beyond usefulness.
- The De Bille house historic lighting feature shall also be retained in situ.
- The cast iron pillar post box.

Essential repair will be carried out only where necessary, replacement will be considered only as a last option.



The existing ramped access will be retained in this location but upgraded to comply with existing disability access requirements at the proposed road crossing. There will be no further loss of historic stone .

The 2 non compliant tarmacdam ramped acceses will be removed. New Limestone steps will be provided in keeping with historic stone steps.



- New limestone setts will border the existing building line. Unsuitable street furniture will be removed.
- New furniture and high quality paving will be in keeping with local natural stone colours and setting.
- All steps and kerbing will be in limestone matching existing.

MAIN STREET - NEWPORT HOUSE GATES WALL AND VICINITY

Newport House, Gate lodge, Stone walls and Curtilage; The proposed works will see repaving and landscaping in front of the east wall and main public entrance to Newports most historic and focal building.



Current situation; The local stone wall and gateway to Newport House are fronted with a narrow insitu concrete footpath, wide expanse of tarmac and parked cars. These and unsuitable modern planters detract from this most important historic setting.

Proposed works: The reduction of the road width to 7 metres will create additional space for a wider footpath and planted areas each side of the entrance. This is designed to draw attention to the entrance gates. It is also proposed to review the road signage with TII such that its visual impact can be reduced.

MAIN STREET – SEVEN ARCHES BAR AND BISTRO



Seven Arches bar and Bistro will not be materially affected by the works. The aim is the enhance and celebrate the facade by an improved public realm.

Current situation; The Anglers Rest/ Seven Arches bar and Bistro' is bounded by a narrow footpath paved with concrete blocks, concrete kerbs and tarmac finished parking spaces.

Proposed works: Widen footpaths and enclose a paved area of multifunctional use where winter carparking can be replaced with outdoor dining of festival events. The building line will be edged with Limestone setts.

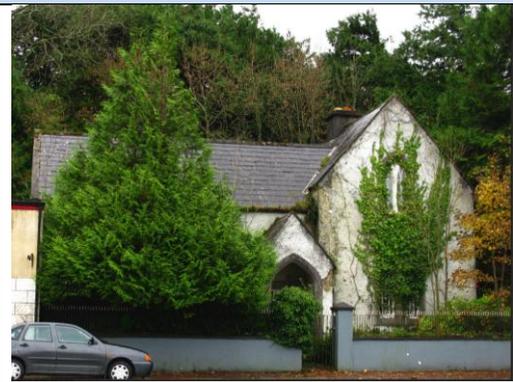
MEDLICOTT STREET

The Public Realm Works on Medicott Street will be in the vicinity of the following Registered Protected Structures as listed in on the Mayo County Development Plan;

- the curtilage of Carrowbawn House (RPS no 109)
- Newport Bridge (RPS no 111)

The location also contains historic stone walls the with rough cut round cappings.

CARROWBAWN HOUSE AND CURTILAGE



Carrabaun House -Detached three-bay single-storey house with half-dormer attic, extant 1897, Set back from line of street in overgrown grounds with rendered piers to perimeter having pyramidal capping supporting wrought iron gate. Also there is a discreet benchmark (Ordnance Survey, established 1824)remains.

Proposed Works; All of the above will be unaffected by the works.

The existing insitu concrete footpaths will be replaced with a wider footpath and designated cycle path paved as per specification. The visual impact will be a significant improvement on that existing.



Historic round capped walls; built from local stone, these have already been repositioned at this corner to suit increased traffic flow. The wide road of Medicott Street currently bottlenecks onto the narrow bridge, creating a pinch point for pedestrians and cyclists in particular as they attempt to approach the bridge.

Proposed Safety Enhancement Works;

a) Bend in wall: to be repositioned/eased to reduce the bottleneck effect for pedestrians.

b) Opening in Wall: It is proposed to locate the cycle path here inside Canon Killeen Park ease crowding of the narrow footpath along the bridge road footpath. The solution is deemed to be the lowest visual impact solution.

Walls will be rebuilt and made good to match existing reusing the original local stone taken down.

THREE ARCHED BRIDGE OVER RIVER

Three-arch road bridge over river, extant 1880 is unaffected by the works



End