



The Regeneration of Lanes and Bow-Ways in the Medieval Core of Ennis



An Chomhairle Oidhreachtach
The Heritage Council



May 2018

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Final Report

This project is an action under the
Clare County Heritage Plan 2017-2023



Oidhreachta an Chláir
Clare Heritage

May 2018

Nicholas de Jong Associates
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1. PROJECT BACKGROUND

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Project Background

1.1

Project Objectives

The main purpose of the project is to revitalise the network of town centre laneways through effective enhancement measures which will:

- Encourage increased pedestrian activity;
- Contribute to a high quality public realm;
- Reinforce the heritage character of the medieval town centre; and
- Become a distinct feature which will be promoted as a key attraction in the town.

As the first Irish town to be accredited with the Purple Flag, an international accreditation, this project will further enhance the town centre for both day and night time uses to ensure it retains this standard.

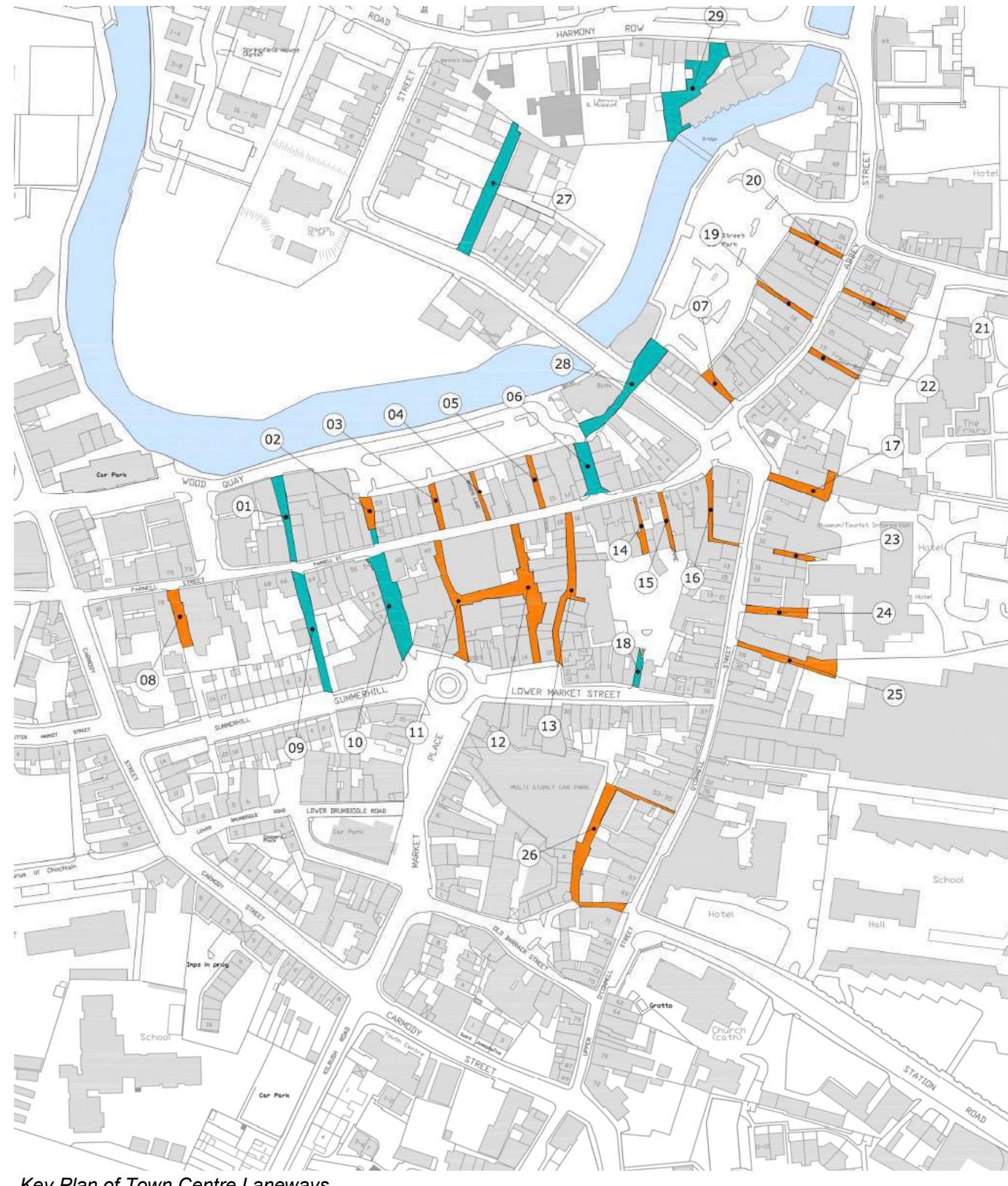
Proposals should focus on:

- Ease of pedestrian access and use of the laneways;
- Adopting measures to increase pedestrian linkages in order enhance and promote the laneways as key access points and identified destinations within the town centre;
- Reflecting the strong sense of place and meaning of the laneways, their uniqueness and value in the historic as well as the future dialogue of Ennis;
- Improving their usage and accessibility and enhancing the public realm;
- Strengthening their visibility and role in serving as access to and between key destinations in the town as well as the potential to develop their function for social and business activity, e.g. overspill of business activity into the laneway which generates colour, activity and informal surveillance;
- Fully realising their role and potential in contributing to the diversity and vitality of a thriving Ennis into the future; and
- Identifying and implementing innovative and effective signage and lighting concepts.

Town Centre Laneways:

1. River Lane
2. Enright's Bow
3. Halloran's Lane
4. Brady's Lane
5. Barrett's Lane
6. Salthouse Lane
7. Brewery Lane
8. Howley's Lane
9. Fahy's Lane / Cork Alley
10. Cabey's Lane
11. Curtin's Lane
12. Merchants Square
13. Chapel Lane
14. Murray's Lane
15. Lysaght's Lane
16. Thompson's Lane
17. Arthur's Row
18. Lysaght Lane / Scabby Lane
19. Shank's Lane
20. Post Office Lane
21. McDonnell's Row
22. McNamara Lane / Friary Bow
23. Boland's Lane
24. Quin's Bow
25. Cooke's Lane
26. Westby's Lane
27. Bindon Lane
28. Old Friary Lane
29. Lane to Harmony Row

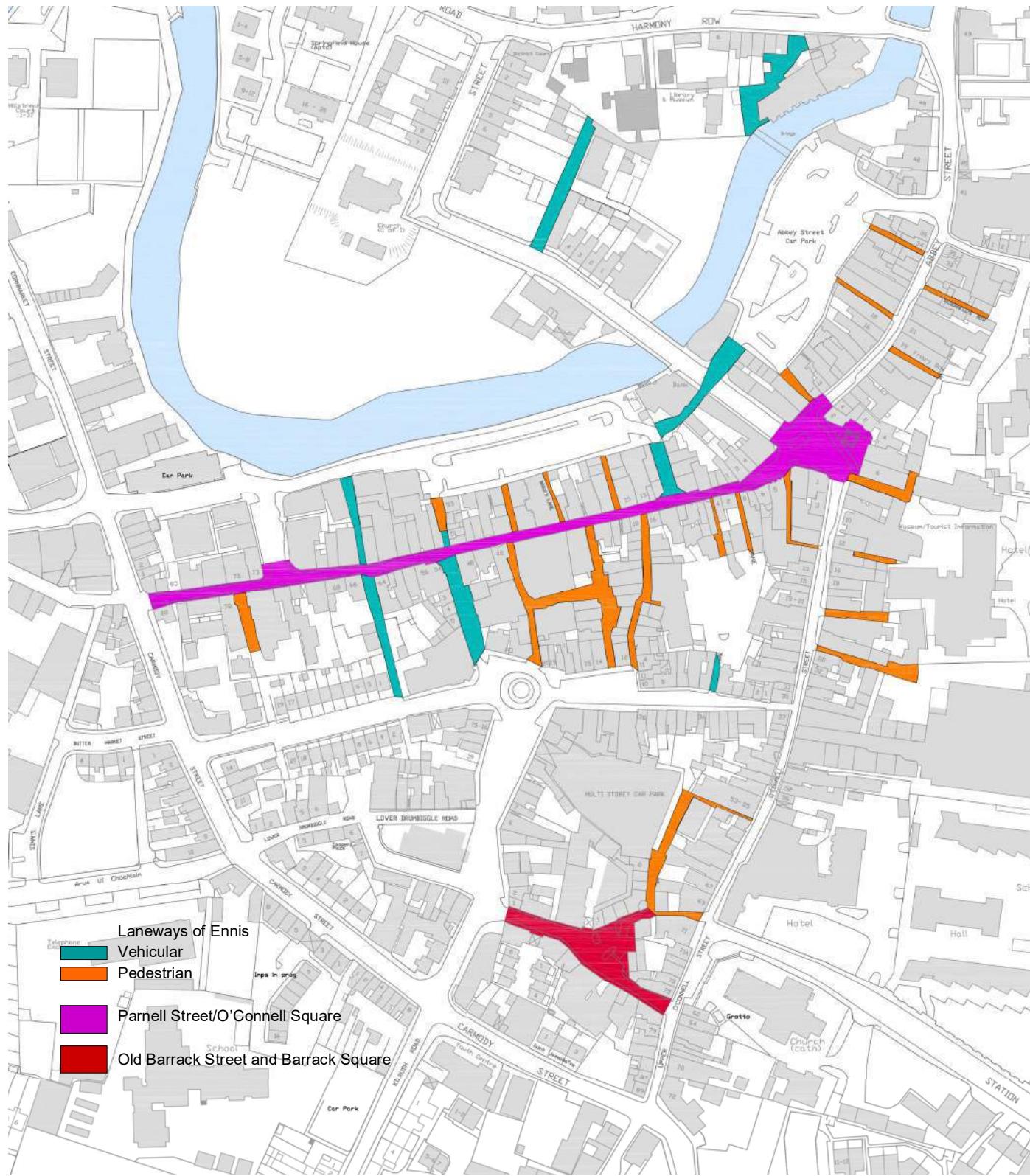
 Pedestrian laneways
 Vehicular laneways



Project Background

1.2

Other Initiatives



The Regeneration of Lanes and Bow-Ways in the Medieval Core of Ennis also needs to be considered in the context of other public realm initiatives in the town centre, including:

- The potential of Parnell Street as a Heritage and Cultural Quarter including the Feasibility of covering part or all of the street⁽¹⁾;
- The Re-design of O'Connell Square to enhance civic use, pedestrian comfort and a better setting for the monument⁽²⁾;
- The Redesign of Barrack Square and Old Barrack Street to enhance the Public Realm⁽³⁾; and
- The Ennis Town Centre Public Realm Design Guide, Draft 1⁽⁴⁾.

In order to ensure a high quality and accessible public realm and the on-going management and conservation of the built heritage, the Clare County Development Plan 2017-2023, Volume 3 (a) Ennis Municipal District Written Statement⁽⁵⁾, indicates that the following strategic aims will be pursued:

- *To pursue all avenues of funding, and work with all relevant stakeholders, to implement proposals for management, enhancement, renewal and regeneration of the public realm in association with improving access for walking and cycling.*
- *To apply the principles of Universal Design to create spaces that are safe, easy to navigate and which easily facilitate daily life and business.*
- *To ensure that new developments positively contribute to the public realm and complement the built heritage of the town.*

Project Background

1.3

Historical Context

Extracts from '*The Regeneration of Lanes and Bow-Ways in the Mediaeval Core of Ennis, Co. Clare*', Supporting Document 2: The Historic Importance of Ennis⁽⁶⁾, by Risteard Uacroinin, Clare County Council, Conservation Officer.

It has been acknowledged for generations that the town of Ennis in County Clare has existed since the 13th century. It is designated a Recorded Monument (historic town, Mon. No. CL033-082--) under the National Monuments Acts due to its establishment prior to the year 1700 AD and an Architectural Conservation Area, (ACA) under The Planning and Development Acts, due to the survival of its mediaeval core, its Georgian street (Bindon Street) and its fine 19th century public buildings. It was burned twice by Aodh Ó Domhnaill in 1599 and again in 1600 due to O'Brien's complicity with the English and was granted a Royal Charter by James the 1st in 1613, as were many other Irish Towns, at the time.

However, few people realise the wealth of mediaeval fabric which still exists in the buildings which line its narrow winding ancient streets, often disguised behind Georgian and Victorian facades and shop fronts. Due to the development pressure of the past two decades, much archaeological excavation and licensed monitoring has taken place within its boundary, adding important evidence to the argument that it should now be recognised as a rare survival of an unwalled, Gaelic, mediaeval, market town.

The name Ennis is derived from Inis Cluain Rámha Fhada (The Island Meadow of the Long Rowing), as boats had to be rowed, against the current, from the Fergus Estuary to the island. This area and name was later divided into Ennis and Clonroad. The mediaeval town of Ennis developed around O' Brien's Castle at Clonroad and the nearby Franciscan Friary of Ennis, during the mid thirteenth century.

The present streets of Abbey Street (formerly Church St.), O' Connell Street (Gaol St.) and Parnell Street (Mill St.) originally linked the Square or "The Height" with the Friary, the Tower-house (Old Ground Hotel) and the Mill, respectively.

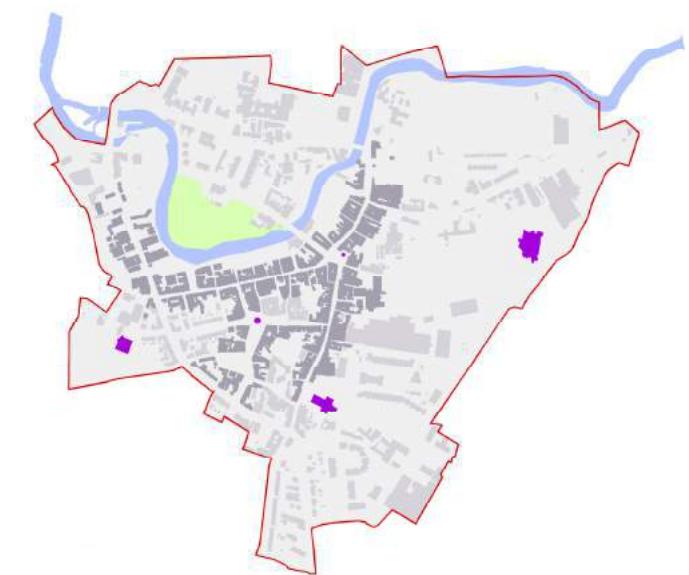
Parnell Street is a very narrow winding pedestrian thoroughfare, indented with bow-ways (Lanes covered with stone arches supporting buildings.) These "bow-ways" are said to date from the early 17th century and this is borne out by the late Mediaeval structures found throughout the historic core of Ennis. These features were also discussed in Brian Ó Dálaigh's Irish Historic Towns Atlas No. 25⁽⁷⁾. Dálaigh provides specific details regarding historic evidence of the lanes and bow-ways of Ennis.

Although much of the late mediaeval fabric of Ennis was demolished during the 1960s and 1970s many buildings, features and artefacts remain to indicate its early origins. The central core still retains its archaic character, enhanced by its narrow, winding streets, bow covered pedestrian lanes and historic stone buildings which, although retaining for the most part their ancient masonry fabric, have been "modernised" during the Georgian, Victorian and early modern eras. Archaeological excavations, carried out over the last century have served to strengthen the case for Ennis as a late Mediaeval town.

Bow-ways are a unique feature of late mediaeval towns in Britain, Ireland and the Continent. They were usually features of walled towns and cities where the opportunity to extend town boundaries did not exist and so every effort was made to provide additional accommodation within the walls. This led to buildings being constructed to straddle streets and lanes and to buildings rising to four and five storeys high, where necessary. Such features are common in mediaeval towns such as Galway, Kilkenny, Kilmallock and Ardee, Co. Louth.

It is surprising to find such elements in Ennis which has no evidence of an enclosing wall, but recent information has come to light to prove that the old town did not require a defensive wall, as it was protected by the River Fergus to the north and extensive marshes to the south. Although there is no evidence, to date, for a wall, it nevertheless contained two town gates, at the north and south of the town. Hence its development and expansion was confined to the original site. This likely justifies the construction of so many bow-ways and tall stone houses in Ennis, during the late mediaeval period.

It is clear from the surviving artefacts and historic architectural features that the core of Ennis contains a huge amount of late mediaeval fabric, most of which is yet to be discovered, and that Ennis well deserves, the title of an "Unwalled, Gaelic, Mediaeval, Market Town". The town is of great importance, containing numerous features not replicated anywhere else in Ireland. The lanes and bow-ways of Ennis are a distinct historic feature that contribute greatly to the character of the town and are a unique representation of the rich and diverse heritage of Ennis.

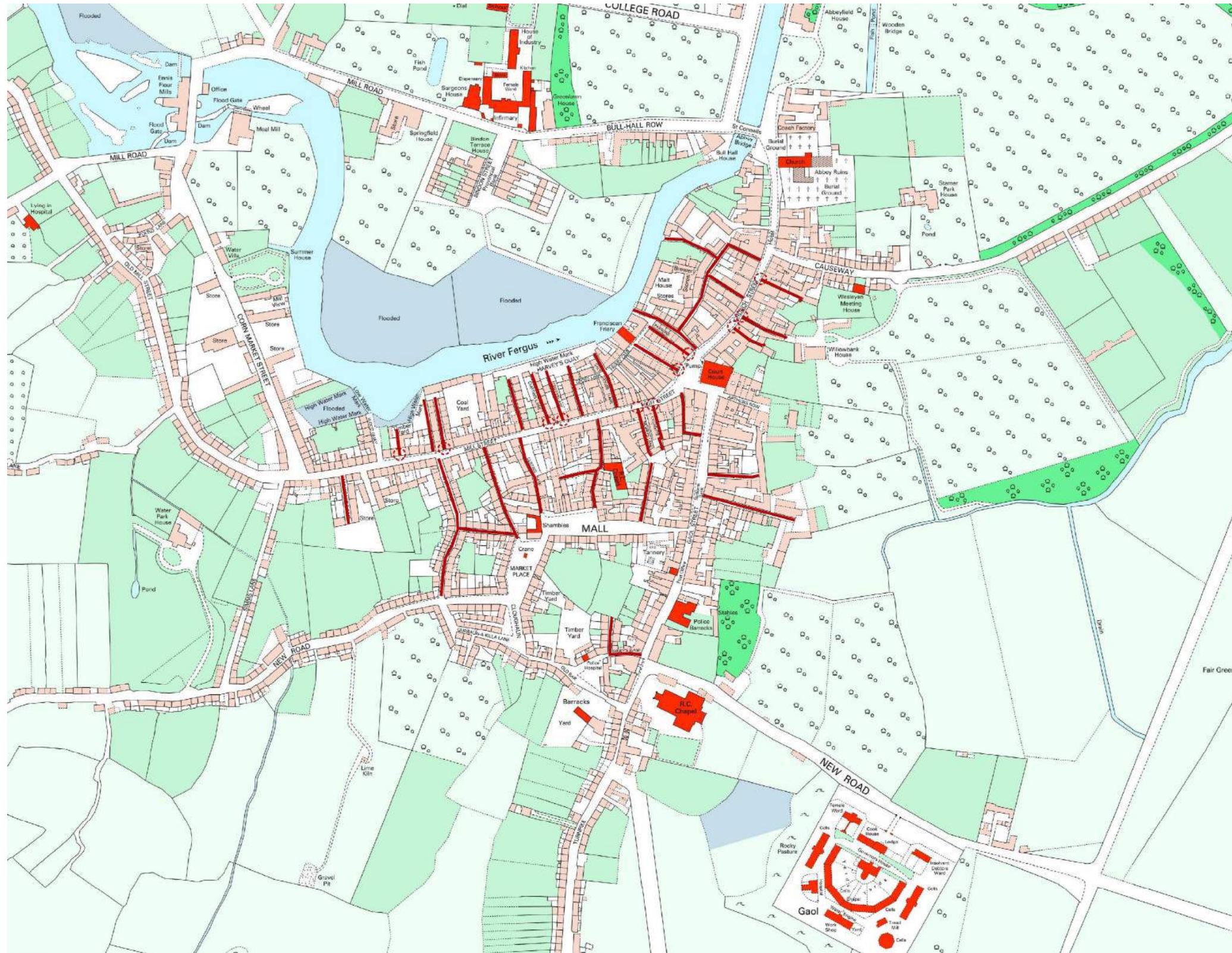


Ennis town centre Medieval Core

Project Background

1.3

Historical Context



Ennis Laneways superimposed on Ennis 1841 Map, published by Royal Irish Academy - Irish Historic Towns Atlas No. 25 Ennis⁽⁷⁾

The importance of the laneways to the historic movement pattern of the town centre is clear from the adjoining map from 1841.

Project Background

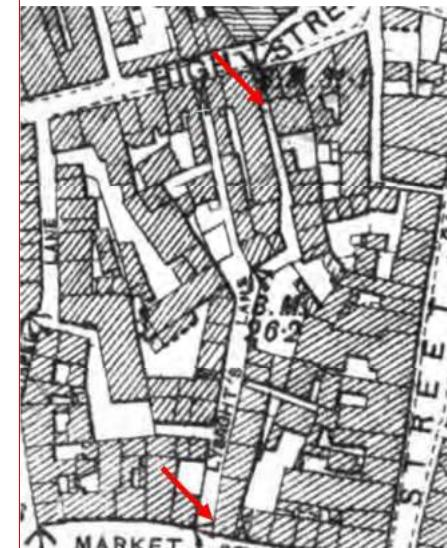
1.3

Historical Context

Research Report by Architectural Conservation Professions (ACP), December 2017⁽⁸⁾



Lysaght's Lane (Upper) View South



OSI 1st Ed. 6" Map 1840

Lysaght's Lane was one of the last places in which the Franciscan friars sheltered before they opened their friary in Bow Lane. Two commemorative plaques can be seen on the wall of the house behind Mulqueen's bakery shop



Lysaght's Lane (Upper) Commemorative Plaques to the Franciscan Friars



Location on RIA Map

OSI 25" Map circa 1890

Lysaght's Lane (Upper)

Extracts from Historical Research Report by Architectural Conservation Professions (ACP): December 2017

The following methods and resources were used in establishing the Research report:

- The subject site was studied, visited and inspected by the authors.
- The Record of Protected Structures constraint maps and lists (RPS) and the sites were studied.
- The Local Studies section of Clare County Library was visited.
- Mr. Larry Brennan was contacted and visited.

It is evident from the research that the centre of the town, including its laneways, were well developed by 1700. According to Griffiths Valuation of 1855 there is evidence of thirty-seven lanes which intersect the main streets of Ennis.

The North Munster Antiquarian Journal makes reference to the laneways/bow-ways as follows:

"In the rather quaint, narrow streets of Ennis town are certain features which are deserving of the antiquarian's attention, namely the old bow-ways and the stone built chimney stack. The term bow-way seems to be a peculiarly Ennis one, not being found in either The Oxford English Dictionary nor in Wright's English Dialect Dictionary. It is however, a logical use of the word 'bow' which the former Dictionary explains as "An arch (of masonry) as in gateway or bridge"; the Dialect Dictionary states that 'bow' is found in Scottish and English dialects as meaning an "arch of a bridge, an archway." In Ennis the term 'bow-way' is that generally used to describe the low, narrow, somewhat tunnel-like, covered passage-ways which gave access to pedestrian traffic on to the main streets from what were once busy and populous rows of tenements.

Perfect examples of these bow-ways can be seen on both sides of Parnell Street..."

Project Background

1.4



Extract from Ennis and Environs Development Plan 2008-2014, Town Centre Protected Structures Map EE06

Town Centre Heritage Designations

Ennis town centre is designated a Recorded Monument (historic town, Mon. No. CL033-082--) under the National Monuments Acts, and an Architectural Conservation Area (ACA) under The Planning and Development Acts⁽⁹⁾.

All the laneways are located within the ACA, which introduces controls over the way owners can alter or develop their properties, such as:

- The requirement in legislation and national planning policies to preserve and/or enhance the heritage of the area;
- Local planning policies which pay special attention to the desirability of preserving or enhancing the character or appearance of the area;
- Control over demolition of unlisted buildings;
- Fewer types of advertisements which can be displayed with deemed consent; and
- Restriction on the types of development which can be carried out without the need for planning permission.

The carrying out of works to the exterior of a structure will be exempted development only if those works would not materially affect the character of the area. This is in addition to the requirement that for works to be exempted, they must be consistent with the appearance of the structure itself and neighbouring structures.

The ACA designation should be actively promoted so as to raise the awareness of local residents and businesses to the quality of their surroundings and to encourage an active interest in the care and maintenance of their properties and surrounding land, thereby fostering a sense of communal pride.

There are numerous protected structures in the vicinity of the laneways, as well as several on Chapel Lane and others on Post Office Lane, Lysagh's Lane and Barrett's Lane.

The Planning and Development Act removes exempted development rights where works to a protected structure or a proposed protected structure will materially affect the character of the structure or any element of the structure which contributes to its special interest. Planning permission will be required where such works are proposed. For each structure on the RPS information is provided on 'category of special interest' for which it is listed. Development proposals will need to have regard to these issues.



On the corner of Barrett's Lane and Harvey's Quay: a pair of late medieval door hanging eyes inside a door arch, one on each side (RPS Ennis 2013, 78)



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Laneways Appraisal

2.1



Lysaght's Lane looking north towards river

Name: Lysaght's Lane

Ref No: 15

Ownership: Public

Access: Pedestrian

Views: None

Bow Way: Yes

Condition: Good overall condition. Used by pub as smoking area but also unfortunately as a bin store that further constricts a narrow passage.

Surface Types: Concrete with dished drain on western side. In poor condition.

Specific Heritage Features: Franciscan Friars Hall commemorative plaques.

Lighting: Building mounted utilitarian types.

CCTV: Yes, outside public house.

Lane Use: Pedestrian link from car park. Public house keg storage and smoking area.

Adjacent Uses: Public house, constituency office, Franciscan Hall (Looks derelict). Residential above constituency office.

Overlooking: Side of pub interacts with the lane, day and night. Closed security shutters on Franciscan Hall. Window above bow-way is only window that overlooks southern end of lane.

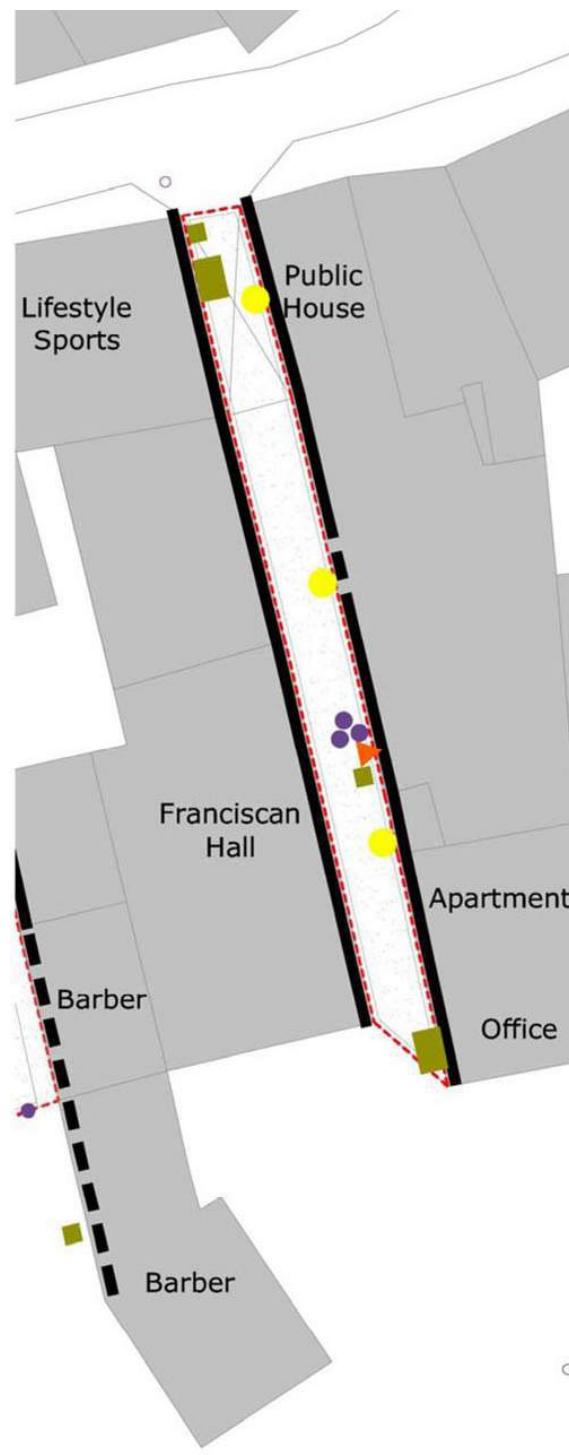
Bins: Jumbo bins.

Clutter: Cigarette bins, kegs, mounted beer advertisement signs

Overall Appearance / Impression: Main desire line from car park to Parnell Street and O'Connell Square so a busy pedestrian link.

Outdoor area for public house keeps it active into the early morning. Looks a bit tired and grubby in places. Bow-way passage is very narrow and further constricted by bins. Could be intimidating for some people.

Existing Condition Surveys



Each laneway has been assessed according to the following criteria:

- Ownership (where known)
- Means of Access - vehicular or pedestrian
- Views - out from the laneways
- Bow-way - presence and any special features
- Surfaces - type and condition
- Heritage Features - surviving items such as gate piers, name plaques, masonry details, etc. (Note: only visible features recorded, not building fabric).
- Lighting - type and condition
- CCTV - location if present
- Lane Uses - current functions
- Adjacent Uses - adjoining buildings, with condition where applicable
- Overlooking - from adjoining properties
- Bins - presence
- Clutter - street furniture and ancillary items such as satellite dishes, mini-pillars, extractor fans, A-boards, etc.
- Overall Appearance/Impression - how inviting the laneways are to users

The findings of the survey are summarised on the following page.

For Condition details of each laneway refer Survey Report, Appendix B (separate document).

Laneways Appraisal

2

2.2

Summary Appraisal

Plan Ref.	Name	Owners		General use			Surfaces		Vehicle Use			Clutter		Appearance		Notes						
		Public	Private	Pedestrian Only	Vehicle access	Mixed	Views Out	Bow-way	Asphalt/Concrete	PC setts	Stone/brick setts	Lighting	Servicing	Parking	Cut-through	Over-looking	Bins	Dishes etc.	Signage	Inviting	Mediocre	Uninviting
1	River Lane	✓			✓	✓	✓	✓	✓			✓	✓		✓	✓	✓	✓		✓	Narrow for vehicles, blind exit to Parnell St.	
2	Enright's Bow	✓				✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓		✓	Important ped link from car park	
3	Halloran's Lane	✓		✓		✓	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓	✓	✓	Important ped access to adjoining uses	
4	Brady's Lane	✓		✓		✓	✓	✓	✓	✓	✓	✓					✓	✓		✓	Under-utilised	
5	Barrett's Lane	✓		✓							✓	✓				✓	✓	✓	✓	✓	Ped access to pub and apartments	
6	Salthouse Lane	✓			✓	✓			✓	✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	Vehicle dominated route	
7	Brewery Lane	✓							✓	✓	✓	✓				✓	✓	✓	✓	✓	Ped/ access to pub/smoking area	
8	Howley's Lane		✓						✓		✓	✓				✓	✓	✓	✓	✓	Ped/ access to pub/smoking area	
9	Fahy's Lane/Cork Alley	✓			✓	✓			✓	✓		✓	✓	✓	✓	✓	✓			✓	Vehicle access to private uses	
10	Cabey's Lane	✓			✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓				✓	Busy mixed-use route	
11	Curtin's Lane	✓		✓		✓	✓	✓	✓	✓	✓	✓			✓	✓	✓		✓	✓	Links from cinema to Market	
12	Merchants Square	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓			✓	✓	✓		✓		Active uses, recent infill	
13	Chapel Lane	✓		✓					✓	✓	✓	✓			✓	✓	✓			✓	Needs reinvigorating	
14	Murray's Lane	✓		✓		✓			✓	✓	✓	✓			✓	✓	✓			✓	Several blank facades	
15	Lysaght's Lane	✓		✓				✓	✓			✓	✓			✓	✓	✓	✓	✓	Ped/ access to pub/smoking area	
16	Thompson's Lane	✓		✓						✓	✓	✓	✓			✓	✓			✓	Lacks active frontages	
17	Arthur's Row	✓		✓						✓		✓	✓		✓			✓	✓		Busy ped link to car park	
18	Lysaght's Lane/Scabby Lane	✓			✓				✓		✓	✓	✓	✓	✓					✓	Short vehicle and ped link	
19	Shank's Lane	✓		✓						✓		✓	✓				✓	✓			✓	Ped/ access to pub/smoking area
20	Post Office Lane	✓		✓			✓				✓					✓				✓	Featureless	
21	McDonnell's Row		✓	✓			✓	✓	✓	✓	✓	✓			✓	✓				✓	Some vacant units	
22	McNamara Lane/Friary Bow	✓		✓					✓	✓	✓	✓	✓				✓	✓	✓	✓	Busy ped link, vacant properties	
23	Boland's Lane	✓	✓						✓	✓	✓	✓	✓			✓	✓			✓	Some dumping, neglected	
24	Quin's Bow	✓			✓	✓			✓	✓		✓	✓			✓	✓			✓	Mostly used by pub	
25	Cooke's Lane	✓				✓	✓			✓	✓	✓	✓			✓	✓			✓	Occasional vehicles. Outdoor seating.	
26	Westby's Lane	✓				✓			✓		✓	✓	✓			✓				✓	Mostly access, blocked-off	
27	Old Friary Lane	✓				✓		✓		✓	✓	✓	✓			✓				✓	Busy link to adjacent uses	
28	Bindon Lane	✓			✓	✓	✓		✓	✓	✓	✓	✓			✓				✓	Lacks active frontage, some narrow fpaths	
29	Lane from pedestrian bridge		✓		✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓		✓		Recent development, feels private	

Laneways Appraisal

2.3

Good Condition

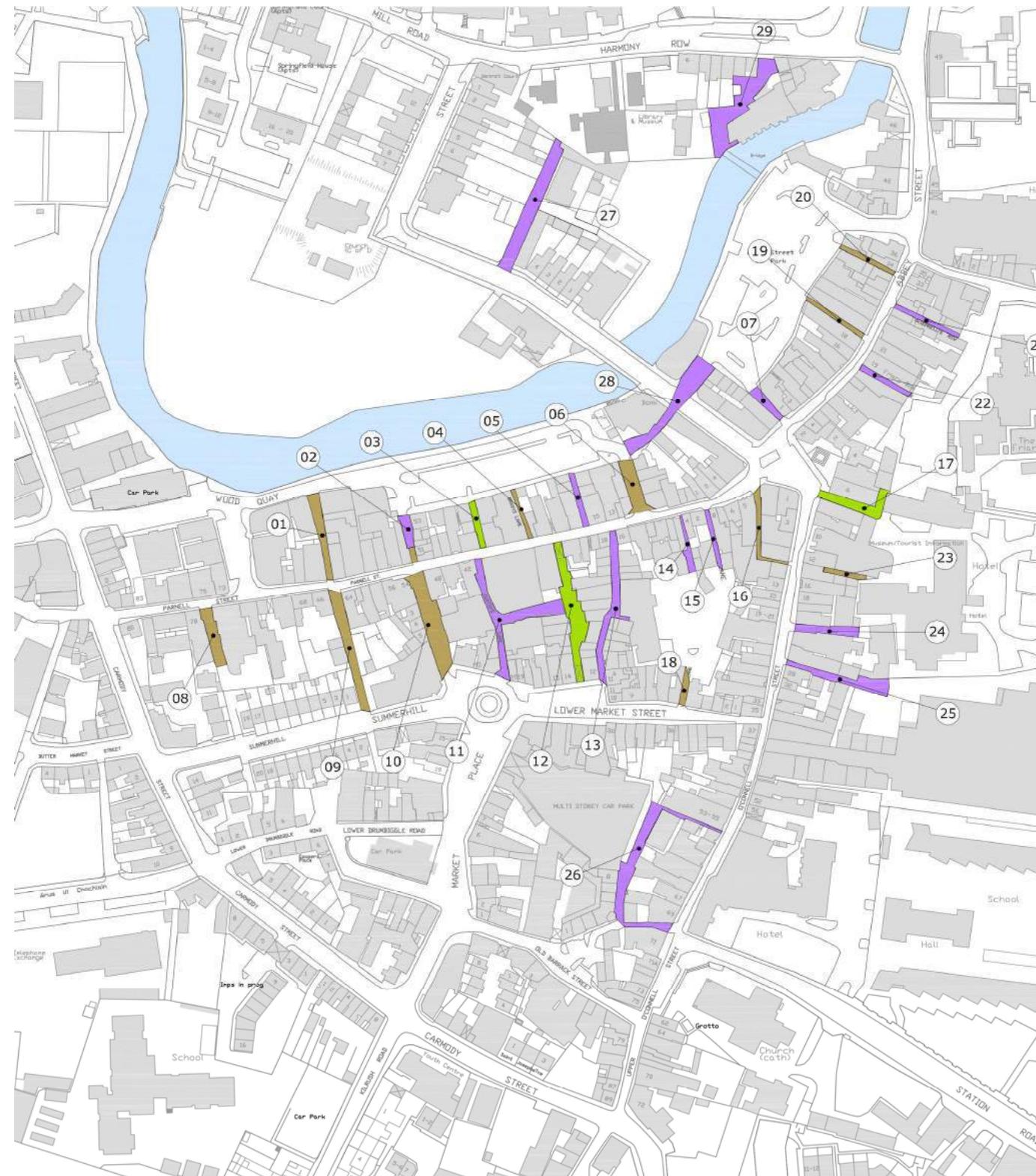
- 3. Halloran's Lane
- 12. Merchants Square
- 17. Arthur's Row

Average Condition

- 2. Enright's Bow
- 5. Barrett's Lane
- 7. Brewery Lane
- 11. Curtin's Lane
- 13. Chapel Lane
- 14. Murray's Lane
- 15. Lysaght's Lane
- 21. McDonnell's Row
- 22. McNamara Lane / Friary Bow
- 24. Quin's Bow
- 25. Cooke's Lane
- 26. Westby's Lane
- 27. Bindon Lane
- 28. Old Friary Lane
- 29. Lane from pedestrian bridge

Poor Condition

- 1. River Lane
- 4. Brady's Lane
- 6. Salthouse Lane
- 8. Howley's Lane
- 9. Fahy's Lane / Cork Alley
- 10. Cabey's Lane
- 16. Thompson's Lane
- 18. Lysaght Lane / Scabby Lane
- 19. Shank's Lane
- 20. Post Office Lane
- 23. Boland's Lane



Overall Condition



Merchants Square (Good Condition, uncluttered)



Chapel Lane (Average Condition, but some clutter)



Brady's Lane (Poor Condition, uninviting)

Laneways Appraisal

2.4

Positive Features



Distinctive bow-way - Enright's Bow



Active frontages - Chapel Lane



Over-looking uses - Brewery Lane



Heritage features - Shank's Lane



Good quality surface finishes - Merchants Square



Artwork - Chapel Lane

The main features that contribute to attractive and inviting laneways include:

- Niche outlets overlooking the routes
- Presence of Bow-ways
- Outdoor activities
- Reasonable quality surfacing
- Surviving heritage features
- Adequate lighting
- Artwork and localized interventions by traders, e.g. tables and chairs, spill-out uses, planters, etc.
- Active frontages
- Minimal clutter
- General appearance - overall condition of laneway and adjoining building facades.

Laneways Appraisal

2.5

Negative Features



Poor surface finish - River Lane



Bins - Curtin's Lane



Clutter - Barrett's Lane



Poor lighting - Lysaght's Lane



Vehicle dominated - Fahy's Lane



Unnecessary differentiation - Westby's Lane

The main features that detract from the appearance and use of the laneways include:

- Vehicle access and parking
- Refuse bins
- Inadequate lighting
- Poor surface finishes - inappropriate materials, uneven, damaged or inconsistent
- General clutter - mechanical and electrical apparatus, satellite dishes and aerials, beer kegs randomly stored, overhead cables, miscellaneous rubbish, A-frames and inappropriate projecting signage
- Adjoining buildings in poor condition - including facades, doors and windows, rainwater goods and utilities.

Laneways Appraisal

2.6

Opportunities and Constraints



Chapel Lane

OPPORTUNITIES

- The laneways have the potential to reinforce the distinctive medieval character of Ennis Town Centre.
- The numerous bow-ways are a unique heritage feature of the town centre.
- Increased pedestrian usage of the laneways will enhance the vitality of the medieval core and help to support local businesses.
- Laneway improvements can contribute to pedestrian permeability and a high quality public realm.
- Public realm improvements can reinforce the strong sense of place and meaning of the laneways.
- Enhancing the appearance and usability of the laneways can strengthen access to and between key destinations in the town for the benefit of residents, visitors and businesses.
- The laneways have the potential to become attractive thoroughfares and locations for business activity, as well as leisure destinations.
- Investment in the public realm can boost footfall by providing an attractive, more inclusive and safer pedestrian environment.
- Suitable design proposals would support existing businesses, promote investor confidence and attract more visitors to this part of the town.
- There is potential for enhancing the laneways for both day and night time uses (reinforcing the Purple Flag accreditation of the town centre).
- Implementing improvements to a few selected laneways can provide a catalyst for ongoing public and private sector investment in the remaining ones.

CONSTRAINTS

- Several of the laneways are in private ownership.
- The buildings defining the laneways are in multiple ownerships, requiring liaison with and the co-operation of numerous interested stakeholders.
- The Architectural Conservation Area status of the area in which the laneways are located limits the type of improvements that can be undertaken without planning permission.
- Several laneways are in poor condition and lack interesting features.
- Improvements to all the laneways will require considerable funds and resources, suggesting that a phased and prioritised approach should be adopted.
- Many laneways are not over-looked or have active frontages, limiting the amount of natural surveillance and contributing to the neglected character of some.
- Signing of the laneways is inconsistent.
- There is no heritage interpretation of the laneways.
- Refuse bins, barrel storage and numerous ancillary items currently detract from the appearance and usability of many the laneways.
- The involvement of local businesses and residents in the potential of the laneways needs to be stimulated in order to gain the wide support of any enhancement proposals and to sustain local pride in the area.



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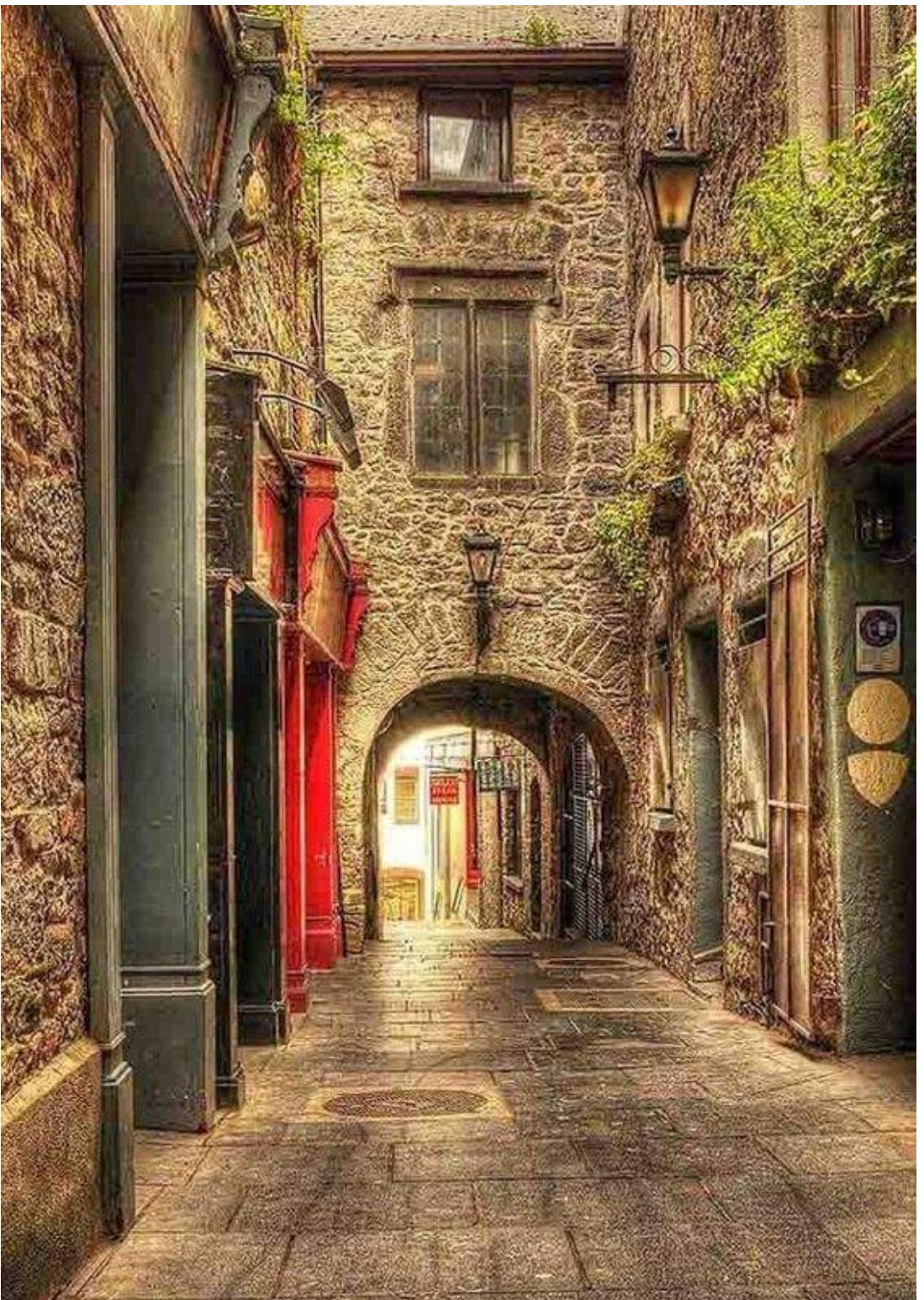
3. LANEWAYS POTENTIAL

- | | |
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Laneways Potential

3.1

Overview



Laneway heritage appeal, Kilkenny

The laneways of Ennis are a distinctive feature of the medieval core of the town and contribute strongly to its character and sense of place. They divide up the densely arranged blocks, providing a finer grain that greatly enhances the permeability of the town centre, and cater primarily to pedestrians.

Although many are frequently used as short-cuts between the main commercial uses of the town, especially between car parks and the central shopping streets, others are forgotten spaces or uninviting and under-utilised. The potential exists to greatly enhance the network of laneways to help people move around safely and conveniently on foot between the main town centre destinations, while strengthening their heritage appeal for both locals and visitors.

The individual laneways are unique and different from each other in their culture and identity. Many residents of the town centre have particular associations with them and fondly remember their former uses and associated bustling activity.

The physical improvements should therefore reflect and reinforce the special characteristics of the laneways through the use of robust and simple layout, specification and detailing to create flexible and adaptable spaces that support local businesses. By promoting the laneways it is also expected that this will act as a catalyst to the private sector for investing in their properties to further support the revitalisation of this important asset.

The key features of the improvements initiative include:

- Providing safe and convenient pedestrian access between different parts of the town.

- Maximising the potential for expanding business accesses and uses into the laneways, thereby creating a social and recreational element, while adding to the diversity and vibrancy of the town centre experience which will be attractive to both visitors and residents.
- Diversifying the range of uses, including small-scale residential infill, which will further ensure increased activity and passive surveillance.
- Introducing a wide range of innovative lighting effects in order to enliven laneways and encourage an attractive and safe environment.
- Introducing an integrated programme of public art in order to enliven laneways and encourage a changing environment which can be enjoyed at all times of the day and evening.
- Promoting active frontages by encouraging adjoining business to enhance existing openings into the laneways or creating new ones, as well as high quality display windows and suitable overspill activities.
- Introducing street furniture where complementary to the laneway and adjacent shop fronts, and including consideration of seating, mini-gardens, pop-up uses, public art and heritage interpretation.
- Removing superfluous or unsightly components or obstacles, to enhance the appearance of laneways and to reduce clutter.
- Altering where necessary third party apparatus, such as services, signage, lighting, water, power, drainage, aerials and satellite dishes.
- Considering the use of CCTV where beneficial or if requested by traders.

Laneways Potential

3.2

Desirable Laneway Uses



Turning the corner, Dalkey



Active frontages



Spill-out uses



Green Links



Niche shopping, Galway



Residential infill



Outdoor refreshments - Merchants Square

A wide range of uses should be accommodated in the laneways in order to strengthen their vitality and appeal. As they provide the finer grain to the town, the laneways can act as a platform for small local businesses, interesting hospitality outlets, and boutique shops. Small local retailers in particular should be encouraged, providing start-up and niche outlets that complement the character of the laneways. Good quality food and refreshments should be available at a range of affordable prices.

In response to Ennis being accredited with the Purple Flag, night-time activity should also be encouraged, with incentives for shops and cafes to stay open later. Purple Flag centres are vibrant and well-managed between 5pm and 5am, and the accreditation requires towns to prove themselves in 30 criteria relevant to evening and night-time management. Town centres that achieve Purple Flag are built on partnership who are working to continue improving the standard and broaden the appeal of the town centre in the evenings and at night time.

The laneways were once home to many Ennis residents and wherever possible opportunities need to be explored for re-introducing residential uses throughout the network, either through conversion of existing upper-floor properties or through sensitive infill development.

Outdoor activities also need to be actively pursued, ranging from al-fresco eating to performance and temporary exhibitions. Creating attractive shop fronts, including suitable spill-out uses, further ensures interest and vitality and encourages a diverse range of people to live and spend time in the laneways.

Laneways Potential

3.3



Post Office Lane, in poor condition

Overall Condition

As noted in Section 2.3, the general condition of the laneways varies considerably and they are not uniform in character. Structures or features that both contribute and detract from the character of the laneways have been identified as part of the Existing Condition Surveys, such as buildings or derelict sites that have a clearly detrimental effect, as well as the influences of vehicle access and parking, refuse bins, lighting, surface finishes, street furniture and general clutter.

Proposals for the enhancement of the character and appearance should aim at reinforcing those qualities that contribute to the special character of the laneways. This may include pursuing the sympathetic redevelopment of sites or structures that currently detract from the character or appearance of the area, and the restoration of distinctive features such as surfaces, street signage and traditional shop fronts.

Community Involvement

The involvement of local businesses and residents in the potential of the laneways needs to be stimulated in order to gain the wide support of any enhancement proposals and to sustain local pride in the area.

This could entail the establishment of a Laneways Advisory Group, made up of representatives from the laneways, who could prepare local strategies for physical improvements, promote activities and events, and liaise with other property owners, through continuing publicity (especially web-based) and regular contact with the local planning authority.

General Improvements

The internet also provides an effective way of providing information and seeking views via the local authority's website. Leaflets and guidance (both published and available online) can help the local community, particularly those living, working or proposing any form of development, to understand why the laneways are of importance, the constraints and opportunities, and what initiatives the local authority has adopted. Most importantly, the benefits of active involvement in the future of the laneways can be promoted and explained.

Building Improvements

All the laneways are defined by buildings and structures in different ownerships. They invariably comprise the side elevations of commercial or residential properties and then backland features such as boundary walls, outbuildings and storage yards. The condition varies greatly and in order to enhance the overall appearance of the laneways it will be essential to work closely with the relevant building owners on potential building enhancement proposals.

Wherever possible the potential for expanding business accesses and uses into the laneways should be explored with the owners, thereby promoting private engagement with the laneways initiative while adding to the diversity and vibrancy of the town centre experience (for the benefit of the businesses, residents and visitors). The potential for diversifying the range of uses in the laneways should also be explored whenever opportunities arise, for example through the redevelopment of adjacent properties or under-utilized and derelict sites. Where suitable this should include small-scale residential infill, which will further ensure increased activity and passive surveillance along the laneways.

One of the Strategic Objectives of the Clare County Development Plan⁽⁵⁾ is to fully examine mechanisms that will enable the development of town centre sites as well as the redevelopment/rejuvenation of under-utilised, vacant or derelict sites for appropriate town centre use. This is of particular relevance to sites adjoining the laneways given their heritage importance and the potential for enhancing connectivity within the town centre.

The need for promoting the redevelopment of such sites throughout the town centre (not just adjoining the laneways) is further reinforced by the findings of the Ennis Town Centre Health Check Report⁽¹⁰⁾, which recorded a vacancy rate of 17% for Ground Floor Uses and 20% First Floor Uses, which is relatively high for such an attractive and accessible town centre.

Buildings or derelict sites that have a clearly detrimental effect on the character of the laneways need to be carefully considered in the context of the Ennis Town Centre ACA, and the local planning authority may consider the appropriate steps open to them to minimise or avoid these.

The replacement of structures or features that are unacceptably intrusive, where their replacement or substantial alteration would improve the character of the area as a whole, should firstly be actively pursued with the private owners through offering advice on suitable actions. Where necessary and as a last resort, the use of notices can be considered with respect to dangerous structures or derelict sites issued under the Local Government (Sanitary Services) Act 1964 or the Derelict Sites Act 1990.

Laneways Potential

3.3



Brady's Lane - in need of active building frontages



Shank's Lane - in need of routine building maintenance

In addition, under the Planning and Development Act⁽⁷⁾ the local planning authority may acquire, by agreement or compulsorily, any land situated within an ACA in order to preserve the character of the area.

The planning authority may also serve a Notice to require restoration of character of protected structures and other places, including the removal, alteration or replacement of any specified part of the structure or element, and including the removal or alteration of any advertisement structure.

Urgent works and repairs notices can be very effective in helping to secure the future of heritage buildings in ACA's, and hence the laneways, and the local planning authority can make full use of its statutory powers if protected structures, or other buildings that contribute positively to the special interest of a conservation area, are falling into decay. Such notices can sometimes be enough to encourage owners to repair the buildings, or else to dispose of them on the market.

Other building-related initiatives for the laneways include the potential for promoting active frontages by encouraging adjoining business to enhance existing openings into the laneways or creating new ones, as well as the promotion of high quality display windows and suitable overspill activities (e.g. through a Shop Front Design Guide).

General Improvements

Routine Building Maintenance

Regular and correct maintenance and repair are key to the appearance and conservation of buildings within the ACA, and especially those defining the laneways due to their proximity. Without ongoing repair and maintenance, the structures, or elements of them, may deteriorate beyond recovery and seriously detract from the character of the laneways.

In considering routine maintenance, care should be taken to ensure that such works always follow conservation principles and best practice, e.g. as set out in the Architectural Heritage Protection Guidelines for Planning Authorities⁽¹¹⁾ and/or in consultation with the Conservation Officer of the local planning authority. Maintenance works are usually the responsibility of the owner or occupier of the building and not of the local planning authority. However, the authority can provide appropriate assistance in achieving these works in the form of aid (whether financial, materials, equipment or services) and of advice given formally through the declaration or informally through consultation.

It is also possible for the local planning authority to take action, where a structure is becoming endangered through neglect, to specify works which it considers necessary to prevent the structure from deteriorating further. However, it is preferable that intervention should take place at an early stage, before deterioration takes hold, and only as a last resort so as to avoid a possible confrontational approach.

Routine building maintenance should aim at restoration of the traditional character, and items that are common to all the laneways include:

- Painting of facades and boundary walls in light colours.
- Repair of windows and doorways, and painting in contrasting colours to facades.
- Repair of downpipes and gutters.
- Replacement of previous inappropriate alterations such as uPVC or aluminium windows with appropriately detailed replacement windows.
- Replacement of fibre-cement roof tiles with natural slate.

As the laneways are located within the ACA, prior to starting on any building improvement works, the applicant should consult with the local planning authority on whether the proposals are likely to materially affect the character of the area, and on the process for submitting an application for planning permission where required. This provides an opportunity to direct the applicant's attention to the special requirements relating to the heritage of the laneways, including the type of information that must be submitted with the application and the resources that are in place to assist the process.

The types of works to the exterior of a structure, which would materially affect the character of the area and require planning permission include:

- Removing render/plaster from a wall.
- Plastering an un-rendered wall.
- Changing the type of slate or roofing material.
- Changing the type, design or material of windows.
- Changing the design or materials of a shopfront.
- Changing the design or material of doors.
- Changing the design, dimensions, position or material of a chimney.
- Changing the design or materials of window cills.

Laneways Potential

3.3



Typical temporary lighting and public art effects

General Improvements

- Adding, removing or altering architectural details, elements, finishes such as quoins, mouldings, fascias, bargeboards, ridge-tiles, jostle stones, paving or kerbing, chimney caps or pots, plaques, railings, gates etc.

Generally the following conditions also apply:

- **External Painting** - Painting should comply with traditional painting schemes i.e. pastel colours on rendered walls and dark colours on property-fronts and doors. In some instances hydraulic Lime paints should be used on lime-render, in order to preserve breathability and damp-proofing qualities, especially on the surviving traditional buildings.
- **Repair/Reinstate** - Emphasis will be on isolated repairs to existing properties, such as lead cornice flashing, rainwater goods etc, using like with like materials. Cast-iron rainwater goods should be repaired and maintained where they exist.

Considerable improvement to the overall appearance of the laneways can be achieved relatively quickly and economically through suitable painting of adjoining buildings and structures. Similar initiatives as the Ennis Town Centre Paint Scheme 2017⁽¹²⁾ should be actively pursued specifically for the laneways, in order *'To enhance the historic character and traditional street scene of Ennis and create properties which are more attractive for residents, visitors, shoppers and businesses.'*

Lighting

Lighting should be an essential element of the laneway improvements, for both safety and well-being, as well as providing the opportunity for exploring a wide range of innovative effects.

Well designed and effective lighting assists in the culture of late-opening, ensuring the lanes attract more people in the evening, and supporting a perception of safety and security late into the night. Active street frontages (doors and windows) can also make the laneways safer and encourage 'eyes on the street' from a variety of angles and directions.

Public Art

The laneways can also provide the venue for public artwork, utilising the particular scale and form of the linear pedestrian spaces.

It is proposed that the County Council Arts Officer could be involved with a continuous programme of artistic events planned with the involvement of local traders and residents, thereby maximising the use of the laneways and promoting their appeal to a wider audience.

General Clutter

The overall appearance and use of the laneways is often compromised by numerous items of clutter, such as refuse bins, mechanical and electrical apparatus, satellite dishes and aerials, beer kegs randomly stored, overhead cables, miscellaneous rubbish, A-frame signs and inappropriate projecting signage.

Laneways Potential

3.3



General clutter on Thompson's Lane



External utilities on River Lane



Uncluttered character of Chapel Lane in 1910



Example of purpose-built refuse bin store

General Improvements

Refuse Bins

Wherever possible, refuse bins should be stored in existing yards, out of view and secured by gates. In some situations this may entail several retailers and/or residents working together on the most suitable arrangement for all concerned. Where yards do not exist, or are controlled by a single entity unable to consider communal sharing of facilities, consideration needs to be given to the provision of suitably placed bin stores, either within the laneways where space allows or at either end.

Similarly, the careful siting of bespoke beer keg plinths would help ensure that the laneways are less-cluttered while also giving the opportunity for incidental seating.

External Utilities

A proliferation of overhead and wall-mounted cables and other utility infrastructure (such as mini-pillars) can seriously detract from the appearance of the laneways. These may have been added incrementally over several decades and, in some instances, may no longer be serving their original purpose.

In conjunction with building owners, liaison with the relevant utility companies is required to tidy up external cables and related apparatus, including removal of redundant items and undergrounding of cables where possible.

Satellite Dishes and Antennas

Within the confines of the laneways, satellite dishes and antennas can be especially intrusive in relation to channelized views and the heritage context.

Under the Planning and Development Regulations⁽¹³⁾, as the laneways are located within an ACA, satellite dishes and antennas are not 'exempted development' where such features may materially affect the character of the area. Similarly, the Planning and Development Act removes exempted development rights where works to a protected structure or a proposed protected structure, including the provision of satellite dishes and antennas, may materially affect the character of the structure or any element of the structure which contributes to its special interest. Planning permission will therefore be required where any such works are proposed.

Given the heritage character of the area, every opportunity should be taken to encourage owners to respect the environment and locate their dishes and antennas where they will not be intrusive to neighbours or the general public, not be seen from the front of the property and, wherever possible, blend in with the background.

As satellite and antenna technology continues to change, it may be possible to select new products that are more efficient and less obtrusive. The colour of dish antennas can also be important, e.g. a white dish can blend in with a white background but may be more obvious against a darker background, such as brick or stone.

Laneways Potential

3.3



Extractor fan and other ancillary clutter on Quin's Bow



Extractor fan and satellite dishes on Barrett's Lane

The materials or the design can also affect the suitability of such equipment, e.g. a mesh or transparent dish may be less obvious than a solid one.

With the advances in technology, many existing satellite dishes and antennas may have become redundant, and just not replaced. In such instances the owners or tenants should be approached to arrange removal of all superfluous equipment where possible.

Given the narrow width of the laneways and the density of many adjoining buildings, residents should also be encouraged to explore the possibility of a shared system, thereby reducing costs while utilising the latest technology and ensuring that environmental considerations are taken into account.

Other Ancillary Items

Wall mounted items such as air conditioning units and mechanical extract fans can further contribute to undesirable clutter where protruding into laneways, with the main concerns being noise and the external appearance of the units.

When installing air conditioning within the ACA and in Protected Structures, planning permission will be required where this will materially affect the character of the area or the structure or any element of the structure which contributes to its special interest. Applicants will also need to assess as far as possible any likely impact from noise on the surrounding community.

If businesses fail to adhere to the relevant guidelines, the owner can be liable should any corrective action be required.

General Improvements

Recent technical improvements have been made to the size of air conditioning external units, and they are a lot smaller and quieter than previously. Certain types have no external units, but a simple vent through the wall is required. Similarly, extractor fans are now more efficient and compact, such that problems experienced in the past can be largely avoided through the selection and positioning of suitable equipment.

As with satellite dishes and antennas, many of the existing installations may be out-dated or redundant, and liaison is required with owners or tenants to determine what can be removed or up-dated to more suitable types.

Signage

The existing laneway name signage is inconsistent, comprising different style wall-mounted plaques, some footpath insert plaques and occasional ironwork arch features. A simple system of laneway cast iron name plaques is proposed, based on the example at Barrett's Lane (refer next page), wall-mounted at each end of the laneways throughout the town centre.

Advertising signage can be of particular importance to business premises, but this needs to be well-located and sympathetically designed, whether attached to a building or free standing, and contributing to the character and vitality of commercial areas.

Poorly-located or overly-prominent signs can detract from the visual character of the laneways, especially if proliferated over time, and may also pose a hazard to pedestrians using the narrow thoroughfares. In such situations the local authority may seek the removal of inappropriate types.

Only advertisements and signs which are designed sensitively and sympathetically, and which enhance the appearance and vitality of the area, are suitable for the laneways.

Public Realm

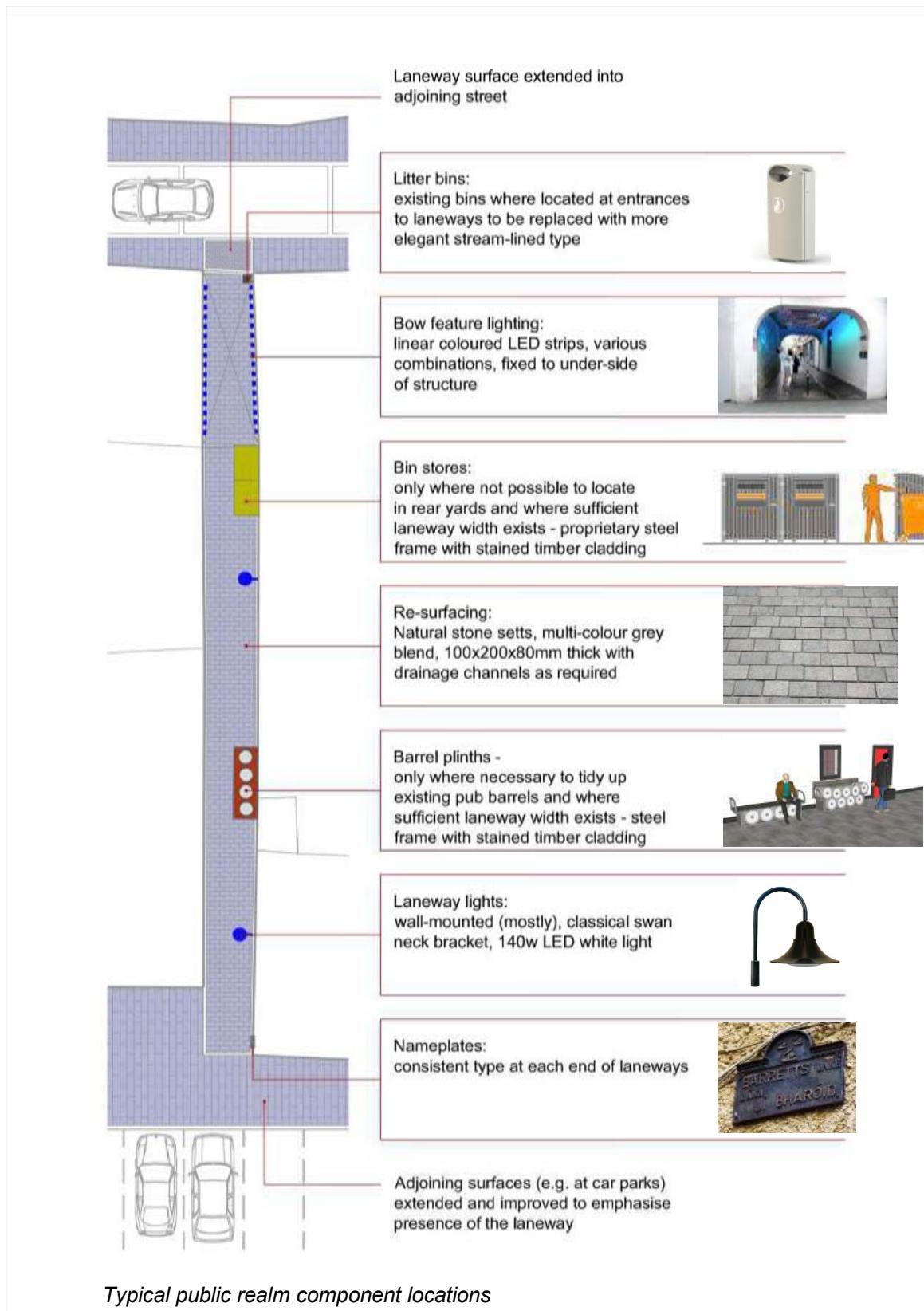
The condition of the public realm within laneways varies considerably, including the surface finishes, street furniture and lighting. As these elements fall within the control of the local authority, a more consistent approach to potential improvements and the suitable selection of materials can be made.

The main aims should be simplicity of design and layout, and overall quality, bearing in mind maintenance considerations, and cost limitations. Surfaces should be robust and attractive to walk on, and street furniture needs to be as integral to the laneways as possible in terms of its position, layout and design. All public realm elements should be timeless and subtle so as not to detract from the integrity of the heritage context. The retention of all heritage elements (e.g. name plaques and remnant building features) and their continued maintenance is also required.

The public realm components that are common to nearly all the laneways are shown on the following page. Where appropriate and according to existing conditions, these components comprise the main content of the public realm improvements proposed for each of the laneways.

Laneways Potential

3.4



Public Realm Components



Bow-way lighting: varying combinations of LED coloured Flood Optic (I-Pro) and Blade Effect Optic (Trick RGB), wall or ceiling mounted, as supplied by iGuzzini or similar



Re-surfacing: granite setts, multi-colour grey, 100x200x80mm thick, with Irish Limestone dished channel where required



Communal bin storage, 770L-1280L 4-wheel bins, 1330mm(D) x 3100mm (W) x 1816mm(H), as supplied by MetroStor or similar



Laneway lighting: LED shallow Lens and Swan-neck Bracket, wall-mounted, Merrion as supplied by Light.ie or similar



Typical cast iron street sign 380x280mm, as supplied by CastIt Ltd Ireland, or similar



Bespoke barrel storage and incidental seat



Page

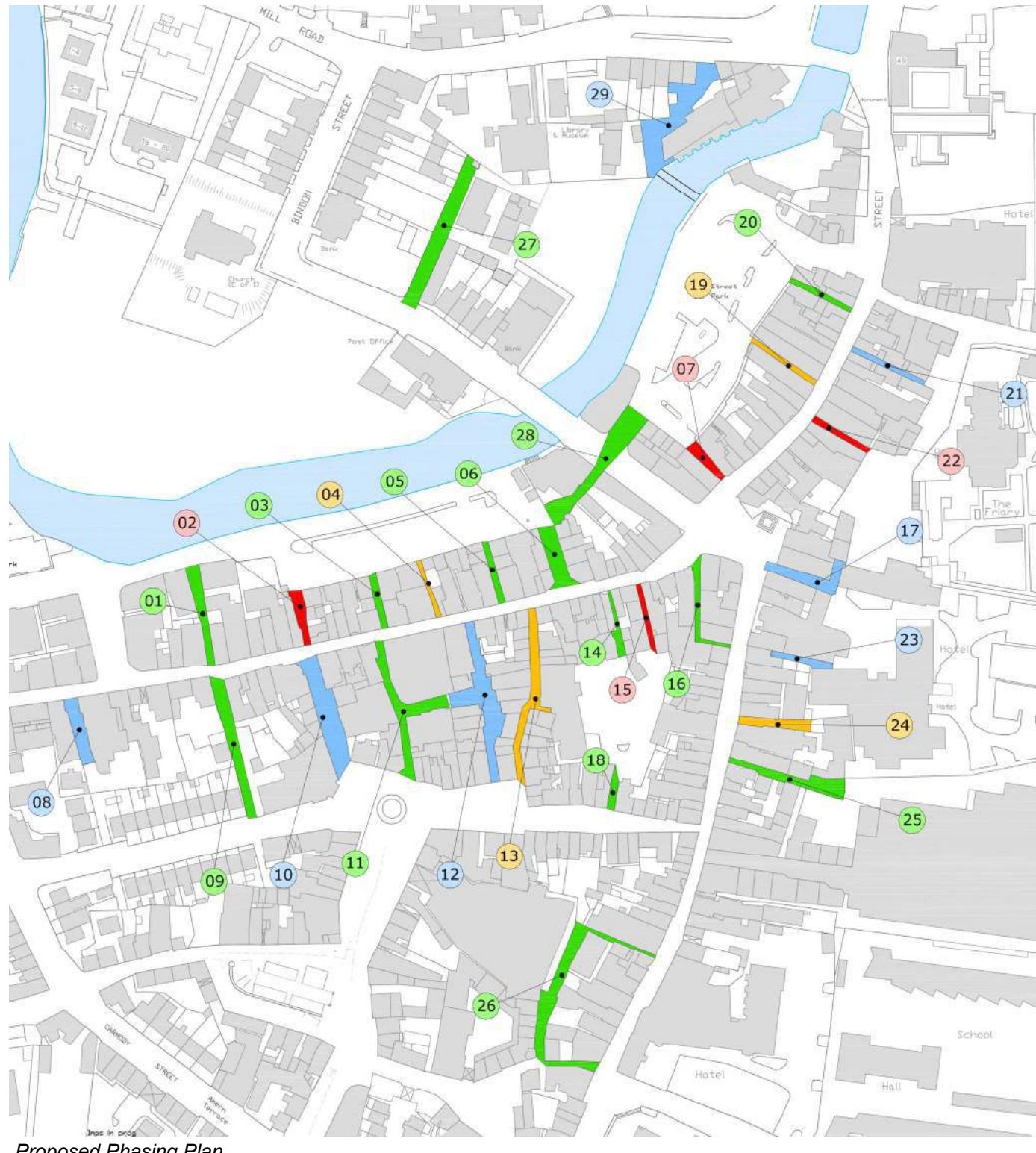
4. PHASING PROPOSALS

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Project Phasing

Project Prioritisation

4.1



PHASE 1 PROJECTS

- 02. Enright's Bow
- 07. Brewery Lane
- 15. Lysaght's Lane
- 22. Friary Bow

PHASE 2 PROJECTS

- 04. Brady's Lane
- 13. Chapel Lane
- 19. Shank's Lane
- 24. Quin's Bow

PHASE 3 PROJECTS

- 01. River Lane
- 03. Halloran's Lane
- 05. Barrett's Lane
- 06. Salthouse Lane
- 09. Fahy's Lane/Cork Alley
- 11. Curtin's Lane
- 14. Murray's Lane
- 16. Thompson's Lane
- 18. Scabby Lane
- 20. Post Office Lane
- 25. Cooke's Lane
- 26. Westby's Lane
- 27. Bindon Lane
- 28. Old Friary Lane

PHASE 4 PROJECTS

- 08. Howley's Lane
- 10. Cabey's Lane
- 12. Merchants Quay
- 17. Arthur's Row
- 21. McDonnell's Row
- 23. Boland's Lane
- 29. Lane to Harmony Row

Each of the laneways have been assessed for phased priority treatment according to the following criteria:

- Most representative of the different laneway characters to be found in the medieval core;
- Perform strategic linkage functions between the main generators of pedestrian activity;
- Possess specific heritage features that reinforce their historical significance and interest;
- Will create highest impact in terms of public realm improvements in the town centre;
- Have most potential to help regenerate adjoining areas or streets;
- Have most potential to act as a catalyst for private sector investment in the laneways;
- Are in public ownership; and
- Are currently in a general poor condition.

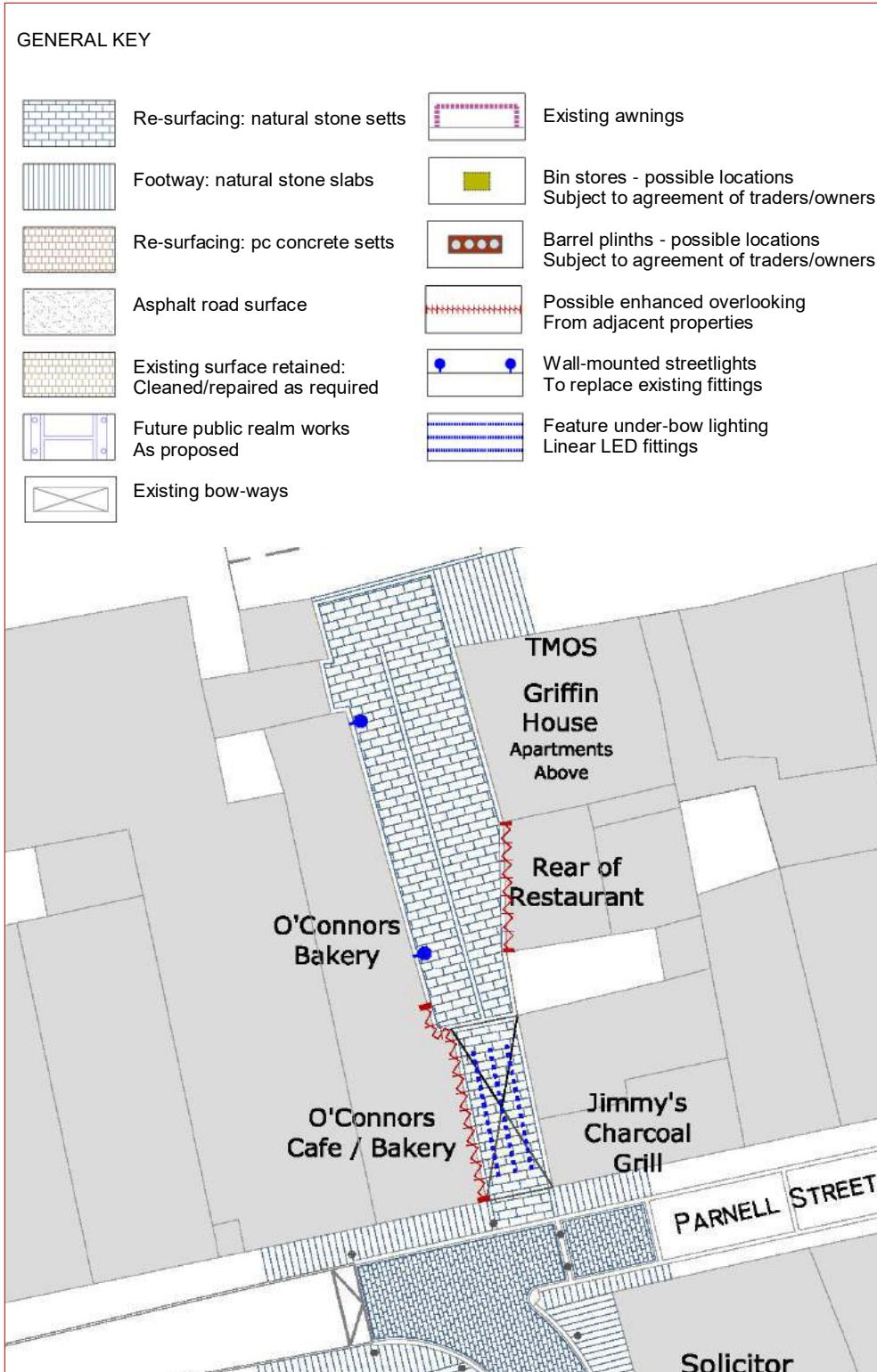
The implementation of public realm improvements to the 29 laneways can therefore be considered in manageable phases according to available funding, as shown on the adjoining plan.

Project Phasing

PHASE 1

02 Enright's Bow

4.2



Proposals Plan



Existing View



Illustrative View as Proposed

Key features:

- Provides a direct link from Harvey's Quay car park to lower Parnell Street (which is in need of revitalising) and onwards to the Market area.
- The 17th century Bow is a particular feature and supports 2-stories over elliptical rendered arches - it was once gated, evident by a pair of surviving iron gate hangers and a recess in the wall to take the open gates.
- The café/bakery at the Parnell Street end is a positive present day element in the laneway.
- Benefits from some overlooking of adjacent properties and has potential for increased active frontages.
- Surfaces are in poor condition and vehicle dominated.
- Lighting is also poor and there is a lot of clutter.
- Improvements to the laneway may increase footfall to existing businesses on lower Parnell Street area.
- A suitable use for the currently vacant property could contribute to the use and character of the laneway.

Improvement proposals include:

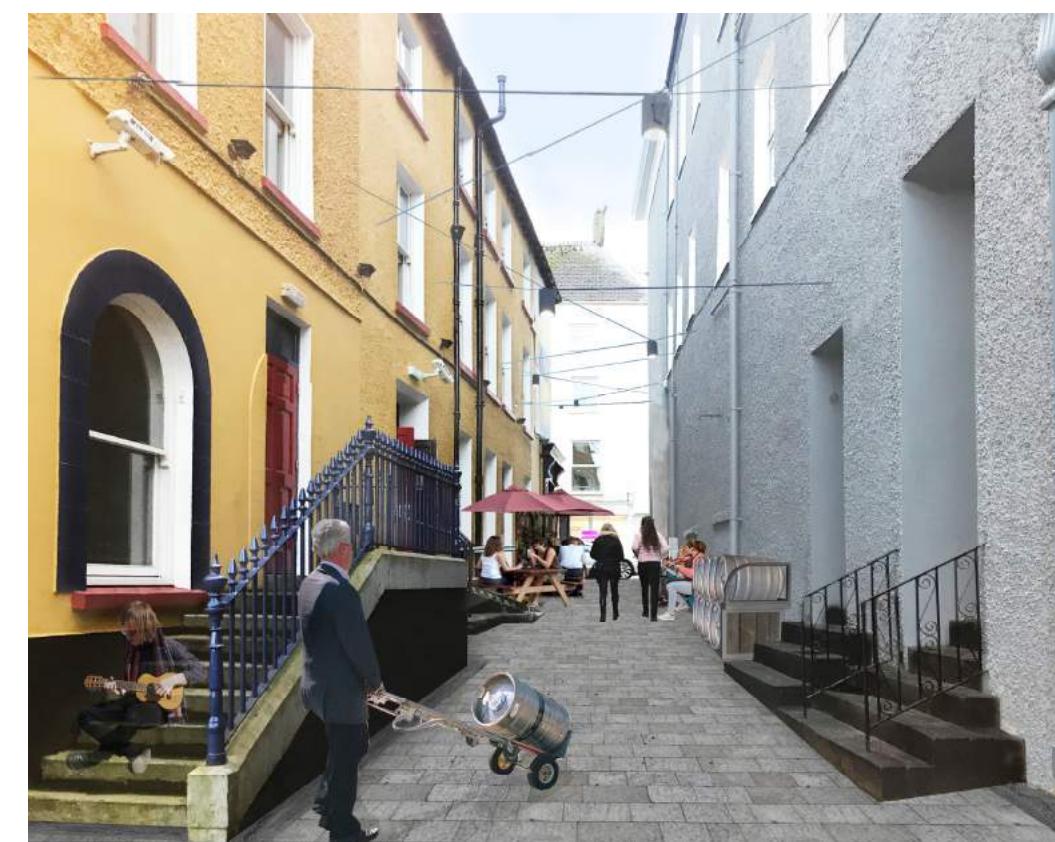
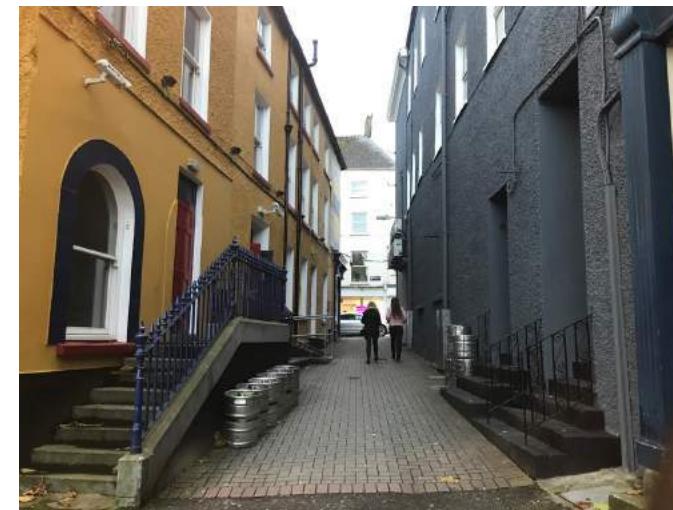
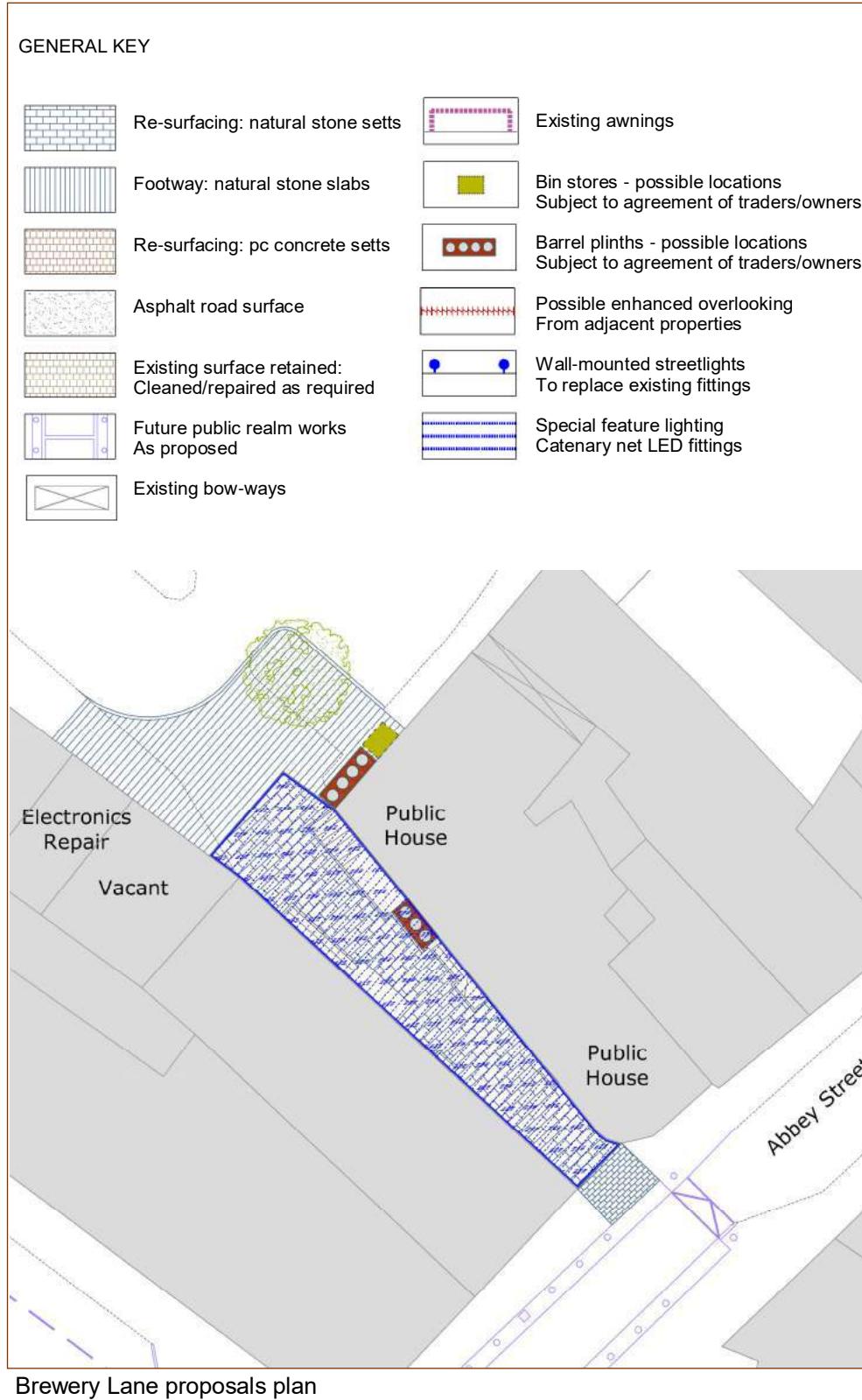
- Pedestrianisation of the laneway, extended into Harvey's Quay.
- Re-surfacing in high quality natural stone materials.
- Feature LED lighting to the bow-way.
- Consistent wall-mounted lighting in traditional style.
- Under-grounding of cables.
- Review with owners the need for existing extractor unit and type.
- Painting of building facades using traditional techniques (lime wash) in conjunction with owners.
- Future improvements at the junction with Parnell Street to reinforce pedestrian priority.

Project Phasing

PHASE 1

07 Brewery Lane

4.2



Key Features:

- Provides a direct and well-used link from Abbey Street car park to O'Connell Square at the heart of the medieval core.
- This narrow lane which originally led to a brewery by the river is flanked on both sides by tall 3 and 4-storey buildings, containing late mediaeval fabric.
- The building known as Dan O'Connell's was archaeologically investigated c. 2006 and shown to date from the early 17th century. The basement contains medieval bread ovens and is thought to have been the inn described by Dineley in 1681.
- Other surviving building features (including steps and railings) further contribute to the heritage character of the laneway.
- The adjoining active uses are important to the night time economy of the town centre.
- Currently the laneway is inadequately lit and appears cluttered - the poor appearance detracts from its potential as a vibrant pedestrian link.

Improvement proposals include:

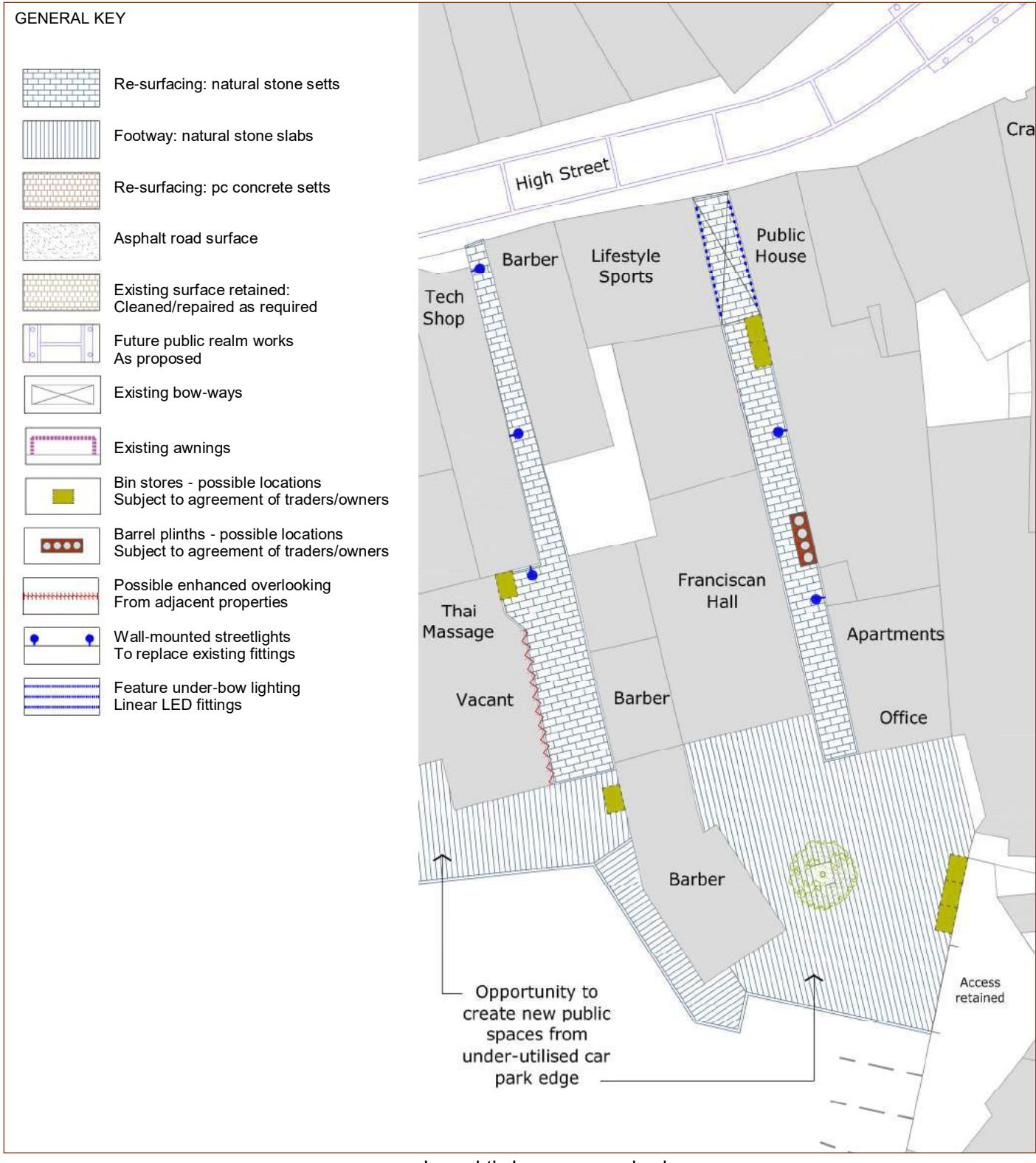
- Re-surfacing in high quality natural stone surfaces.
- Pedestrian surfacing extended into Abbey Street car park to reinforce the presence of the laneway.
- Feature catenary net lighting along length of the laneway to enhance and promote evening use.
- Provision of barrel plinths and a bin enclosure to tidy up storage requirements.
- Painting of building facades in conjunction with owners.
- Painting of iron railings in conjunction with owners.

Project Phasing

PHASE 1

15. Lysagh's Lane

4.2



Existing View



Illustrative View as Proposed

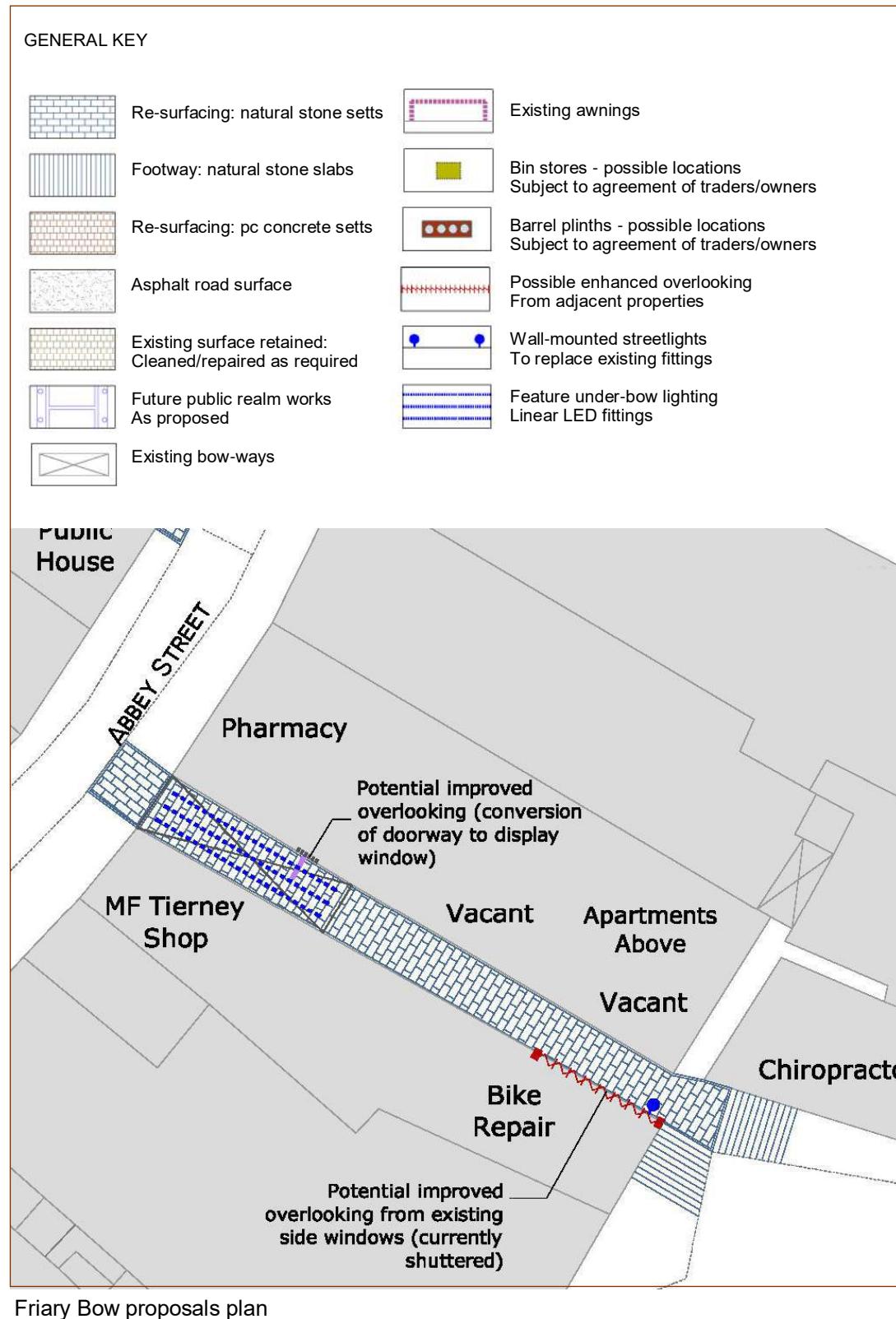
Key Features:

- This narrow passage links the Lower Market Street car park to High Street and O'Connell Square, and dates from the mid-17th century.
- The existing Bow (with distinctive overlooking window) and the Franciscan Friars Hall contribute to the heritage character of the laneway.
- Other interesting features include a pair of elliptical arches, one brick and one stone, supporting a 2-storey house above; a wall plaque commemorating the Friars who ministered here during the Penal Days; a pair of jostle stones and a cut-limestone street gutter (a rare survival from the later medieval period).
- The adjoining public house and apartments add some vitality to the present day use of the lane.
- Improvements can be expected to increase footfall to existing businesses in the Lower Market Street car park area and encourage occupancy of remaining vacant units.
- Surfaces and lighting are generally in poor condition, and clutter further constricts the narrow passageway.

Improvement proposals include:

- Re-surfacing in high quality natural stone surfaces.
- Feature LED lighting to the Bow.
- Provision of bin stores and a barrel plinth.
- Consistent wall-mounted lighting in traditional style.
- Painting of building facades in conjunction with owners.
- Wiring over bow-way to be under-grounded, and existing ESB meter box to be relocated if possible.
- Opportunity for creation of new public spaces adjoining the northern edge of the car park (requiring minimal loss of existing spaces).

Project Phasing



PHASE 1

22. Friary Bow

4.2

Key Features:

- Also known as McNamara Lane, this laneway provides a popular link from the Friary and Museum car park to the shops and businesses on Abbey Street.
- The existing Bow (with distinctive apothecary sign), and some traditional facades and buildings (including O'Connell's Medical Hall c1800) contribute to the medicinal heritage character of the laneway.
- It is currently uninviting and generally in poor condition.
- Kerbside clutter detracts from the Abbey Street entrance to the laneway
- Some over-looking at either end could be improved upon to help enliven the route.
- Existing shuttered windows to Bike Repair shop present unwelcome atmosphere.



Existing Views



Illustrative View as Proposed

Improvement proposals include:

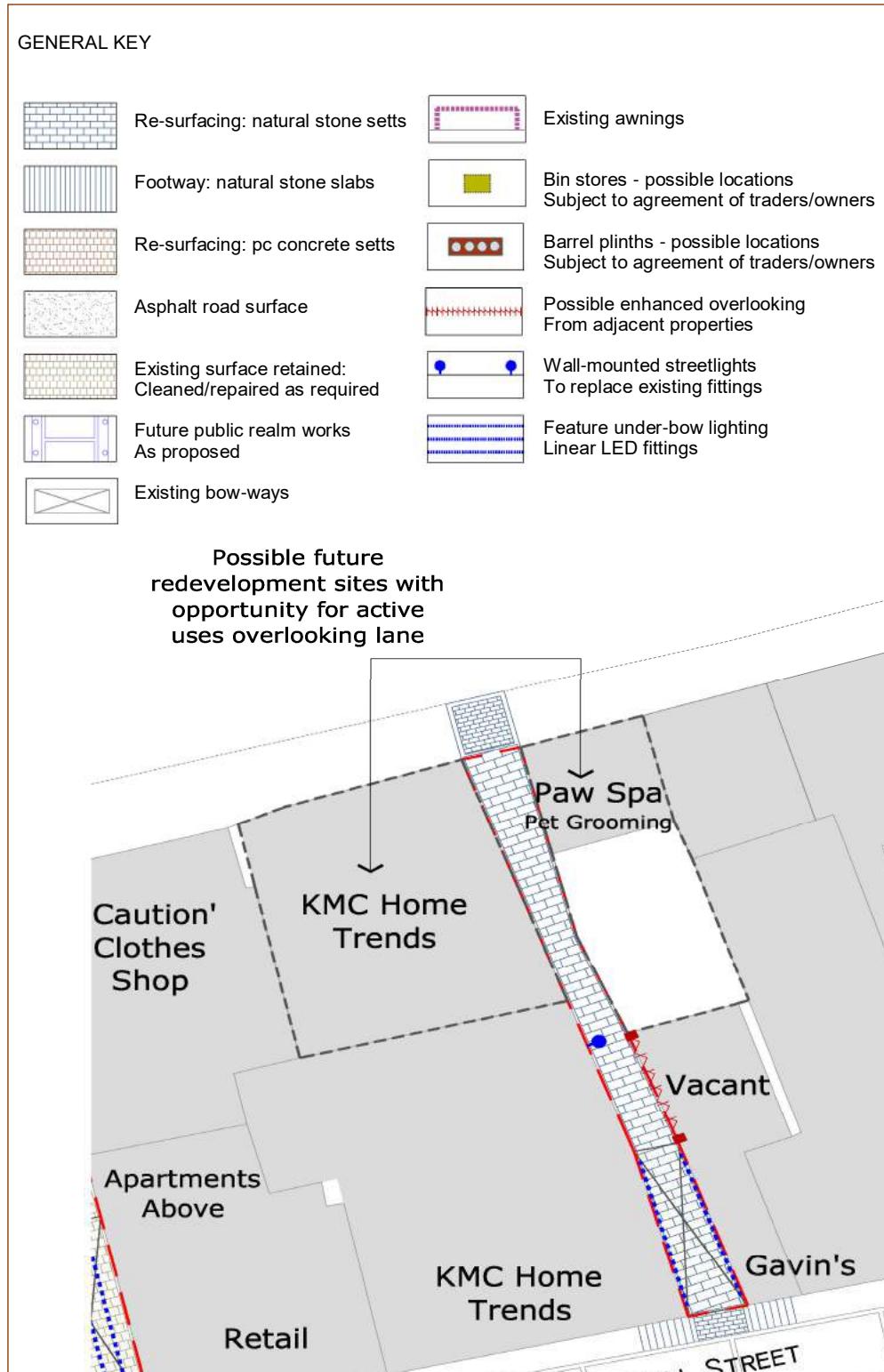
- Re-surfacing in high quality natural stone surfaces.
- Feature LED lighting to the Bow.
- Consistent wall-mounted lighting in traditional style .
- Painting of building facades using traditional techniques (lime wash) in conjunction with owners.
- Exploring opportunities for enhanced overlooking of laneway at the pharmacy and the bike repair shop, and including new display windows and spill-out uses.

Project Phasing

PHASE 2

04. Brady's Lane

4.3



Key Features:

- Very narrow and rarely-used passageway providing pedestrian link between Harvey's Quay car park and Parnell Street, through distinctive bow-way.
- Comprises another 17th century Bow supporting 2-stories over elliptical stone and brick arches. Rubble masonry walls on both sides.
- Featureless defining walls to east side. Vacant building mid-way along.
- Surfaces in poor condition but no obvious clutter.
- Grubby appearance, some graffiti. Adjacent buildings have security shutters on doors and windows

Improvement proposals include:

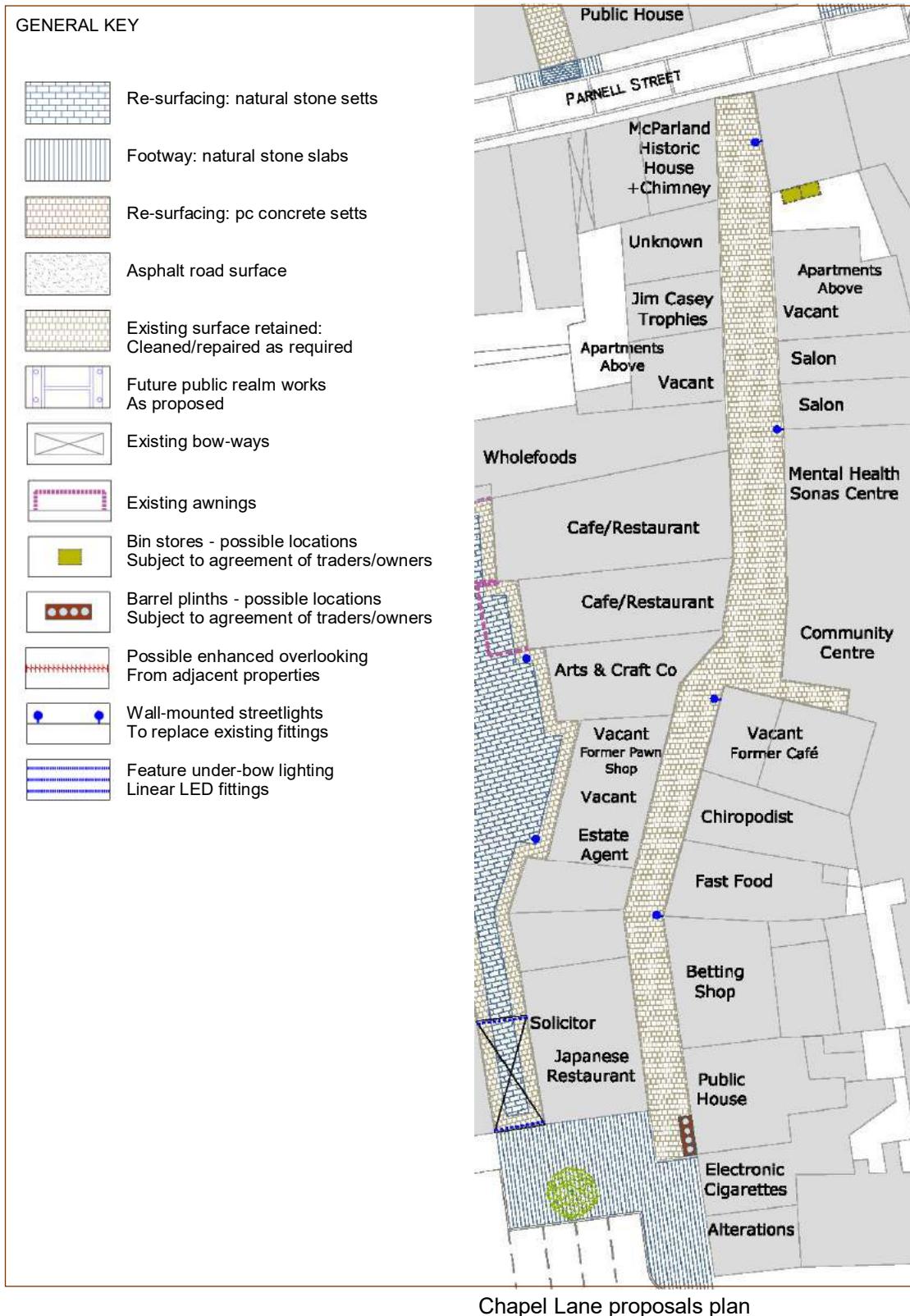
- Re-surfacing in high quality natural stone surfaces.
- Feature LED lighting to the Bow.
- Consistent wall-mounted lighting in traditional style.
- Ensuring that possible future adjoining redevelopment sites include active frontages overlooking the laneway on both sides and with adequate provision for bin storage in rear yards.
- Review with owners need for and type of security shutters.

Project Phasing

PHASE 2

13. Chapel Lane

4.3



Key Features:

- Popular pedestrian link between Parnell Street and Lower Market Street.
- Probably the most historic lane in Clare with associations to the Penal Laws, Dean Barrett and the European opera singer and actress Harriet Smithson, wife of Hector Berlioz, composer.
- McParland's house on the corner of Parnell Street with its triple diamond Jacobean chimney dates from the 1620s and contains rare half timbered late medieval interior - repaired by Clare County Council in 2012.
- Most of the stone buildings in the lane date from the 17th and 18th centuries and including the first Catholic Church to be built in Clare during the Penal Period (dated 1735).
- Adjoining uses include small businesses with apartments above, and a community centre in the old church towards the middle of the lane.
- Well-overlooked from ground and upper level uses along the length of the lane, but mostly daytime activity.
- Some wheely bins and beer kegs present, as well as 'A' signs, a litter bin, security shutters, bunting, and hanging signs.

Improvement proposals include:

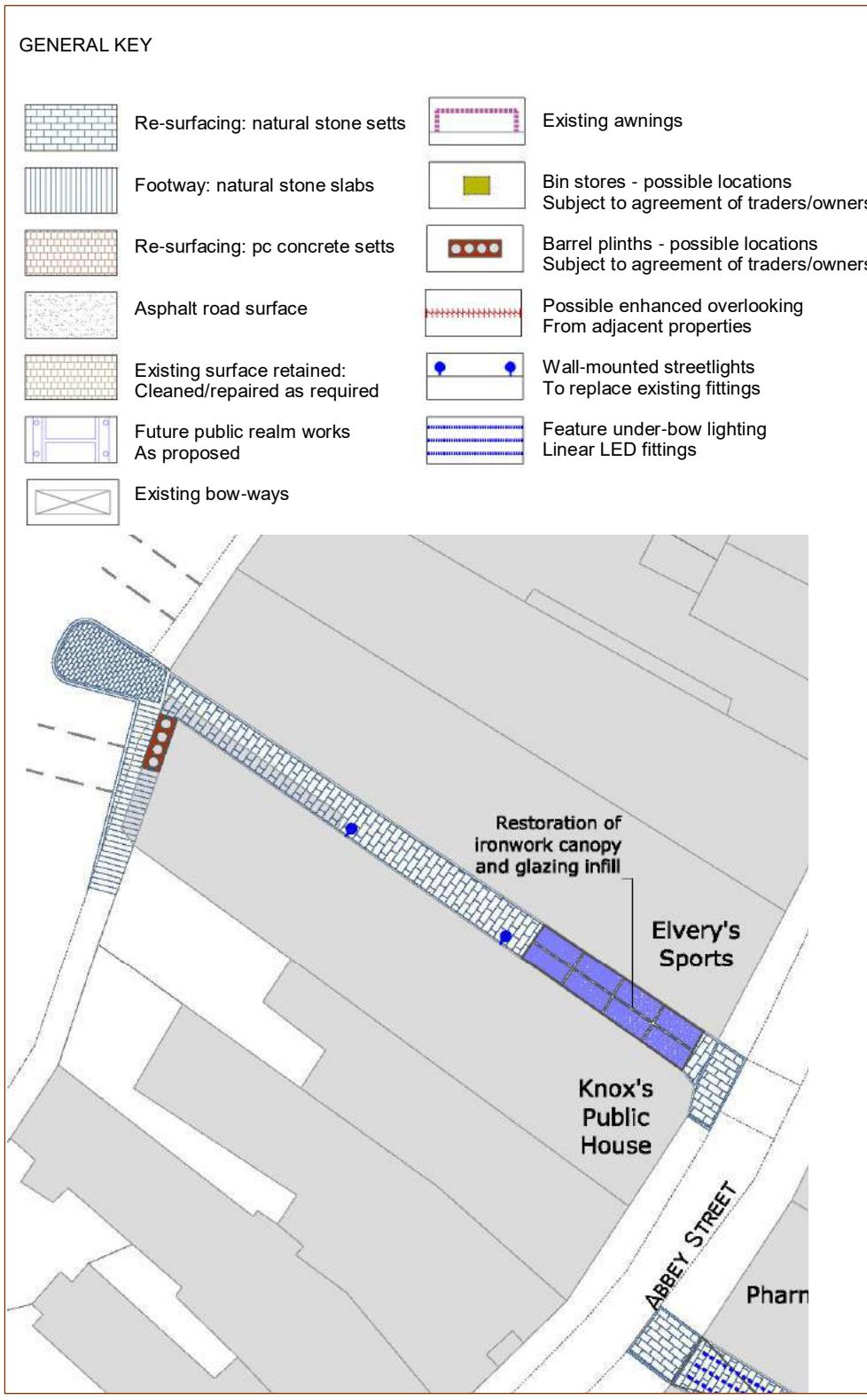
- Existing surface retained, cleaned and minor repairs.
- Consistent wall-mounted lighting in traditional style.
- Provision of barrel plinth at southern end of lane.
- Opportunity for public realm improvements where laneway joins Lower Market Street, including extended pedestrian surfaces, signage, and tree planting.
- Liaison with owners to reduce and superfluous clutter and to promote further activities and entertainment in the lane.

Project Phasing

PHASE 2

19. Shank's Lane

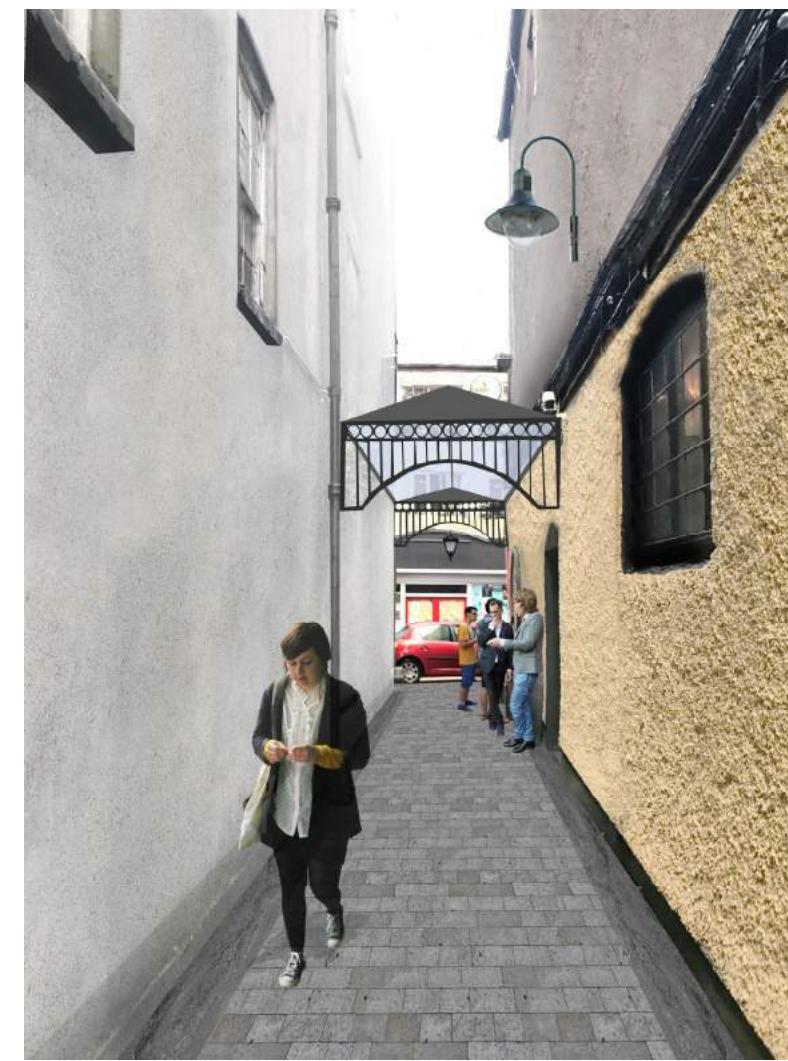
4.3



Shank's Lane proposals plan



Existing Views



Illustrative View as Proposed

Key Features:

- A long narrow pedestrian lane linking Abbey Street car park to Abbey Street. Previously connected Hunt's Lane (Brewery Lane)/Post Office Lane to the river.
- Flanked by tall 3 and 4-storey 17th and 18th century buildings and warehouses containing early sash windows and cut limestone cills.
- There is a jostle stone at the Abbey Street end and rounded corner of Knox's Pub (Protected Structure).
- Knox's Pub frontage is an attractive feature. Glass and ironwork canopy (smoking area) partly covering the laneway is in poor condition.
- Lack of over-looking uses. Mostly evening activity associated with the pub.
- Damaged gutters and downpipes on the Elvery's side result in a large amount of water coming into the lane leaving it damp.
- Combined with tall buildings and narrow laneway with inadequate lighting, the route is uninviting and dismal.
- Refuse bins located at carpark end. Numerous flues, pipes, electrical units and overhead cables contribute to the clutter.

Improvement proposals include:

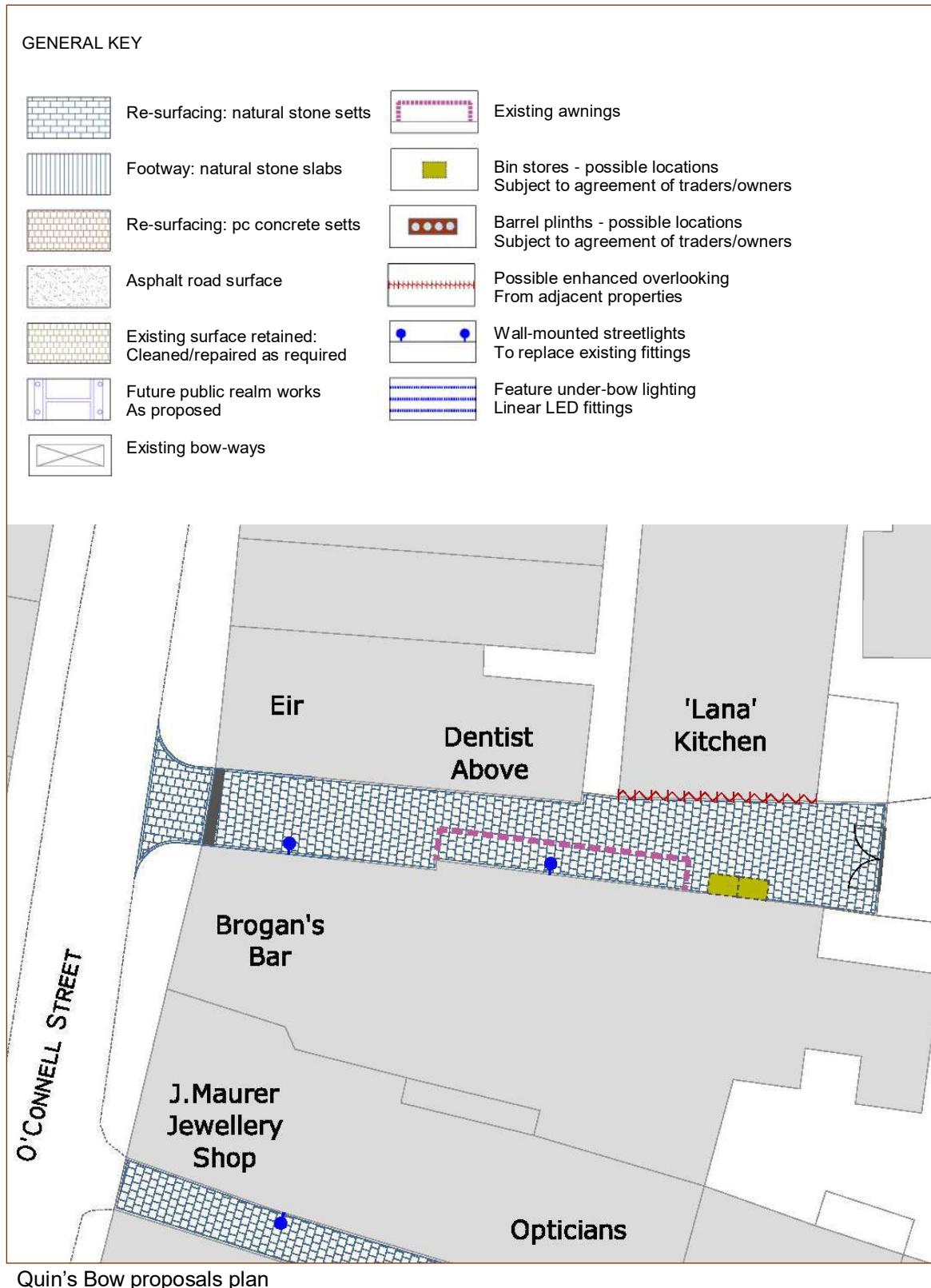
- Re-surfacing in high quality natural stone surfaces.
- Pedestrian surfacing extended into Abbey Street car park to reinforce the presence of the laneway.
- Encourage owner to repair and extend ironwork canopy feature and with continuous glazing.
- Provision of barrel plinth at car park end of lane.
- Consistent wall-mounted lighting in traditional style.
- Urgent repairs needed to rainwater goods, painting of building facades and clearance of overhead clutter, in conjunction with building owners.

Project Phasing

PHASE 2

24. Quin's Bow

4.3



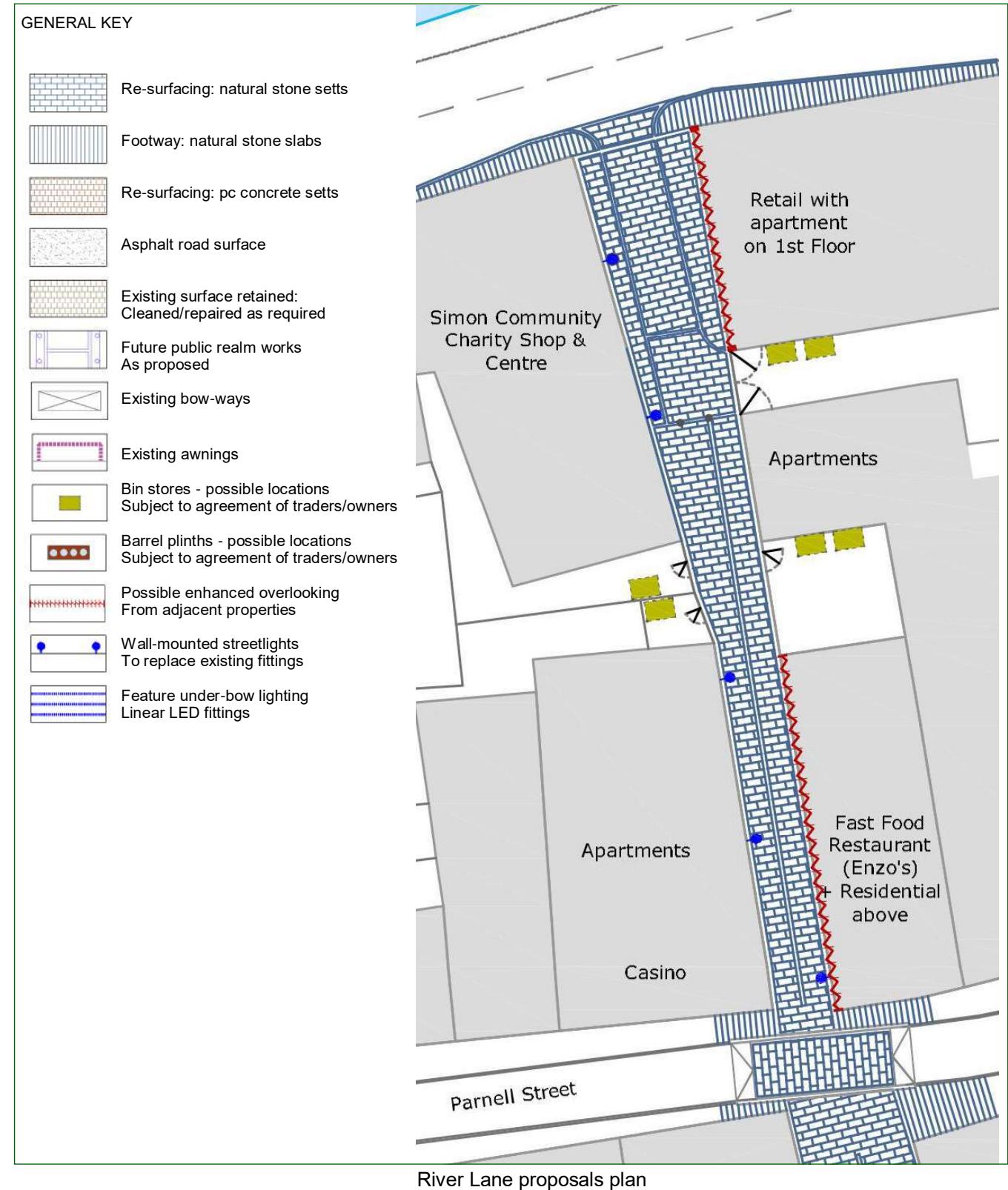
Key Features:

- Pedestrian and vehicular (no through road) providing access from O'Connell Street via gate to rear of buildings adjoining Temple Gate Hotel.
- Though not a true bow, this ancient laneway is flanked on both sides by 17th century buildings with a 3-storey 18th century house at the end.
- The lane is entered through a great cut limestone, Gibsian, early 18th century arch which contains iron gate hangers. The bulk of this arch would suggest it once supported a building overhead. It gives access to Brogan's Pub which was a merchants house dating from the early 17th century.
- Some over-looking uses, but mostly evening activity associated with Brogans). Also side access to businesses and service access.
- Other adjacent uses include telecommunications shop, opticians, with offices above, and an industrial kitchen.
- Some wheely bins, and barrel tables at pub's smoking area.

Improvement proposals include:

- Re-surfacing in high quality natural stone surfaces.
- Provision of bin store.
- Consistent wall-mounted lighting in traditional style.
- High quality outdoor pub furniture to be encouraged.
- Refurbishment of archway feature.
- Painting of building facades in conjunction with building owners.

Project Phasing



PHASE 3

01. River Lane

4.4

Key Features:

- One-way vehicle route from Wood Quay to Parnell Street, often used as a short cut and with some pedestrian movement and onwards link via Fahy's Lane to Summerhill.
- Narrow for cars and with blind exit onto Parnell Street. Parked cars cause obstruction.
- Active uses with some over-looking provided by Simon Community charity shop to the north end, apartments with side entrances, a casino and fast food outlet at Parnell Street end.
- Wheely bins present at north end. Satellite dishes, a mini-pillar and a large vent from the casino contribute to clutter.
- Asphalt with surface drainage channel mostly in poor condition.



Existing View



Illustrative View as Proposed

Improvement proposals include:

- An opportunity to convert most of the laneway to a pedestrian route, while retaining shared-surface access to the rear of the retail unit at the northern end.
- This would allow re-surfacing in high quality natural stone materials and an enhanced link between lower Parnell Street and the riverside.
- Existing rear yards to retail units and the apartments should be utilised for bin storage.
- Consistent wall-mounted lighting in traditional style.
- Painting of building facades and review of wall-mounted installations in conjunction with building owners.
- Exploring opportunities for enhanced overlooking of the laneway from the fast food outlet (e.g. addition of side windows).

Project Phasing



PHASE 3

03. Halloran's Lane

4.4

Key Features:

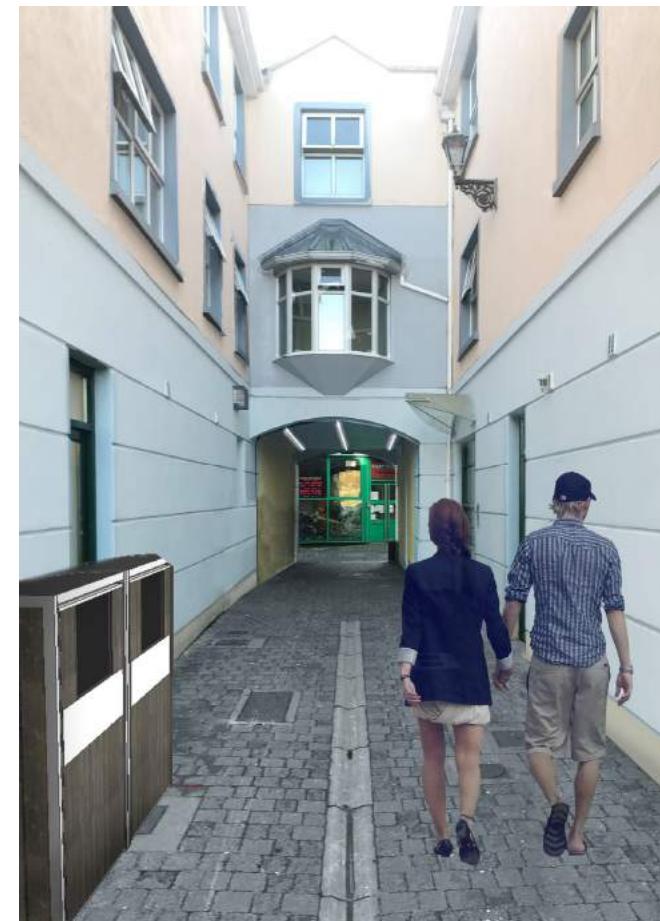
- Provides well-used pedestrian link between Harvey's Quay car park and Parnell Street and the cinema, and onwards via Cabey's Lane to the Market area.
- Defined by modern apartment buildings on either side, and above reconstructed bow-way.
- Surfaces and adjacent buildings in generally good condition, but lacks the character of older laneways.
- Over-looking from windows at upper levels and with access to properties at ground level.
- Some mixed wall-mounted lighting, but little clutter. Bin stores detract from appearance and use of the route.

Improvement proposals include:

- Existing surface retained, cleaned and minor repairs.
- Consistent wall-mounted lighting in traditional style.
- Feature LED lighting to the Bow.
- Provision of bin stores

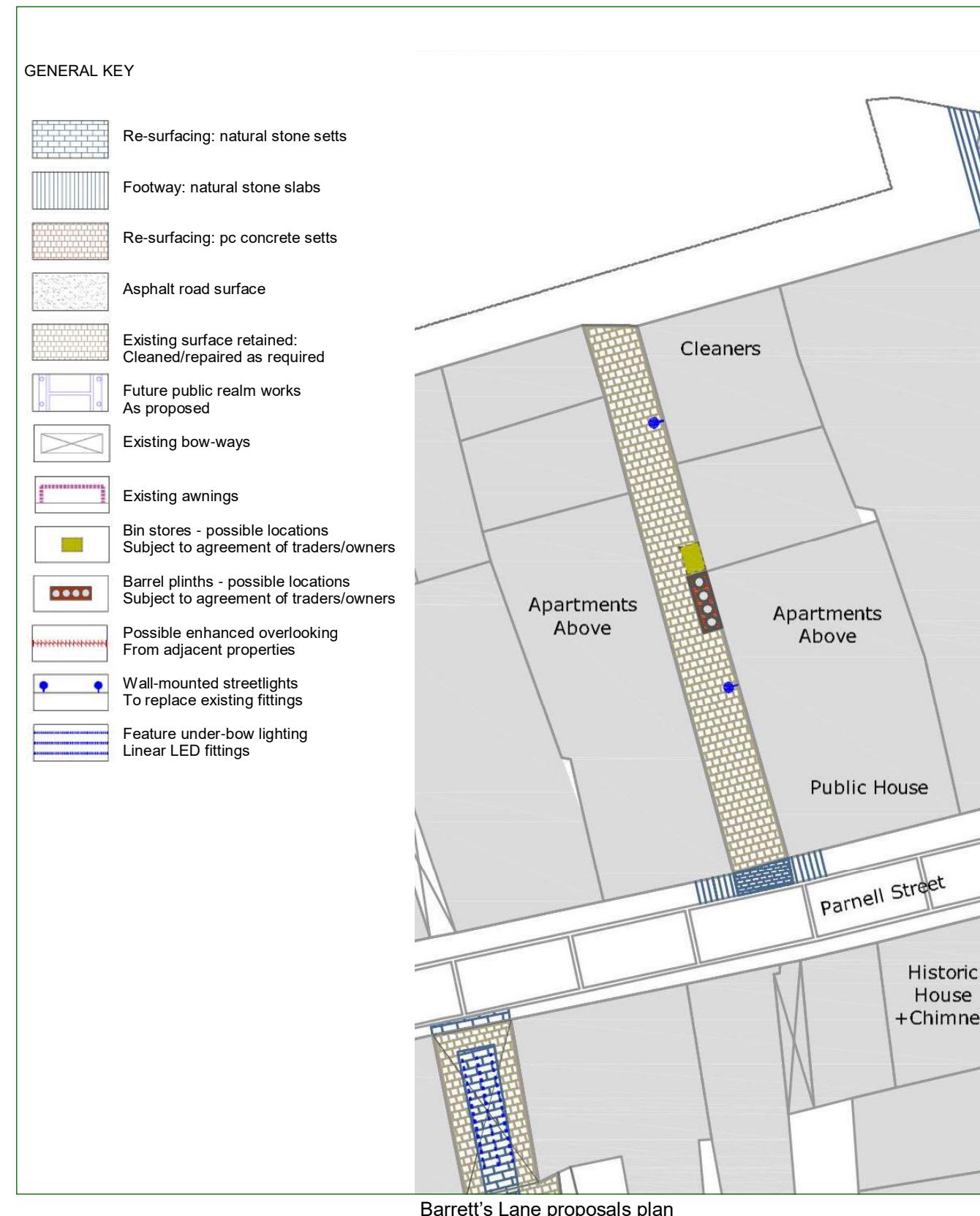


Existing View



Illustrative View as Proposed

Project Phasing



PHASE 3

05. Barrett's Lane

4.4

Key Features:

- Provides pedestrian link between Harvey's Quay car park and Parnell Street, and access to adjoining apartments.
- Flanked by high 3-storey buildings containing much late medieval fabric. It has a rounded corner on Parnell Street over a jostle stone and the modernised building at the end contains a large door arch with a pair of early 17th century stone door hangers indicating that it was an early shop front.
- Laneway used by public house for keg storage and informal smoking area.
- Some passive surveillance from windows of apartments overlooking. Mostly inactive frontages at ground floor.
- Generally in reasonable condition.
- Wheely bins left in laneway, and various services equipment clutter mounted on walls, and an unused sign hanging frame.



Improvement proposals include:

- Existing surface retained, cleaned and minor repairs.
- Consistent wall-mounted lighting in traditional style.
- Reinstatement of sign to pub.
- Provision of bin store and barrel plinth.
- Rationalisation of wall-mounted clutter (e.g. satellite dishes) and painting of facades in conjunction with building owners.

Project Phasing

PHASE 3

06. Salthouse Lane

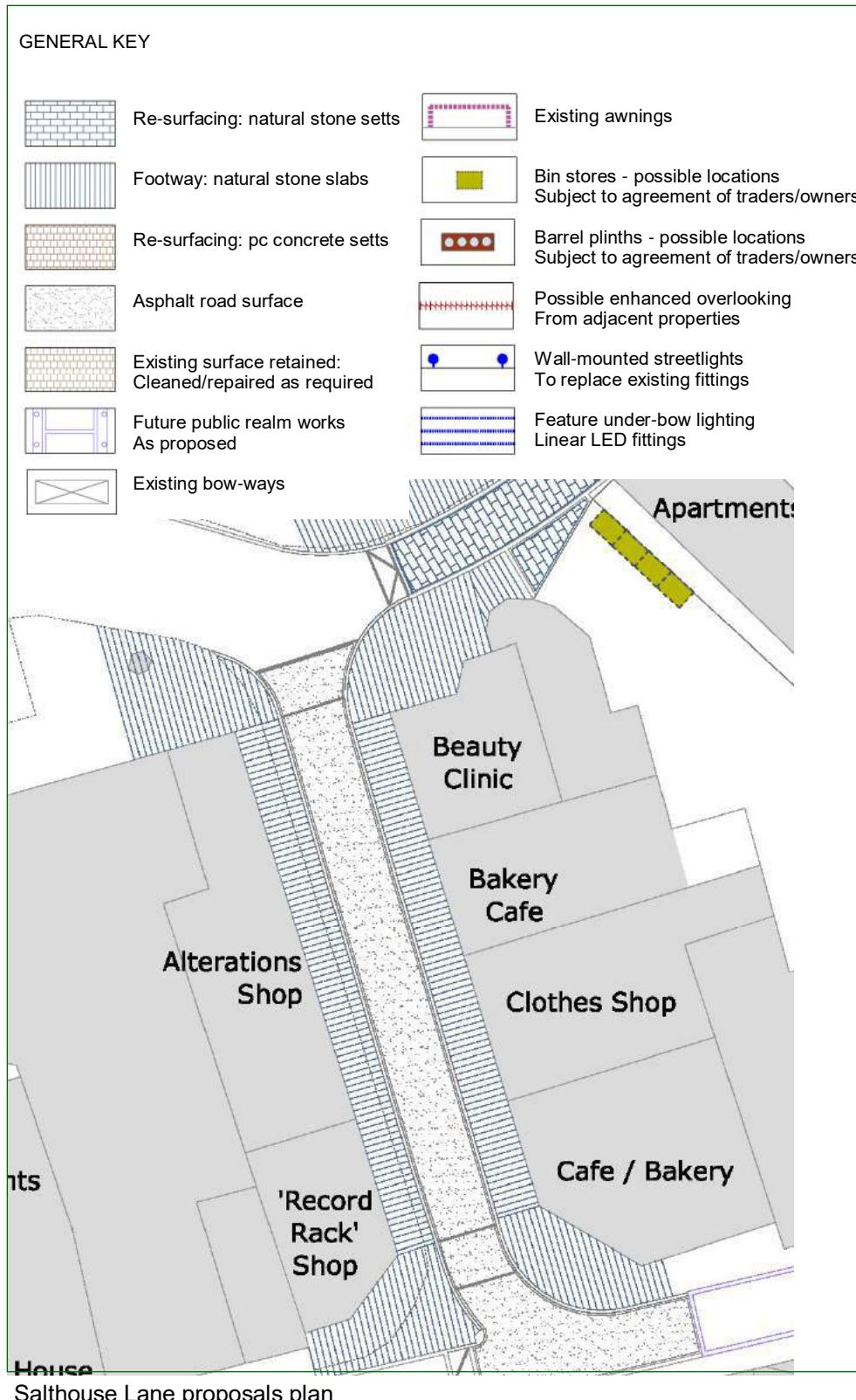
4.4



Existing View



Illustrative View as Proposed



Key Features:

- Busy one-way vehicle route from Harvey's Quay to High Street, with footpaths each side (narrow to east).
- No parking. Asphalt roadway, concrete slabs with blockwork edge to footpaths, generally good condition.
- Over-looked by active businesses on both sides, including 2 café/bakeries, clothes shop, alterations and beauty clinic, and others.

Improvement proposals include:

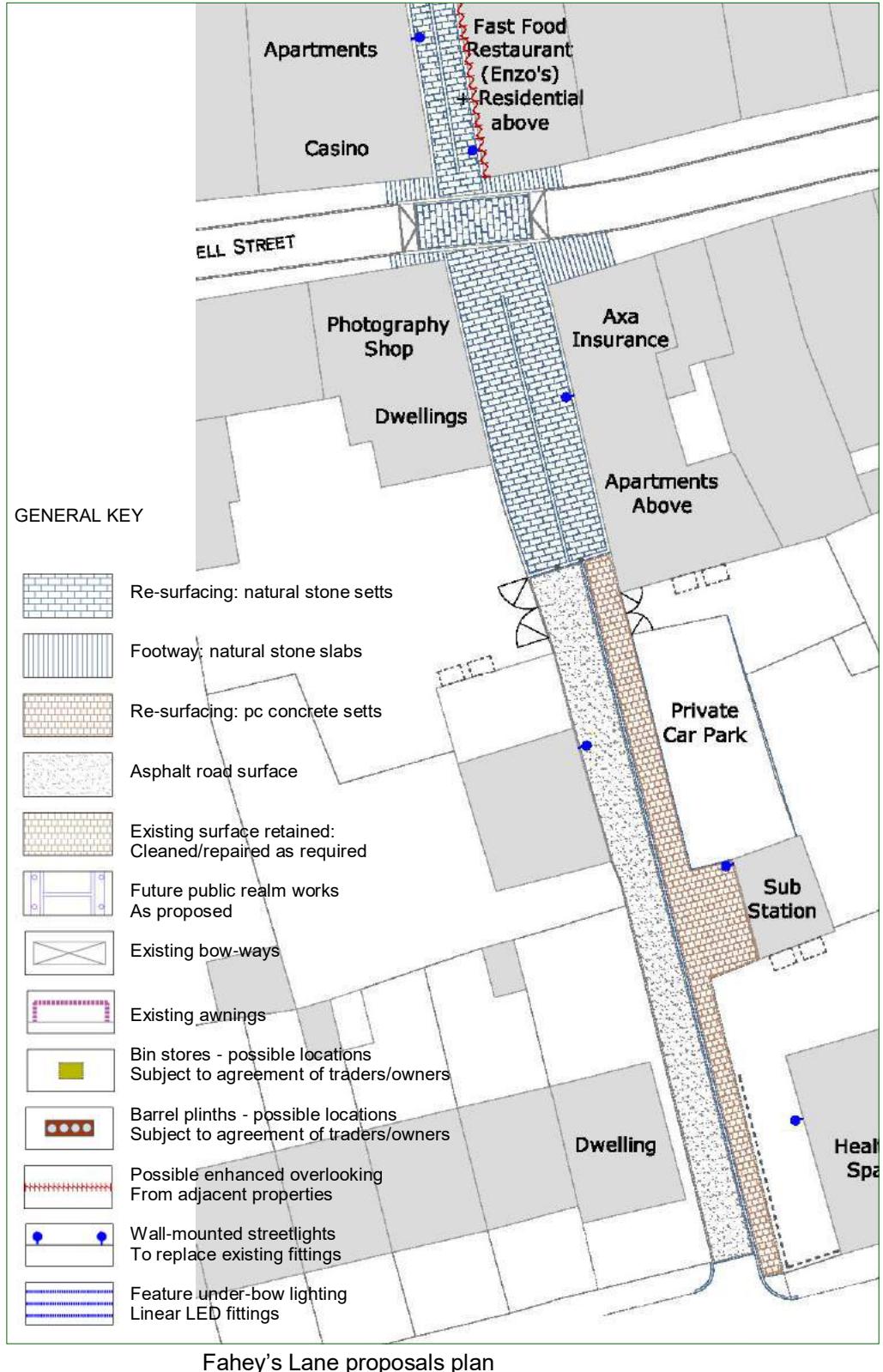
- Narrowed roadway (to 3m), allowing widened footpaths (especially to east side).
- Improved pedestrian crossings each end, wider and with dropped kerbs.
- Replacement street lights in traditional style.

Project Phasing

PHASE 3

09. Fahey's Lane / Cork Alley

4.4



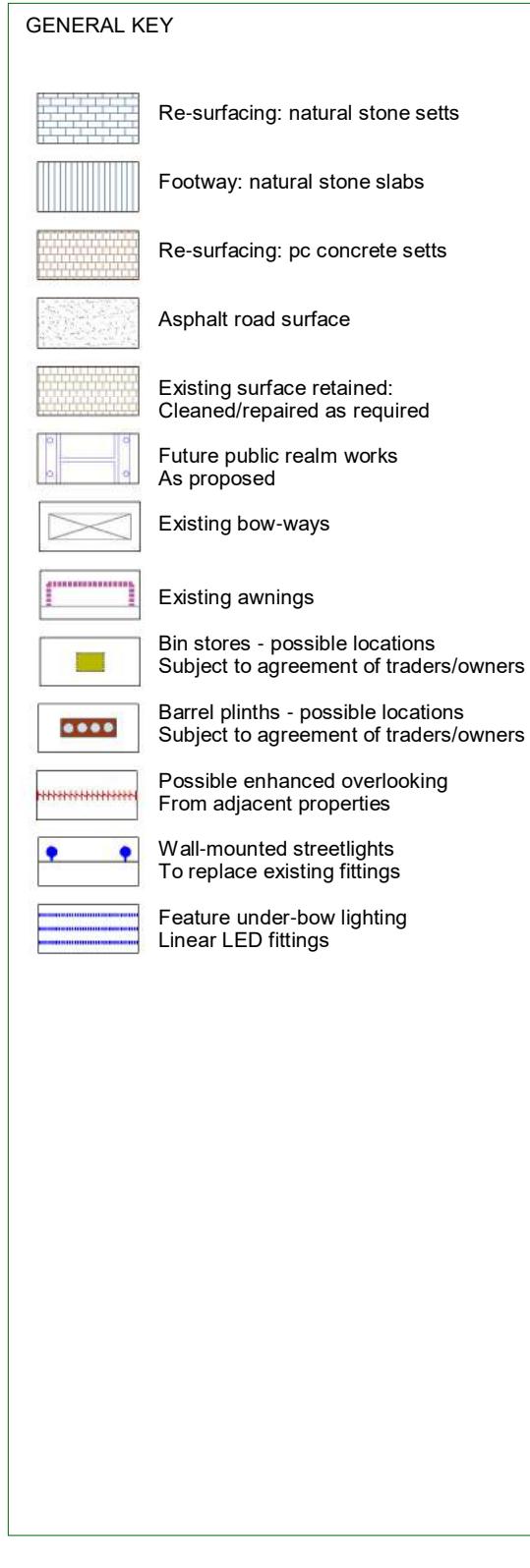
Key Features:

- One-way vehicle and pedestrian route from lower Parnell Street to Summerhill, often used as a shortcut. On-street parking reduces available width and space for pedestrians.
- Retail, office and residential uses to northern end (fronting Parnell Street), with some side accesses to apartments. Residential and a health spa at southern end, fronting onto Summerhill.
- Southern end mostly provides vehicle access to private car parking and a sub-station.
- Clutter is limited to traffic cones and post and chain barrier demarcating parking and private areas.
- Surfaces mostly asphalt in variable condition, and a concrete setts footpath adjacent to the side of Aveda Spa.

Improvement proposals include:

- An opportunity to convert the northern part of the laneway to pedestrian only.
- This would allow re-surfacing of this part in high quality natural stone materials and an improved public realm for the adjacent uses, and an enhanced pedestrian link along the length of the laneway (utilising the existing section of concrete setts).
- Consistent wall-mounted lighting in traditional style.
- Existing rear yards to retail units and apartments should be utilised for bin storage.
- Ensuring that possible future adjoining redevelopment sites include active frontages overlooking the laneway and with adequate provision for bin storage in rear yards.

Project Phasing



PHASE 3



11. Curtin's Lane

4.4

Key Features:

- Pedestrian link from Parnell Street to Market Place, with cross link to Merchant's Square.
- Recent construction, complete with bow way midway along lane.
- Southern end includes Market Bar and hair salon. Cinema at junction with Parnell Street, but otherwise northern part lacks active uses. Vacant unit opposite Market Bar.
- Some overlooking windows at first floor level and from bow way.
- Mixture of surface types, including pcc blocks in good condition and concrete in poor condition.
- Lighting levels poor at northern end and is uninviting.
- CCTV outside the Market Bar.
- General lack of clutter.

Improvement proposals include:

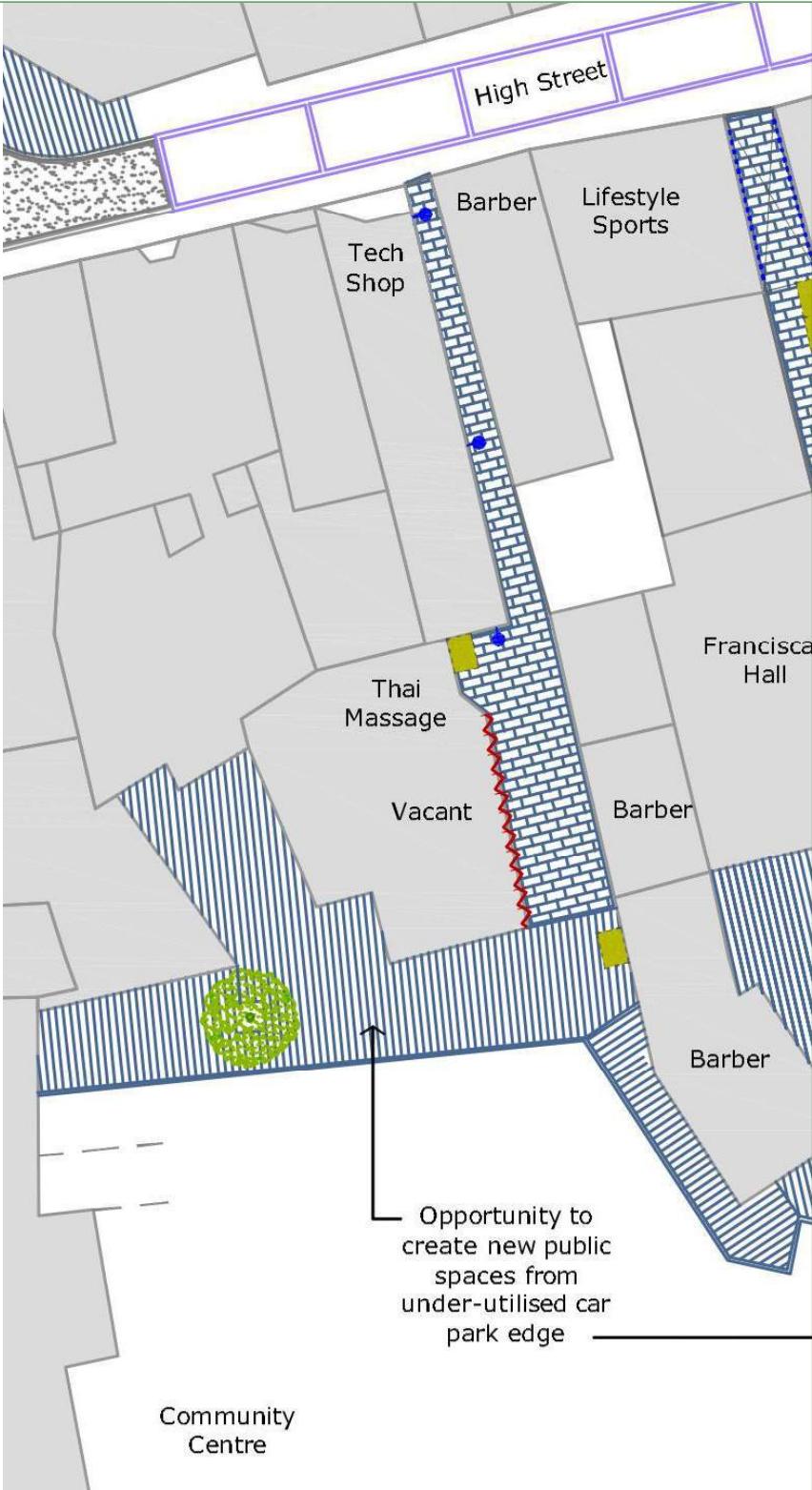
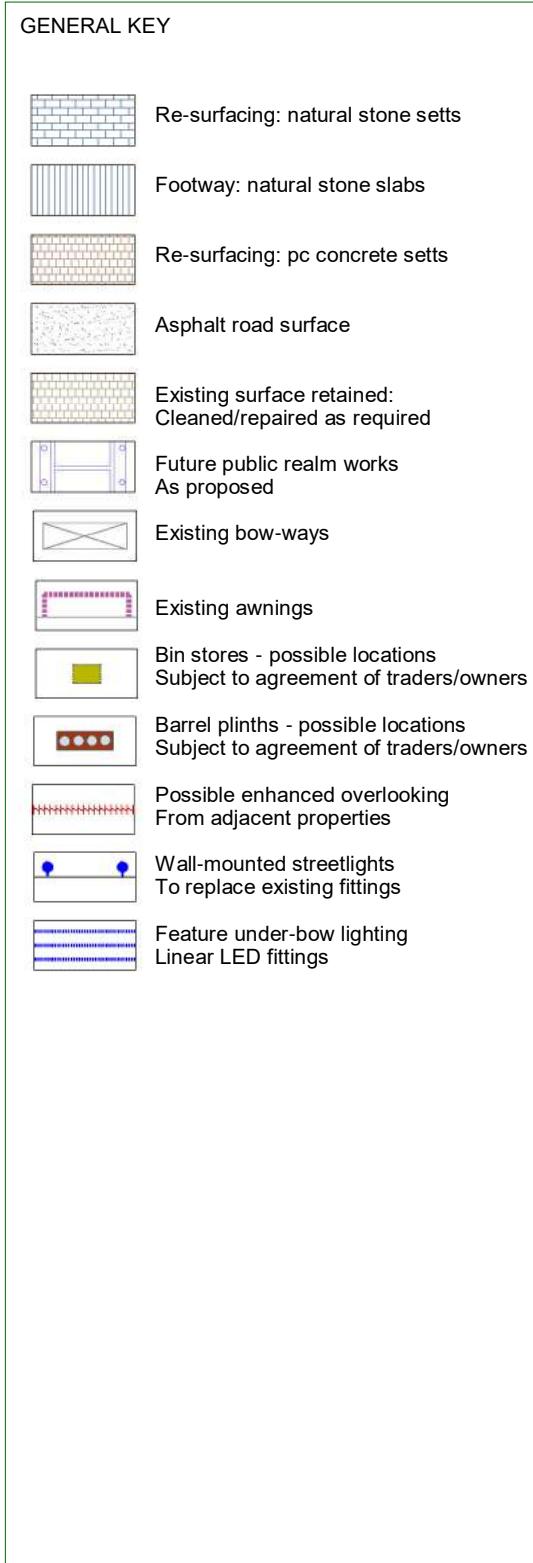
- Re-surfacing in high quality natural stone surfaces.
- Consistent wall-mounted lighting in traditional style.
- Linear LED feature lighting to bow-way.
- Ensuring that new use for vacant site has active frontage.
- Encouraging use of outdoor space around Market Bar.

Project Phasing

PHASE 3

14. Murray's Lane

4.4



Key Features:

- Provides direct pedestrian link from Lower Market Place car park to High Street, and to adjoining businesses, but not busy.
- Narrow entrance from High Street end easily missed.
- Existing uses include 3 barber shops and a Thai massage. Vacant unit at car park end.
- Surfaces in variable condition include herringbone PCC blocks to north end and asphalt/tarmac to south.
- Barber shops overlook southern end, but most other edges are blank walls and facades.
- Wheely bins present, and stored window security shutters add to clutter.

Improvement proposals include:

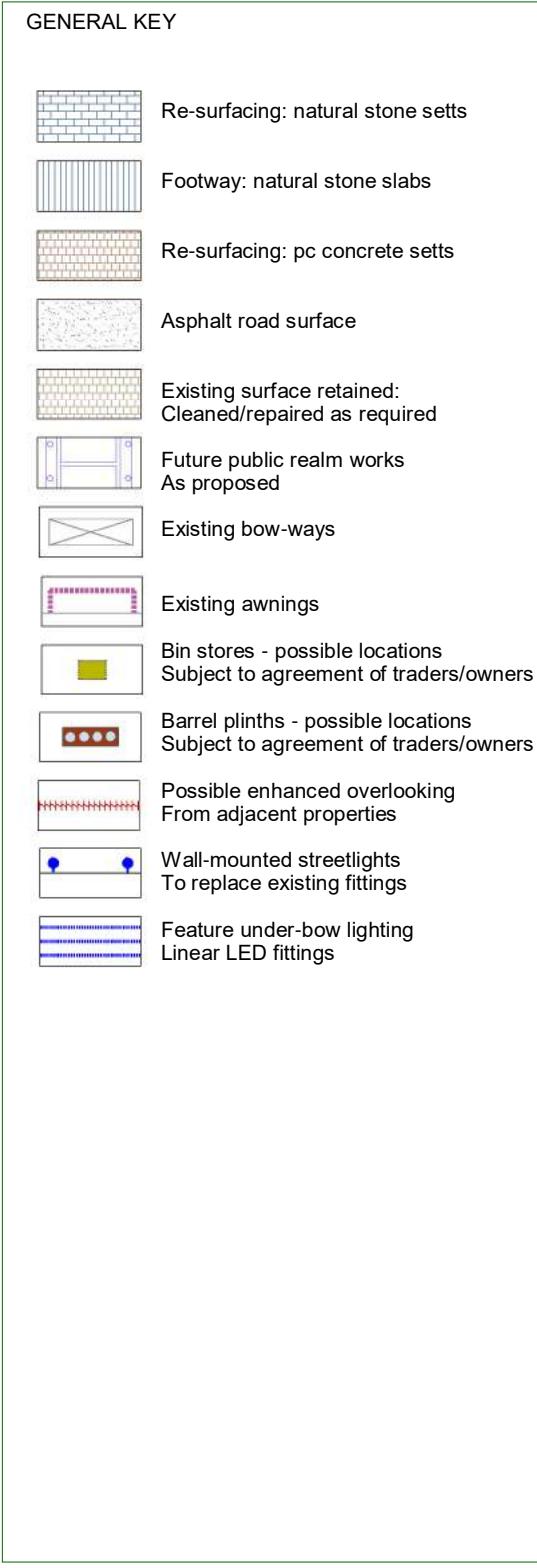
- Re-surfacing in high quality natural stone surfaces.
- Consistent wall-mounted lighting in traditional style.
- Ensuring that new use for vacant site has active frontage.
- Provision of bin stores where space permits.
- Painting of building facades and removal of superfluous clutter in conjunction with building owners.
- Opportunity to create improved public realm to under-utilised northern edge of car park, reinforcing presence of laneways through extended paving, signage and tree planting.

Project Phasing

PHASE 3

16. Thompson's Lane

4.4



Thompson's Lane proposals plan



Existing View



Illustrative View as Proposed

Key Features:

- Pedestrian link from corner of High Street to O'Connell Street. Provides quiet short cut, access to solicitors office and side/service access for other businesses, currently dominated by refuse bins.
- Mostly functional route at present.
- Existing uses comprise side of Euro Giant shop, a solicitors office, and rear of Supermac's and a craft shop.
- No overlooking facades at ground floor level, but some from first and second floor windows.
- Herringbone pattern red PCC blocks.
- Overhead cables, security apparatus, flues, extractors and AC units clutter the lane.
- Dull facades contribute to the uninviting character.

Improvement proposals include:

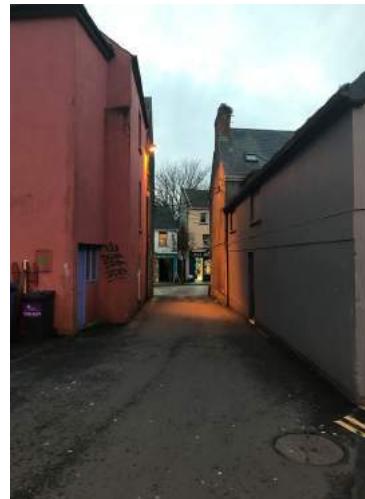
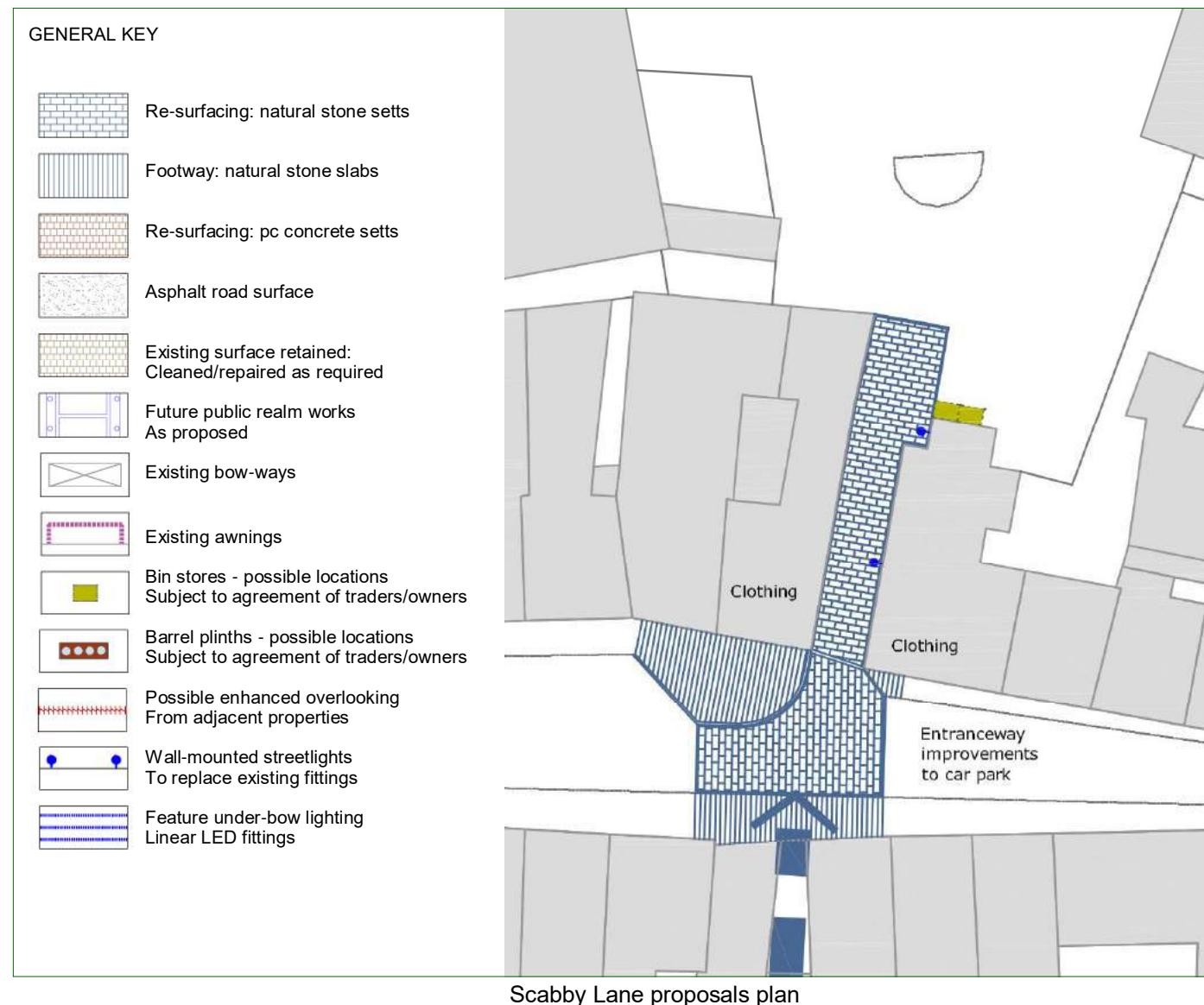
- Re-surfacing in high quality natural stone surfaces.
- Consistent wall-mounted lighting in traditional style.
- Provision of bin stores where space permits.
- Rationalisation of wall-mounted and overhead clutter, and painting of building facades in conjunction with building owners.
- Encouraging adjoining uses (e.g. Euro Giant and Supermacs) to present active sides to the laneway (window openings).

Project Phasing

PHASE 3

18. Scabby Lane

4.4



Key Features:

- Short, narrow lane providing important route to Lower Market Street car park, currently dominated by two-way vehicle traffic.
- Asphalt surface in reasonable condition.
- No active adjoining uses or over-looking, but a couple of side access doors to adjacent clothes shops.
- Refuse bins located around the corner in car park, downpipes open into street, and some graffiti.

Improvement proposals include:

- Re-surfacing in high quality natural stone materials to form shared surface.
- Consistent wall-mounted lighting in traditional style.
- Provision of bin stores within car park.
- Painting of building facades in conjunction with building owners.
- Opportunity to create improved public realm at Lower Market Street entrance, linked to possible extension of Westby's Lane.

Project Phasing

PHASE 3

20. Post Office Lane

4.4



Key Features:

- Originally connected Brewery Lane and Hunt's Lane to Abbey Street. It ran North from the meeting point of Brewery Lane and Hunt's Lane before turning East to Abbey Street. The only portion which remains is the section joining Abbey Street to the car park.
- Provides side access to some adjoining buildings.
- Vacant property towards middle of laneway.
- Outdoor eating area at Enzos on Abbey Street, beneath retractable canopy. No other active frontages, and over-looking limited to some upper floor windows.
- Surfacing comprises herringbone pattern red PCC blocks, with dished channel surface drain.
- CCTV outside Enzos and above vacant property.
- Public litter bin at Enzos. Other clutter includes a fake owl to scare pigeons and an electrical mini-pillar.
- Laneway in reasonable condition, but low footfall due to numerous other short-cuts from car park to Abbey Street.

Improvement proposals include:

- Re-surfacing in high quality natural stone materials to form shared surface.
- Consistent wall-mounted lighting in traditional style.
- Painting of building facades in conjunction with building owners.
- Encouraging increased active frontage along side of Enzos.
- Ensuring that future use of vacant site includes active frontage over-looking the laneway.

Project Phasing

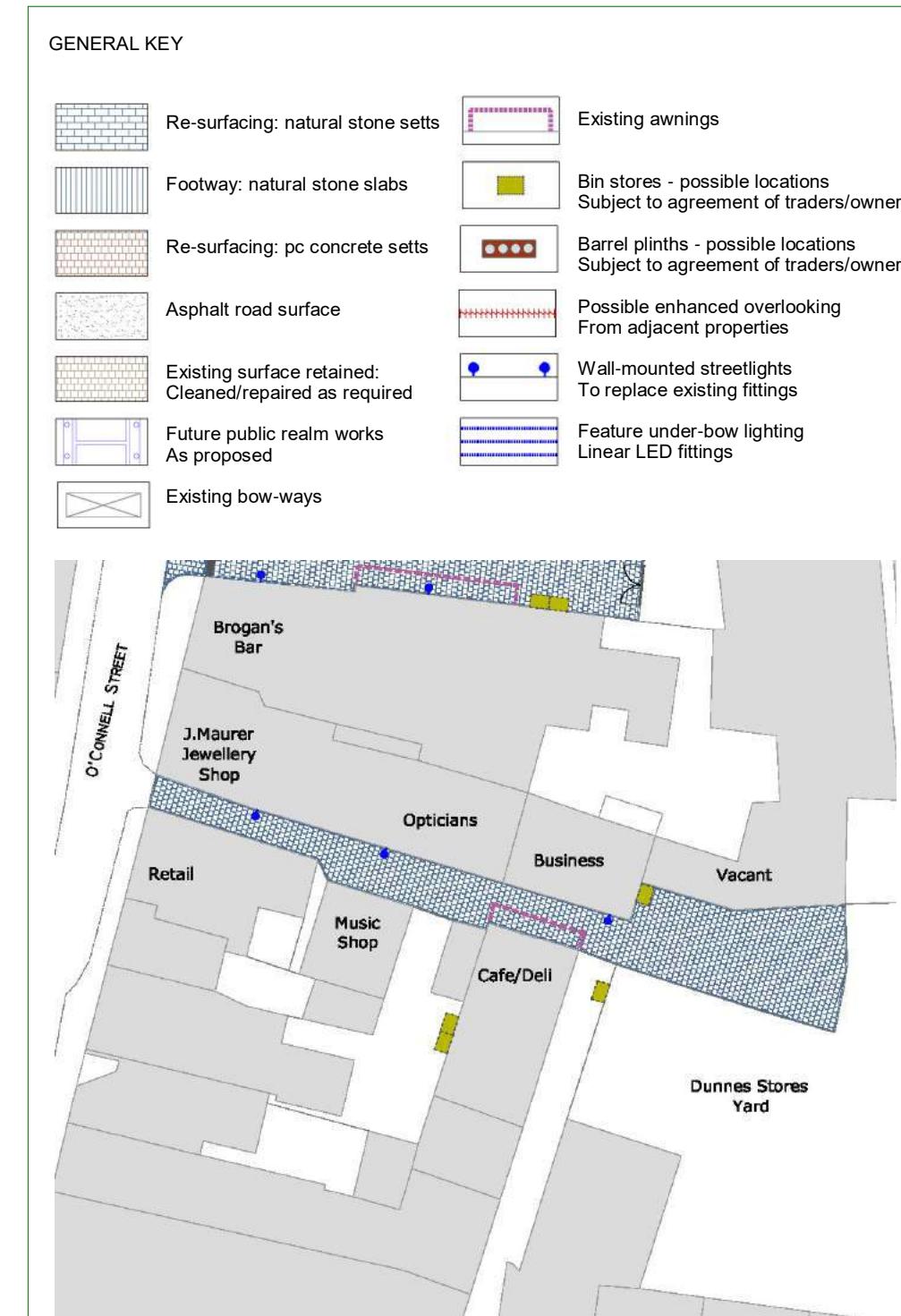
PHASE 3

25. Cookes Lane

4.4



Existing View



Illustrative View as Proposed (with indicative infill residential development)

Key Features:

- Laneway named from the cooking of yellow meal there in the famine years. Originally known as Bridewell Lane after a debtor's prison which was once located there.
- Had a theatre in 1790, but closed when a new one opened in Armstrong's Lane. Later reopened as a Lancastrian school in 1814. By 1817 it had been converted into a fever hospital despite the objections of local residents.
- Lane now provides vehicular access from Dunnes Stores yard and some parking, as well as pedestrian access to businesses via side and rear routes.
- Adjacent uses include jewellery shop, opticians, retail, music shop, café/deli, and a vacant property in poor condition fronting the Dunnes yard.
- The café spills out into the lane, but constrained by vehicular right of way.
- PCC blocks surface with Liscannor edge course in reasonable condition.
- Refuse bins left in the lane. Some businesses have rear storage behind side access gates. Ironwork feature and Cooke Lane plaque at entrance.

Improvement proposals include:

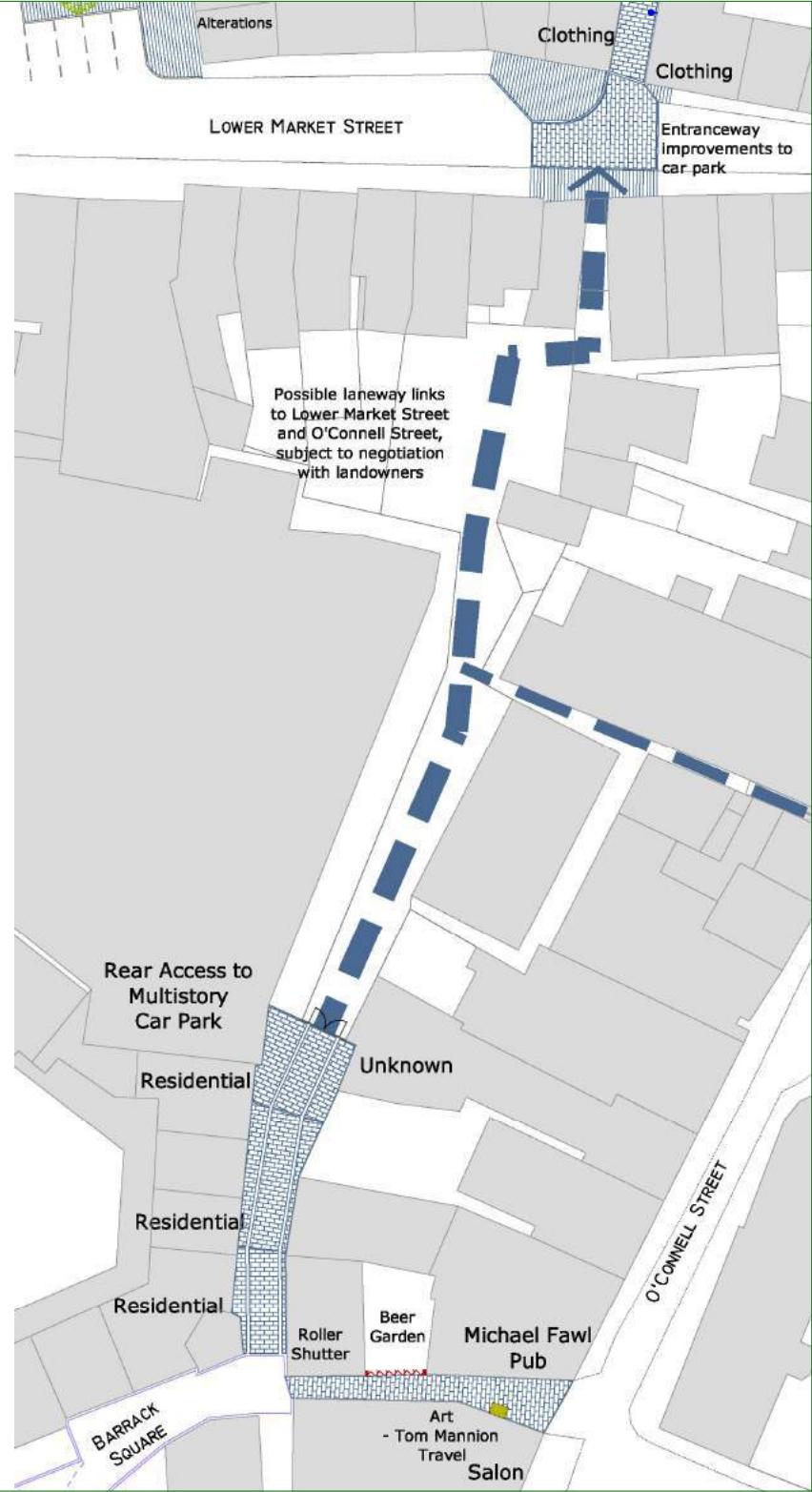
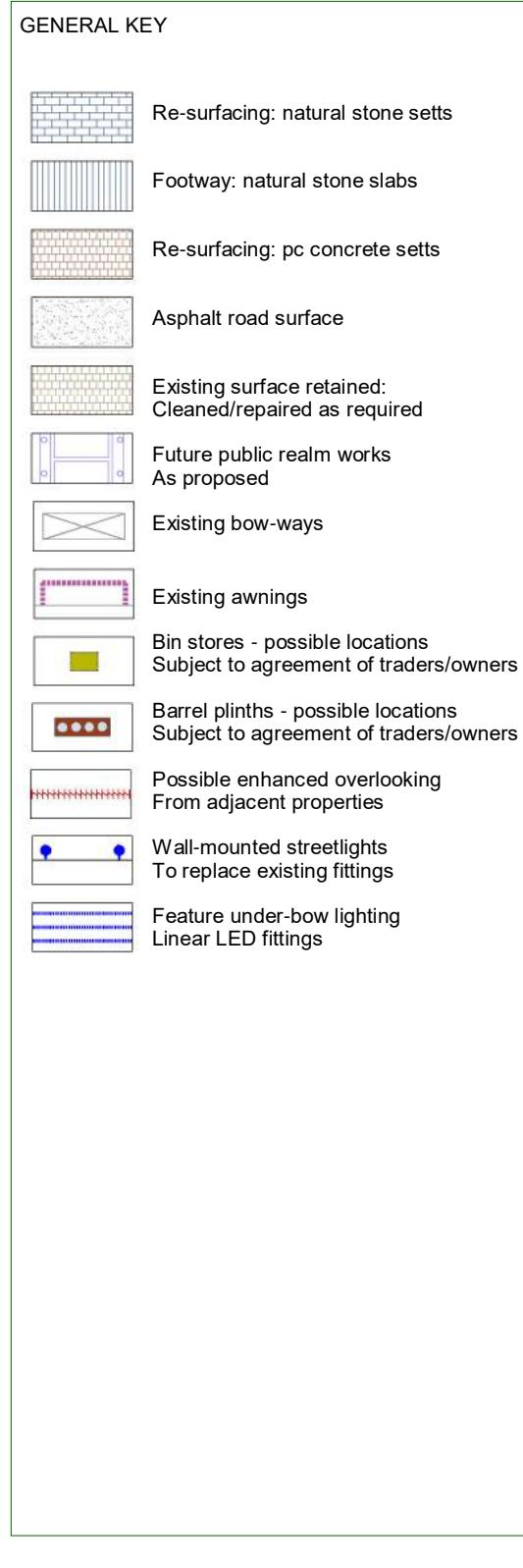
- Re-surfacing in high quality natural stone materials.
- Consistent wall-mounted lighting in traditional style.
- Painting of building facades and side in conjunction with building owners.
- Potential for improved public realm at interface of laneway with Dunnes Yard, including removal of parking, extended paving and provision of bin store.
- Potential redevelopment of vacant site for residential infill, with active ground level frontage over-looking the laneway (as shown indicatively).

Project Phasing

PHASE 3

26. Westby's Lane

4.4



Westby's Lane proposals plan



Existing View



Illustrative View as Proposed

Key Features:

- Lower north section of lane gives pedestrian and vehicle access to residential terrace and to rear door of multi-storey car park.
- East-west section provides pedestrian link from O'Connell Street to Barrack Square.
- Northern part of lane now closed-off by double gates.
- Residential terrace provides good over-looking, but outbuildings with high walls and gates in variable condition on opposite side of lane.
- No active uses or over-looking along pedestrian east-west section; screened pub beer garden mid-way along lane.
- Asphalt surface to vehicle route, and imprinted concrete to pedestrian section.
- Overhead cables, legibility signage and a painted stone bollard in pedestrian lane. Some adverts on the walls.

Improvement proposals include:

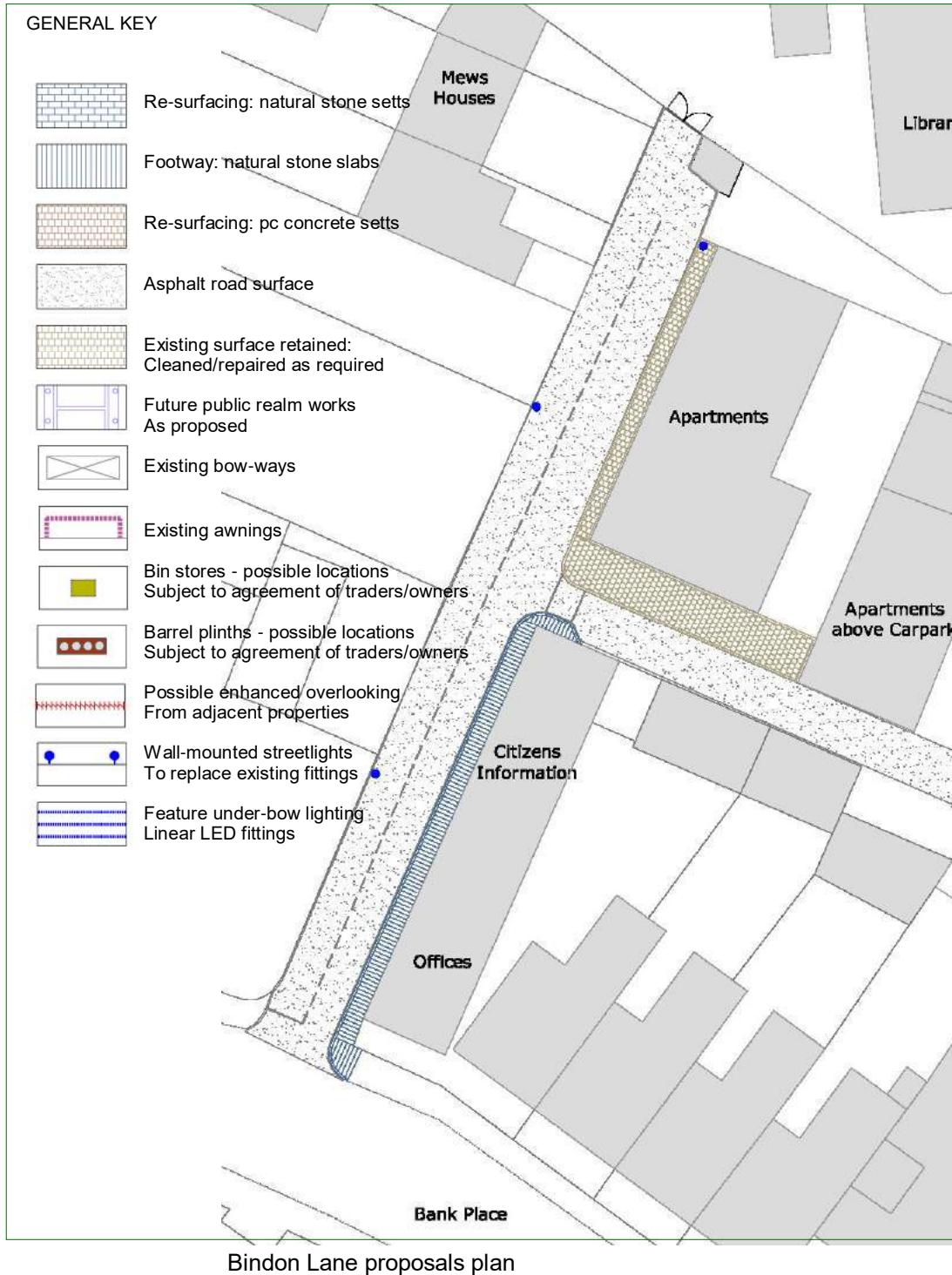
- Re-surfacing in high quality natural stone materials, including recently re-surfaced east-west section to replace imprinted concrete.
- Re-positioning of street furniture and provision of bin store at O'Connell Street end of east-west section.
- Consistent wall-mounted lighting in traditional style.
- Potential redevelopment of under-utilised backlands outbuildings for residential infill.
- Possible pedestrian link extended northwards to lower Market Street, with side link to O'Connell Street, to reinforce town centre permeability.
- Explore possibility of implementing improvements as part of the proposed Barrack Square project.

Project Phasing

PHASE 3

27. Bindon Lane

4.4



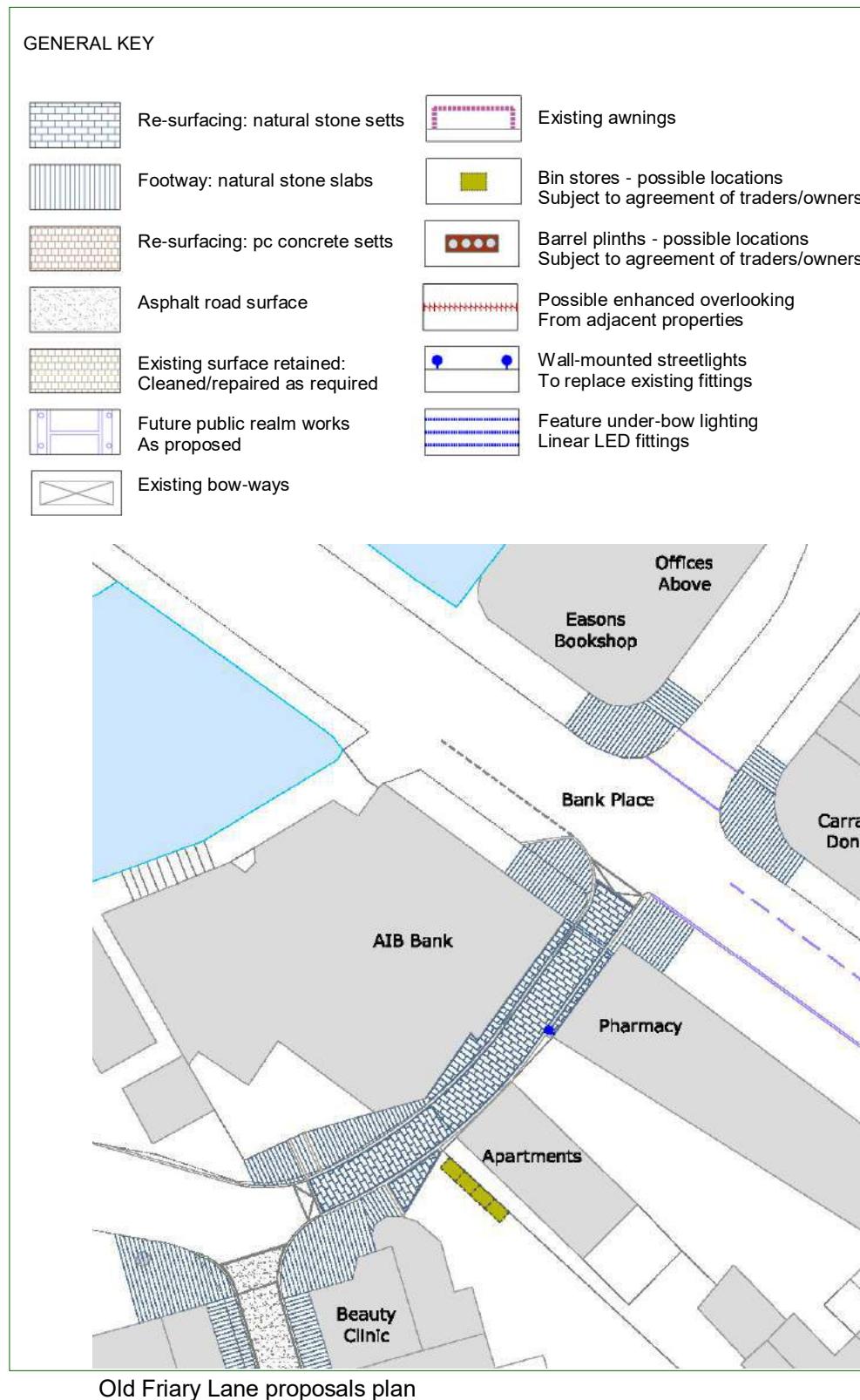
Key Features:

- Wide lane between Bindon Street and Bank Place, providing vehicle access to Citizens Information office, mews houses and modern apartments, and rear access to bank.
- Contains rear walls of late Georgian properties on Bindon Street dating from the 1830s, and stone gate piers at entrances to the rear of properties.
- Pedestrian access possible to library, but no footpath provision, and students observed using the lane as a shortcut.
- Overlooked by apartments and offices, but no active frontages
- Asphalt roadway in good condition, and PCC block herringbone areas around apartments.

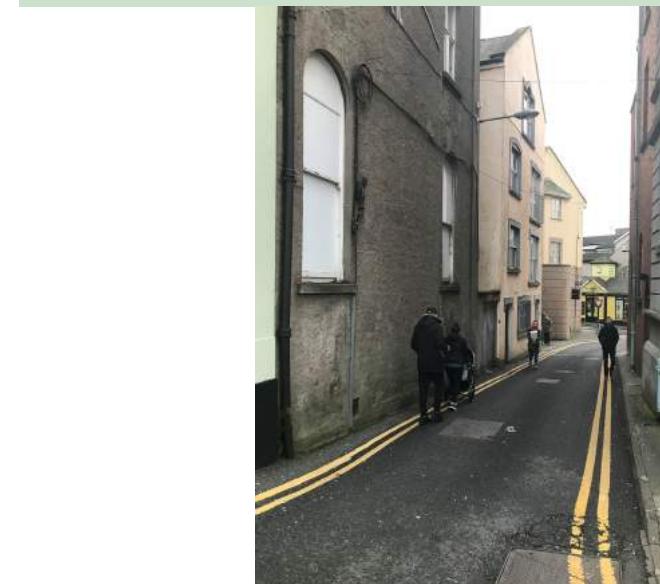
Improvement proposals include:

- Provision of footpath along eastern side of road, necessitating relocation of on-street parking, in order to facilitate safe pedestrian movement between Bank Place and the Library and development Opportunity Site OP9 Riverside Site.
- Replacement street lights in traditional style.

Project Phasing



PHASE 3



28. Old Friary Lane

4.4

Key Features:

- Originally connected Salt House Lane to Brewery Lane, and now Parnell Street Car Park to Bank Place. This was previously known as Friary Lane.
- Narrow, busy vehicle laneway, with pedestrians often walking on the road.
- Adjacent uses include offices, coffee shop, bank, book shop, florist, Carrraig Donn shop, pharmacy and apartments, providing partial over-looking at ground and upper floor levels.
- Roadway surface asphalt, with limestone kerbs to northern part. Mixture of Liscannor strips and pcc setts and concrete on footpaths, and pcc slabs on buildout to southern end at Salthouse Lane.
- CCTV around the AIB bank.

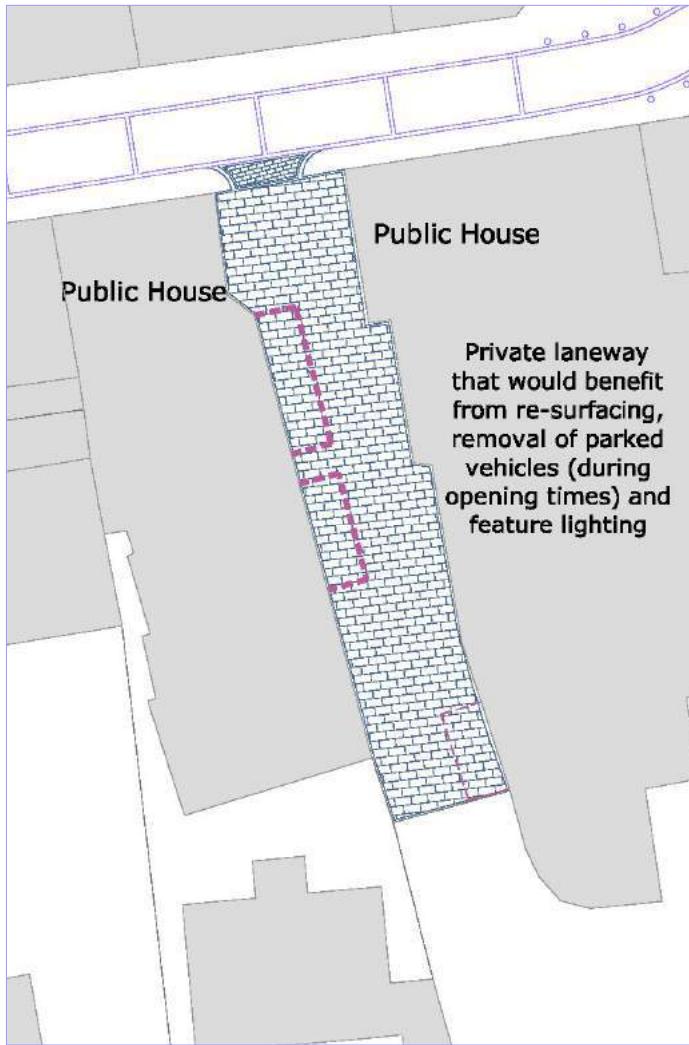
Improvement proposals include:

- Re-surfacing in high quality natural stone materials to provide shared surface along length of lane.
- Possible footway build out at Bank Place junction, to improve vehicle turning and aid pedestrian movements.
- Replacement street lights in traditional style.

Project Phasing

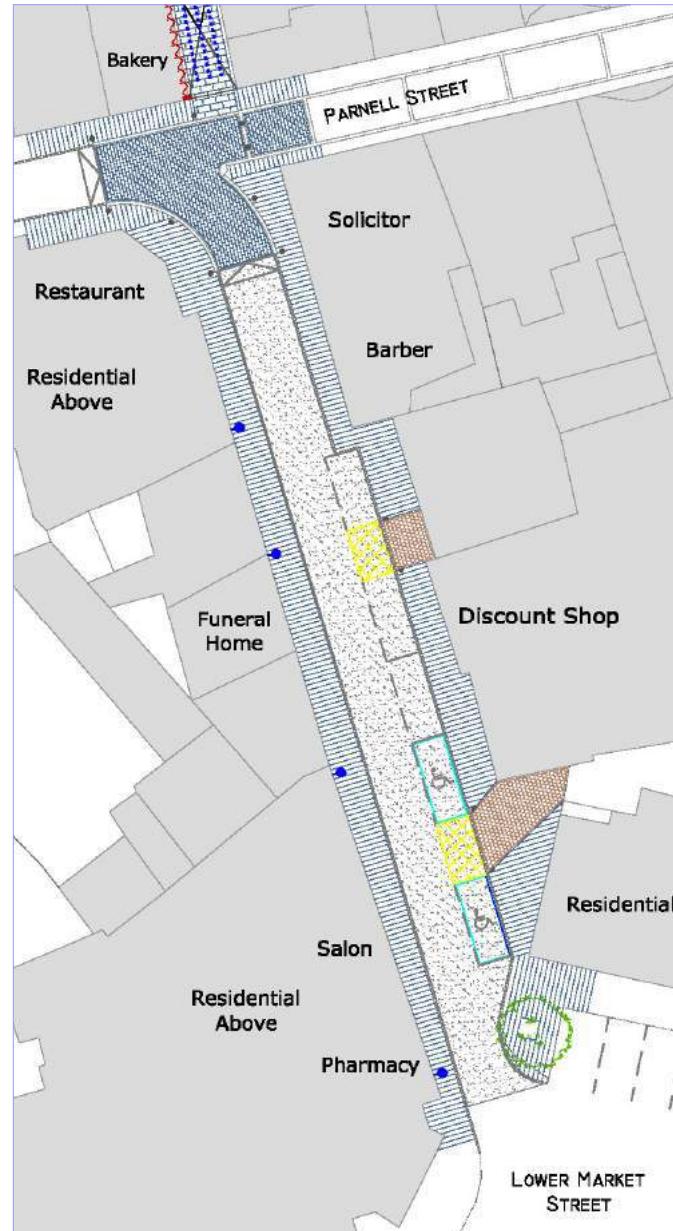
4.5

PHASE 4



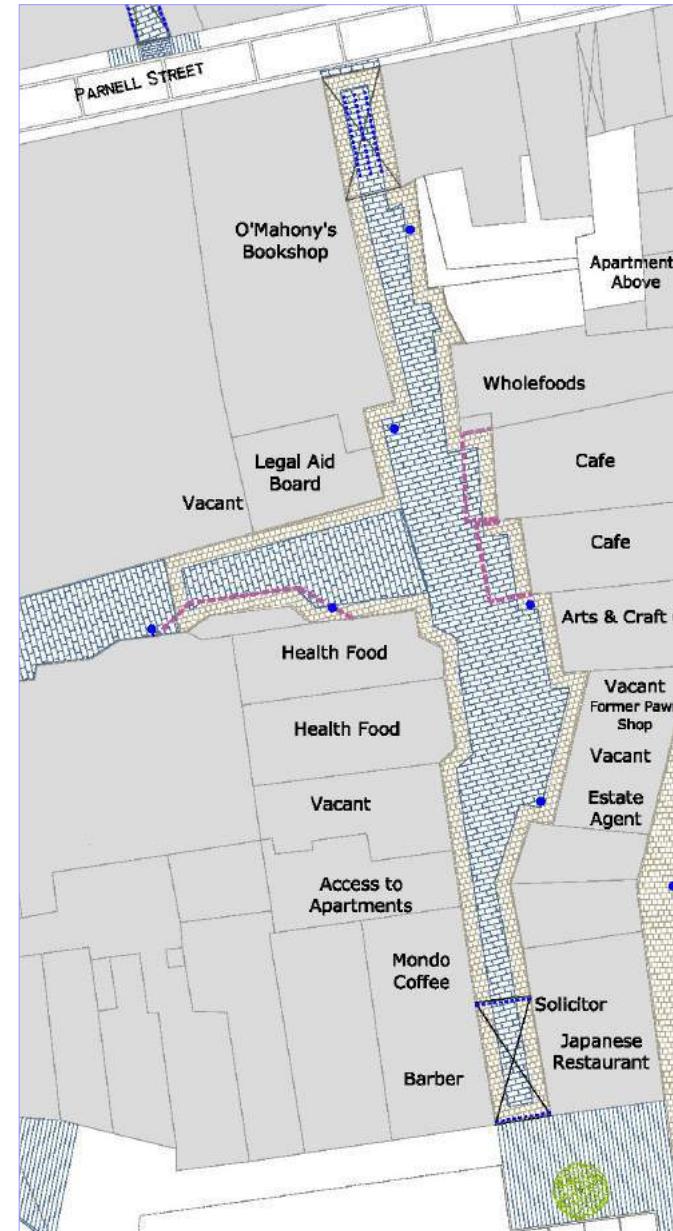
08. Howley's Lane

- Private laneway between public houses that would benefit from re-surfacing, removal of parked vehicles (during opening times) and feature lighting.



10. Cabey's Lane

- Busy traffic-dominated route connecting Lower Market Street to Parnell Street.
- Would benefit from standard footpath improvements in higher quality materials and consistent traditional-style street lights.



12. Merchants Square

- Recently constructed pedestrian laneway connecting Lower Market Street to Parnell Street, in overall good condition.
- May benefit from future re-surfacing parts in natural granite materials and consistent wall-mounted lights in traditional style.

The following laneways have been selected for Phase 4 treatment, subject to availability of budget, as they are:

- Currently in general good condition; or
- In private ownership; or
- Do not perform strategic linkage functions between the main generators of pedestrian activity; or
- Have no known heritage features; or
- Have little impact in terms of overall public realm improvements in the town centre.

However, it is anticipated that the proposals set out for the higher priority projects could serve as both a template and a catalyst for private sector investment in laneway improvements not in public ownership, adopting the same components and combinations of materials as promoted throughout the medieval town centre.

Low Priority Projects

08. Howley's Lane
10. Cabey's Lane
12. Merchants Square
17. Arthur's Row
21. McDonnell's Row
23. Boland's Lane
29. Lane to Harmony Row

NOTE: For General Key refer preceding pages.

Project Phasing

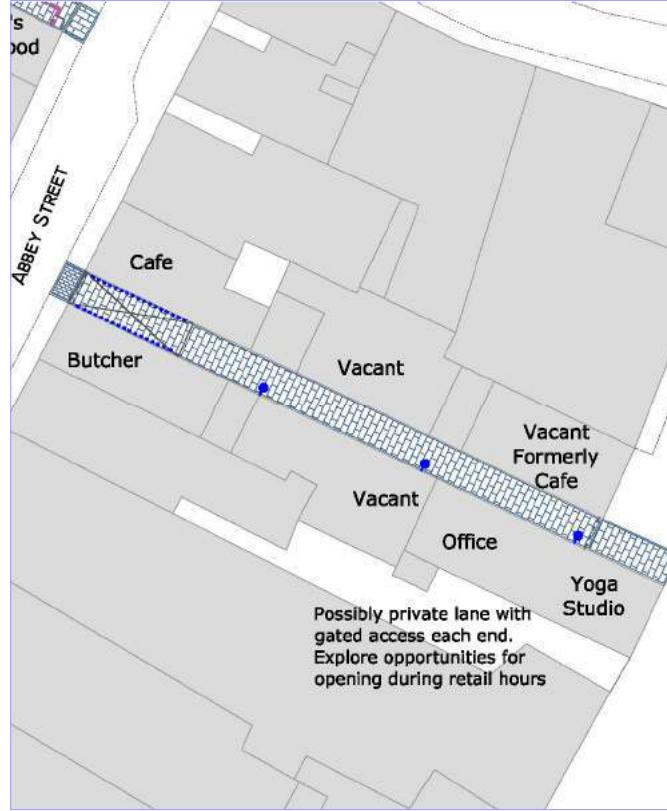
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PHASE 4



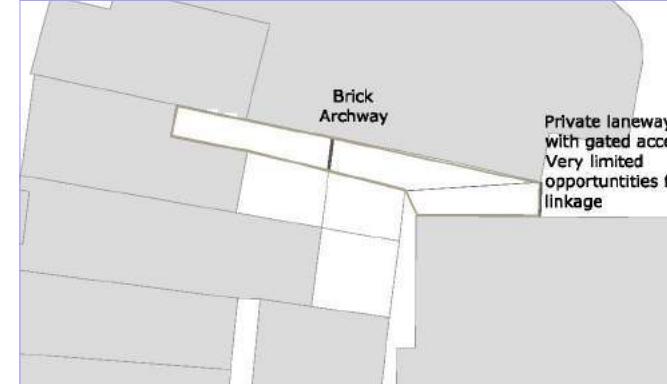
17. Arthur's Row

- Busy pedestrian link from two car parks by Clare Museum into O'Connell Square.
- Heritage features include stone gate Piers, 'Place Saint Paul de Fenouet' plaque, Sisters of Mercy Sculpture and old stonework in museum wall.
- Occasional busking and outdoor seating area for café contribute to vitality of the route.
- In general good condition and little clutter.
- May benefit from consistent wall-mounted lights in traditional style.



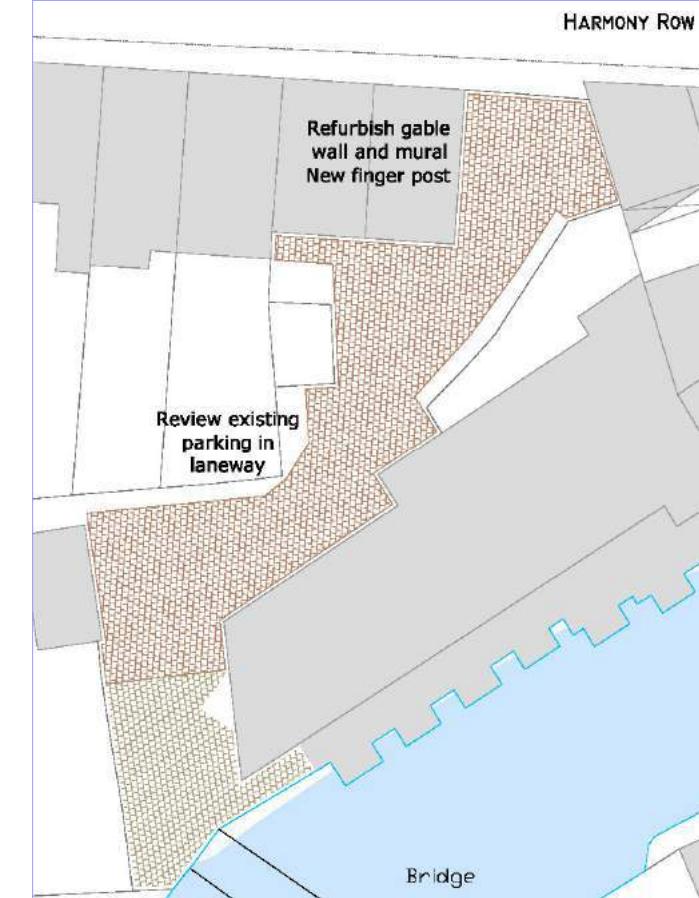
21. McDonnell's Row

- Private laneway, gated both ends, extending from Friary to Abbey Street, and including a bow-way.
- Café at Abbey Street has bifold windows opening into bow-way, which is a positive addition.
- Would benefit from re-surfacing in natural granite materials and consistent wall-mounted lights in traditional style.
- Future uses of vacant units should be encouraged to provide active frontages.
- Consideration should also be given to making the laneway more accessible to the general public by opening gates at both ends during, in conjunction with local businesses



23. Boland's Lane

- Private laneway with gated access, in poor overgrown condition and with dumping.
- Very limited opportunities for public linkage.



29. Lane to Harmony Row

- Recently constructed route for mixed use, including service access to hostel. Although public, appears private and currently not very well used.
- Pedestrians link to new footbridge across river.
- No through road for vehicles, but with some parking.
- Hostel has a dedicated screened bin store.
- Surface materials in good condition, and some raised planters.
- Gable end to terrace on Harmony Row has a mural that needs refreshing.
- Directional sign should also be added to this end of the laneway.



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5. PUBLIC CONSULTATION

5.1 Consultation Responses Summary

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Public Consultation

5.1

Consultation Responses Summary

1. Generally very positive. However, blue lighting would cheapen historical credentials – not convinced by swan neck street lights. Please use local flagstones with grip for freezing winter conditions.
2. Protect the jostle stones, existing shop fronts – originals, bows and arches. Keep the Lough flag stones where possible like in Bindon Street.
3. Bin storage compounds needed at Parnell Street car park and Lower Market Street car park. Car parking at Bindon Lane for 24 apartments on RHS with underground parking only for 12, plus businesses on lane. Historic trail – dynamic QR Codes with story for each lane. Feature in each lane as draw. Inch lighting – medieval style fittings. Allow for wet weather – use Liscannor slabs/Luogh flagstones. Wires. Cast iron fittings and named lanes.
4. Not impressed – no character, just cleaning up - moss. Each lane/bowway could have a separate identify with historic references and character – not a “new look” as in most regenerated towns and cities in the UK. Not impressed with Swan neck lights. Should try to have a historic trail for tourists and locals. Reinstate jostle stones.
5. Full support – great idea
6. Importance of signage to provide awareness to tourists and visitors of the laneways and bow-ways and encourage exploration. Would be great to cobble Friary Bow – recent concrete and bars unattractive. Air conditioning unit at bend on Chapel Lane ugly, noisy and dripping, just opposite heritage church.
7. Excellent initiative highlighting the natural heritage of the town in a structured way. Lanes are unknown to tourists and many residents - “Wild Atlantic Laneways”.
8. Great Job. They live in Fahy's Lane & would love to be “ambassadors” for it. Would like to see O'Connell Street pedestrianised from the Monument to the “Old Ground” as in Galway.
9. Great presentation for Stage 1 & hope works will proceed. Need to remove wheelie bins from lanes, open up windows to laneways, cast iron sign at high level to walks (Enzos!!). Pen pictures as per Post Office Lane. Locals crying out for knowledge on background on laneways, etc.
10. Look at reducing rates for buildings in the Laneway to encourage business. Provide grants to upgrade/restore buildings – consider incentives to make them touristy ie. Café, restaurants, etc (look at Kilkenny Laneways).
11. Enhance laneways with street art depicting the homes as they were when lived in and the families who grew up there. Portray in vibrant colours with doors, half doors open, cottage windows and possibly characters who lived in town, such as Kelly, the Yank, shoemaker, Greene, the tailor, Michael Tierney, of many descriptions “Diver” MacNamara, Jack Spellissey, Nicholas Howley, O'Reilly Butchers, etc. Get rid of the waste bins to some central less conspicuous place.
12. As a native of Parnell Street, not in favour of name “Howley's Lane”. This lane has been altered already. Suggests sticking to “Mahon's Lane”. Several families lived here and if descendants are researching, they won't relate to Howleys Lane. Not many Irish diplomatic ambassadors born in Ennis but the Greens lived here and the well known O'Brien family besides the Haran family and many others. Suggests a plaque to Harriet Smithson where she attended school at 18 Parnell Street or where her father was theatre manager in Cook's Lane.
13. Material used for footpaths should be safe – surface on Abbey St slippery in bad weather. Consider local materials like Liscannor or Luogh flagstone. Cover unsightly Electric wiring on the front of buildings. The new bin depot in the Friary car park is working well. Could more be located in the car parks? The new lights should be of “medieval” character. Blue light in the laneway at O'Connors Bakery, Parnell St, is not attractive, but colourful lighting can be nice especially if tones can be changed seasonally.
14. Loves the plan and social history. Lower Drumbiggle Road is not included in maps for Ennis Town & Sims Lane, Buttermarket & the Cornmarket with famous Stone outside “Dan Murphy's Door”. Include a pedestrian crossing at Kenny's Pub, Drumbiggle Road and crossing to Lower Drumbiggle Road which is highly populated, serving residential estates, schools, churches, community centre and doctors' surgeries.
15. Current footpaths haphazard – 11 types of pavements & repaired with non-matching material. Not attractive and cause trips. Have one type of paving - Liscannor or Luogh flag would enhance town. Start with laneways and do the rest in stages. Need to be thick (75mm, 600 x 200mm) to prevent cracking (see Edinburgh). They could be kerb stones if stood on edge. Good example is area between Maid of Erin and Parson's Quay.
16. Age friendly measures to be included.
17. Campaign to get to know your lanes.
18. Cater for pedestrians crossing from lanes to street.
19. There are 12 paving types around the town adding to the clutter. Need to decide on the best solution and use for ease of maintenance and replacement.
20. Explore alternative uses for the lanes
21. Research the lanes in Phantiles Tunbridge Wells in Kent.
22. Consideration of provision for bins was a major issue. Paris of bin storage at Friary carpark. Need to have a plan for bin storage throughout the town.
23. The need to sort out services was highlighted. ESB and phone lines to be cased in or put underground.
24. Extractors creating clutter, noise and dripping onto laneways. Need to research solutions.

The Initial Proposals were displayed at a public information evening held on 20th February 2018, between 5pm-7pm at the Old Ground Hotel. Members of the Council and the Consultants were on hand to discuss the proposals and respond to queries raised.

The event was well-attended with up to 50 people present during the evening. The proposals were generally welcomed, and a wide range of interesting issues raised.

The submissions made are summarised on the adjacent tables.



The Laneways of Ennis

PRELIMINARY PUBLIC REALM PROPOSALS



Public Information Evening

20th February 2018, 5pm-7pm
Old Ground Hotel (Banner Suite), Ennis

Please come along and 'have your say'...



APPENDIX A

- A1 Budget Cost Estimates
A2 References

Appendix

A1: Budget Cost Estimates

PHASE 1		02	Enright's Bow	4,000	6,240	1,260	1,800	-	18,600	-	-	3,000	7,200	-	-	1,500	43,600	4,360	47,960
Sub-Total		07	Brewery Lane	4,500	5,460	1,102	1,560	-	16,275	-	-	-	15,000	5,000	-	1,500	50,397	5,039	55,436
Budget Cost		15	Lysaght's Lane	3,500	3,640	735	1,080	-	10,850	-	-	3,000	9,000	2,500	2,600	1,500	38,405	3,840	42,245
€ 186,794		22	Friary Bow	3,400	3,900	787	1,200	-	11,625	-	-	3,000	12,000	-	-	1,500	37,412	3,741	41,153
PHASE 2		04	Brady's Lane	2,500	2,600	525	780	-	7,750	-	-	1,500	10,000	-	-	1,500	27,155	2,715	29,870
Sub-Total		13	Chapel Lane	1,000	-	-	-	-	3,200	-	-	6,000	-	2,500	1,300	1,500	15,500	1,550	17,050
Budget Cost		19	Shank's Lane	4,500	3,900	787	1,080	-	11,625	-	-	3,000	-	2,500	-	24,000	51,392	5,139	56,531
€ 152,945		24	Quin's Bow	4,000	6,760	1,365	1,920	-	20,150	-	-	3,000	-	-	1,300	6,500	44,995	4,499	49,494
PHASE 3		01	River Lane	6,000	10,400	2,100	8,800	-	31,000	-	-	7,500	-	-	-	1,000	66,800	6,680	73,480
Sub-Total		03	Halloran's Lane	1,600	-	-	-	-	-	800	-	-	9,000	-	5,200	1,000	17,600	1,760	19,360
Budget Cost		05	Barrett's Lane	1,000	-	-	-	-	-	-	-	3,000	-	5,000	1,300	1,000	11,300	1,130	12,430
€ 734,163		06	Salthouse Lane	5,900	14,040	2,835	3,600	5,175	24,180	-	8,280	-	-	-	-	1,000	65,010	6,501	71,511
09		Fahy's Lane	5,600	15,080	945	1,200	5,400	13,950	4,800	8,280	6,000	-	-	-	-	1,000	62,255	6,225	68,480
11		Curtin's Lane	7,000	11,960	2,415	3,000	-	35,650	-	-	7,500	5,250	-	-	2,600	1,500	76,875	7,687	84,562
14		Murray's Lane	2,300	3,432	693	900	-	10,230	-	-	4,500	-	-	-	2,600	1,000	26,155	2,615	28,770
16		Thompson's Lane	3,800	5,200	1,050	1,320	-	15,500	-	-	6,000	-	-	-	7,800	1,000	41,670	4,167	45,837
18		Scabby Lane	1,200	3,900	787	960	-	11,625	-	-	3,000	-	-	-	2,600	1,000	25,072	2,507	27,579
20		Post Office Lane	1,200	3,900	960	960	-	11,625	-	-	4,500	-	-	-	-	2,500	25,645	2,564	28,209
25		Cooke's Lane	5,900	11,960	2,415	3,000	-	35,650	-	-	4,500	-	-	-	1,500	64,925	6,492	71,417	
26		Westby's Lane	5,100	11,440	2,310	2,880	-	34,100	-	-	-	-	-	-	1,300	1,500	57,130	5,713	62,843
27		Bindon Lane	7,000	29,900	472	600	23,850	-	2,700	7,200	4,500	-	-	-	-	1,000	77,222	7,722	84,944
28		Old Friary Lane	4,500	7,800	1,575	1,980	-	23,250	-	6,160	3,000	-	-	-	-	1,500	49,765	4,976	54,741
PHASE 4		08	Howley's Lane	Private	-	-	-	-	-	-	-	-	-	-	-	-	Sum	45,000	
Sub-Total		10	Cabey's Lane	8,400	1,040	2,835	3,540	-	37,200	1,560	17,280	6,000	-	-	-	1,500	92,355	9,235	101,590
Budget Cost		12	Merchants Quay	-	-	-	-	-	-	-	-	6,000	-	-	-	1,500	7,500	750	8,250
€ 220,740		17	Arthur's Row	-	-	-	-	-	-	-	-	6,000	-	-	-	1,500	7,500	750	8,250
21		McDonnell's Row	Private	-	-	-	-	-	-	-	-	-	-	-	-	-	Sum	56,000	
23		Boland's Lane	Private	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29		Lane to Harmony Row	-	-	-	-	-	-	-	-	-	-	-	-	-	1,500	1,500	150	1,650

NOTES:

1. All figures excl. VAT
 2. Excludes painting of private facades and building maintenance/repairs
 3. Excludes service diversions or connections of mains services
 4. Adjoining footpath works by others (future works)

Total Project Budget Cost (all laneways) € 1,294,642

Appendix

A2: References

- 1) *The potential of Parnell Street as a Heritage and Cultural Quarter including the Feasibility of covering part or all of the street*, Clare County Council, December 2016.
- 2) *The Re-design of O'Connell Square to enhance civic use, pedestrian comfort and a better setting for the monument*, Clare County Council, December 2016.
- 3) *The Redesign of Barrack Square and Old Barrack Street to Enhance the Public Realm*, Clare County Council, April 2018.
- 4) *Ennis Town Centre Public Realm Design Guide*, Clare County Council, Draft 1 May 2017.
- 5) *Clare County Development Plan 2017-2023, Volume 3 (a) Ennis Municipal District Written Statement*, Clare County Council.
- 6) Extracts from *The Historic Importance of Ennis*, Risteard Uacroinin, Clare County Council, Conservation Officer
- 7) *Irish Historic Towns Atlas no. 25 Ennis*, Brian Ó Dálaigh, Royal Irish Academy, 2012.
- 8) *Research Report For Ennis Town Centre Laneways*, Architectural Conservation Professionals, December 2017 (ref Appendix B)
- 9) *Planning and Development Act*, 2000 (as amended)
- 10) *Ennis Town Centre Health Check Report*, January 2018, Clare County Council.
- 11) *Architectural Heritage Protection—Guidelines for Planning Authorities*, 2011, Dept. of Arts, Heritage and the Gaeltacht.
- 12) *Ennis Town Centre Paint Scheme*, 2017, Clare County Council.
- 13) *Planning and Development Regulations 2001*, Department of the Environment, Community and Local Government.