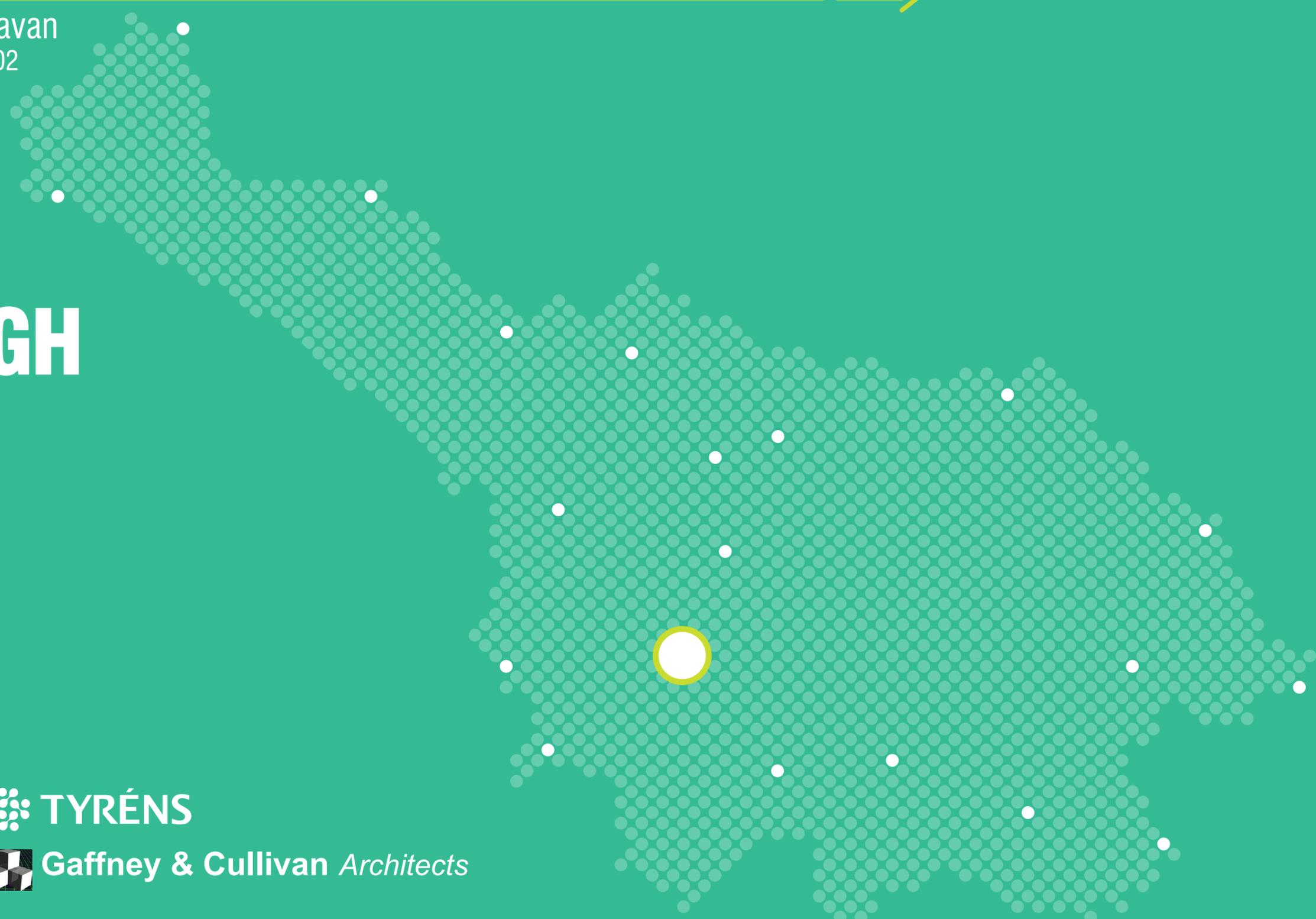


# // County Cavan Town and Village Revitalisation Plans

## REVITALISATION PLANS

Prepared for County Cavan  
26<sup>th</sup> September 2018 - Issue 02  
FINAL

# BALLINAGH



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# PROJECT OVERVIEW



*Cavan County Council has taken the lead in developing Town and Village Revitalisation Plans for 20 Towns and Villages across the County.*

These plans have been developed in recognition of the importance of supporting and developing the physical and social fabric of these towns. The objective is to enhance our Towns and Villages as more attractive places to live and to work.

The plans are ambitious and will act as blueprints for the development and enhancement of our Towns and Villages over the next ten to fifteen years.

An integral part of the success of these plans will be the role that communities within the towns and villages take in leading out in their implementation in conjunction with Cavan County Council and other relevant bodies. Identification of a broad range of projects within the plans will enable communities to easily prioritise and develop project applications.

## 1. The Context for County Cavan Towns and Villages

Towns and villages play a key role in terms of serving the economic, social, cultural and community needs of the people and their hinterland. However, many towns and villages throughout Ireland are experiencing huge changes in terms of their commercial, aesthetic and cultural landscape. Provincial towns and especially provincial villages are under serious threat from the polarising effect of the larger city economies.

County Cavan is no exception to these changes. But while it shares the generic planning challenges that most provincial towns face such as out-of-town retail and residential development leading to dereliction of established town centres, Cavan County has also some very specific characteristics and needs. In particular South East Cavan due its proximity to the Greater Dublin Area has seen significant rise in population resulting in significant commuter numbers in some of the towns. In contrast parts of West Cavan, nested within pristine landscapes but in remote locations are suffering from population decline. County Cavan also faces challenges on account of its proximity to the border with Northern Ireland.

Within this context, as both the towns and villages experience huge changes across County Cavan, there is a greater importance placed on developing places that will be resilient and sustainable in the years and decades to come. In this context, County Cavan Council aim to harness local community and entrepreneurial spirit, in order to develop Revitalisation Plans for the towns and villages of Cavan.

## 2. Project Purpose and Outcomes

In September 2017, Tyréns UK and GCAL were commissioned by County Cavan Council to undertake the Town and Villages Revitalisation Plans project. The project will complement studies already undertaken by County Cavan and local Councils aimed at securing the long-term future of Cavan's towns.

The project encompasses the revitalisation of the following 20 towns and villages:

- Cavan Town
- Virginia
- Bailieborough
- Ballyjamesduff
- Cootehill
- Kingscourt
- Belturbet
- Mullagh
- Ballyconnell
- Ballinagh
- Ballyhaise
- Shercock
- Killeshandra
- Arva
- Kilnaleck
- Swanlinbar
- Butlersbridge
- Blacklion
- Lough Gowra
- Dowra

The purpose of this study is to prepare plans showcasing how improvements can enhance the town as an attractive place in which to live, play, work, and visit. The Revitalisation Plans will seek to enhance and improve town and village functions both on a day to day basis, while also seeking to improve the long term socio economic, cultural and environmental benefits for residents, businesses, communities and visitors.

The outcomes of the Revitalisation Plans are three-fold - to deliver successful strategies across spatial development, economic development and community development. The project will seek to ensure that the design of these town and village plans recognises the diversity that exists in the County of Cavan and will tailor each plan for the site specifics of each settlement.

## 3. Project Structure

The project has been structured as follows:

### STAGE 1 - BASELINE

- Review of background material, reports, studies and strategies
- 'What makes Cavan - Cavan' engagement campaign
- County wide analysis
- Review of consultation findings

### STAGE 2 - REVITALISATION PLANS

- Individual Town and Village Revitalisation Plans
- Consultation workshops

## 4. Objectives and Role of this Report

This report is one of a sequence of twenty reports providing a final summary of the proposals and proposals prepared as part of the County Cavan Towns and Villages Revitalisation project. This report is the final revitalisation report for Ballinagh (town 10 of 20).

The report sets out a series of proposals focusing on spatial, economic and community development, establishing recommendations for implementation timescales. The proposals are action-based and spatially focused and provide an urban design and public realm framework to inform local planning policy and future development and/or regeneration proposals, covering place-making, open space, transport, parking, heritage, iconic features and vistas, natural environment etc.

The report also compiles findings from the community engagement. The current design for Ballinagh is the result of a collaborative process with County Cavan Council, citizens, stakeholders and neighbours groups.

## 5. Project Deliverables

The following reports have been or will be delivered as part of County Cavan Town and Village Revitalisation Plans project documentation:

### STAGE 1 - BASELINE

- Draft and Final Baseline Report - Site Analysis including SWOT analysis of each town and village and a County Wide analysis

### STAGE 2 - REVITALISATION PLANS

- Draft and Final Individual Town and Village Revitalisation Plans

## 6. Project Programme

The early stages of the project - October 2017 to January 2018 - were dedicated to understanding the towns and villages context. During this period community engagement events were carried out as part of the 'What makes Cavan - Cavan' campaign.

Following this stage, from January to early February 2018, a County Wide Strategy has been prepared establishing a shared vision for County Cavan's towns and villages, identifying unique selling points, focus areas and themes for the Revitalisation Plans.

From February to May 2018, Revitalisation Plans have been prepared for each individual town. These plans have been supported by a series of workshops with the community.

## 7. The Tyréns and Gaffney & Cullivan Architects Approach

The GCAL and Tyréns team bring global thinking and local knowledge to the project. GCAL as Lead Architect bring expertise, extensive experience and considerable local knowledge of County Cavan. The practice specialises in built heritage which leads to proactive conservation architecture and renewal. Tyréns is a European multidisciplinary masterplanning, urban development and sustainable infrastructure consulting firm specialised in community and regional planning. The combination of Tyréns international experience coupled with GCAL's wealth of more local knowledge brings a unique perspective to the project.

Disciplines inputting to the project include urban design and planning, landscape architecture, transport and community capacity building. Working with the council's team, Tyréns and GCAL approach centre around people, their needs, their habits and their vision to inform the design of urban space. Tyréns and GCAL's goal is to activate factors that allow towns and villages to flourish as attractive places in which to live, work and socialise in.

# INTRODUCTION



*This report details the proposals aimed at revitalising Ballinagh. It is structured in the following way:*

## Section A - County Wide and Town Specific Proposals

Section A of the report identifies and describes proposals that are recommended to be implemented both county wide and on a town-by-town specific basis.

The section begins by presenting County Wide Proposals (referenced as CWP) that are recommended to be rolled out in each town across County Cavan. The report continues to outline a series of potential Town Specific Proposals (referenced as SP) that are recommended to be implemented in specific towns and villages across County Cavan only. The town specific proposals will be relevant to only some of the towns, and will be explored with further clarity in each report.

Each proposal is also associated with a suggested priority rating and predicted cost. This assumption is based on findings from consultations and feedback from members of the public. Both ratings are represented alongside each proposal with the following icons:

Priority rating:

-  High
-  Medium
-  Low

Cost rating:

-  Standard Upgrade €0 - €25,000
-  Standard Plus Upgrade €25,000 - €100,000
-  Premium Upgrade €100,000 +

## Section B - Belturbet Proposals

Following from this, the report outlines the proposals identified for Ballinagh. Firstly, a map is used to illustrate the location of both the County Wide Proposals (CWP) and Ballinagh Specific Proposals (BSP). On the map, each proposal encompasses a series of physical elements such as waste bins, lighting and seating etc. These items are identified by icons. These items are colour coded in reference to the key themes used in the Stage 1 framework to illustrate the challenges and opportunities affecting County Cavan's towns and villages. The themes are as follows;

1. Accessibility
2. Streetscape
3. Amenities and Services
4. Builtform
5. Initiatives and Events

Proposed themes and their associated icons are as follows;

### ACCESSIBILITY

-  Signage
-  Maps
-  Information Panel
-  Bus Shelter
-  Crossing Point
-  Footpath
-  Cycle Path
-  Traffic Calming
-  Car Parking
-  Pedestrianisation

### STREETSCAPE

-  Planters
-  Trees
-  Tree surrounds
-  Public Art
-  Fountains
-  Approach to town

### AMENITIES

-  Seating
-  Outdoor Gym
-  Playground
-  River Amenity Space

### SERVICES

-  Waste Bin
-  Drinking Fountain
-  Charging & Wifi Station
-  Lighting

### BUILTFORM

-  Street Façade / Building
-  Road Surface
-  Pavement Surface
-  Kerb Finish
-  Flexible Pavilion

Following the summary map, each proposal for Ballinagh is detailed with supporting text, existing and proposed imagery or graphics.

## Section C - Summary

In Section B, a table summarises all the proposals for Cavan and presents estimated costs and phasing.

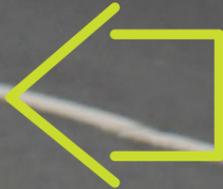
## Section D - Consultation Findings

A first draft of the proposals presented in this report has been subject to a public consultation which led to the revised and final suggestions of this final report. A summary of the process and findings of the public consultation can be found in Section D.



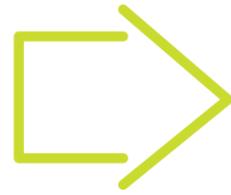
Centre  
CAR  
PARK  
→

Centre  
Supermarket  
GAVIN  
C&A  
FOR SALE



**SECTION A - COUNTY WIDE AND TOWN SPECIFIC PROPOSALS**

# COUNTY WIDE PROPOSALS



*This section outlines recommended proposals to roll out in all 20 towns and villages across County Cavan. Proposals have been categorised into 'Standard', 'Standard Plus' and 'Premium' upgrades.*

Many of the proposals suggested within these reports are recommended to be implemented in all of the 20 towns and villages involved in this study. It is important to consider these County Wide proposals at the scale of the county in order to create an integrated and seamless strategy, whereby items such as street furniture and wayfinding are uniform across multiple locations. Not only is this a cost and implementation benefit, but it will also strengthen the visual identity of Cavan as a County, to residents and visitors alike.

Proposals have been categorised as 'Standard', 'Standard Plus' and 'Premium' upgrades based on cost, together with an indicative priority rating for their implementation.

County Wide (CWP) 'Standard Upgrades' have been identified as:

- CWP1 Public Seating
- CWP2 Waste and Recycle Bins
- CWP3 Planting
- CWP4 Information Signs with Wifi/Charging Point
- CWP5 Paving

County Wide (CWP) 'Standard Plus Upgrades' have been identified as:

- CWP6 Approach Signage
- CWP7 Murals and Public Art
- CWP8 Electric Vehicle Charging Point
- CWP9 Walking Routes

County Wide (CWP) 'Premium Upgrades' have been identified as:

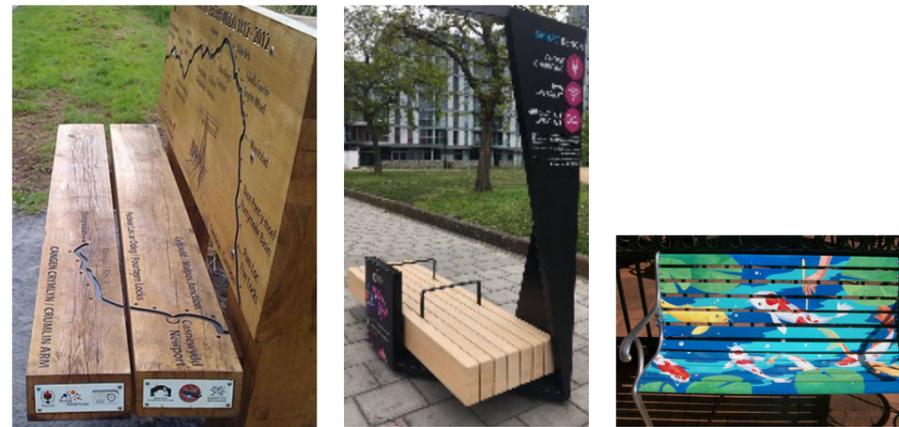
- CWP10 Façade Painting

## Standard Upgrades €

### CWP1 Public Seating

The first County Wide proposal is to provide upgraded and additional public seating throughout the towns. The design could incorporate the town's local history or natural assets by integrating the seat with an art installation, or simply repainting any existing public seating with vibrant imagery. The benches should be of a natural aesthetic (e.g. wood) and of a relatively traditional appearance in order to fit the local character of the area.

Seating could include benches and chairs that would allow people to rest and enjoy the public spaces. The seating should ideally be sourced from a local (County Cavan) carpenter(s) or furniture manufacturer(s) and therefore hopefully made from locally (and/or nationally) sourced materials. This will give the dual benefit for generating local employment/boosting the local economy and having a lower carbon footprint than importing from overseas. As a longer term option, introduce smart seating to key central spaces with integrated wifi, charging and information points.



TL: Sensitive and informative design, Brecon Beacons  
 TM: Smart bench with charging, data collection and wifi hot spot  
 B and TR: Benches painted by the local community

### CWP2 Waste and Recycle Bins

Waste bins should also be sourced and fabricated locally. They should be made of natural materials where possible, and should aesthetically fit the local character of the area.

The bins should be secure to prevent theft and should have small openings to prevent people from using them to put their household waste in. Recycling bins should be implemented where possible without proposing bulky and invasive bins.



T: Modern waste bins  
 B: Underground recycling bins



## CWP3 Planting

In order to enhance the visual experience for both residents and visitors, a planting strategy should be implemented across all towns. Planting in the towns and villages could be landscaped using locally sourced stone to create a natural and local character. This character would also reference the topographical landscape of County Cavan. Planters could also be sourced and made locally using timber. They could also include built in planting elements, which could feature a diverse range of seasonal plants that can be enjoyed all year round.

Trees should be added throughout the town/village centres as they provide innumerable benefits to both the environment and residents. A good diversity of tree species should be used in order to create lush vegetation with a healthy flora environment. The introduction of tree surrounds double up as seating, and can be an easy way to create attractive landscaping to the urban environment. Permeable paving can also be used to allow the trees to capture run-off through the design of SUDS.



TL: Trees and seating create event and interaction spaces, Tullamore  
TR: Property owners encouraged to use hanging baskets, Cornwall  
BL: Trees along the street  
BR: Tree surrounds, also acting as seating

## CWP4 Information Signs with Wifi/Charging Point

A well conceived signage strategy featuring a combination of signs, maps and information panels is important to effectively inform both residents and visitors, and will create a legible and identifiable town centre. In addition to this basic wayfinding function, good signage will enhance the character of the town, reinforce the hierarchy of spaces and contribute to the streetscape aesthetics.

Design standards should be established and replicated across all signs to ensure they are consistent and complementary. Use materials that fit the character of the town, for example locally sourced timber, which is high in quality, durable and easy to maintain.

All towns across Cavan should feature a principal map with text indicating current location, landmarks, features, routes and other amenities. This principal map should be located on the main public square or similar high pedestrian traffic areas.

Public information panels provide users with more detailed information about their surroundings by explaining the significance of a specific feature or space. Information panels could be interactive or tactile to add interest and encourage use. The information signs could be integrated with wifi and/or charging points for mobile phones. Lighting poles, bus shelters, kiosks and benches can also be used to offer digital services and should be solar powered where possible.



TL and BR: Information Map  
TM: Information Panel at a key landmark  
TR: Information sign at a key location  
BL: Interactive Information Panel

## CWP5 Paving

Footpaths are a fundamental and necessary investment for all towns across the county. Often the main streets support high levels of vehicular traffic, and therefore pedestrian access and safety should be a priority. Well designed and maintained pavements encourage walking by making it safer and more attractive, but also support socialising and generate active streetscapes. Pavements should be provided on all urban streets, be accessible to all users and be uncluttered of unnecessary furniture. Pavement surfaces and kerbs should make use of locally sourced natural stone where possible.

Good quality footpaths should feature in the following zones:

- Buffer Zone (A) - should be of appropriate scale and delineated by vertical or horizontal separation - trees, kerb extension etc. - from traffic to foster a sense of safety for pedestrians.
- Street Furniture Zone (B) - sits adjacent to the buffer zone and is where street furniture and amenities should be located and aligned.
- Clear Path (C) - is the primary, dedicated and accessible pathway that runs parallel to the street. It should be at least 1.8-2.4 m wide to ensure that two people using wheelchairs can pass each other. It must be free of fixed objects and deformities that would make it inaccessible.
- Frontage Zone (D) - is at the edge between the clear path and buildings and should focus on how to make both attractive.



L: Pavement of the main street of a small town, with a landscaped buffer zone  
R: Location and width of footpath zones as described above.

## Standard Plus Upgrades €€

### CWP6 Approach Signage

The various approaches to towns are critical to creating a strong and welcoming sense of arrival. Furthermore, as all towns and villages within County Cavan are located in rural areas with scenic views of the countryside, the approaches are sensitive spaces that can either support or be detrimental to the integration of the town into its surroundings. These approaches also signify a threshold, whereby the streets become less car oriented, more pedestrian and cycle focused in the town centre.

Bespoke signage should be introduced at the approach to the county itself and to each town and village. Signs should illustrate the location within the county, and could provide additional information such as population and an interesting unique fact. Towns should encourage the design of colourful planting and landscaping to the surrounds of the new signs to further enhance the arrival experience. An effort should be made to limit billboards.

### CWP7 Murals and Public Art

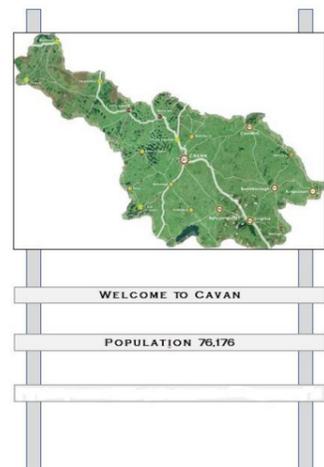
Public art is the most effective way to promote a town or village's individual character. Tourism will be encouraged furthermore through the marketing of local culture and art through social media platforms and the internet.

Various types of public art should be considered as part of an overarching strategy for each town and village. Ideas include; creative structures and pavilions, sculptures and street art, which should be designed for key public spaces.

There is existing public art in the form of street art and mural paintings across many of the towns and villages including Ballinagh, Swanlinbar and Kilnaleck.

### CWP8 Electric Vehicle Charging Point

To encourage behavioural changes towards using more sustainable transport solutions, additional electric car charging stations should be provided across the county. These should be located at convenient and central locations to strengthen the benefits of having an electric car. Stations could be incorporated into lighting poles to avoid cluttering the streetscape with additional items.



TL: Proposed design of approach signage for County Cavan towns  
TR and B: Welcome sign enhanced with colourful planting

T and BL: Example of murals referencing the local heritage of the town and created by the local community  
BR: Existing street art in Ballinagh

E-car charging station



## CWP9 Walking Routes

Each town should have a variety of walking trails in order to encourage residents and visitors to explore the built, natural and tourism assets as part of well signed routes. Trails could also include information panels at specific points of interest along the way.



Variety of sign design along countryside walks

## Premium Upgrades €€€

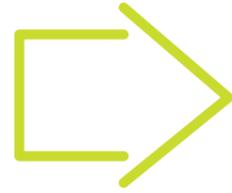
### CWP10 Façade Painting

Well maintained and aesthetically pleasant street façades account for creating a welcoming and vibrant atmosphere in towns, and can also add to the character of the streetscape. This can be achieved through the implementation of a façade painting scheme, improvements to shopfronts and building frontages, or the commissioning of artwork murals, lighting schemes etc. Special treatment should be given to historic buildings that provide a special architectural, cultural or heritage value to the townscape. Landmark buildings that strengthen the identity of a town should also be well maintained and presented within the streetscape. Derelict sites should also be addressed, as they are often key spaces which could add to the character and experience of a town. Such schemes can be phased, by prioritising proposals at key locations, at entrances to town, at key nodes, and at areas around public spaces. Acting as a catalyst for future improvements, the upgrading of key sites and buildings will create maximum impact and encourage incremental changes across other parts of town.



Recent painting scheme in Mullagh

# TOWN SPECIFIC PROPOSALS



*This section outlines some possible proposals that will be specific to the towns across County Cavan. As within the County Wide section, proposals have been categorised into 'Standard', 'Standard Plus' and 'Premium' upgrades.*

N.B: these proposals hold no priority rating as they are location specific. Priority ratings are summarise on page 32.

## Standard Plus Upgrades €€

### SP1 Street Redesign

Given that many of the 20 towns and villages are located along regional and local roads, through-traffic and parking are major issues experienced throughout County Cavan. These towns suffer from huge volumes of cars and industrial sized vehicles traveling along the main street. This makes for an unfriendly and dangerous pedestrian and cycle environment, that is often worsened by a lack of crossing points, narrow and damaged pavements.

Key street sections should be redesigned to create 'complete streets' that are safe and to be enjoyed by all users. Proposals could include new crossing points and refuge islands, cycle paths and associated facilities, high quality intersection surface treatment, contemporary lighting and street furniture that reflects the character of the area, shared surfaces where appropriate, traffic calming features and parking control measures. Road surfaces should be renewed when necessary to make streets both safer and more aesthetically pleasant. In particular, the use of different materials could reduce the reliance on road markings.



TL: Use of differentiated paving to strengthen the visibility of the crossing  
 TM: Cycle physically separated from traffic on the main street  
 BL: Shared surface  
 R: Example of context sensitive lighting solution

### SP2 Car Parking

Generally there is a good provision of parking across most towns and villages in Cavan. However many car parks and on-street parking could benefit from a redesign and/or realignment, enhanced with the introduction of landscaping, lighting and furniture.

Designated parking spaces for car users with disabilities should also be provided in every town and village across the County. These should be located next to key amenities with dropped kerbs to allow easy wheelchair access. Poorly designed disabled parking should be avoided: bays should not be fitted into leftover space but should instead be purposely designed from the start as part of a holistic strategy.



TL: Successful town centre car parking integrated with a landscaping scheme  
 TR: The use of multiple surface materials to add texture and visual interest.  
 BL: Disabled parking bay and sign, Ireland  
 BR: Efficient car park layout with clear pedestrian routes and furniture.

## Premium Upgrades €€€

### SP3 Public Space

Improvements to existing the creation of new public spaces can activate and bring key amenities to previously lifeless towns. Plazas, squares and urban parks should be transformed into multi-use destinations, supporting a variety of civic and community uses including markets, events, seasonal programming etc. Public spaces are also spaces to rest, meet, interact and play, and should therefore incorporate seating, informal play items, canopies, landscaping and water features. The creation of new public spaces in the existing urban fabric can take advantage of building setbacks or wide roads. Community involvement in the co-creation of public spaces should be encouraged, as a way to foster a community's sense of pride and shared ownership of the town.

Public spaces could integrate flexible pavilions, which could trigger various uses and activities including pop up food stalls, amphitheatres for mini-concerts, performances, meetings, spaces to host yoga, cooking or meditation courses, offer of local services etc. Pavilions could also be made bookable by the local community in order to organise and host their own events. The design of pop up and transportable structures would also enable usage across multiple locations.



TL: Temporary activation of the public space  
 TR: Pavilion dedicated to the discovery of urban gardening in Aarhus, Denmark  
 B: Leyteire urban garden



## SP4 Pedestrianisation

In the larger towns of the county, such as Cavan Town or Bailieborough, the pedestrianisation of some streets could be explored. Pedestrianisation can activate streets for new uses, foster interaction and encourage pedestrian movement. Overall, it makes the street more active, safer and healthier. It can also boost the local economy by generating higher footfall levels in retail areas.

In order for the concept of a shared or pedestrianised street to be well received locally, the proposal could be phased over time through small incremental measures. This could begin with pavement extensions, the creation of a shared street, the reduction of carriageways to single lane, the licensing of outdoor seating for cafés and pubs. Similarly, a short section of the road can be re-designed with space for a cycle track, large planters, trees, seating spaces and terraces. The community can also be encouraged to reinvent the public realm through the flexible and temporary programming of streets, such as events, street parties, markets, play streets, open streets, pedestrianisation one day a week etc.

These proposals will demonstrate the diverse ways in which a street may be utilised and may lead over time to more permanent transformations of the right-of-way.



T: A Parklet event - temporary pavement extension for amenity on parking spaces - and temporary street pedestrianisation, Hammersmith, London  
B: Pedestrian Street in Boulder

## SP5 Outdoor Gym and Playground

Playgrounds and outdoor gyms can inspire people to engage in healthy, active and outdoor lifestyles. They also serve as spaces to meet and socialise. To ensure high levels of use, they should be located near residential areas and be easily accessible by both pedestrian and cycle routes.

Playgrounds should be specifically designed for the space and context they sit in, and also make use of the available natural materials and planting. They should feature disabled friendly items and sensory rich equipment, encourage both ordered and informal play activities and support an assortment of games to appeal to different user groups. Such playgrounds should foster a sense of freedom, inspire creativity and boost the physical abilities of children.

Outdoor gyms provide public accessible places to train alone or in groups with numerous structures. Each gym should have its own character with an attractive design solution. The design should be versatile to allow users to develop their own exercises and for people of all fitness abilities to use and enjoy. In more rural areas, fitness trails could be a more appropriate solution.



T: Playgrounds in Oberhausen, Germany and New-York, USA  
B: Outdoor gym in Brisbane and trim trail in Tom Ruana Park, Mayo, Ireland



## SP6 River and Lakeside Amenity Space

Those towns and villages located near a river or a lake should aim to create amenity areas by the water for leisure, sport and recreation. These would positively contribute towards quality of life by providing an opportunity for all residents and visitors to access good quality open space facilities year round.

The range of activities offered could include: horse riding, cycling, picnicking, competitions, festivals, bird watching, nature trails, photography, orienteering, climbing, camping, swimming, boating, canoeing etc. Light structures such as a shelter or pavilion can facilitate the provision of a food and beverage offer and could facilitate scheduling events such as concerts and competitions. Legible pedestrian links from the amenity space to the town centre should be developed in parallel.

The promotion of the amenity value of rivers and lakes should be coupled with a strong focus on ecology by ensuring that developments do not disproportionately impact on the landscape and natural areas. The appropriate location, siting and design of proposed spaces will ensure that the natural resources which form the basis for recreation are protected and effectively managed.



T: Amenity space for walking, resting, fishing and sport in Lünen, Germany and Annecy, France  
B: River dedicated to swimming in Rostock, Germany



under 14 years.  
• All children must be supervised by a responsible adult.  
• All persons using this playground do so entirely at their own risk.



This playground was developed by Ballinagh Community Centre in partnership with the Department of Environment, Heritage & Local Government, Community & Development Fund, and FÁS.

Enjoy it. Have fun.  
Use it. Don't abuse it!

WELCOME  
TO  
BALLINAGH  
COMMUNITY  
PLAYGROUND  
OFFICIALLY OPENED BY  
BRENDAN SMITH  
MINISTER  
AGRICULTURE  
FISHERIES  
24TH MAY



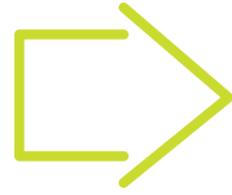
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IN NORTHERN IRELAND AND THE BORDER REGION OF IRELAND  
OFFICE OF COMMUNITY & ENTERPRISE



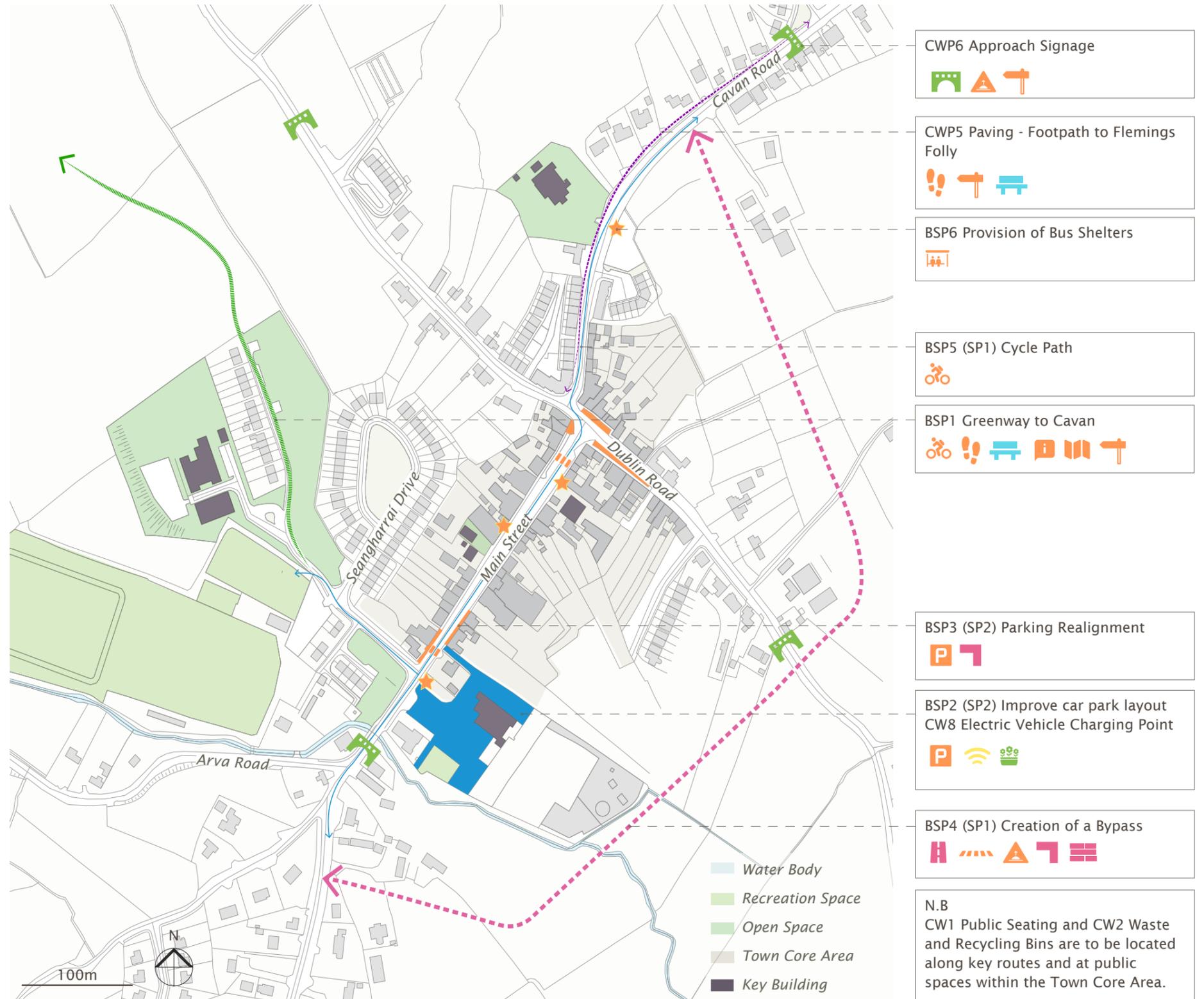
**SECTION B - BALLINAGH PROPOSALS**

# PROPOSAL MAPS



This section outlines proposals recommended for Ballinagh.

\* Please note:  
 BSP - Ballinagh Specific Proposal  
 CWP - County Wide Proposal





## County Wide Proposals



### CWP1 Public Seating



At present, there is a lack of seating available along key routes and in open spaces within the town centre. Currently Ballinagh is equipped with a picnic area which is poorly accessible, and requires a more functional approach to seating and furniture.

In keeping with the county wide proposals, upgrade the existing public seating items and to provide additional seating opportunities along key routes and in open spaces within the town centre. This would encourage pedestrian use and create a more active centre.

As illustrated opposite, the bench design should be durable, and resistant to long term weathering. The seating should be securely fixed to the paving, and be made of local and traditional materials if possible. Benches should be minimal in design, and allow for multiple views by the user by not having a structural back. New seating should be introduced as a priority along main roads and at key open spaces within the Town Core Area as shown on the proposals map.



Ballinagh - existing: an oversized sculptural bench, lacking functionality.



Proposed: above: durable public benches to be specified in multiple locations. Below: curved seating to be implemented in parks and open spaces.



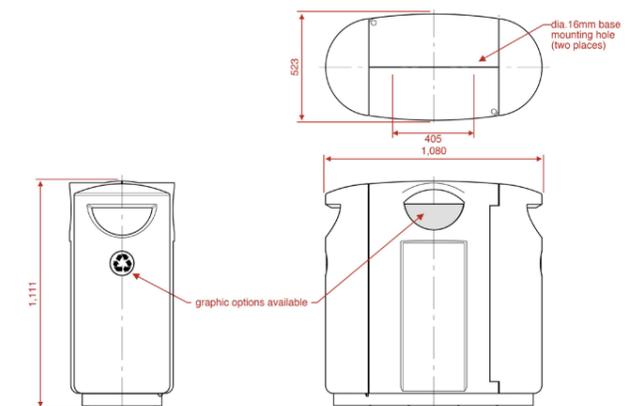
### CWP2 Waste and Recycle Bins



In conjunction with the county wide proposals discussed previously in this report, new combined recycling and waste bins should be positioned within Ballinagh. At present, the town lacks waste bins, and does not encourage users to recycle. New bins should be introduced as a priority along main roads and at key open spaces within the Town Core Area as shown on the proposals map. Designed with small openings, this will also discourage misuse of the bins.



Ballinagh - existing: waste bin - no allowance for recycling.



Proposed: Cast Ductile Iron litter bin with 3 compartments; litter and recycling.

€ ●  
CWP3 Planting

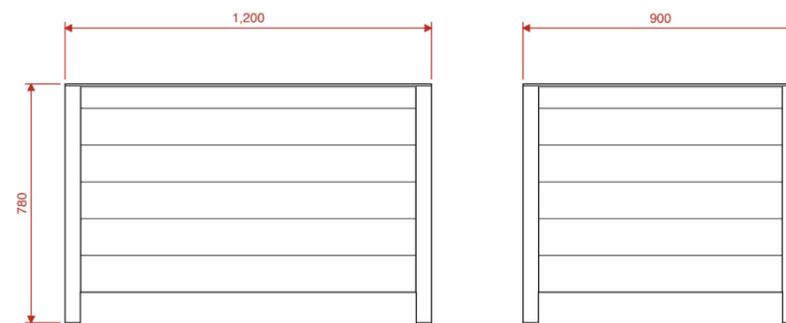


Work has already begun on introducing colour and planting within the town centre. Introduce planters, hanging baskets and trees along the main street to further enhance the character of the town, as well as buffer noise and pollution caused by traffic. Native and diverse plant species could be used to enhance biodiversity. Trees and planting should be located as per indicated in the proposals map.

Similarly, consider improvements to public lighting and removal of overhead wires.



Ballinagh - existing: recent successful intervention has enhanced the amenity through planting and use of colour.



Proposed: durable wooden planters

€ ●  
CWP4 Information Signs with Wifi/Charging Point

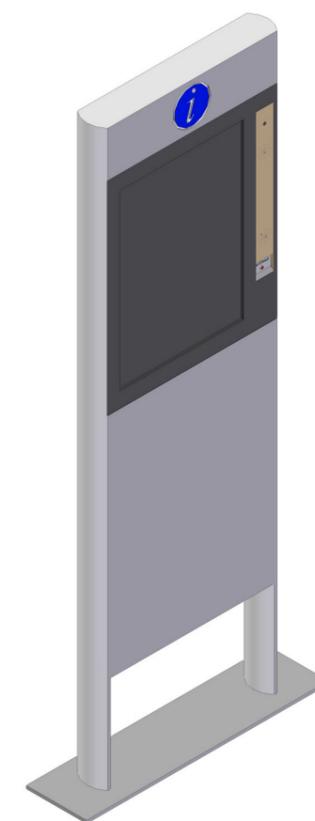


As per the county wide guidance, run down or missing signage within Ballinagh should be replaced with newly installed information signs for all users; pedestrians, cyclists and vehicle drivers.

The format, layout, colours, fonts and over all design should be in conjunction with signage found in all other towns within County Cavan. This should also include upgraded information panels which are clearly legible and provide information on the local area and events.



Ballinagh - existing: information sign



Proposed: Interactive information panel



## CWP5 Paving



Pavements within the town centre are narrow, of poor quality and cluttered with furniture, commercial waste bins and there are often parked cars overlapping the kerb. A redesign of the footpaths is needed to facilitate and encourage pedestrian access.

Improve the quality and width of pavements, together with the removal of furniture or objects cluttering the street. This would promote the use of the public realm, allow space for seating and planting, and improve the visibility of the retail frontages. It would also provide a buffer for pedestrian flows from adjacent traffic, and support socialising and increase footfall in local shops.

Similarly, improve the pedestrian access and wayfinding from the town centre towards the Flemings Folly Walk starting point along Cavan Road via Cashel Cross. This footpath should also be used as part of the new urban walking routes.



Ballinagh - existing: uneven paving cluttered with furniture and current design enables parked cars to overlap the kerb.



Proposed: use of local materials to create aesthetically pleasant and well designed pathways. Consider application of cobbles/textured grain to edges and thresholds.



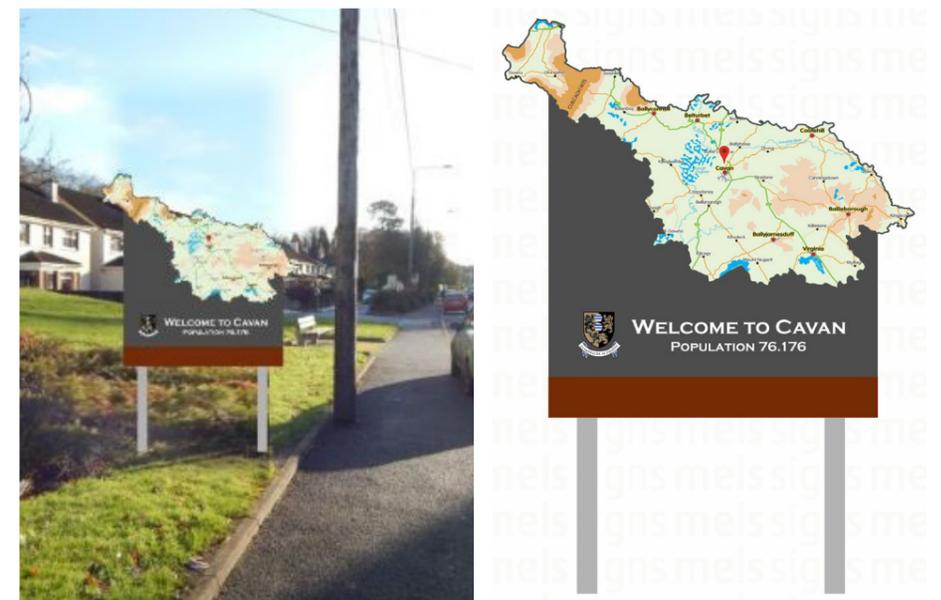
## CWP6 Approach Signage



Recently completed approach signage and planting has greatly enhance the arrival experience of the town. This can be further upgraded as part of a county wide strategy to harmonise approach signage.



Ballinagh - existing: recent upgrades to singage have enhanced the approach to the town.



Proposed: use of county wide signage with local information and fact. (N.B information will be town specific in detailed design).



## CWP8 Electric Vehicle Charging Point



With increasing numbers of electrical vehicles being used, towns should ensure that there is sufficient provision of electrical charging points. These should be located with close proximity to the town's retail street or close to key attractions. As per the proposals map, additional charging points should be located within the redesigned car park.



*Ballinagh - existing: lack of e-car space.*



*Proposed: provide additional e-car charging points with designated parking spaces.*



## CWP9 Walking Routes

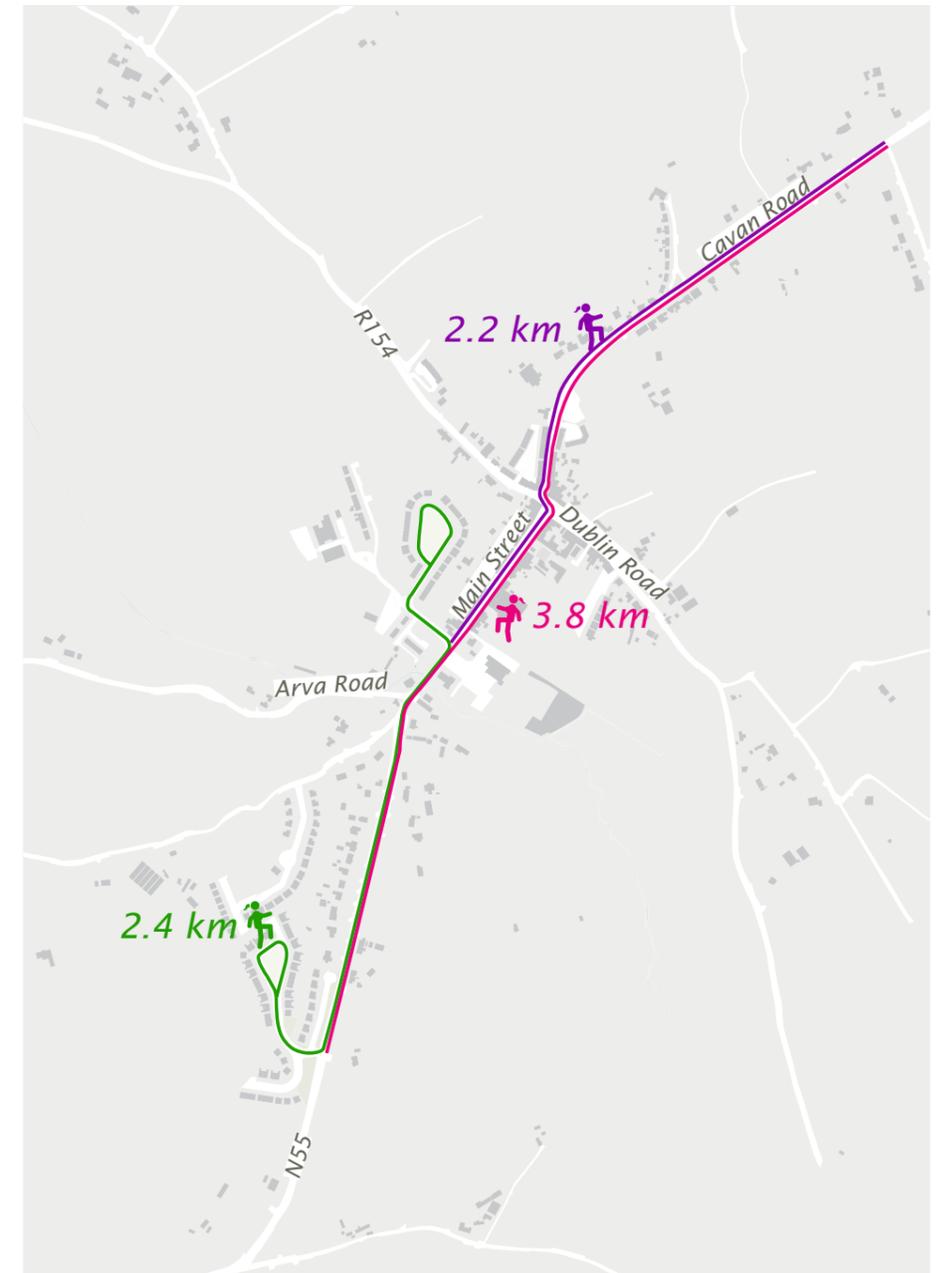
Consider the creation of three walking routes of different lengths - 2.2 km, 2.4 km and 3.8 km. These could guide people around the town centre, allowing visitors to discover the key landmarks, views and natural assets of Ballinagh. The 2.2 km route could also connect to a potential outdoor gym. It is recommended that these walks feature interpretative and interactive signage materials.



Ballinagh - existing: Flemmings Folly walk.



Proposed: markers along the walking routes



Proposed: Ballinagh urban walking routes



### CWP10 Façade Painting



Efforts should be made to protect original shopfronts and façades within Ballinagh through promoting painting schemes and heritage grants. This would uplift the town's architectural character and streetscape, as well as enhance the retail environment.



*Ballinagh - existing: façades in need of refreshment*



*Proposed: encourage property owners to paint their façades with a set colour palette to create a bright and uplifted town centre.*

## Ballinagh Specific Proposals (BSP)



### BSP1 Greenway to Cavan



Consider the potential to retrofit the abandoned railway line to Cavan, Killeshandra and Westmeath into a multi-user greenway for cyclists and pedestrians. Such a greenway would reveal the picturesque Irish landscapes and has the potential to be of great local and regional value. It could become an important tourist amenity and thus boost the local economy by supporting the creation of bike-hire shops, tearooms and accommodation services. For the local community, the greenway would offer a range of recreation, health and transportation benefits, such as allowing children to cycle when roads close to them are too dangerous.

Appropriate signage along the greenway could support education about the local history and biodiversity, as well as encourage users to break up their journey to visit Ballinagh, Cavan or Killeshandra.



Ballinagh - existing: abandoned railway line to Cavan.



Proposed: above: creation of a greenway for cyclists and pedestrians, linking several towns across Cavan.



### BSP2 Improve Car Park Layout



The existing car park along Main Street is very spacious but currently poorly delineated and is dominated by harsh tarmac, stone and concrete surface and structures. To better formalise the car park, create more formally marked out spaces for disabled and e-car bays. This would allow optimum usage of space available and reduce bay parking along primary routes.

Similarly, trees and planters should be introduced to break up the space, partially screen the parked cars and enhance the aesthetics of the site.



Ballinagh - existing: poorly laid out and landscaped car parking.

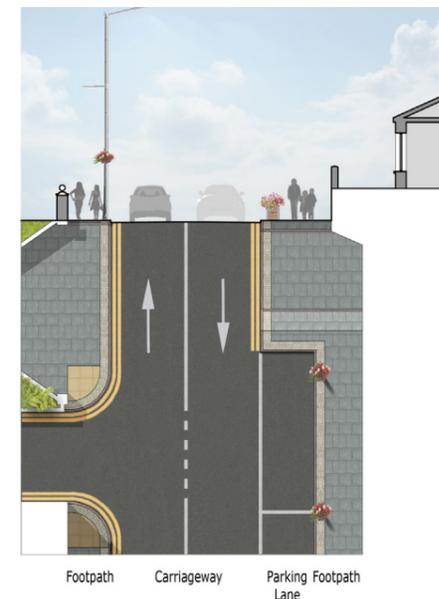


Proposed: redesign of the existing car park to maximise use of space and to introduce planting and varying materials.



### BSP3 Parking Realignment

The reconfiguration of parking to one side of Main Street by the Spar and allowance for parallel parking only on Dublin Road would help to maximise the pedestrian space. Consider the removal of parking bays at key junctions on Main Street in order to improve visibility.



Ballinagh - existing: at the school junction on the N55, dangerous parking layout on both sides of the street and narrow pavements.

Proposed: realign the parking to one side of the street only and remove parking at junction, together with a widened footpath and new planting.



### BSP4 Creation of a Bypass

Ballinagh suffers from a car dominated town centre and from freight traffic running through town on the N55 national road. This causes air and noise pollution, and constitutes a nuisance for users of the town centre.

To mitigate the impact of traffic through town, consider the creation of a vehicular bypass to the town for heavy goods vehicles. This would significantly relieve traffic within the town centre. It could be complemented by further traffic calming measures on Main Street, such as the introduction of new pedestrian crossings, speed bumps or speed limited zones.



Ballinagh - existing: high levels of through traffic, including large articulated lorries in the town centre.

Proposed: potential to create a bypass to town preventing trucks to enter Ballinagh and thus reducing noise, pollution and dirt.



### BSP5 Cycle Path



In conjunction with the creation of the greenway, and to support active lifestyles, consider the creation of a protected cycle path linking the town to Cavan and better integrating Ballinagh GFC.

To be safe for cyclists, the cycle path should ideally be exclusive, and physically separated from both motor traffic and the pedestrian footpath. Such an infrastructure would appeal to a wider spectrum of the public and therefore encourage changes towards more sustainable transportation choices.

The cycle path should be complemented with the introduction of cycle racks and a cycle repair station.



Ballinagh - existing: Main Street layout does not accommodate for safe cycling through town.



Proposed: creation of a cycle track physically separated from traffic flows.



### BSP6 Provision of Bus Shelters



Create bus shelters with clear information panels along Main Street and Cavan Road. This would encourage public transportation to Cavan especially in times of inclement weather, reduce reliance on cars and mitigate noise and air pollution.

A successful shelter design should feature the following qualities: visibility - people should be able to see the bus coming, accessibility - people should be able to board the bus conveniently, comfort and convenience - people should be able to sit, be protected from the weather and feel safe, information - a panel should indicate when a bus will arrive and where it will go, and durability - the bus shelter should feature low maintenance requirements and be vandal-resistant.

The bus shelters could also be designed to reflect the town's character, through the use of local materials and/or by design details. Similarly, they could feature green roofs, thus filtering pollution and particulates from transport exhausts.



Ballinagh - existing: bus stop does not provide shelter to passengers.



Proposed: Example of bus shelter protected from the wind and with good levels of visibility.



### BSP7 River Amenity Space



Create a small amenity park by the river that would provide safe access to the water for fishing. The space could also feature an outdoor gym, seating and native landscaping. Pedestrian and cycle links with the nearby GAA grounds should be integrated as part of such a scheme.



Ballinagh - existing: under used open space by the river.



Proposed: creation of a riverside park for passive and active recreation.



### BSP8 Activate Square



The Market House square is partly occupied with an infill development that detracts from the aesthetics of the building. This, together with car parking prevents valuable civic, social and commercial uses of the square.

The square could be rejuvenated into a civic focal point with terraces, high quality paving, seating and planting.



Ballinagh - existing: the Market House square is a highly valuable space in town but is currently used as storage and car parking.



Proposed: transform the square into a vibrant and welcoming public space, supporting social interaction and the commercial life of the town.



### BSP9 Improve Picnic Area

The existing picnic area by the car park is dominated by unattractive concrete, in poor condition and is not easily accessible from Main Street. This prevents using the space at its full potential.

Uplift this area with the introduction of soft landscaping, permeable surfacing, contemporary seating, a canopy, and the creation of a direct pedestrian entrance from the Main Street.

In the future, this space could benefit cyclists and pedestrians travelling along the greenway and wanting to stop in Ballinagh. To support such uses, signage should be introduced in the picnic area, potentially together with the provision of cycle racks.



Ballinagh - existing: unappealing and poorly accessible picnic area.



Proposed: introduction of soft landscape, canopy and contemporary seating opportunities.



### BSP10 Redevelopment Sites

Encourage residential and retail use within town core by upgrading and using vacant dwellings through the Action Plan for Rural Ireland. This would protect the town's compact form and support its growing population and hinterland.

Similarly, consider the potential to rejuvenate the Market House for tourism, businesses and community uses such as Men's Shed, co-working spaces, Food Assembly venue or a tourism information point. This would allow the building to become a key landmark and enhance the town's architectural character.



Ballinagh - existing: Market House in poor condition and under used.



Proposed: Example of a sensitive redevelopment of a historic Market House in Ireland.

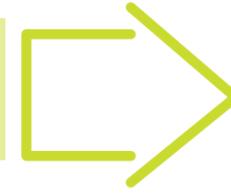






**SECTION C - SUMMARY**

# SUMMARY



*This table summarises the proposals for Ballinagh and associated implementation timescales and costs.*

PROPOSAL		NOTES	PRIORITY RATING	COST RATING
<i>County Wide Proposals</i>				
CWP1	Public Seating		Medium Priority	Standard Upgrade
CWP2	Waste and Recycle Bins		Medium Priority	Standard Upgrade
CWP3	Planting		Medium Priority	Standard Upgrade
CWP4	Information Signs with Wifi/Charging Point		Low Priority	Standard Upgrade
CWP5	Paving		High Priority	Standard Upgrade
CWP6	Approach Signage		Low Priority	Standard Plus Upgrade
CWP8	Electric Vehicle Charging Point		Low Priority	Standard Plus Upgrade
CWP9	Walking Routes		High Priority	Standard Plus Upgrade
CWP10	Façade Painting		Medium Priority	Premium Upgrade
<i>Ballinagh Specific Proposals</i>				
BSP1	Greenway to Cavan		Medium Priority	Premium Upgrade
BSP2	Improve Car Park Layout		High Priority	Standard Plus Upgrade



PROPOSAL		NOTES	PRIORITY RATING	COST RATING
BSP3	Parking Realignment		Low Priority	Standard Plus Upgrade
BSP4	Creation of a Bypass		Medium Priority	Standard Plus Upgrade
BSP5	Cycle Path		Medium Priority	Standard Plus Upgrade
BSP6	Provision of Bus Shelters		Medium Priority	Standard Upgrade
BSP7	River Amenity Space		High Priority	Premium Upgrade
BSP8	Activate Square		High Priority	Premium Upgrade
BSP9	Improve Picnic Area		Medium Priority	Premium Upgrade
BSP10	Redevelopment Sites		Medium Priority	Premium Upgrade

Cost rating:

Standard Upgrade: €0 - €25,000

Standard Plus Upgrade: €25,000 - €100,000

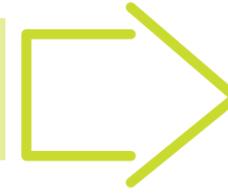
Premium Upgrade: €100,000 +





**SECTION D - CONSULTATION FINDINGS**

# CONSULTATION FINDINGS

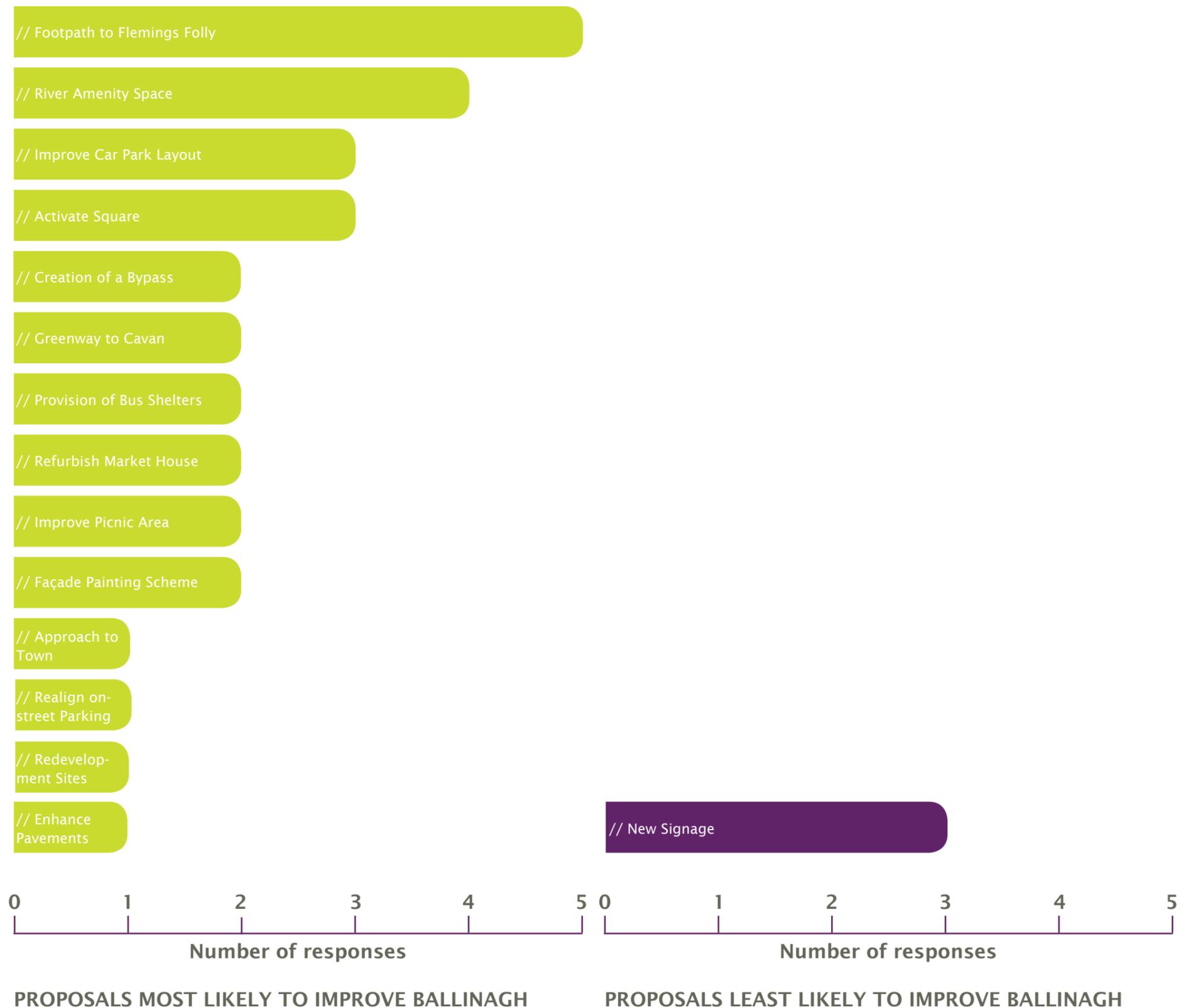


*This section presents the summary of the findings of the public consultation.*

A draft of the proposals presented in this report has been subject to a public consultation which led to the revised and final suggestions of the present report. The proposals were presented and members of the public were invited to provide feedback as to which proposal they thought would be most likely to improve Ballinagh, and which they thought were least likely to improve the town.

The findings are illustrated opposite, with the footpath to Flemmings Folly, the river amenity space and an improved car park layout were considered to be the most effective.

On the following page, additional suggestions provided by the public are illustrated on the map. These suggestions will be considered and incorporated as part of any formal proposals going forward.





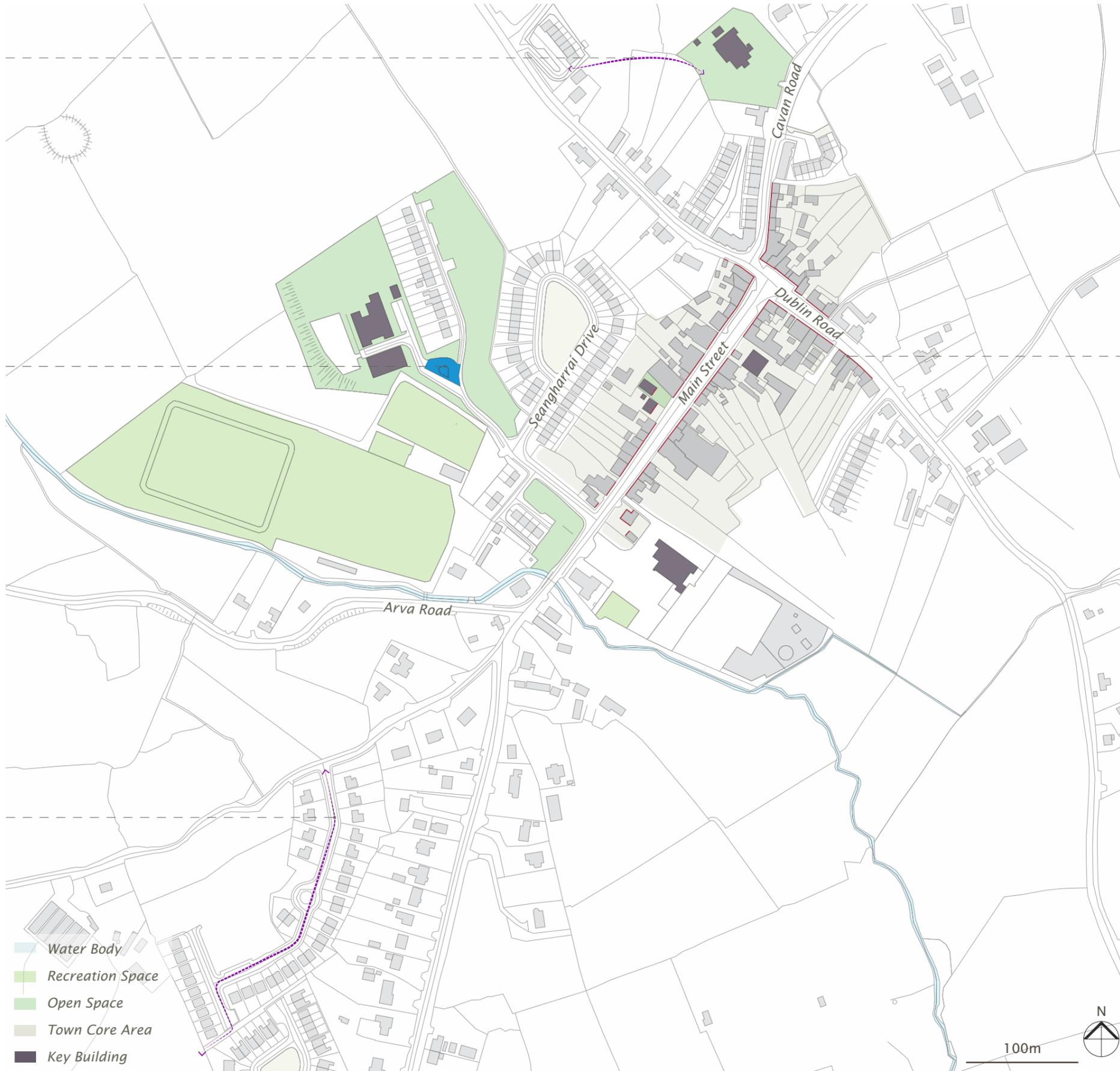
Footpath to new cemetery or Crossdoney Road



Create a new car park across from the National School



Extension of footpath at Garrymore Lane

-  Water Body
-  Recreation Space
-  Open Space
-  Town Core Area
-  Key Building

Any of the proposals, no matter how big or small, will only improve Ballinagh

Create a green area / park and a composting area



Introduce a scheme to provide window boxes for residents




**SUGGESTIONS FOR IMPROVEMENTS**

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Cavan  
Ireland

T 049 437 8300  
info@cavancoco.ie

White Collar Factory  
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London  
EC1Y 8AF

T +44 (0) 20 7250 7666  
hello@tyrens-uk.com

[www.tyrens-uk.com](http://www.tyrens-uk.com)  
[www.tyrens.se/en](http://www.tyrens.se/en)

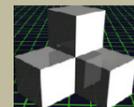


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