



CAVAN: Urban Design Framework

Cavan County Council and Cavan Town Council

July 2007



FORWARD

On the 9th July, 2007 Variation No.1 (2007) to the Cavan Town and Environs Development Plans was adopted by Cavan County Council and Cavan Town Council. It incorporates three documents:

1. Cavan Town and Environs Integrated Framework Plan 2020
2. Cavan Town and Environs Integrated Framework Plan 2020: Transportation Study
3. Cavan: Urban Design Framework

The purpose of the Cavan Town and Environs Integrated Framework Plan, Transportation Study and Urban Design Framework documents is to provide a broad vision for the future development of Cavan Town and Environs as a 'hub' as designated in the National Spatial Strategy (2002).

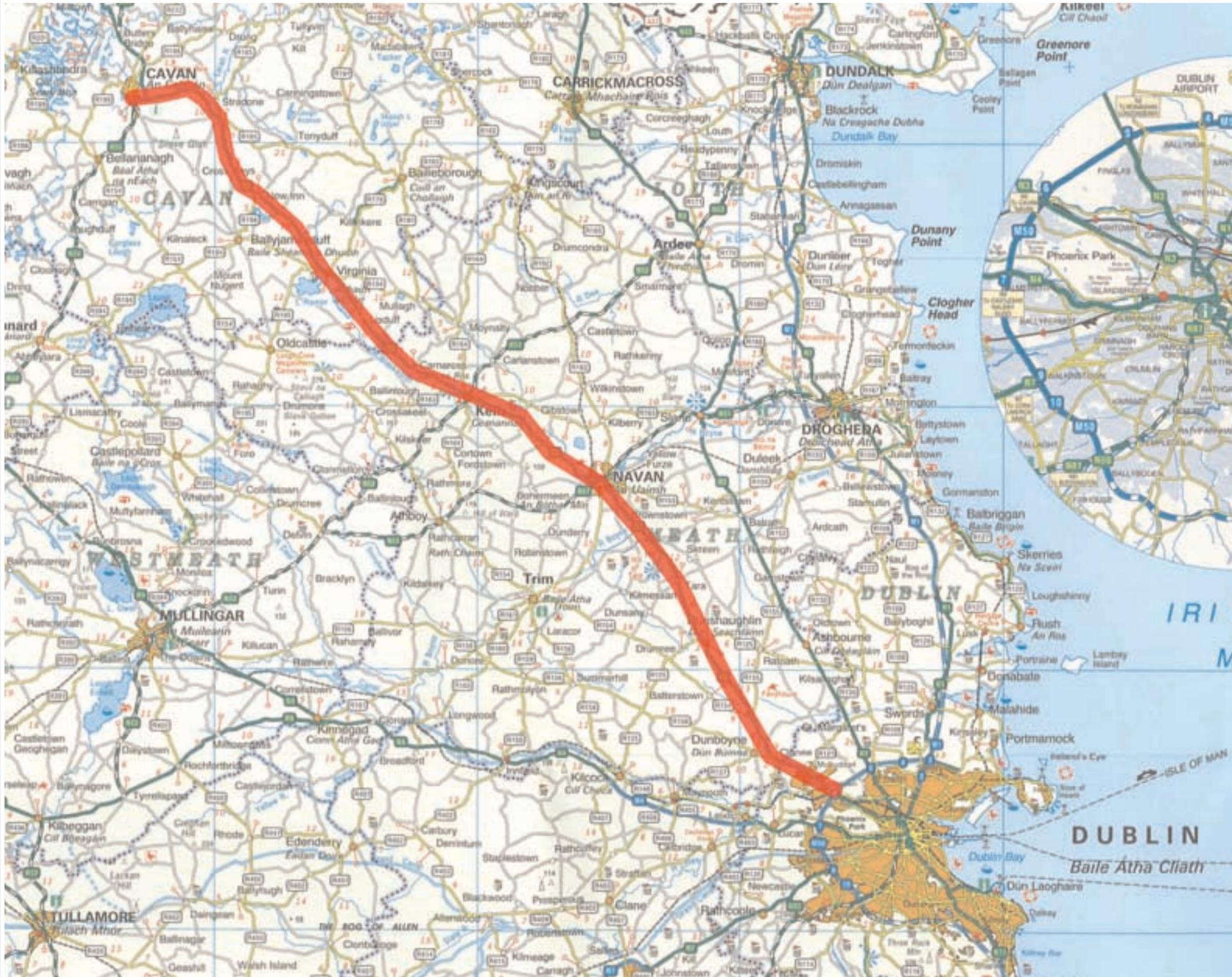
The vision outlined in the long-term Integrated Framework Plan will be implemented through statutory Development Plans including Variation No. 1 (2007).

The Urban Design Framework document which follows, examines the built form, open space and urban regeneration and is committed to:

- Facilitating an urban design culture that demonstrates civic vision and looks to the future whilst acknowledging the culture, history, arts and sporting traditions of the Town.
- The creation of a well defined urban form with a strong sense of place, flexible and adaptable built forms and strong pedestrian and vehicular connectivity through the town.
- Facilitating the enhancement and linkage of open spaces within the town and the re-activation of the 19th century laneway network through imaginative design-led regeneration (see Vision Statement p.5).

Variation No. 1 (2007) and subsequent Development Plans adopt the principle of the Urban Design Framework and the details in this document should be incorporated into future development proposals with further agreements to be reached before implementation.

Strategic Analysis



Regional Map of Ireland showing the connection between Cavan and Dublin

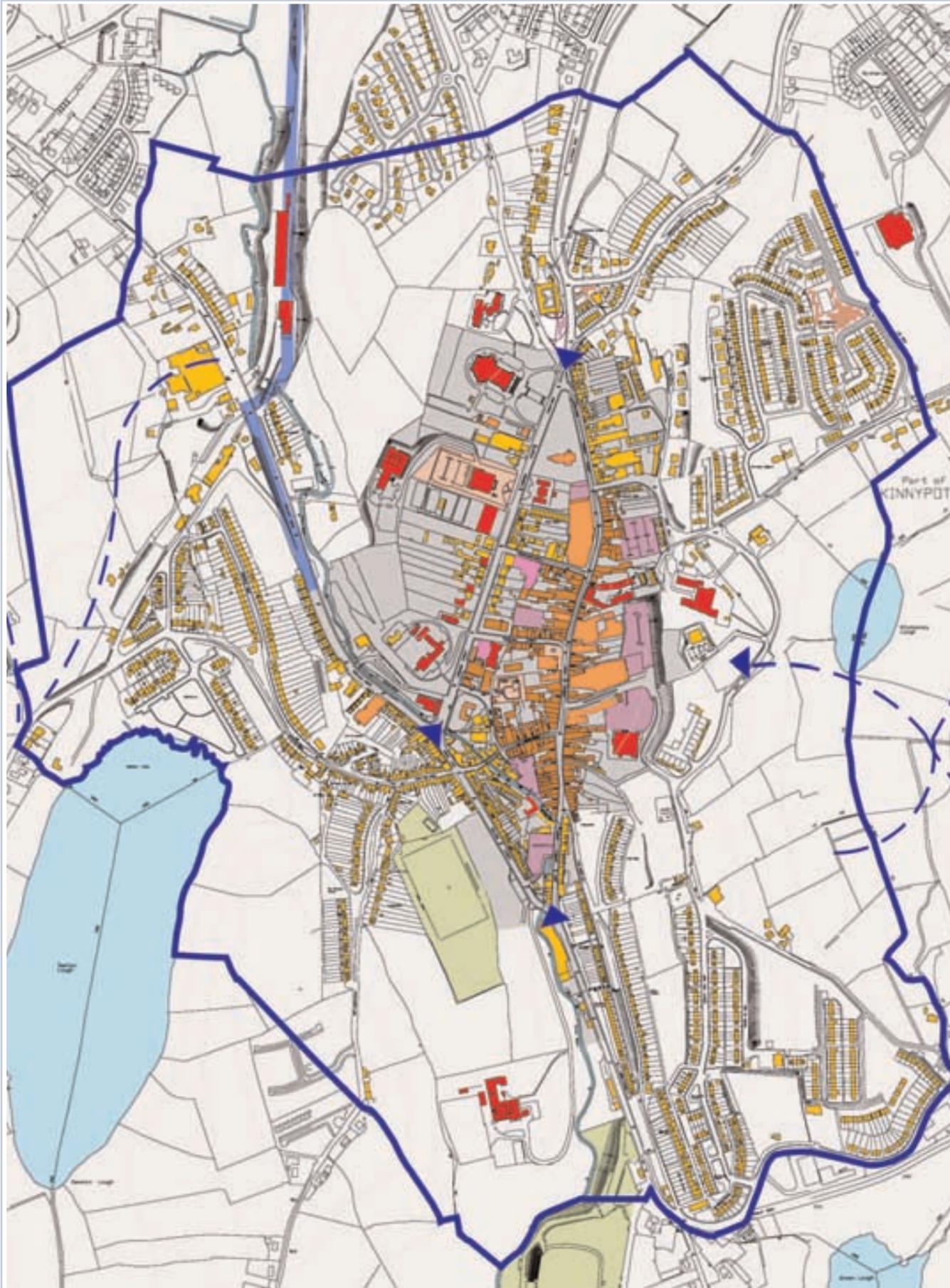
National Context

Cavan Town is located centrally within County Cavan, at the junction of the N3 and N55 National Routes. The County is located in the north midlands of the State, bounding onto the Counties of Fermanagh, Monaghan, Westmeath, Meath, Leitrim and Longford.

The Town developed in the valley where the main roads from Dublin to Donegal (N3) and Longford to Dundalk (N55) converged and, whilst now by-passed by the N3 and N55, still has significant through traffic.

Major infrastructural improvements are evident such as the construction of N3/N55 link, pedestrian footpath improvements, provision of MANS broadband and facilitation of a significant amount of environmental enhancements.

Cavan is one of the best bypassed towns in the country (N3 and N55) and consequently most traffic in the town is locally generated or arise from activities in the town.



Map of Cavan showing the different building use in town



Town Centre: Built Form / Key Destinations:

Currently the Town Centre core destination area is composed of mixed retail, commercial, servicing and civic uses with mixed use elements concentrated on Main Street and civic uses concentrated to the north of Farnham Street.

The College Street / Farnham Street route is, and is likely to remain, the key vehicular distributor to the town. The 'civic' area to the north of Farnham Street contains the Cavan County Council, Courthouse, Department of Agriculture buildings, Cathedral and Church of Ireland Church, some of the main landmarks of the town.

Cavan County Council's aspiration toward the provision of sports and water based recreational activities could generate a key destination south and south-west of the town centre: ultimately this could be linked to the town centre area via the key development sites west of College Street and the southern gateway sites.

Such a key destination would be of benefit to the generation of inter-connected pedestrian through-routes, the generation of a riverside walk from the southern gateway out into the environs of the town and the provision of a linear amenity route along the redundant rail line. Whilst a key destination in and of itself, the town centre would gain vitality and viability from through traffic to these new destinations. The opportunity then also exists to create 'respite' zones of varied functions along these routes: the regenerated Abbeylands Haven; redeveloped Market Square and a possible market with potential for civic and arts uses at the 'Egg-Market' southern gateway site. The opportunity would then exist to re-activate the nineteenth century laneways linking these various destinations and rest zones.

Vehicular transportation 'gateways' occur to the north, east, west and south of the key destination area. The eastern gateway offers the opportunity to remove traffic from the town centre whilst still delivering visitors into the key destination area and ensuring adequate parking provision.



Map of Cavan showing the different open space in town

Analysis of Open Space Area and Character:

Cavan Town has a landscape of trees, spires and hills. This diagram illustrates the degree and diversity of spaces within Cavan Town. It shows the 'inverse' of the previous key destinations map.

As noted above, the usage of these open spaces would benefit greatly from the generation of sports and water-based recreation amenities and the generation of a linked series of routes from the southern gateway through the town. The linear amenity routes along the railway and Cavan River would also exploit these valuable natural resources available to the town.

Abbeylands and Market Square are particularly valuable though are underused spaces with Abbeylands potentially becoming a unique green space within the town centre.

General Urban Design Objectives:

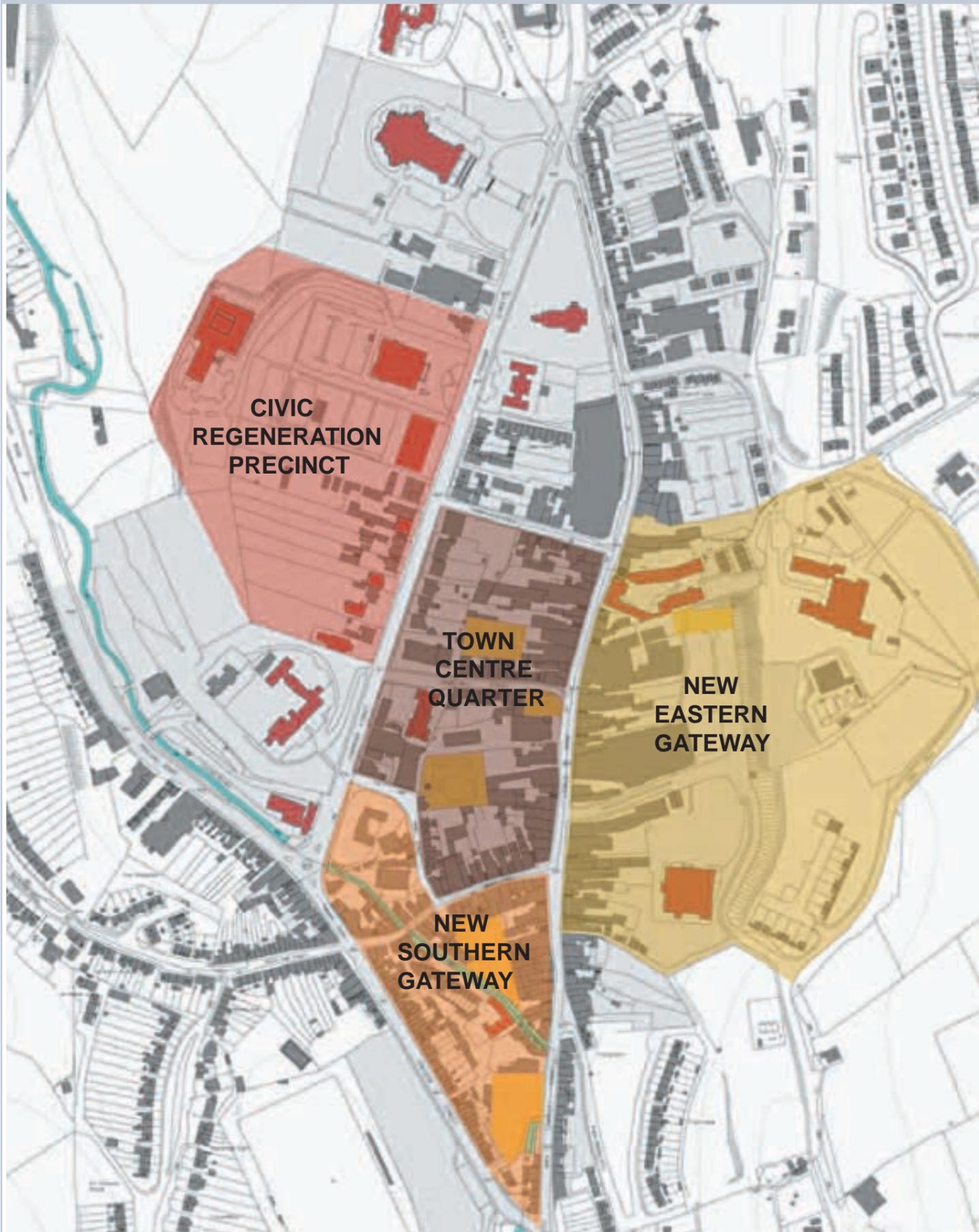
The general aims of this urban design guidance document are toward the:

- Strengthening of Cavan Town's existing nineteenth century character through the re-activation of the laneway network and the preservation of certain aspects of the original built form of the town centre.
- Clarification of Movement Hierarchy within the town including gateways and pedestrian routes.
- Facilitation of connections between the outlying residential communities and the town precincts.
- Overcoming of topography where possible through insertion of development, and where possible the exploitation of the natural topography of the town through innovative design solutions.
- Identification of potential intensification of brownfield sites to facilitate the permeability of the town centre area.
- Distinction of public way and private space in the new precincts.

Urban Design: Vision Statement

Cavan County Council is committed to:

- facilitating an urban design culture that demonstrates civic vision and looks to the future whilst acknowledging the culture, history, arts and sporting traditions of the Town.
- the creation of a well defined urban form with a strong sense of place, flexible and adaptable built forms and strong pedestrian and vehicular connectivity through the town.
- facilitating the enhancement and linkage of open spaces within the town and the re-activation of the 19th century laneway network through imaginative design-led regeneration.



Map of Cavan indicating the different Study Areas

Study Area Precincts:

This urban design guidance document looks at strategic sites of various character. These precincts should be developed as distinct areas whilst maintaining a coherent identity as a whole.

1: Town Centre Quarter:

Development should aim toward: improved pedestrian amenity inside the gateways with connectivity to newly developed residential areas; provision of new town centre uses; the generation of new and improved streetscapes. Key Destinations include:
Abbeylands Haven: Protected Structure in landscaped grounds. Original Tower c. 1350 and reconstructed c. 1740, former use as a bell-tower in burial ground. Original boundary walls in coursed limestone rubble.
Market Square: the only civic space in the Town Centre.
Town Hall: Protected Structure currently in use as a town council administrative centre and a theatre. Built 1909 with extensions to rear and side c. 1977.

2: New Eastern Gateway:

Development should aim toward: provision for extension of the town centre; use of innovative approaches to design and landuse to counteract the current barrier imposed by the ridge; use of site as an arrival point from the proposed bypass that contributes to the reduction of vehicular traffic volumes through the provision of increased pedestrian connectivity. Key Destinations include:
Poor Clares Convent: a wonderful example of late nineteenth century church architecture.
Cinema: multiplex with multistorey car park.
School: existing linkages back to Main Street.

3: Civic Regeneration Precinct:

Development in this area should acknowledge the pattern of existing landuse and solidify the civic importance of the precincts. The opportunity exists to take advantage of the potential for regeneration of 'brown-field' sites to more suitable commercial and civic town centre uses. Key Destinations include:
Courthouse: A fine example of Irish courthouse design that remains one of the town's most impressive and attractive structures.
Department of Agriculture: A much-used administrative centre.
New Library: A modern public facility that will contribute to the administrative 'campus' located on Farnham St.

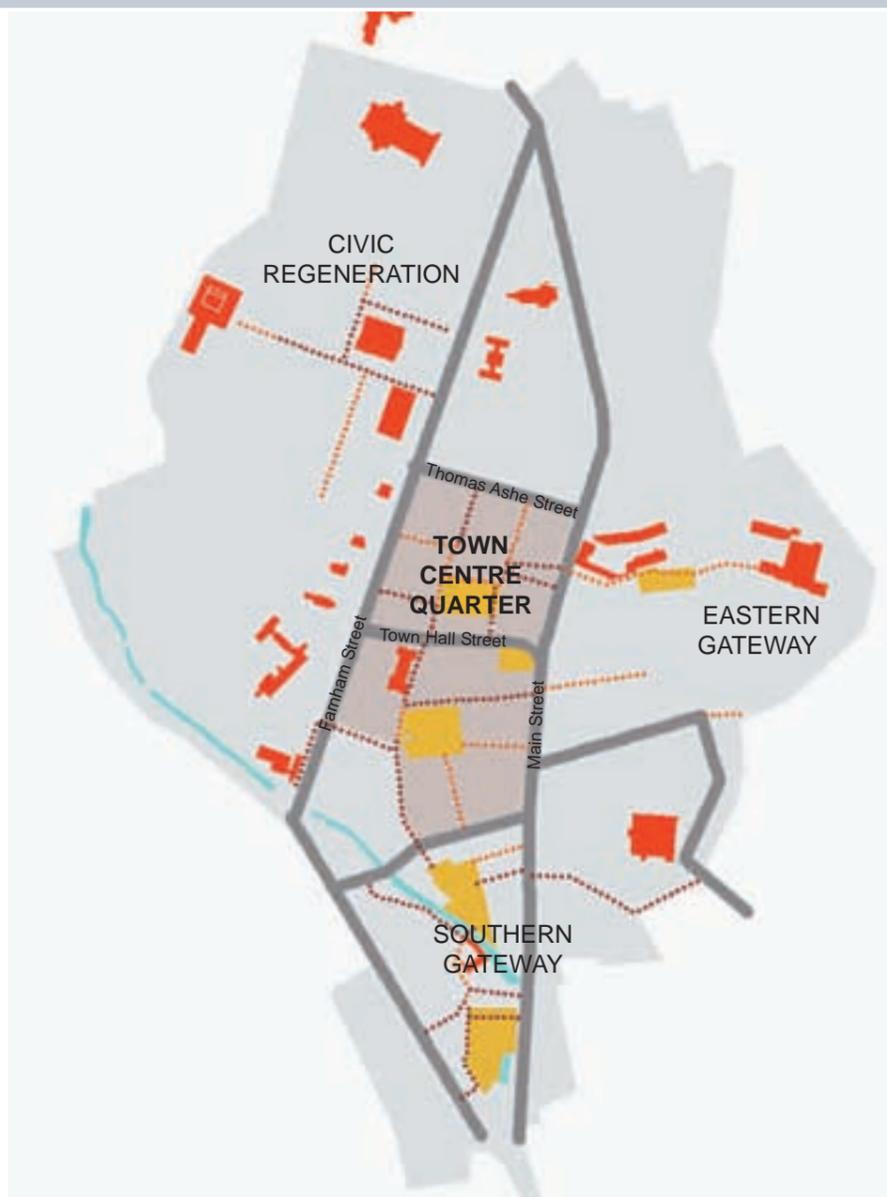
4: New Southern Gateway:

Development should aim toward: generation of a restructured arrival point to the town; development of the potential of the southern entrance to the town centre by way of creating a viable and innovative commercial parking area taking existing uses into account; exploitation of natural amenities to provide for a river regeneration quarter focused on the Cavan River and Liferforce Mill; establishment of the key development area to acknowledge the commencement of the Town Centre and signify Cavan Town's status as a hub town.
Liferforce Mill: Established c.1846 on the Cavan River, this complex of mill buildings around a central court survives as a reminder of the once thriving industrial heritage of Cavan Town.

Town Centre Quarter



Scheme of existing and proposed pedestrian connections through the Site



Existing and proposed connections to the focal destinations and civic spaces



View from Post Access with original entrance



Town Hall with potential link to left

Location & Overview

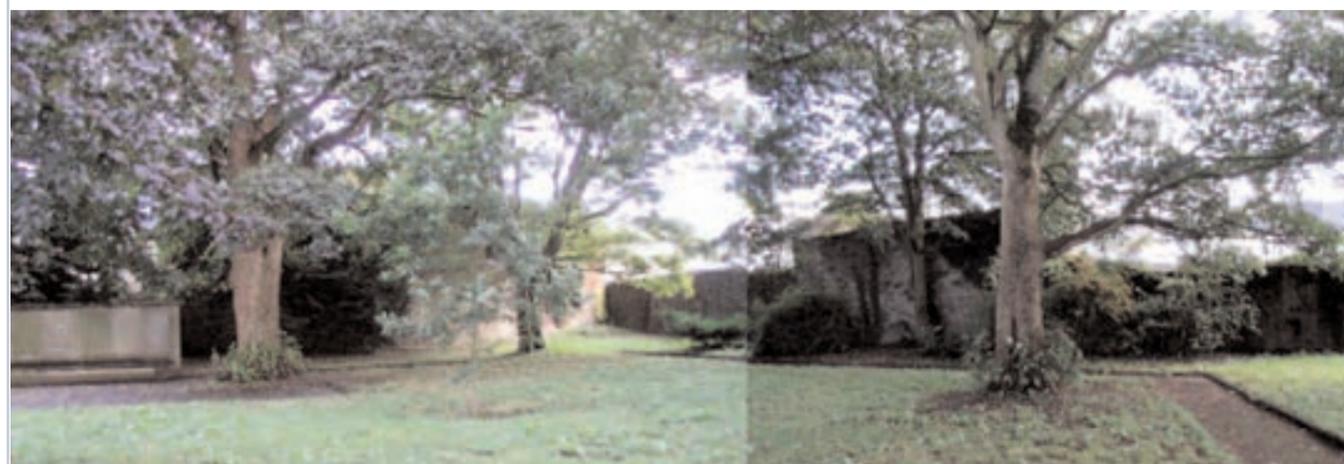
The northern section of the site, bounded by Thomas Ashe Street and Town Hall Street, was originally Farnham Gardens: a series of plots and allotments laid out for use of residents by Lord and Lady Farnham mid-nineteenth century, destroyed and built over c.1960 with only protected decorative railings surviving.

The southern part contains Abbeylands Haven. Other buildings of note include the Town Hall to the west and the Bank of Ireland building on Main Street. Whilst many of the original features of no's. 2-8 Abbey Street have been altered, they still convey something of the original character of the town.

Taken together the sites offer the possibility of becoming a hub for an inter-connected series of pedestrian routes through the town and environs: routes east through to Main Street and redeveloped Market Square would lead to the Eastern Gateway site via the Convent and Eastern Gateway sites; routes south through the currently private vehicular access lane west of Town Hall would allow movement to Bridge Street and from there to the southern gateway; routes north would allow movement to the Civic Regeneration Precinct.

The regenerated Market Square on Main Street and new links to Abbeylands Haven, containing one of the few existing amenity respite areas in the Town Centre, offer the potential to develop a civic cultural quarter of unique character with the old burial ground overlooked by restaurants and bars and leading to the Town Hall, whose current use as a theatre could be expanded as a civic, cultural focus point reflecting the hub status of Cavan Town.

The northern section could be redeveloped as a sequence of streets and squares with views north and west leading to a retail hub at Thomas Ashe Street. Redevelopment of these backlands offers an opportunity to improve the visual amenity of this part of the town and frame views of Abbeylands, the cathedral and Cavan Parish Church and the former Methodist Halls to the west.



View toward SE Boundary of Abbeylands Enclosure



Market Square



Rear of Town Hall



Post Building from Town Hall



Town Hall Street Backlands



Backlands of Bridge Street Terraces



Bridge Street potential access via existing laneway

Key to Site Analysis:

- 1- Potential to develop link from Town Hall Street to Abbeylands Haven district via access lane currently in private ownership.
- 2- Town Council aspiration toward development of Town Hall as a civic and community amenity.
- 3- Potential relocation to edge of town site of postal sorting office would open up backlands to Town Hall Street and facilitate development of Abbeylands Haven as 'rest' spot/ pedestrian hub at the intersection of routes from Southern and Eastern Gateways; Main Street and Market Square, etc.
- 4- Existing gated access links from Main Street to Abbeylands.
- 5- Abbeylands Haven: Original boundary walls in coursed limestone rubble; removal of modern walls to reinstate original access links and generation of new linkages to raise destination profile. Development would require the commitment of a number of landowners.
- 6- Commercial car-park with vehicular access to Abbey Street and pedestrian link through to Bridge Street.
- 7- Potential Access to Bridge Street via existing laneway in private ownership.
- 8- No's 2-8 Abbey Street- original structures 1820-1840.



Site Analysis - Abbeylands



Post Access Lane with Town Hall in background



Post Access Lane view to Abbey Street



View from Car Park with derelict building to boundary



Main Street Gates



Abbeylands Haven

Existing Condition - Analysis & Constraints:

The Abbeylands site is one of the few accessible formal green spaces within the town centre and redevelopment of the site and surrounding context should focus on raising its profile as the ecclesiastical, civic true town centre. It is very well preserved with little evidence of anti-social behaviour. Existing civic use can be enhanced and expanded through increased permeability: currently there is only one access point to the site which is not on any major pedestrian routes, however various potential routes can be opened up to use Abbeylands as a destination in and of itself but also as a respite on longer through routes such as the proposed route from the Southern Gateway which could use the site to link to Main Street and Market Square. There exists an ornate gate under charge of the Bank of Ireland that could be opened up to form this connection. Another potential route is along the vehicular access lane to the postal sorting office. With the nature of postal/ ESB servicing facilities changing; this site could be redeveloped with the currently blocked lane allowing access to Town Hall Street via the side of Town Hall - itself potentially redeveloped as a civic, cultural and community focus point. Removal of modern walls to allow access back to Bridge Street through existing laneways, should not be problematic, however the entire site will need to be subject to archaeological assessment. Potential also exists to allow the newly permeable site to link through to the proposed backlands development between Town Hall St and Thomas Ashe St.

Weaknesses:

Aside from the sites being within the town centre area of archaeological interest, regeneration of Abbeylands Haven boundaries is likely to be complicated by historical remains. The current piecemeal condition of the boundary walls includes modern and original elements. Access lane to ESB and Postal sorting office sever linkages between the Abbeylands and Town Hall St. Poor visual amenity to west of Abbeylands, within Thomas Ashe Street backlands and to southern edge of Market Square.

Development of through routes from Bridge Street could be complicated by current backlands usage.

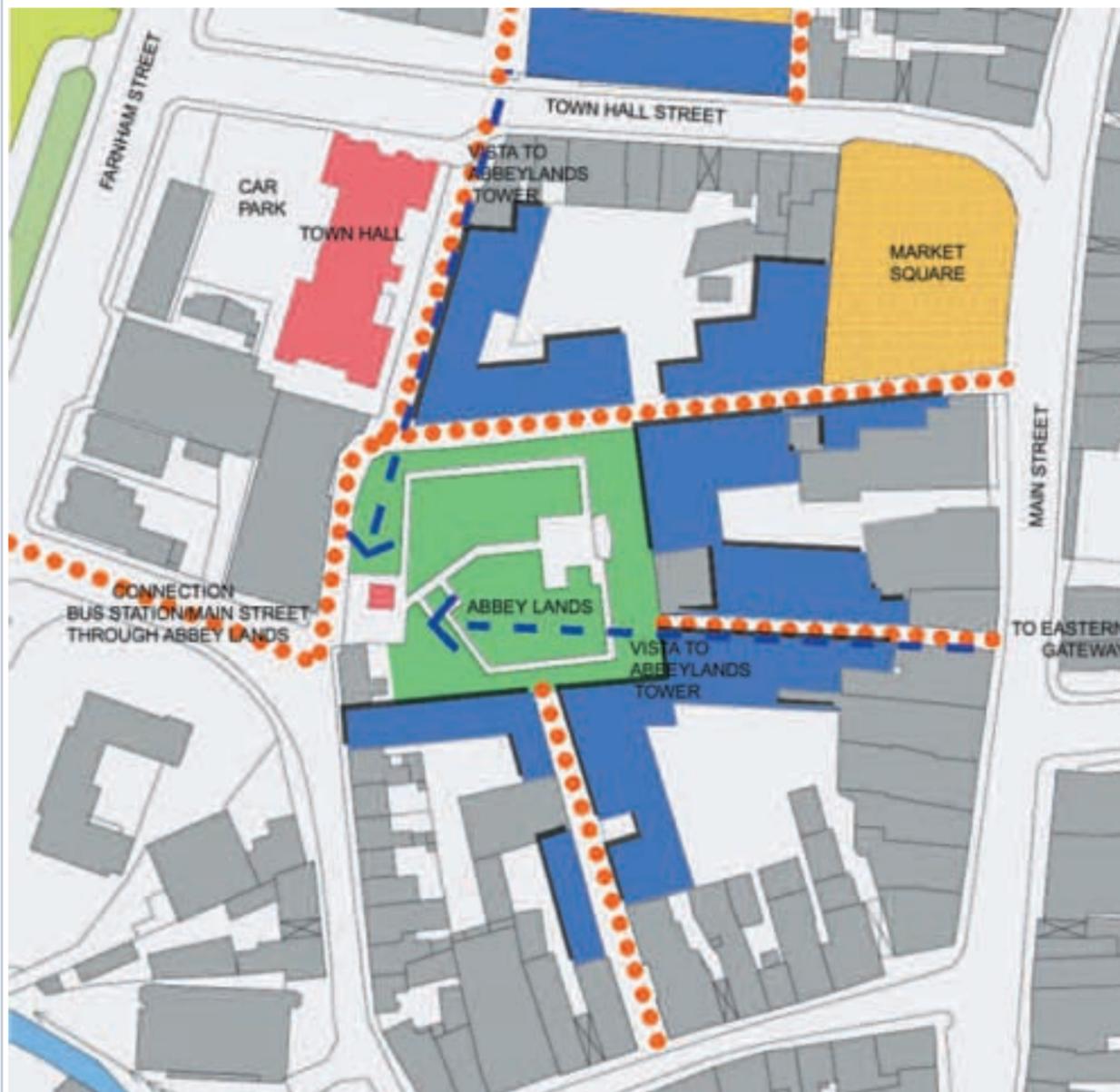
Opportunities:

The existing fabric of the town centre blocks shows a series of archways and connections converging on the oasis of the Abbey lands. This 'town park' provides an opportunity to become a genuine daytime incidental place of meeting, safe from the vehicular activity of Farnham Street and Main Street. The aim is to open as many linkages as possible taking advantage of existing features such as the ornate gate to Main Street currently controlled by the bank.

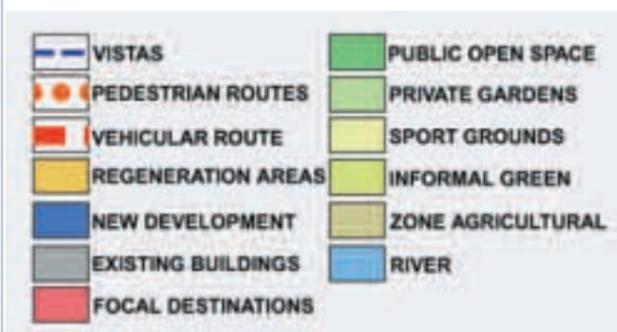
ESB and Postal services can relocate to more sustainable out of town locations thereby facilitating the upgrading of Market Square as a civic amenity and the generation of a street leading alongside Town Hall to the Abbeylands.

The piecemeal boundary wall to Abbeylands suggests a dynamic design solution retaining original elements and using removed sections to offer framed views north and west.

IDEAS FOR ARTISTIC SPACES



Site Proposal - Abbeylands



Meeting Square - Temple Bar - Dublin

IDEAS FOR THE BUILDINGS ADJACENT TO ABBEYLANDS



Asprey, London

The key space that unites the shop is the backyard of the five listed buildings.

By using these previously unplanned spaces to create a glass roofed courtyard, the individual buildings are appreciated, a focal point is created and circulation routes are made legible.



Artists' studio

Abbeylands Haven

Proposed Site Organisation:

Objectives:

Accesses:

In the Abbey Lands Haven there are direct pedestrian East -West connections from Market Square through the Abbeylands to Farnham Street and ultimately the Bus Station.

Parking day time/night time:

The area is served by the car park beside the Town Hall.

Form:

Re-edge the northern bank facade and Market Square. Puncture windows in new edges to north of Abbey Lands to facilitate overlooking.

Heights:

Abbeylands should be surrounded by 2-3 storey buildings edging the walkways. The "walls" should be protected and punctured with windows to allow for passive supervision of the space.

Uses:

- There is a general proposal for this area to be a 'Cultural Quarter' around Abbeylands, Town Hall and Market Square to encourage civic activity and the viability of the Town Hall expansion of the current use as a theatre.
- Amenity is established through a sequence of spaces in the core of the blocks, New Square to Market Square to Abbeylands.
- Restaurants and bars could overlook Abbeylands Haven and Market Square.
- Artistic elements and event spaces in enclosed areas (cinema walls, open air gigs, etc.)

Protection:

-The Terrace to the North of Town Hall Street may be maintained or reinstated to a similar scale.

Materials:

The external walls of the buildings overlooking Abbeylands should integrate the remains of the original walls surrounding it and the rest of the building should be consistent (as in the Irish Film Centre in Dublin).

Views and Vistas:

The opening of the laneway from Main Street to the Abbeylands would improve the vista to the tower.



View NNW to Rear of Main Street



View SW to Rear of Town Hall Str from Hibernian Car Park

Key to Site Analysis:

- 1- The character of the western edge of Main Street should be maintained.
- 2- The frontage to east side of Farnham Street is not seen as appropriate with the exception of the Hibernian building and the garage.
- 3- The railings are the only remaining of the Farnham Gardens and are to be retained where possible.
- 4- Modern examples will be well received by the developer. Opportunity for a mixed use development of modern design which maintains a street edge to Town Hall Street, but allows an entrance.



View NNW to Rear of Main Street



View N to Cavan Parish Church



Site Analysis - Farnham Gardens



Existing Backlands



To Eastern Gateway



Town Hall Str retained



Existing Lane



View W from Hibernian



View E to Methodist



Farnham Str access



Possible route



View N of existing surface car park



Farnham Street existing



To Abbeylands



Existing access lanes

Farnham Gardens

Existing Condition - Analysis & Constraints:

Original use of site was Farnham Gardens: series of plots and allotments. Gardens were laid out for use of residents by Lord and Lady Farnham mid-nineteenth century, destroyed and built over c.1960 with only decorative railings surviving which are protected.

All surrounding terraces, excluding Main Street, can be removed if required.

Guidance to be given on heights and forms and retention of buildings to streetscapes for redevelopment lands. Instead of redevelopment it would be preferable to ensure formation and reinforcement of streets and squares and the protection of views and vistas.

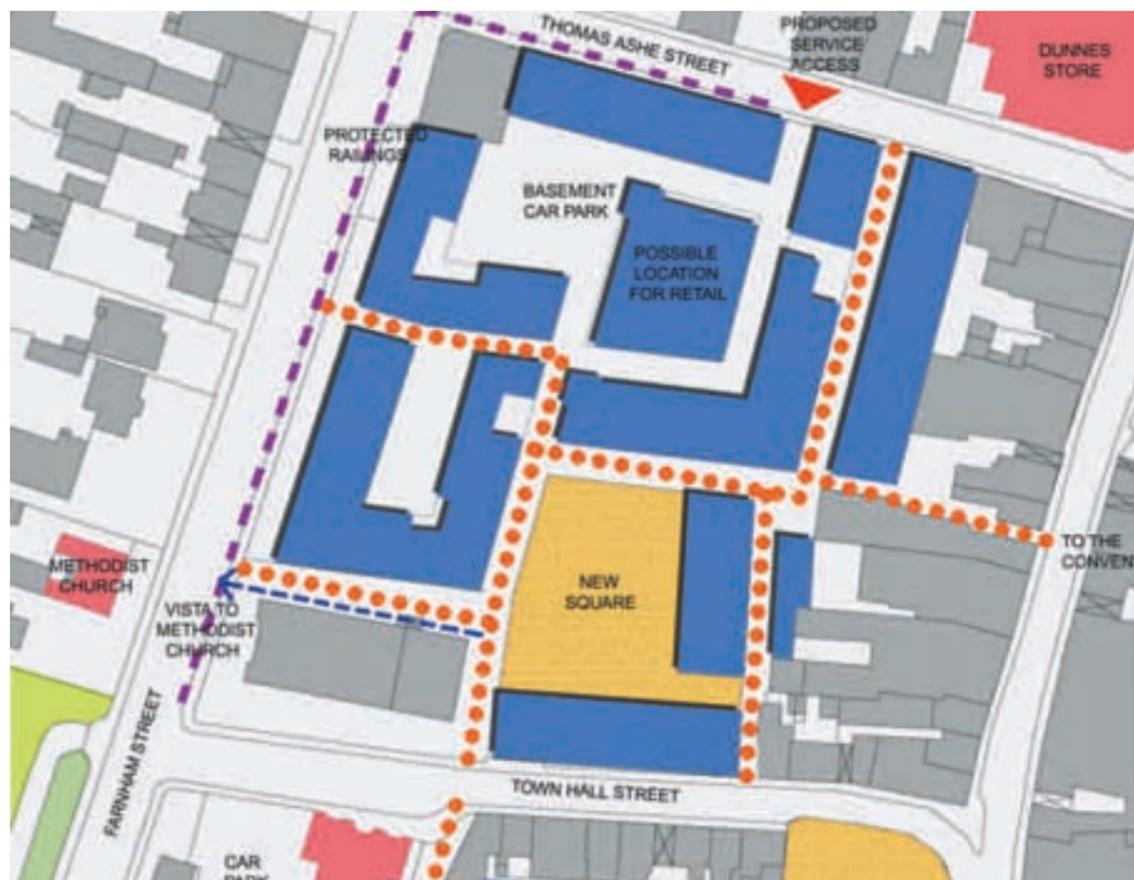
Weaknesses:

Poor streetscape to Farnham Street formed by 1960's detached residences.

Opportunities:

Potential exists to generate a new retail quarter to the north at Thomas Ashe Street, reinforcing and adding vitality to existing commercial and retail concerns.

Redevelopment of Farnham Street along the northern part of the site offers the opportunity to redevelop a stronger urban edge as visitors approach the civic regeneration quarter.



Site Proposal - Farnham Gardens



Proposed Site Organisation:

Objectives:

Accesses:

In the Farnham Gardens east-west pedestrian routes are set up from the Convent through a new Square with choices of links to Farnham Street.

Proposed service access from Thomas Ashe Street. Preserving vistas west to the Methodist Hall from the New Square, north to the Cathedral and Cavan Parish Church.

Parking day time / night time:

A basement level car park is to be provided to serve the new retail hub.

Form:

The objective is to have a dense streetscape surrounding spaces and edging Farnham street.

Heights:

As buildings approach Main Street they should be 3-4 storey with opportunities of articulation at corners.

Square design and streetscape height to allow retention of views/ vistas throughout the site. The design of the square and the height of the street are appropriate 2-3 storey with articulation at end of views are edging civic spaces.

On Farnham Street 3 to 4 storey is encouraged to respond to the 19th character of town area and develop a stronger urban edge on the approach to the Civic Regeneration Quarter.

Uses:

- Retail activity is proposed to the south of Thomas Ashe Street, linking to Dunnes Stores.
- Retail with opportunities for residential and civic space

Materials:

For the new buildings in Farnham Street it's preferable to use materials as limestone, sandstone and brick which are already use in the main buildings on the other side of the street.

The preferred palette of materials for buildings on Farnham street is appropriate brick, stone or render.

The internal plots suggest lighter and brighter buildings.

Glazing and transparency at ground level will activate the street edge.

Protection:

Protected Railings edge the New Terrace on Farnham Street around the Service Access on Thomas Ashe Street and should be retained and integrated into the redevelopment.

The extensions to the rear are of particularly poor quality and it is appropriate to have double fronted uses on the square.

Views and vistas:

A new laneway from the new square to Farnham street will also open up the vista to the Methodist church.



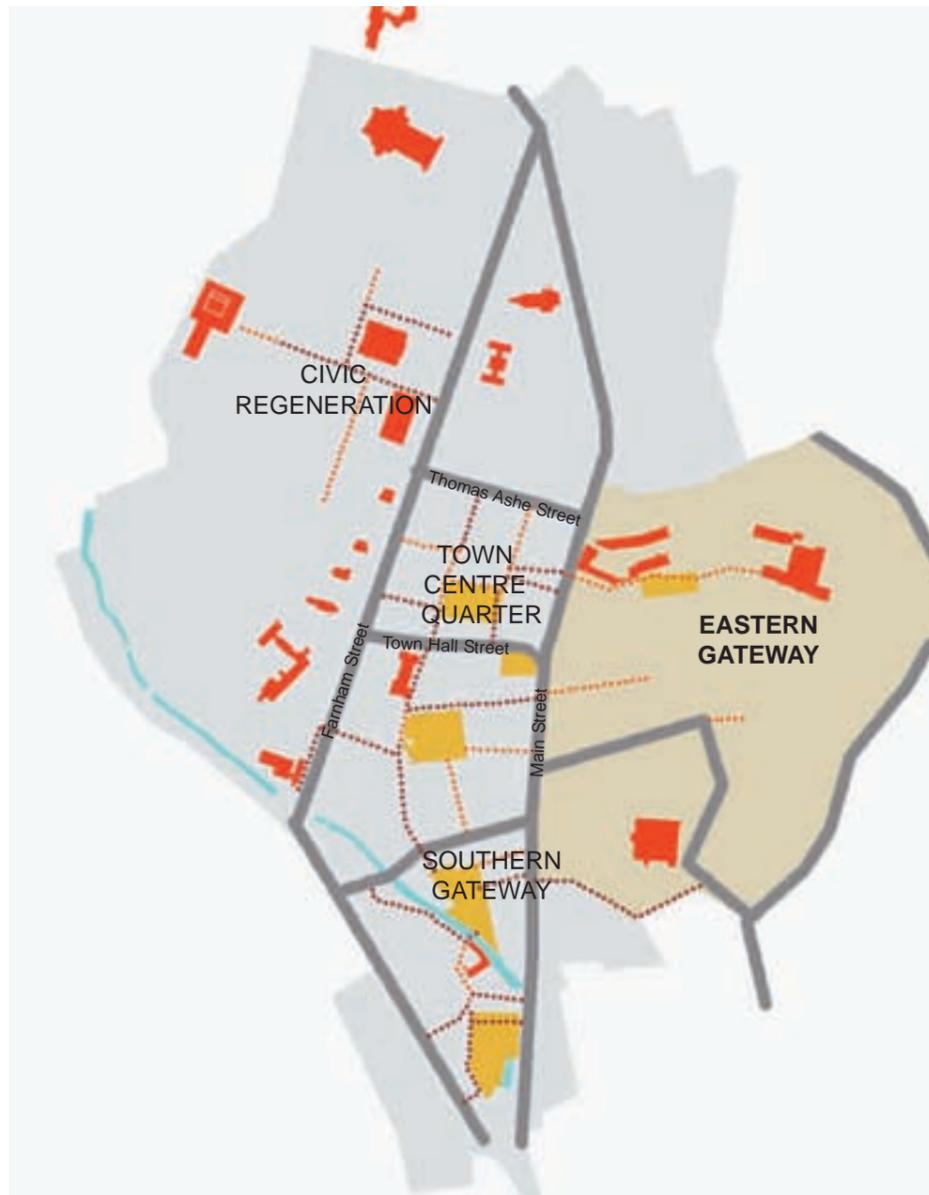
Friendship house

IDEAS FOR THE ANCHOR RETAIL



Idea store

New Eastern Gateway



Existing and proposed connections to the focal destinations and civic spaces



Scheme of existing and proposed pedestrian connections through the Site



View of site from above



View of Convent from above



View of Convent



View of lower site



View of Cinema

Location & Overview

This area will provide for a modern and natural extension of the town centre with connections across the ridge of Cock Hill.

The site is bounded by the Main Street and Cock Hill and it presents a very varied topography due to the presence of the ridge.

Currently the connection between the two areas is very poor and increased pedestrian connectivity and a reduction of the barrier should be encouraged.

Commanding the entrance from the Main street is the St Clares Church, a single cell Gothic Style Roman Catholic church, built c. 1880 and the Poor Clares Convent.

The area also hosts a multi screen cinema, two large anchor stores and two of the largest car parks.

It gives the opportunity for a new retail area, residential and mixed use.

Currently this backland area is used predominantly for surface parking.

The lower part of the site could be exploited re-edging the existing buildings to form a more structured and sustainable space, while the upper site could be regenerated with the creation of a retail/ mixed use space with a multi storey car park to link the 2 levels.

3 - New Eastern Gateway



Access road to site



Parking in front of Cinema



Changes of level and composition of Bluff



Frontal view of Bluff



Side Bluff by the Convent



View of Cathedrals and Convent



Actual shortcut to upper site

Key Sites to Analysis:

1- Potential to develop link from Main Street to New Eastern Gateway via access lane currently in private ownership.

2- St Clare's Church wonderful example of late nineteenth century church architecture. Part of the former convent, orphanage and school complex forms part of a group of ecclesiastical and educational building that played an important social role in the life of Cavan Town. Its architectural style and exposed stone facade varies from that of its neighbours making it a notable and landmark structure in town.

3- Multi screen cinema with multi storey car park behind.

4- Ridge of Cock Hill



Site Analysis - Eastern Gateway



View of Parking from above



View of Cock Hill

Existing Condition - Analysis & Constraints:

The upper side level represents a gateway for the proposed relief road offering the possibility to expand in this area not very developed at the moment.

Consequently even the lower site will be revamped turning the back of the actual buildings in new edges to welcome the new flux of visitors.

Weaknesses:

The pedestrian access to the school from the town centre needs to be improved.

The existing car-parking provision or proposed civic space would be upgraded with pedestrian access to open it up.

The supervision of the backlands would benefit from the development of the area.

Opportunities:

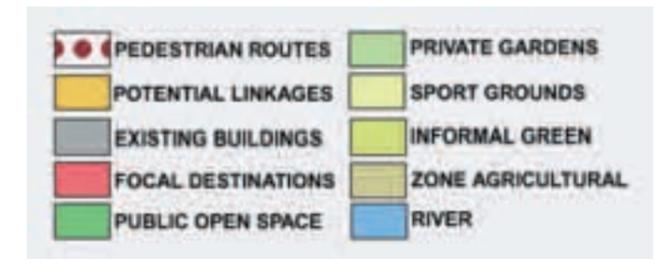
Existing laneway access from Main Street.

Old waterworks owned by the Council are likely to be relocated.

Potential to reshape the space around the car parks highlighting the vista toward the convent.

There are also some opportunities to provide active frontages (example the cinema car park buildings have already started to invert).

To revamp the convent and establish street datum, it is proposed to remove existing ramps, wall block, glazed porch.



EXAMPLES OF POSSIBLE MANIPULATION OF THE LANDSCAPE



BOTANIC GARDEN, Barcelona



Ramps through the Botanic Garden



Treatment of the bluff, "retaining wall"



"Mixed" vehicle-pedestrian unit combine the street and the garden



Ramps in Exchange square in Manchester. Lights are located inside the walls supporting the ramps, which can also be used as seats.



OLIMPIC VILLAGE, Barcelona pavement treatment



disposition of different elements of connection of the levels



urban furniture



to negotiate the slope the ramps climb in a zig-zag on walls constructed to contain the levelled ground



public stairs and escalators



the school follows the rhythm of the mountain and is fragmented by embankments



PUBLIC STAIRWAYS, Barcelona



Barcelona, elevated roads and bridges



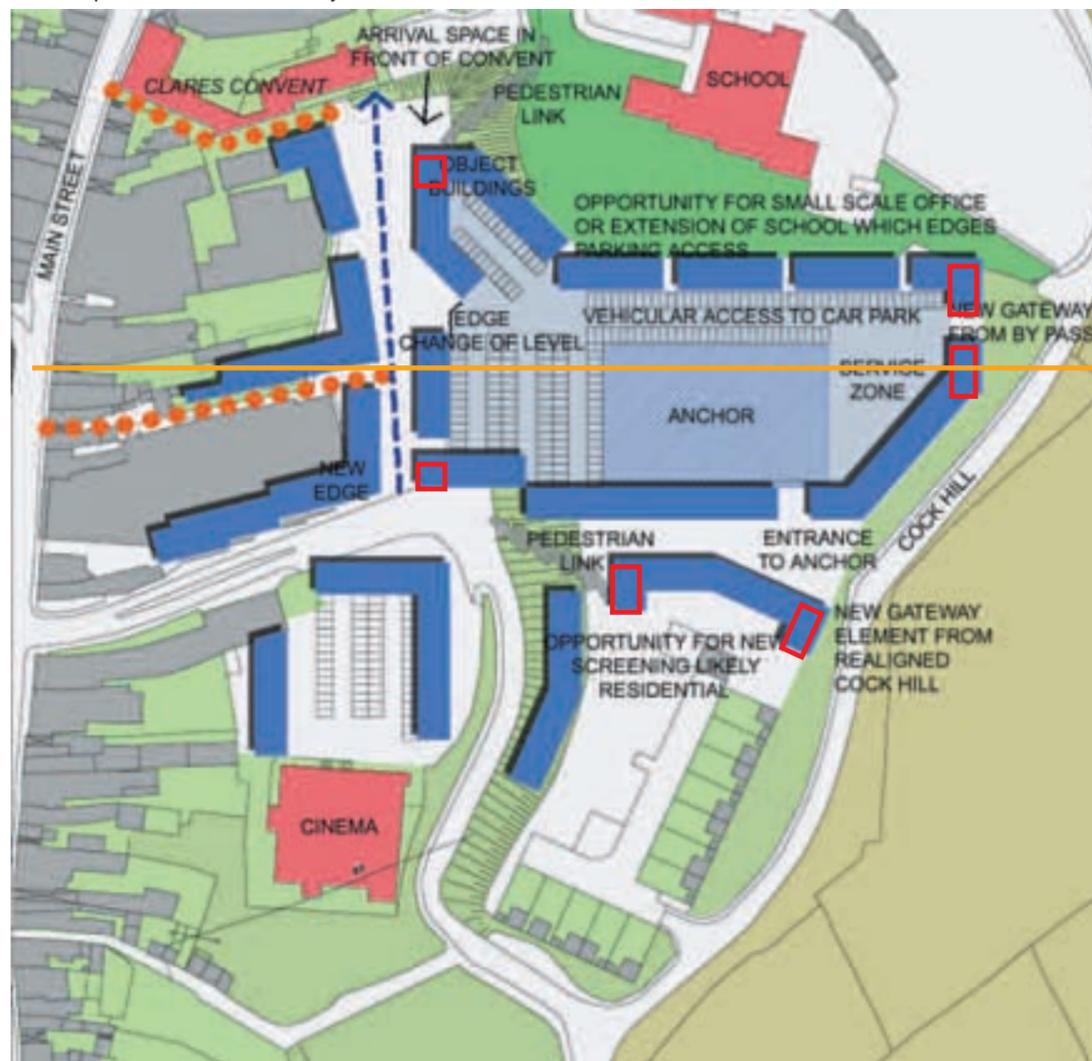


Photomontage (top of the Bluff): system of platforms (combined stairs and gardens) descending the bluff with vista towards the convent.



Photomontage (bottom of the Bluff): vehicular and pedestrian bridge crossing the bluff

Site Proposal - Eastern Gateway



Proposed Site Organisation:

Objectives:

Accesses:

The site organisation establishes the potential for an anchor store accessed and serviced from the proposed by-pass to the east of the town. This reduces car traffic and HGV activity in the Main Street. The object is to encourage pedestrian activity links as much as possible from the top of the ridge, the school site and residential developments to the Main street. Blocks are set up on an east west orientation to encourage a filtering of pedestrian traffic. Ramps and Walkways, as illustrated in the photomontages, can be used to make some of the links. Lift and stairs access can occur through the car park on the upper level and buildings to emerge onto the new 'street'. The lifts will also be used as wheelchair access. The site can otherwise be accessed by the main street. Two pedestrian accesses are also proposed to be opened from the Main Street through archways that are currently private. There are opportunities to create new frontages supervising the laneways.

Parking day time / night time:

The site is served by the anchor car park on the upper level and a car park on the lower area in front of the Cinema.

Heights:

Generally heights on the upper level of the ridge should not exceed 2-3 storeys. Buildings at the lower level can exceed these dramatically due to the backdrop of the ridge, subject to shadowing on the street. Buildings at the end of vistas are encouraged to have height and articulation.



Form:

A new street, parallel to main street, is established on north south orientation with the convent building as a focal point to the north. The entrance level of the Convent sets the street datum at the northern end to potentially allow some under ground parking and to facilitate easier access to the Convent Church. Small urban spaces are located around the ridge and along the route to generate stopping points or nodes. The ridge is exposed for historical references in part only and to afford an appropriate setting for the Convent Church.

Uses:

This area is proposed to be an extension of the town centre with, residential, mixed use and retail allowing continuous use though it day and night. The residential area will be preferably located on the southern upper level and they will be mainly orientated east-west. The remaining buildings on the upper part of the site will be retail/social around the main anchor store with possibility of some offices in the block closing the car park down the ridge. Landmark elements building in strategic points will help to give a sense of the place and close vistas. The key activities will be the existing cinema and school.

Materials:

Natural materials of stone and brick are suggested for the buildings on the top of the bluff as they will characterize the Cavan skyline. For the buildings in the street parallel to the Main Street a simple render on the facades would help to emphasize the view to the church.

Protection:

The buildings on the Main Street are going to be maintained even if re-edged towards the end of the side.

Views and vistas:

The new edges in the inside of the car park are orientated to allow the vista to the Convent from the access to the site.

	VISTAS		PUBLIC OPEN SPACE
	PEDESTRIAN ROUTES		PRIVATE GARDENS
	VEHICULAR ROUTE		SPORT GROUNDS
	REGENERATION AREAS		INFORMAL GREEN
	NEW DEVELOPMENT		ZONE AGRICULTURAL
	EXISTING BUILDINGS		RIVER
	FOCAL DESTINATIONS		

Civic Regeneration Precinct

Location & Overview

Current usage is dominated by civic amenities such as the Council Building, Courthouse and Johnston Library. Redevelopment of the site should be aimed at reinforcing current usage and enhancing civic character.

The site commands excellent views north to the Cathedral and north-west to the Church of Ireland Church.

Whilst there are many vehicular and pedestrian links through the site and potentially back to the series of inter-connected pedestrian routes from Thomas Ashe Street; there is currently no clear hierarchy and as a result pedestrian routes can be unsatisfactory. Redevelopment should link these separate administrative blocks through the site while framing and protecting views. The new library currently supports these principles by offering pleasing visual amenity to the rear and allowing pedestrian access. Car-parking can also be rationalised in-line with new developments with the possibility of stacked parking to be explored.

Whilst ownership constraints would appear to rule out the possibility of using elevated lands to the north-west of the site as a public park, the possibility exists to develop the tennis-club site as a public open amenity space if a suitable alternative location could be found for the current occupants.

Existing Condition - Analysis & Constraints:

Currently the site houses a number of separate administrative functions with Council and Courthouse sharing the same grand mid-nineteenth century building; additional Council departments housed in mid-nineteenth century terraces on Farnham Street; Johnston Library and the Department of Agriculture building on an elevated site to the west. There is also a privately managed tennis club with a number of courts behind the new library.

Presbyterian Church: Gothic style, built 1856 with extension to rear added c.1990. The Gothic Revival Scots Church with manicured lawns is a very fine example of Presbyterian Church design. It's built in random coursed limestone and sandstone walls.

Presbyterian Manse: Built c. 1860 extended to rear c. 1990. It underwent some extensive renovation in recent years to the detriment of many of the original feature of the structure. Sandstone elevation and red brick to the window.

Former Methodist Church: Built in 1874, now is use as Print works. This former Methodist Church forms a group with the former Methodist Manse and a larger group with the collection of ecclesiastical structures on the street.

Former Methodist Manse: built c. 1875 contributes to the streetscape and historic character of Farnham street. It has survived relatively untouched and as a result has retained much of its original character.

Masonic Lodge Number 90: Built 1885, it's one of a number of well-crafted-mid-nineteenth-century structure in town. It's design and detailing are of the highest standard. It's of architectural, artistic and social interest.

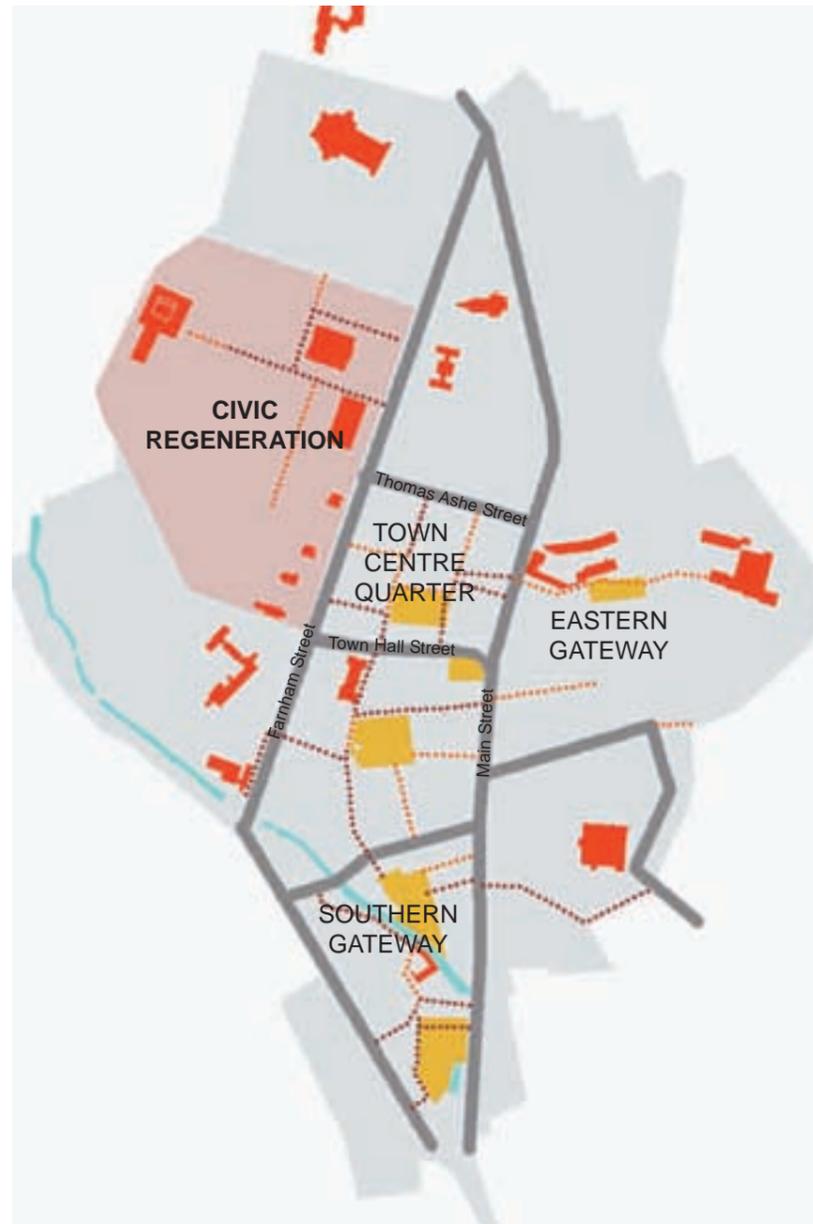
House Commercial Offices, 23 Farnham Street: Terminating an earlier terrace of stone houses, this mid-nineteenth-century house compliments its neighbouring houses by means of its scale, stone facade and treatment of openings.

Erkine Terrace: is a fine example of an early nineteenth-century terrace of townhouses and displays many architectural features typical of that period. This terrace house is very much part of Cavan's architectural heritage. As an intact building it retains its significant fixtures, which combine to enhance its character. The stone of its facade is the predominant building material at the southern end of the street.

Existing and proposed connections to the focal destinations and civic spaces



Scheme of existing and proposed pedestrian connections through the Site



Tennis Courts and Library



Rear of the Courthouse



Vista to the Cathedral



Car Park behind Courthouse



Johnston Library (Shaffrey Associates)

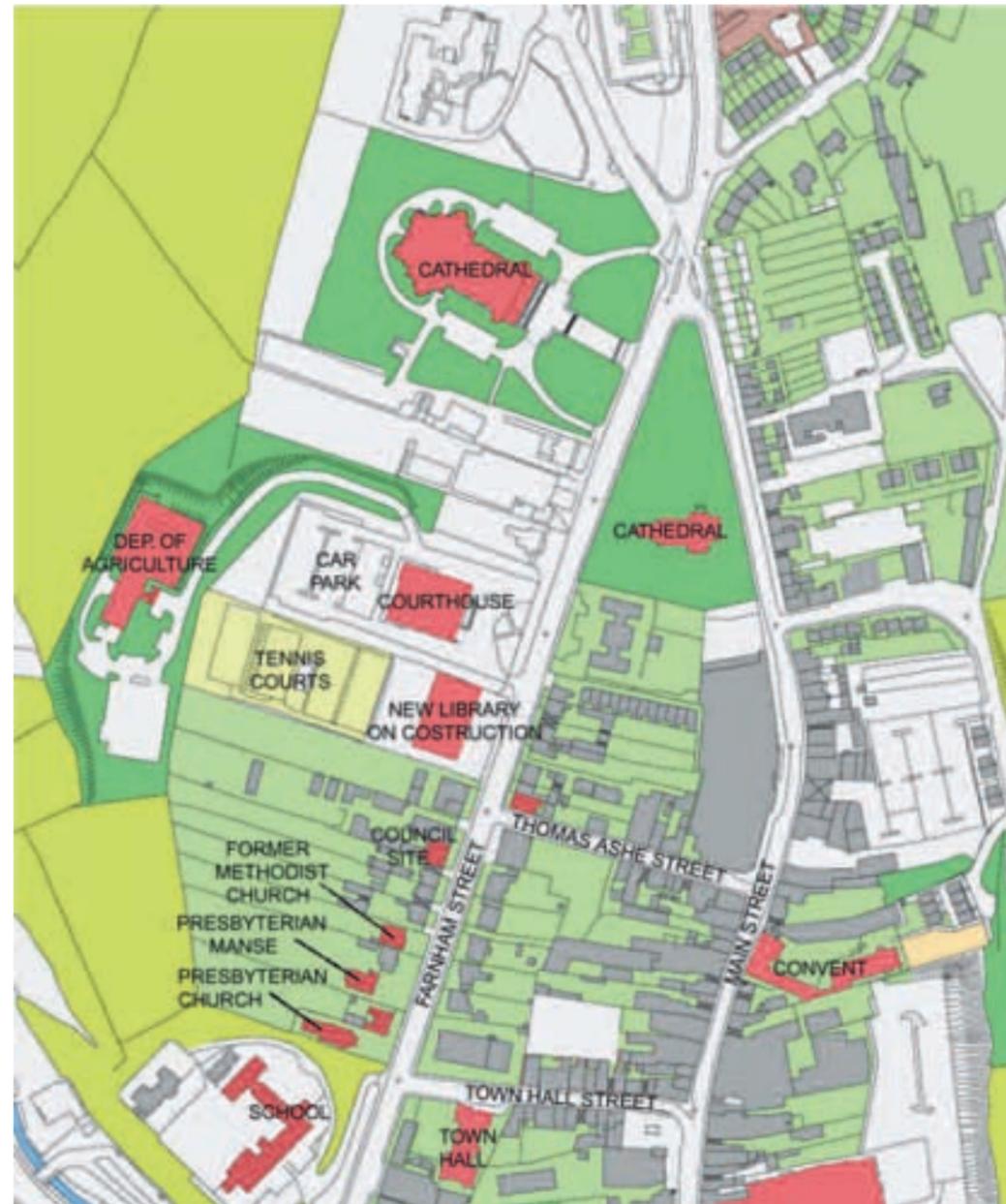
Key to Site Analysis

1- The Cathedral, Courthouse and the New Library are the focal points of the site.

There's potential to re-shape the lands around them.

2- The existing car park offers the opportunity for intensification of the site. It can be accommodated in the change of level and built over.

	PEDESTRIAN ROUTES		PRIVATE GARDENS
	POTENTIAL LINKAGES		SPORT GROUNDS
	EXISTING BUILDINGS		INFORMAL GREEN
	FOCAL DESTINATIONS		ZONE AGRICULTURAL
	PUBLIC OPEN SPACE		RIVER



Site Analysis - Civic Regeneration Precinct

Weaknesses

Archaeological constraints within town centre area.

Pedestrian inaccessibility to Agriculture buildings- occasional steps occur to elevated site.

Ownership constraints: provision of public space undermined by private access to tennis court.

Opportunities

Potential to develop backlands linkages from rear of Farnham Street terraces through new library backlands to Dept. of Agriculture buildings via rear of Courthouse: potential for new built edge to protect and frame views of Cathedral.

Natural topography: potential to exploit the topography in parking solution to allow new development and remove vehicular dominance - improvement in civic and visual amenity space.

Elevated lands offer views of the town.



Cathedral of St Patrick and St Feilim



Access to Courthouse Parking



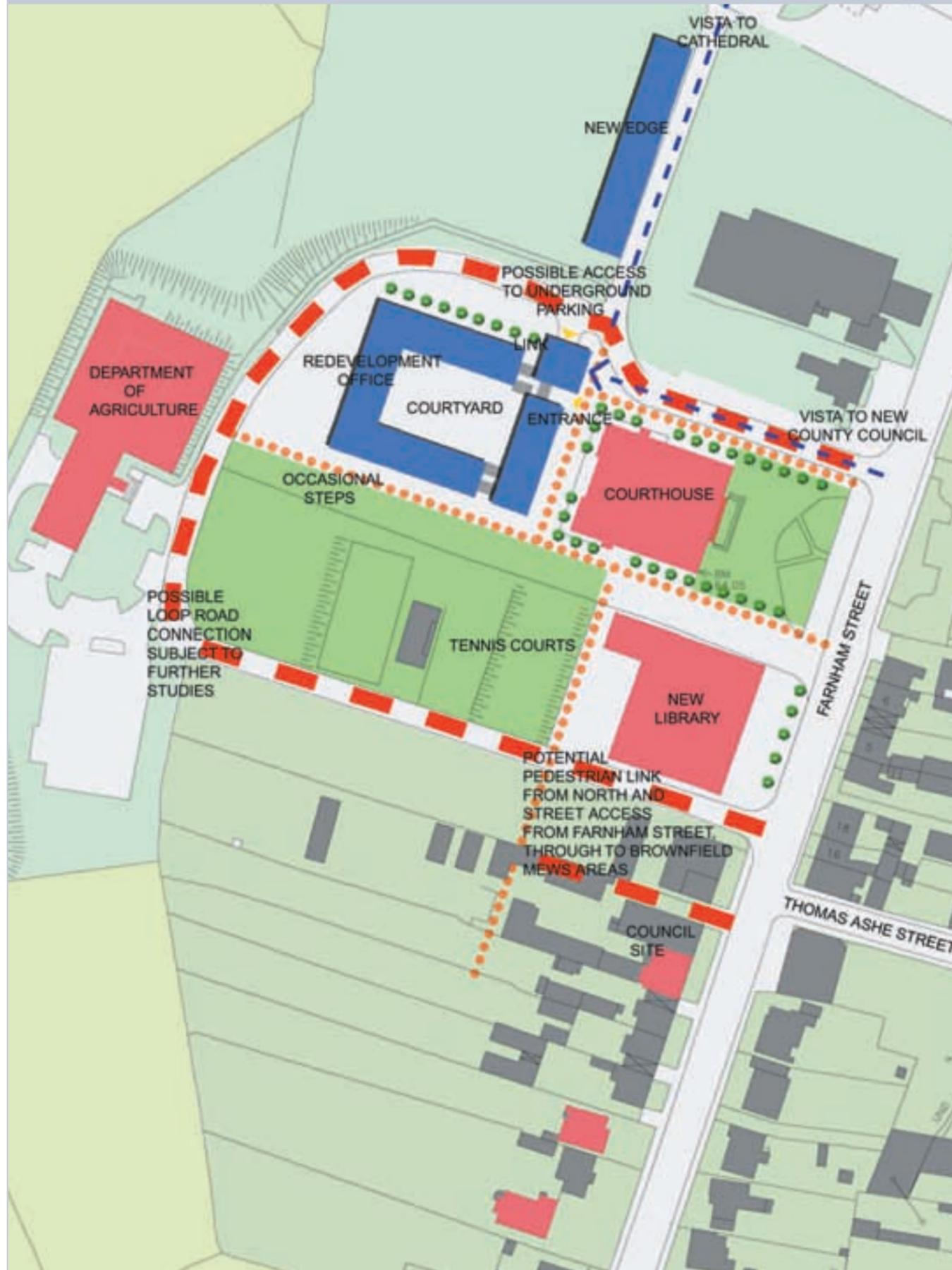
Farnham Street



Change in level



Farnham Street



LOWER LEVEL OF REDEVELOPED COURTYARD BUILDING.



Proposed Site Organisation

Accesses:

Retain vehicular access from Farnham Street north of Court House to civic administrative facilities; car-parking to be reorganised inline with backlands redevelopments with possible exploitation of natural levels to provide stacked parking solutions. New pedestrian routes along backlands to link various civic amenity destinations. These provide linkages across Farnham Street to a town-wide series of inter-connected pedestrian links.

Parking day time/night time:

The new parking has been relocated to the basement of the new offices. The capacity can be improved substantially over 2 levels.

Form:

Potential new mews development along backlands of Farnham Street terraces to allow reorientation along back of County Library toward Cathedral; new edge buildings to provide framed views of Cathedral and protect from incursion of future private developments onto established vistas.

Heights:

Due to the tall nature of many of the historic buildings on and bounding the site; buildings at the lower levels can exceed existing heights subject to local shadowing issues due to elevated nature of western parts of site. The building to the rear of the court house should be of a similar height. The new edge close to the cathedral should not be more than 2-3 storeys.

Uses:

Retain civic amenity use of the site and investigate potential for provision of civic passive recreational amenity space.

Materials:

Objective to borrow from the palette of materials already in Farnham Street. Modern glazed insertions would also be appropriate.

Views and vistas:

Two vistas are generated to increase the legibility of the area.

1. East-West along to the North edge of the court house to pull people deeper into the site.
2. North-South framed view of the Cathedral generated between the back of the Court House and the new library development.

Southern Gateway Site

Location & Overview

This site is of great importance as the southern vehicular entrance to the town; any redevelopment should be aimed toward improving both the physical and visual amenity value of the site as the town Gateway.

Currently dominated by its primary use as two Council-operated public car-parks, the site is divided into two discreet areas due to the lack of permeability through the Brefni Inn backlands to the Liferforce Mill/Mill Race lands. The Cavan River is a visual presence on both parts of the site, however on the Egg-Market site to the south it has been culverted. On the northern Mill Race part of the site there exists the only intact riverside walk within the town centre area.

Taken together the sites have no shortage of vehicular access points due to the nature of their current usage and regeneration of the site would allow the reduction of car-parking numbers once alternative locations have been identified. With College Street being the more important vehicular distributor, the opportunity exists for the generation of a more pedestrian biased edge to James Connolly Street.

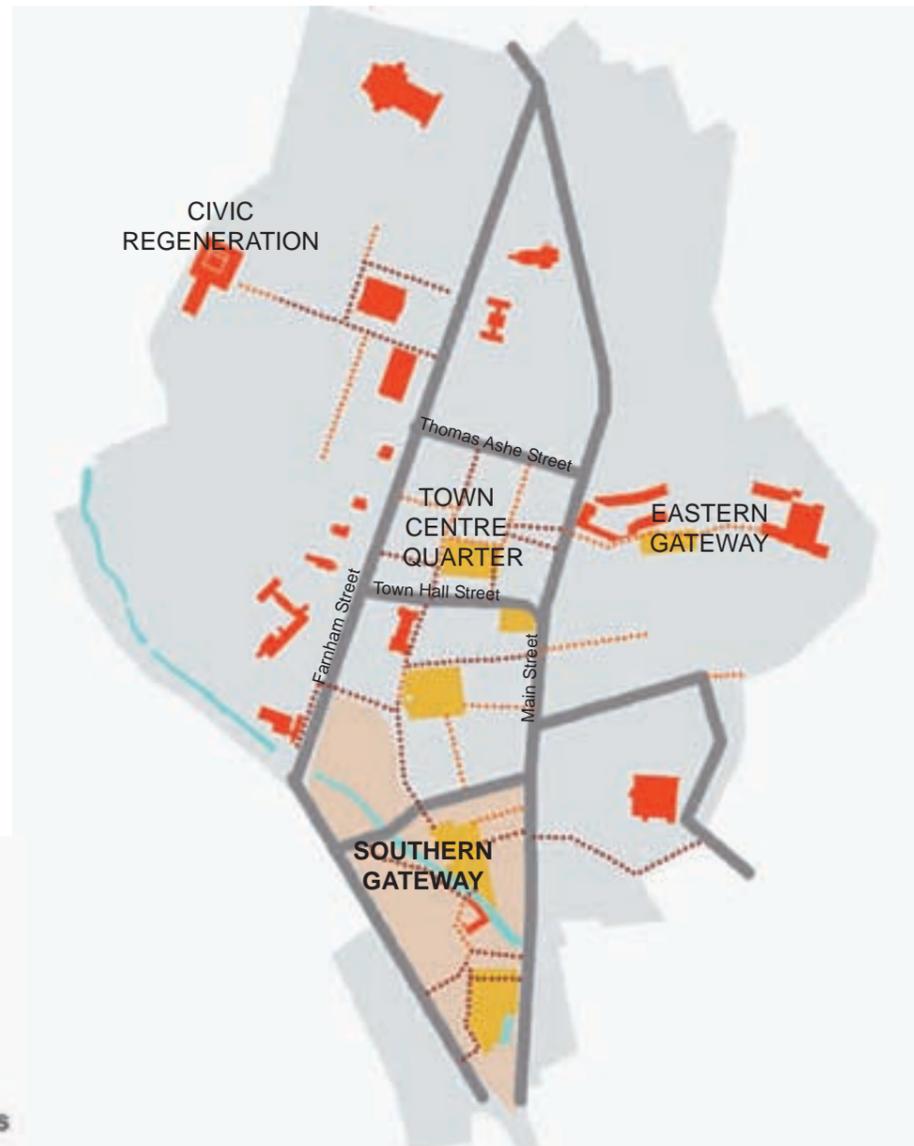
Aside from use as car-parks, there are also established mixed use take-away and licensed premises on site which could be further developed to focus on the river as well as casual trading use.

The main feature of the site is the river, however the Liferforce Mill buildings (originally established c.1846 on the river and containing buildings of a variety of ages arranged around a central courtyard and protected at a regional level) are very attractive and when redeveloped could be an important amenity magnet. The existing riverside walk is also an important feature to be retained and enhanced. There are no other listings on the site, however the protection of at least the southern section of the residential terrace to College Street is to be encouraged as it reflects the 19th century character of the town.

Redevelopment of the backlands areas of the site would introduce an improved level of connectivity to the site as well as reducing visual clutter.



Scheme of existing and proposed pedestrian connections through the Site



Existing and proposed connections to the focal destinations and civic spaces

“Egg-Market” site

Existing Condition - Analysis & Constraints:

Current usage of 'Egg-Market' site as primarily public-car-park with casual trading should be reviewed with parking numbers reduced and accommodated elsewhere allowing the site to be redeveloped as a more formal market to encourage generation of civic activity in this important gateway site.

Residential terrace on College St. south of rear access lane should be retained to reflect the 19th century character of the town at the gateway, however north of this point the redevelopment of the terrace to commercial uses in tandem with the redevelopment of the residential terrace on River Street would generate activity along various routes toward Liferforce Mill, adding vitality and viability to the redeveloped site.

Current Pedestrian Access from College Street to be retained as beginning of pedestrian through route following redevelopment of vehicular access. This would support development on the elevated site west of College Street.

Pedestrian permeability along redeveloped Cavan River to James Connolly Street.

Change in level between car-park and Council wayleave to rear of residential terrace to be exploited as the beginning of a pedestrian through route from Southern Gateway to Liferforce Mill; there linking to pedestrian routes to Abbeylands Haven and beyond to Civic Regeneration Quarter through redeveloped Thomas Ashe St/ Town Hall St block as well as passing permeable laneway routes to Main Street.

Entrance only from College Street.
Entrance and exit from James Connolly Street.
Removal of public car-park access from James Connolly St. to facilitate the reinstating of the Cavan River as a presence at the Gateway.



Cavan River from James Connolly Street



Liferforce Mills River frontage



Riverside Walk to Bridge Street



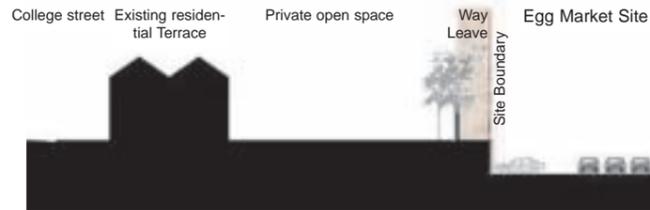
View of Potential Link to Mill Race



Rear of Breffni Inn



View from James Connolly street toward Hotel Site



Section showing Wayleave to Rear of existing Residential

Key to Site Analysis:

- 1- Gable elevation of Breffni Inn forms poor frontage to space.
- 2- Existing route through Breffni Inn backlands from James Connolly St. to College St. via existing access lane.
- 3- Council wayleave to rear of College St. residential terrace, intersects with Route 02 above.
- 4- Potential pedestrian route from College St. to Liferforce Mill via Council wayleave (03 above).
- 5- Council owned public toilets (Possible Regeneration). Public toilets Council owned and operated so possible redevelopment of site; complications arise from issue of ownership over Cavan River.
- 6- Residential terrace to James Connolly St with extent permission for redevelopment.
- 7- Canalised Cavan River with Council ownership to river-banks, possible excavation of river as civic amenity.
- 8- Vehicular traffic routes to/ from Town Centre.



Site Analysis - Egg Market

Weaknesses:

The lack of pedestrian permeability through the Breffni Inn backlands results in no connectivity between the two areas of the site.

The poor visual amenity of the rear of James Connolly Street/ Bridge Street commercial terraces to north and Breffni Inn backlands to south.

The canalisation and culverting of the Cavan River is a wasted natural resource.

The council-owned public toilets/ workshop block provides a weak gateway and first impression of the town.

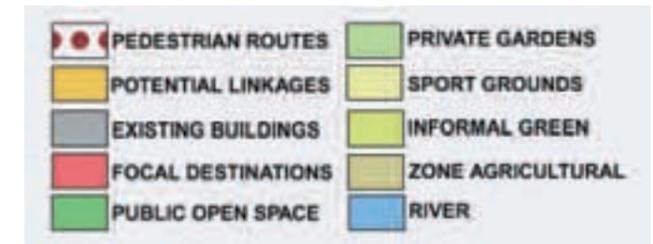
Multiple ownership of areas adjoining car-park lands as well as culverting of river under private premises may lead to complications in rationalisation of car-parking and enhancing of river amenity.

Opportunities:

The elevated wayleave could form a dynamic beginning to a new series of pedestrian through routes allowing connectivity on this site and linking to a larger series of routes to Abbeylands Haven and the town as a whole.

The council-owned public toilet site could be redeveloped to form a more pleasing first impression of the town.

The casual trading use could become a more formal market space thereby bringing civic activity to the site and facilitating future arts usage.



View from College Street access



View of River



Key development site



View of Cavan River Culvert



Junction with Bridge Street



View toward Rear of Bridge Street Properties



View toward Life Force Mill from rear of Bridge Street Properties

Key to Site Analysis:

- 1- Vehicular access from Bridge Street along route from Abbey Lands.
- 2- Poor edge formed by existing elevations; possible regeneration and reorientation. Improvement of space as amenity focus that exploits mill-buildings with rationalised car-parking would encourage landowners to renovate and re-orientate elevations to provide active frontages and edges to space to service establishing a new use. Any such refurbished/ regenerated buildings would need to frame mill buildings but maintain heights.
- 3: Existing hostel use.
- 4: Possible enhancement and continuation of the only section of riverside walk available in Town, with regenerated Mill as amenity destination.
- 5: Council operated surface car-park with complications in regeneration arising from multiple ownerships in assembly.
- 6: Life Force Mill buildings: possible regeneration as amenity magnet.
- 7: Southern Gateway pedestrian route.
- 8: Existing access laneways: regeneration of site would then allow exploitation of existing permeability and intersection of possible routes (Market Sq, Abbey Lands, Mill buildings, Bridge Street, Southern Gateway, etc.)



Site Analysis - Mill Race Car Park

Mill Race Car Park

Existing Condition- Analysis & Constraints:

Existing Vehicular Access Access from College Street and from Bridge Street
 Retention of College Street access and expansion to facilitate servicing of regenerated Mill Buildings.
 Retention of access to allow servicing of redeveloped River Street Terrace and also to facilitate possible future change in use of parts of residential terrace to commercial usage.
 Retention of existing access point in the Public Car Park to regenerated Mill Race site.
 Potential for upgrading of existing access lane as alternative pedestrian route shared with Mill service.
 Existing riverside walk.
 Bridge Street vehicular and pedestrian access to be retained as primary intersection with pedestrian through route to Abbeylands Haven.
 Pedestrian movements to newly redeveloped commercial terrace on River Street and College Street.

Weaknesses:

The location of the site within the town centre area of archaeological interest could result in complications in redevelopment.

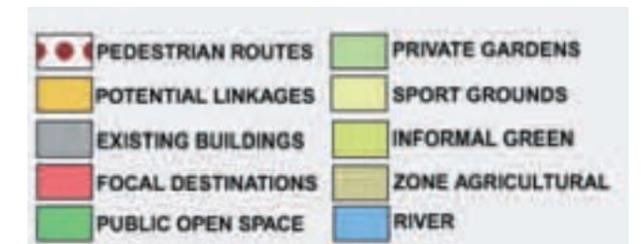
The dominance of car-parking results in the lack of civic activity on the site.

Opportunities:

As sites are acquired, the riverside walk could be incrementally increased until it stretched into the environs of the town.

Regeneration and reorientation of the backlands could allow existing uses to further develop into riverside terrace cafes and restaurants.

The Life Force Mill could be regenerated as an amenity magnet, thereby increasing the vitality of the new spaces and the viability of commercially redeveloped terraces to River Street and the northern part of College Street.



Life Force Mill from Bridge Street



River Street existing Terrace



Lane Access



View toward Bridge Street along River Walk



Site Proposal - Southern Gateway

Proposed Site Organisation:

Objective:

Accesses:

Vehicular access to Egg-Market is exclusively from College Street with entrance redeveloped to accommodate two-way traffic in-line with redevelopment of Gateway building on Public Toilet site.

Vehicular access from Bridge Street to Mill Race car-park retained.

Existing laneways to be retained as pedestrian links and given active frontages where possible.

Existing service accesses from College Street and Bridge Street to backlands to be retained but upgraded as shared pedestrian and vehicular links.

New pedestrian route from Gateway opposite development site on College Street along elevated wayleave to Mill buildings and there to link with riverside walk and existing laneways thereby providing the start of a town-wide series of interconnected pedestrian permeable routes.

Formation of new pedestrian biased edge to James Connolly Street with reinstated Cavan River as focus. Possible extension of riverside walk beyond Town Centre into environs to be explored.

Parking day time/ night time:

The car park in James Connolly Street and Bridge Street will maintain their function, but they will be revamped and re-edged.

Form:

New edges to rear of Bridge Street and James Connolly Street commercial properties: where possible these redevelopments should be used to reorientate commercial interests to focus on new spaces around the river.

Heights to be maintained.

New gateway building to be developed on public toilet site and retention of southern part of College Street terrace to be encouraged.





Site Proposal - Egg Market



Site Proposal - Mill Race Car Park

Redevelopment of northern part of College Street and Riverside terraces should be 2-3 storey with every effort made to overlook and animate new spaces and routes.

As buildings approach Main Street they should be 3-4 storey with opportunities of articulation at corners. Gateway building to south recommended as four storeys.

Heights:

The height of the new buildings shouldn't exceed 3-4 storey to maintain the streetscape.

There is the potential for higher landmark buildings at gateway points to the south.

Uses:

Retention of a reduced level of car-parking on both sites, but Egg-Market site should acquire a more formal market and become a space that is capable of hosting civic and arts activities.

Regenerated commercial terraces along River Street and backlands to lead to redeveloped amenity magnet of Lifeforce Mill.

Reinstatement of Cavan River in the 'Egg-Market' site allows an opportunity for the generation of new edge buildings with the possibility of riverside café/ dining facilities leading to the Mill-Race part of the site which in turn should be re-edged with established restaurant/ licensed premises uses.

Materials:

Modern timber shop fronts are encouraged in the new developments in James Connolly Street.

Protection:

It is proposed to maintain the streetline of James Connolly and College Streets.

Simple forms, rhythms and parapet lines are encouraged.

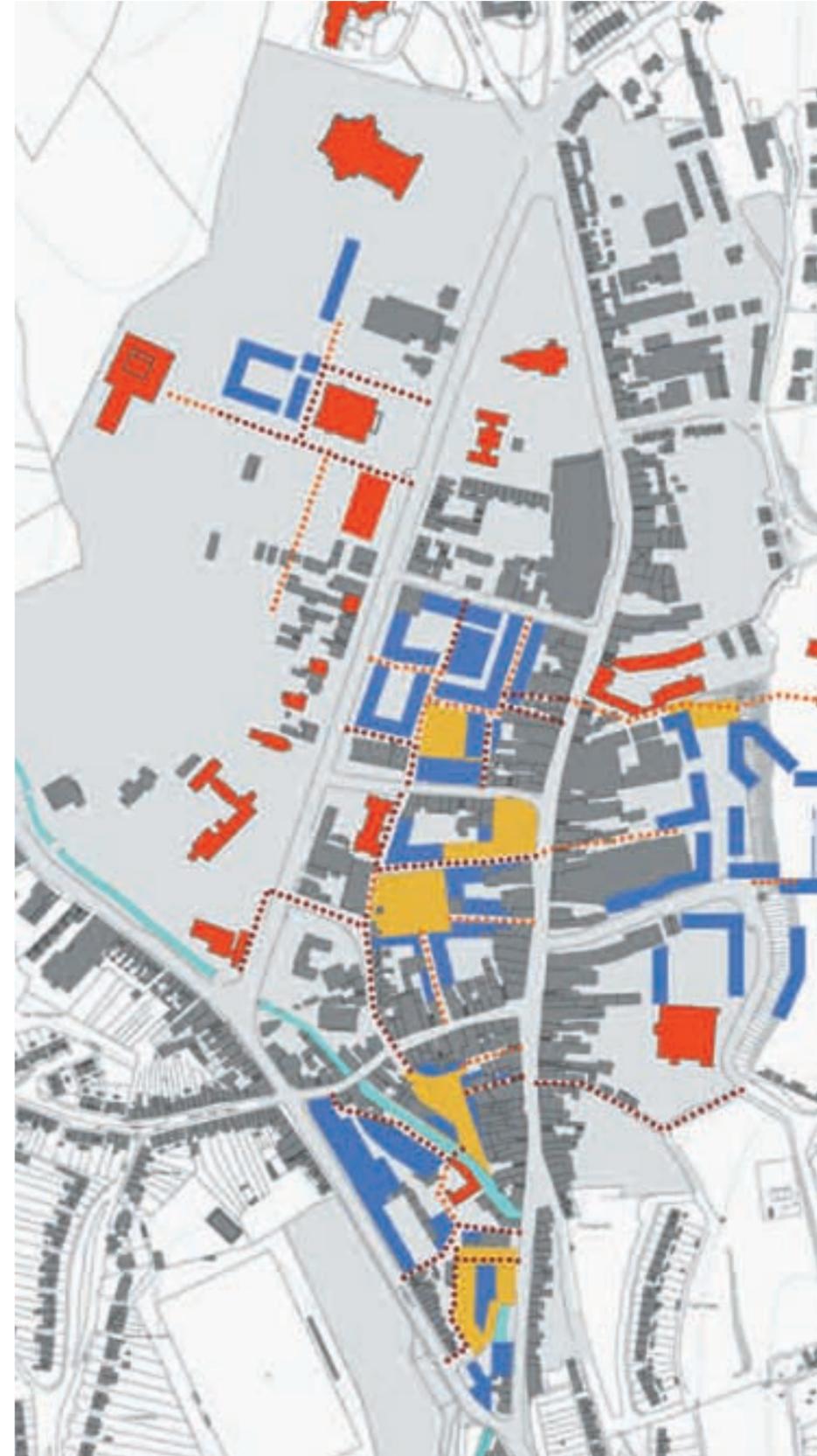
Views and Vistas:

The Lifeforce Mill offers a wonderful opportunity as a focal point in the heart of the block.

Views of the Mill should be protected so that it "commands" the space.



Overall Map of Cavan Urban Design Framework



Overall Map of Cavan Urban Design Framework