

MITCHELSTOWN GEORGIAN QUARTER



PUBLIC REALM ENHANCEMENTS



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Figure no. 1: Site visit with stakeholders

Cork County Council

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The project is a collaboration with a team of specialists including James Bourke Architects, Fox Moloney Engineers, Minogue Environmental Consultants, Repucon Tourism Consultants, Archer Archaeologists, Tobin Engineers and Signify Lighting Specialists.



PART I

What makes the Mitchelstown Georgian Quarter so unique in terms of its history, landscape and built heritage?



1.0 INTRODUCTION

Summary

Mitchelstown is one of the finest historic planned towns in Ireland retaining its original plan after two centuries of growth and change and possesses a rich architectural heritage. It has an intriguing history, full of stories and character blending urban and rural with considerable scope to engage both domestic and international visitors.

From a geographic perspective, Mitchelstown is ideally situated to develop a strong tourism proposition focused on the outdoors. The River Gradoge runs by the town into the River Funshion, which in turn is a tributary of the River Blackwater. Easy access to the scenic mountain areas of the Galtee Mountains and Mitchelstown Caves combined with the uniqueness of elements of the town's urban fabric and its heritage story provide an immediate platform for development.

Mitchelstown has a population of approximately 3,740 and is situated in the valley to the south of the Galtee Mountains in a hinterland with a recognised agricultural culture and heritage. The town is best known as a market town with an active weekly market since the 1800's. The town is also a centre for cheese production and is surrounded by some of the country's best dairy production landscapes with premium produce. A wealth of architectural heritage and preserved streetscapes offers visitors the opportunity to access one of the finest Georgian towns in Ireland. Mitchelstown has an arts and culture centre, a tradition of music festivals and an annual outdoor pop event. The town also has had some notable residents, including the well-known writer William Trevor (1928-2016), the philosopher and women's rights advocate, Mary Wollstonecraft (1759-1797) and John Mandeville (1849-1888), a leader of the Land League. The town is reachable from two major cities in less than one hour with Cork City and Limerick City both in the region of 55km away from the town. The location of the town is close to the M8 making it very accessible from national routes and the Dublin market.

This report concludes phase 1 of the design process in which options for the enhancement of the Georgian Quarter have been developed and are presented here. The Georgian Quarter has been defined as including the areas of New Market Square, King Street, King's Square, and

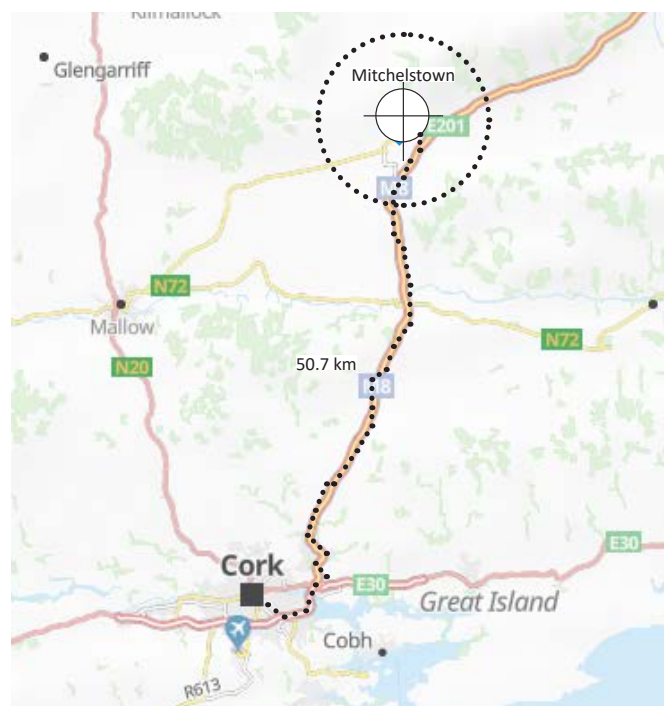


Figure no. 2: Location of Mitchelstown in the region

George's Street. The design report sets out the vision for the Georgian Quarter and integrates the findings of a suite of research carried out as part of this project including tourism opportunities, conservation, archaeology, environment, and engineering. An assessment report for the different models based on the feedback of the experts has been compiled as a supporting document for this report. This assessment report excludes the input of the designers themselves. Following the selection of the preferred options, the design will be developed further to a part 8 application. Thereafter the report is to be developed as part of a part 8 planning package and pending successful completion, as a submission for RRDF funding.



Kingston College Wood

Kingston College

Part 2

king's square

Part 2

George's
Street

Part 1

King's
street

Part 1

New
market
square

St George's
Arts &
Heritage
Centre

Vision and objectives

The vision for the Mitchelstown Georgian Quarter celebrates the unique and intrinsic qualities of the place, its past, and its people. It recognises the changing needs of Mitchelstown and proposes a sustainable, green and inclusive public realm that builds on its heritage. By reflecting these needs it aspires to improve the quality of life for its residents and

To complete this vision a series of aims and objectives were formulated as a basis for exploring and developing the public realm, together with its residents and representatives. These are listed below.

Historic Assets:

- Mitchelstown is a planned Georgian Town and Architectural Conservation Area. Mitchelstown Georgian Quarter should highlight all heritage assets of Mitchelstown. Preservation, enhancement, integration and highlighting of heritage assets.

Social & Economic:

- Mitchelstown is situated in Munsters rich agricultural heartland. Mitchelstown Georgian Quarter should provide opportunities for the historic Thursday Market to expand and incorporate high quality produce to support local food producers.
- Mitchelstown has been home to many festivals, Mitchelstown Georgian Quarter should provide spaces for festivals, live music and cultural events.
- Measures to create a seasonal atmosphere could be considered, ie. lighting that can change colour.
- Power and water connections could also be considered to facilitate food/ coffee stalls.
- Cafes and pubs are located on the north and south sides of the square. Measures such as widening
- of pavements, additional seating and planting could be vital in creating more pedestrian activity on the square.
- Festivals: In the past, Mitchelstown has been host to a number of music, buskers and literary

- festivals. New Market Square should be designed to facilitate multiple uses, from car parking, to
- markets and concerts.
- Covered areas could be considered, these areas could be used as stages or as venues for pop up
- coffee kiosks or place for groups to meet.
- Sculptures and Art Pieces developed by Local Arts Groups with Cork County Council are identified
- in the attached cultural and historical register. All items of cultural significance should be
- highlighted in appropriate ways.

Wayfinding and Exploration

The scheme must encourage intuitive wayfinding through the town centre, enticing exploration through the enhancement of defined, recognisable routes, junctions and landmarks that help people access the street and find their way around to other attractions.

Climate Adaptation Strategy

The scheme will incorporate multi-functional and sensitive sustainable design solutions that supports the transition to low carbon, carbon resilient, sustainable, and attractive environment. All proposals shall consider and comply with the Cork County Council Climate Adaptation Strategy 2019-2024.

Accessibility

- The design shall put people first, ensuring the enhanced streets are accessible, and appealing to all
- regardless of age, size, or ability. The guidance provided

by the Irish Centre for Excellence in Universal Design in their publication “Building for everyone: A Universal Design Approach” should be applied over and above the building regulations.

- Manhole covers: All such units shall be integrated, minimised, and designed/sited to avoid trip hazards. Paving infill covers are not required.

Walkability: with an emphasis on walkability for older people. Mitchelstown is designated an Age Friendly Town; Mitchelstown Georgian Quarter should integrate age friendly measures. Facilitate Active Mobility by;

Integrate sustainable forms of transport, into the project.

- Following DMURS. design the project to meet the needs all, particularly people with disabilities, older people and parents with buggies and small children.
- Analyse desire lines and consider additional crossing points at key junctions.
- Incorporate areas for play and physical activity, for children and adults of all ages.
- Create places to pause, with attractive seating.
- Build on existing cycle networks, creating cycle networks that prioritise children and families.
- Grey way – consider future linkages.
- Improve facilities for public transport, especially bus stops on the square.
- Sculptures and Art Pieces developed by Local Arts Groups with Cork County Council are identified in the attached cultural and historical register. All items of cultural significance should be highlighted in appropriate ways.

Methodology and process

The Public Realm plan for the Mitchelstown Georgian Quarter was started in March 2022 and was commissioned by Cork County Council. The plan was carried out by REDscape Landscape and Urbanism, a landscape architect led company comprising multidisciplinary teams (of urbanists, planners, architects' ecologists, engineers) with experience in delivering public realm and urban projects in Ireland and internationally.

The process in the adjacent diagram was undertaken in close collaboration with the Cork County Council, Mitchelstown's residents and a local steering group comprised of key representatives over a 10 month period. The project is a collaboration with a team of specialists led by REDscape including James Bourke Architects, Fox Moloney Engineers, Minogue Environmental Consultants, Repucon Tourism Consultants, Archer Archaeologists, Signify Lighting Specialists and Tobin Engineers.

A number of important studies have been prepared for the development of the town and its surroundings which are statutory and are listed below. The Georgian Quarter Enhancement Plan is not a repetition of these documents, but a development of their aims and objectives and although not statutory is cognizant of their requirements. These include The Fermoy Municipal District Local Area Plan 2017, The Draft Cork County development Plan 2021, The Mitchelstown Plan Framework Plan (2020), the Mitchelstown Heritage Plan 1984, Cork County Council Climate Adaptation Strategy 2019-2024, Building for everyone , A universal Design Approach and The Mitchelstown Walkability Audit (2022).

In combination with these statutory documents a wider research included looking at local heritage websites, tourist sites, cartographic material including soils, geology, flooding, topographic maps, planning maps and domestic news issues affecting the public realm.



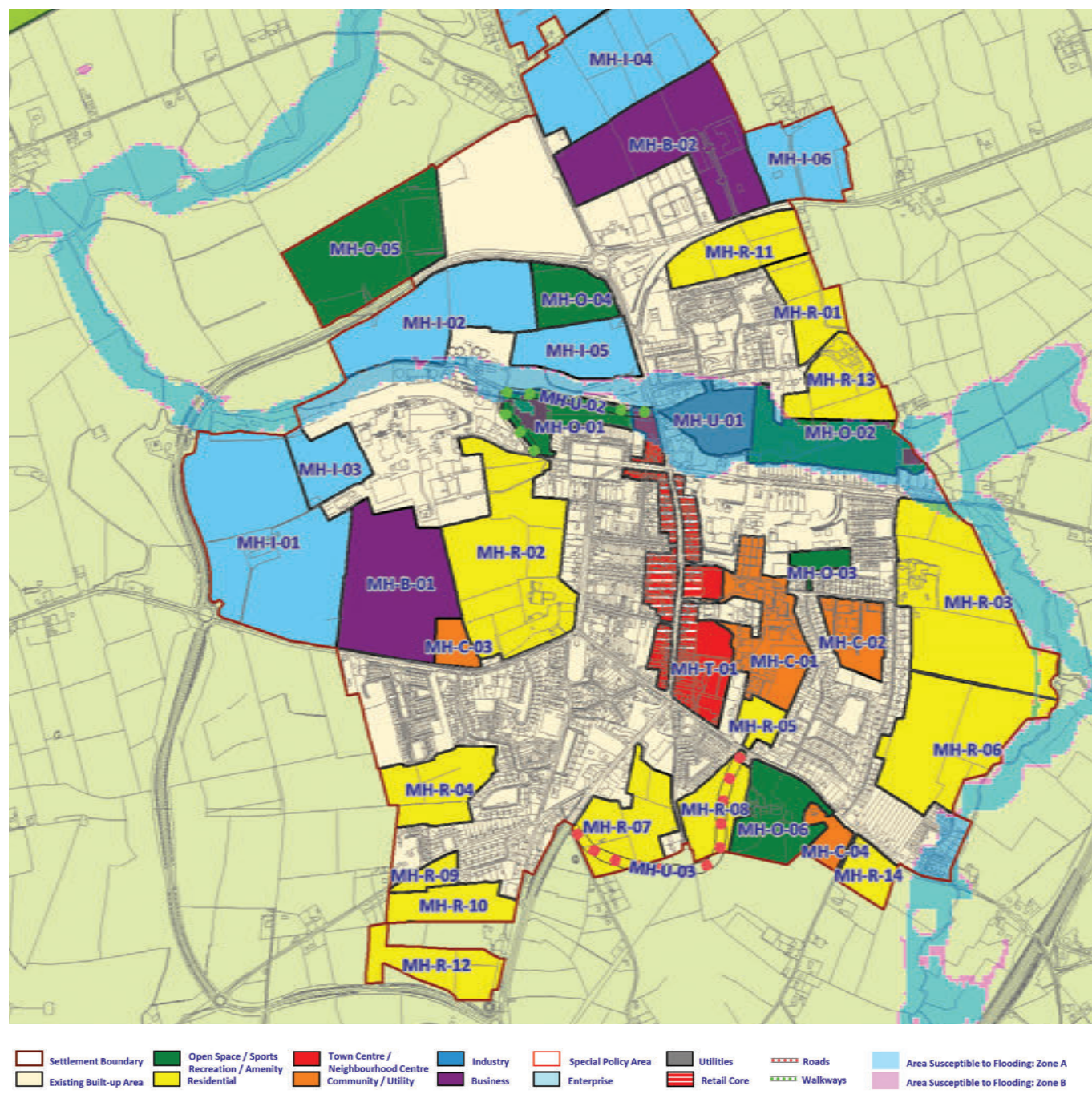


Figure no. 6: Zoning Map from The Fermoy Municipal District Local Area Plan 2017

Co creation and engagement

The brief was formulated by Cork County Council together with the local steering group. REDscape Landscape and Urbanism was appointed in March 2022. The company applies a research through design approach, in which ideas are co-created through analysis, sketching and discourse with stakeholders.

An inception meeting was held in March 2022, which set out the main objectives of the project. An initial analysis of themes and a map for a site visit was prepared which defined the task in more detail.

The first public consultation was organized in April 2022 around site visits in which resident representatives, Cork County Council and different experts (including newly appointed flood engineers) walked the town and surrounding areas. Key stakeholders discussed their ideas, ambitions, and intentions, which were documented. Subsequent bilateral workshops with CCC departments and local groups including market traders, the Adare Community Trust, Manor Fields, the Dunraven family, and Manor House representatives were held.

These were carried out to discuss technical issues of traffic, heritage and nature trails and other requirements for the public realm in general. All meetings, walkabouts were fully compliant with Covid 19 health guidance at the time. CCC also held workshops with schools and local youth groups in the form of an accessibility audit.

In May 2022 a pre-draft workshop was held with the CCC and its steering team to present the analysis, design principles and a series of models per project area. The workshop was attended by internal experts and was positively received. A number of ideas emerged in relation to active travel, traffic and parking which required further research internally to establish feasibility options.

In June 2022, a meeting was held with CCC steering group and internal departments to assess and select preferred options and present the pre-draft public plans

to disseminate the design principles and concepts to CCC and key stakeholders based on the comments received in the first workshop. In the interim, additional meetings were held to examine the issues of traffic and parking, a wider cycle and mobility network and options for the market.

In August 2022 a series of public workshops for the pre-draft plan were held. Members of the public and key stakeholders were invited to give their feedback on the pre-draft of the public realm plan, the proposed projects



and alterations. This event was well attended (despite being virtual) and provided a valuable opportunity for residents to share their comments and views. A video of the presentation was downloaded by public over 550 times and more written responses were received. The steering group continued to engage with the consultants.

Based on the feedback a part 8 plan was prepared and issued for internal review in October 2022 to the Council.



Figure no. 7: Site visit

Historical Development

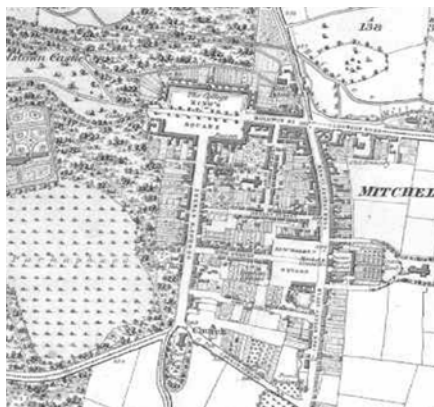
The present Mitchelstown replaced an older settlement originally called Villa Michel was founded by the Normans in the 13th century. This village was located near the medieval castle to the west of the present town.

By the 14th century, the area belonged to the White Knights, chiefs of the Clangibbon, a branch of the powerful FitzGerald dynasty. Their castle in Mitchelstown was destroyed in the wars of 1641. In the 17th century, the Kings, Barons Kingston, became owners of the White Knights lands through marriage. By the late 1700s, their estates totalled over 60,000 hectares, by which time a neo-Classical styled county house was built as their family seat.

Between the 1770s and 1820s, the Earls of Kingston built the present town most likely to a design by John Webb, a student of the famous English landscape architect, Capability Brown. Although the designer

predeceased the construction of the town, his designs for the demesne of Kingston Castle were known. The new town was designed to make use of striking vistas and on a grid pattern with wide main streets intersected by smaller streets and two spacious squares, one Georgian in style and the other for markets. Principal streets were closed off by views of important buildings or the nearby mountains. Mitchelstown has some of the finest Georgian Architecture in Ireland outside of Dublin. Kings Square has a very high urban quality, with high architectural interest set in a fine landscaped space.

The influence of the Kingstons on the locality began to wane in the second half of the 19th century when agrarian



1830



1913



2013



1500 -



1770-1820



2022

Figure: periods of development in Mitchelstown's history

strife ended the landlord system of land ownership. This continued with the development of the Irish Republic and the redistribution of land to many small farmers.

Despite the loss of the Castle and the demesne lands, the original layout of the town and many of the buildings have been well preserved. Mitchelstown today with its wealth of architectural heritage and preserved streetscapes

remains one of the finest Georgian towns in Ireland. Much of the Town Centre is located within an Architectural Conservation Area in the County Development Plan. The town has continued to prosper and grow expanding to the east. New developments have been proposed extending to the west.



Figure: A formal urban structure in which axes highlight important civic buildings. This underpins a central philosophy of Georgian society in which power was centralised and controlled.



1. Kingston College (1774-1776)



2. Mitchelstown Parish Church (1879)



3. St. George's Arts and Heritage Centre (1801)



5. Court House (1950's)



4. Bridewell local prison (1790)

Figure: Images of key buildings

PART II

**What key changes do we
propose for Mitchelstown ?**



Figure: Discussion at King's Square with stakeholders

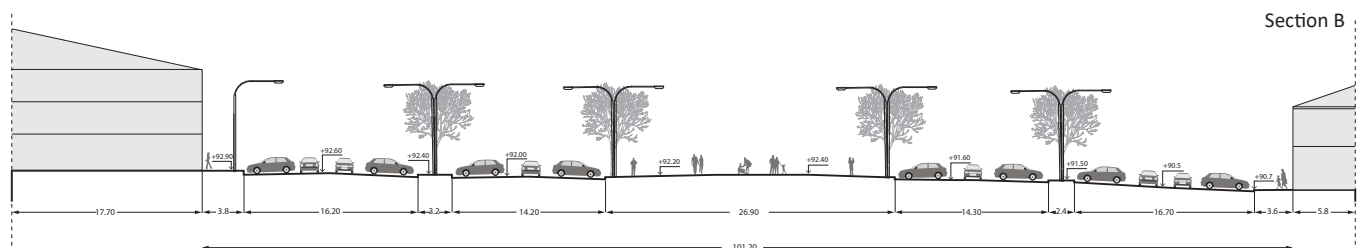
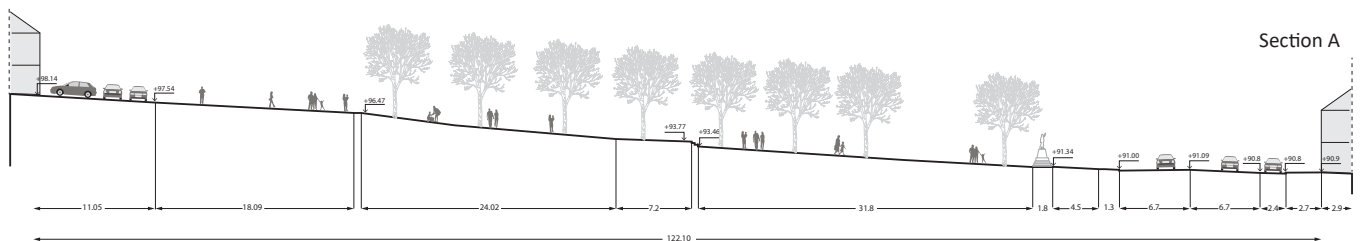
New Market Square

Description and use

New Market Square is a large square about 1.22ha adjoining Cork Street, the main shopping street of Mitchelstown. The Square is steeply sloped about 9% and has a central east-west axis that connects a vista from King's Street to the John Mandeville statue and Market House (currently used as a supermarket) to the Church spire on Church Hill.



The design makes careful use of topography as part of the overall visual impact, a characteristic perfected in renaissance Italian gardens and villas, an essential part of the European Tour for aristocracy and designers of the day. The buildings around the Square are mainly two storey structures, that are stepped with the topography. These are currently use as restaurants, pubs, shops, offices, community functions and residences. The public realm of the square was designed as the central civic space of the town, but is currently dominated by parking, which transforms to a weekly market each Thursday. The market is an essential feature of the life of the town but could be upgraded to benefit its long-term prospects.



Historical development

New market Square was laid out on a greenfield site around 1800s and replaced the original market located near King's Square. The square was originally a large open space of turf or gritted surface actively used for markets up to the 1950's.

Many residents still recall the market. Apart from Cork Street, roads were not even distinguished from the central space, as seen in images from the 1900's. Thereafter it underwent several reconfigurations, most recently in the late 1980's where parking areas were extended and green areas at the top and lower parts of the Square were removed. This reduction in green was cited by residents as loss in quality.



New market square- 1900s



New market square- 1900s

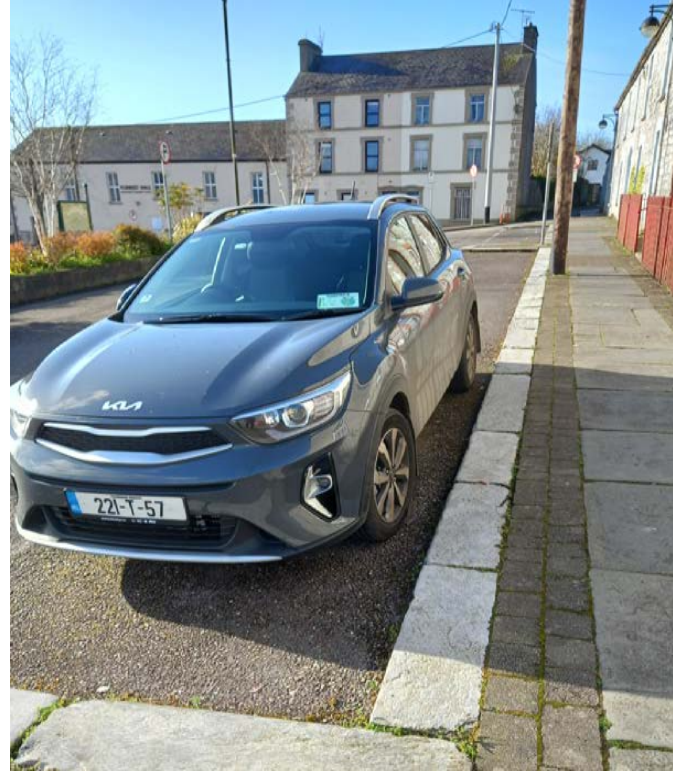


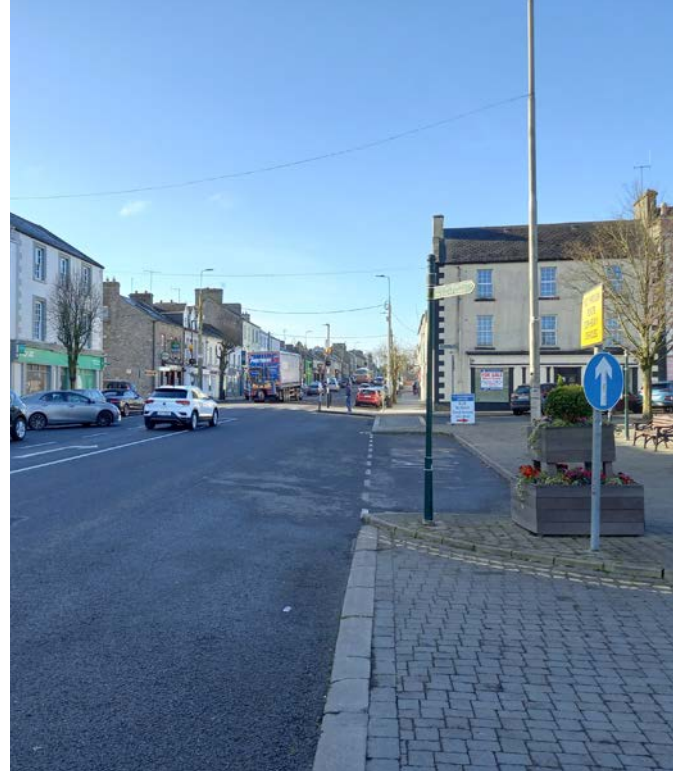
New market square- 1960's



New market square- 1970's

Images of existing situation





Mobility and safety



Figure no. 18: Mobility and speed map of Main Street

New Market is surrounded by a two-way street, flanked with angled parking on both sides with a speed limit of 40kph. Current traffic volumes consist of 1200-15000 AADT on all sides of the Square except Cork Street, with 8500 - 9250 AADT as described in the transport feasibility assessment. The current bypass has reduced cars moving through the town centre, but feeds cars into Upper Cork Street.

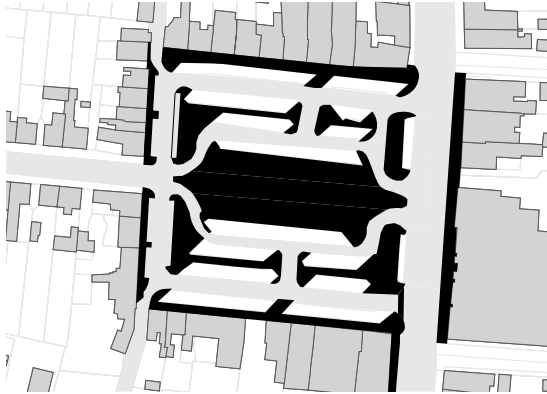
Noise, air particle pollution, vehicle, pedestrian, cycle safety and comfort are ongoing issues for the quality of life in New Market. **Mobility is 80% by car of scooter, 20% walking and 2 % cycling.** * The last mode offers significant development potential for residents and tourism in the long term, especially through the core of the Georgian Quarter, with a proportionate reduction in noise and pollution.

*Source LAP

Parking



Walking and cycling



The square has 35 to 40% pedestrianised space

An Accessibility Audit was carried out as preparation for the project. The Square forms part of the main route for several schools. Permeability through and around the square is limited. Access from the surrounding shops and cafes to the Square is poor and unsafe. Parked cars block visibility for crossings. Stakeholders in general argued for a pedestrian led Square that reflected the convenience for walking and potentially cycling in Mitchelstown. During market days, the pedestrian traffic through the square, is considered hazardous.

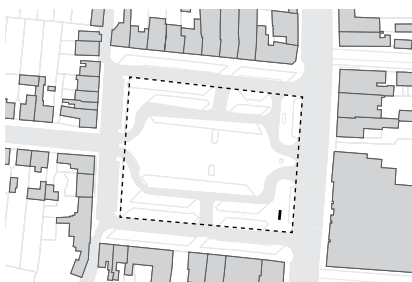
Public realm and use

The Square has a central pedestrian space and is surfaced entirely with hard standing. It is in essence a parking lot. Most of the public realm (about 35% of the overall space) is designed around the car resulting in fragmented, hard standing areas with little appeal. The Square has 56 trees which have been severely pruned with short trunks and limited space for root systems for healthy growth. A temporary canopy provides the current focus of the

Square, but interrupts the central historic view along the axis. It is generally accepted that the design of the square was never completed. The appearance of the Square is generally harsh and unwelcoming for visitors. The trees do little to underpin the grand scale of the space as originally envisaged. The square has no attraction or amenities to invite people into it, apart from a public toilet. It offers less to retain them there. The edges of the square have narrow pavement areas, disconnected from the central square by rows of parked cars. Stakeholders argued for a design to make the Square much more welcoming for all visitors and to allow it to become a destination and heart of the town. They also noted there was no park in the town.

Existing materials

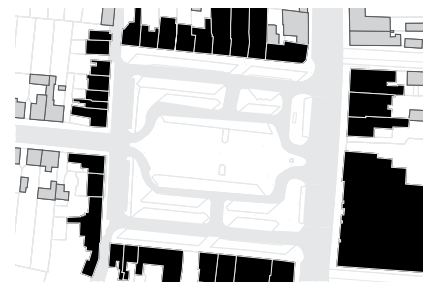
The pavements are currently in poor condition and are often cracked or tarmacked with little consistency in materials. There are attractive limestone kerbs and some black slate slabs in the pavement areas. Signage and some furniture are based around a traditional classical format with a black finish. Lighting levels are considered inadequate by residents. A pallet of materials for the public realm could be made more cohesive to offer quality and consistency.



The street has a weekly market and public toilet.



It has 58 trees, almost 96% hard space.



The Square has many businesses, shops and some residents

Vision Statement

Together with stakeholders a vision statement with more public realm objectives for this area was compiled for preparing ideas and proposals.

- Improve the **attractiveness and experience** of the Square for locals and for visitors as the entrance to Mitchelstown.
- Develop the Square as a **destination space** and not just a car park.
- **Rebalance parking** to permit the Square to be used in different ways.
- Reflect the square's **history** such as its vistas, symmetry, and extents.
- Incorporate a more **compact market** into the square and offer utilities.
- Improve opportunities for small businesses around the square by facilitating **outdoor eating**, activities and inviting access (physical and visual) to and from the square.
- Reconfigure traffic and parking to **reduce pedestrian** conflicts and noise and air pollution.
- Develop spaces to host (non-nuisance) **cultural events**
- Develop **play areas for families** and a welcoming green setting.
- Celebrate the **market tradition** of the town.
- Celebrate the cheesemaking and food production tradition of Mitchelstown.
- **Improve footfall** across Cork Street into the Square and across to King's Street
- Develop a **canopy** for year-round use and as a focus for outdoor meeting.
- Develop **safe spaces** for teenagers.
- **Underground the wiring** for the Square and improve the lighting.
- Develop a **variety of spaces** for different uses such as calm and peaceful intimate spaces for sitting and relaxing as well as larger open spaces for small gatherings, sitting, and enjoying the sun, especially along the central axis.
- Create **distinctive uses** for the square that complement the shopping street and attract new visitors to the town such as markets, events, play areas, sitting areas, refreshment kiosk.
- Create a **pedestrian friendly** square with access for all ages.
- Carefully utilize water and **integrate suds** into the square.
- Develop educational benefits for the square.
- Provide **playful experiences** and invite different uses of the square for families.
- Develop a **carbon neutral** square with energy efficient lighting and charge points for cars.
- Develop **cycle routes and walkways and safe crossings** through and around the square that connect with pedestrian and cycle flows in surrounding areas.
- Develop **flexible spaces with hybrid uses**, such as a parking space that could also be used for markets or a plaza for street entertainment.
- Invite and support nature and improve biodiversity in the square.
- Create a safe and secure environment for children and adults of all ages and abilities.
- **Utilize sustainable resources** for the design of the square.
- Develop **biodiversity and variety** in seasonal changes with native planting to align with the All-Ireland Pollinator Plan and non-native species.
- Improve the **landscape management** of the square and provide a maintenance plan.
- Develop key buildings in or nearby the square for **interpretive tourist** role (cheese experience/museum)
- Highlight **key buildings** with a new lighting design.

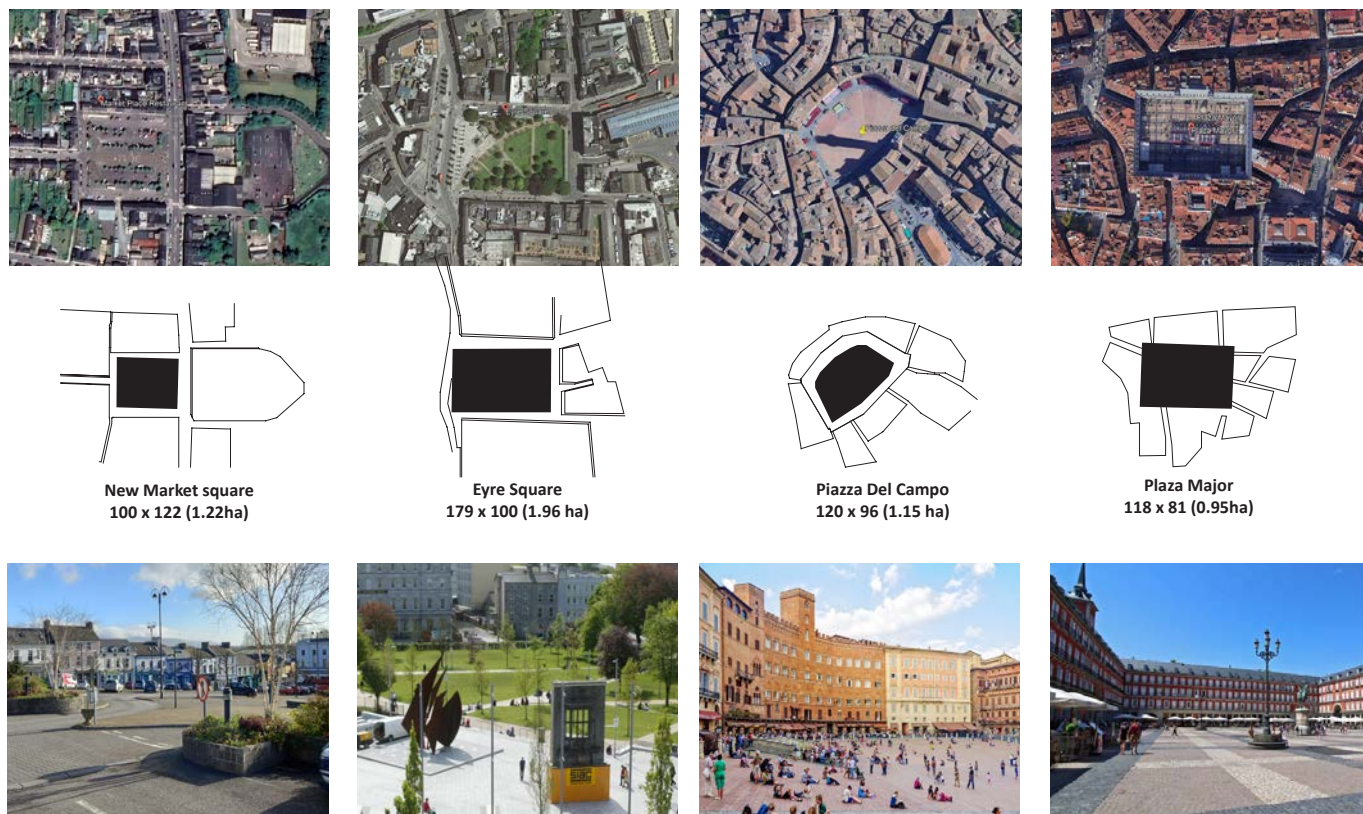


Figure: Comparison of urban squares

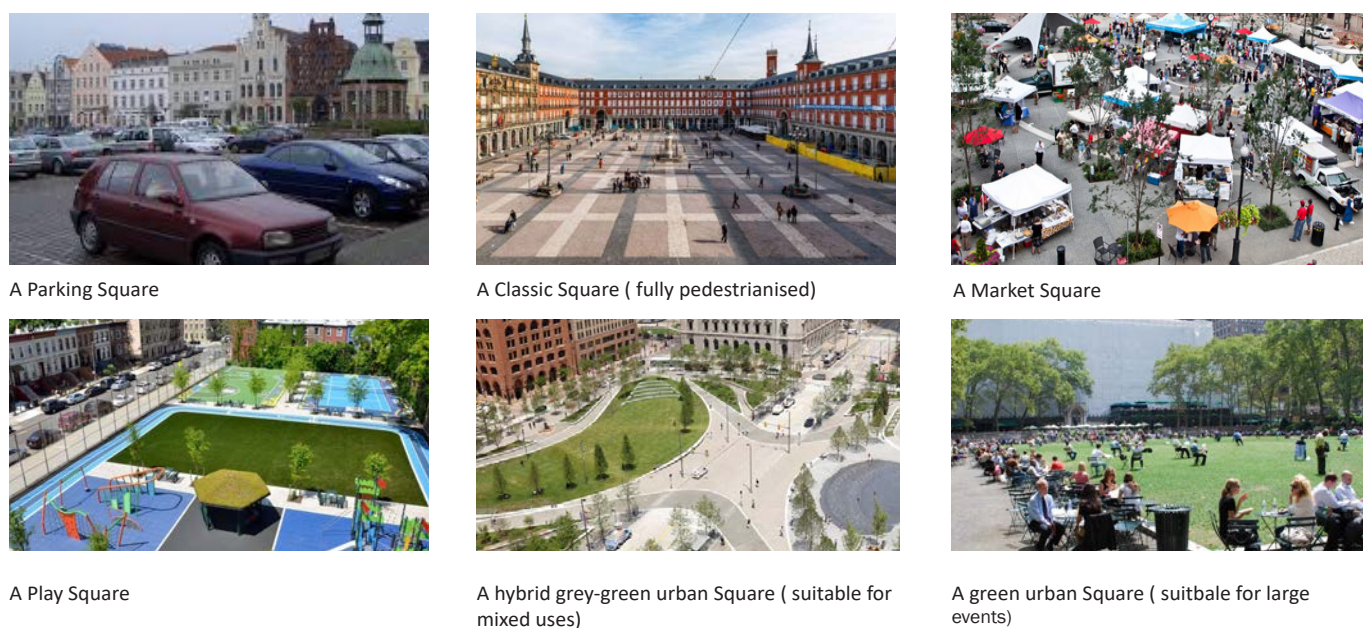


Figure: images showing potential future uses

Design Principles

Transforming New Market for future use is not a single step process. It requires a series of well-orchestrated decisions and actions which we call design principles. If supported by the community of Mitchelstown and applied in unison, these can solve many of the challenges facing the Square and provide room for its future transformation. The long-term vision seeks to improve the experience of the Square to attract and retain visitors. The design principles are explained below.

Consolidate on-street parking

Parking in New Market Square is at capacity. Parked cars block visual and physical contact across the streets and encroach on the Square to minimise its potential as an appealing destination space for the town that can host many uses. The Square does not facilitate pedestrian and cycle comfort and significantly limits the appeal of sustainable movement such as walking and cycling. To address this issue a new parking concept is proposed to consolidate cars in one location. This allows space to host other uses on Square as a multifunctional, flexible Square. Following feedback from participation a number of principles were agreed for the parking. Different models were examined to allow for different levels of parking.

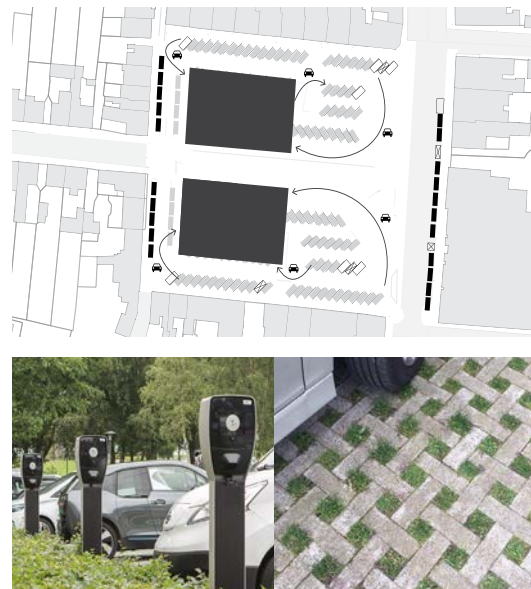


Figure: Consolidate on street parking. use recycled materials

Reduce traffic entrances to parking

With a more concentrated parking solution, the number of entrances and potential flashpoints for pedestrian conflicts can be reduced from six to two.



Figure: Reduce traffic entrances

Create a one-way traffic system

As parking will be more efficiently concentrated, there will be no need to have perpendicular angled parking along the edges of the Square. Street widths can then be reduced as well as speeds to 30 kph, leaving more space for other uses. Vehicular mobility around and into the Square will be made much safer due to the single direction of traffic and reduced speeds. Incoming traffic from side streets will also be made safer and corners will be made less sharp to assist car manoeuvres. As road widths are to be reduced, the carriageway can be shared with cyclists, enabling a safe cycling alternative around the Square.

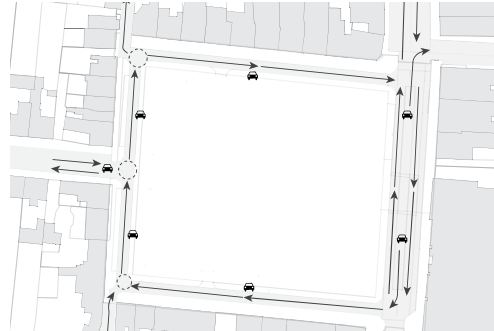


Figure: Create one-way system

Extend Pavement areas

Having developed alternative parking and traffic systems, space becomes available to future proof the public realm for new uses. One of these is to extend pedestrian areas to offer greener areas with seating, to improve pedestrian mobility and offer improved outdoor dining areas. During the Covid 19 lockdown, outdoor eating has seen a significant increase and has great potential to increase in and around the Square. This reinstates the character of the Square where formally pedestrian areas adjacent to shops and businesses were activated by visitors.

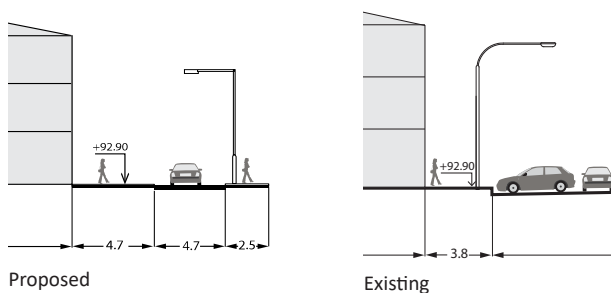


Figure: Extend pavement areas

Develop a green frame

As parking no longer defines the edges of the Square a new setting can be created that underpins the scale and majesty of the Georgian Square in the form of a tree lined green frame. Under the trees, a wide zone of low, colourful perennial planting, in combination with a low hedge, will be wrapped around the Square to form an attractive edge and walking route. This will generate a green interface that invites visibility to and from the Square and reconnecting the buildings and businesses to the central space of the Square. The hedges will be used to soften visibility to the parking areas. Overall, the green frame softens the appearance of the Square, defines its scale, and serves as a measure to capture and store rainwater.

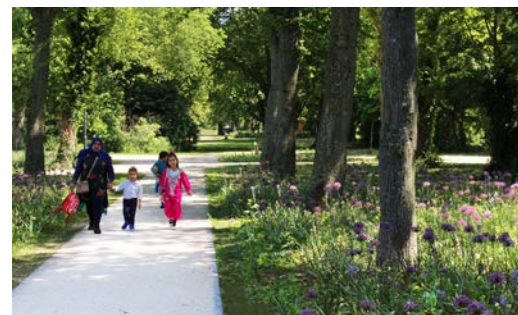


Figure: Develop a green framework

Accessibility, pedestrian routes and crossing points

As a result of the new design principles and spatial composition, pedestrian access and permeability in and around the Square can be made universal and age friendly. This improves safety for people of all ages including children, elderly and disability users to improve the quality of life for this key civic space. Safe crossings at gradient or raised are proposed for points around the Square, including a raised platform across Upper Cork Street, to the former Market House. All crossings will be serviced with statutory requirements for disability, such as tactile paving and dishing.

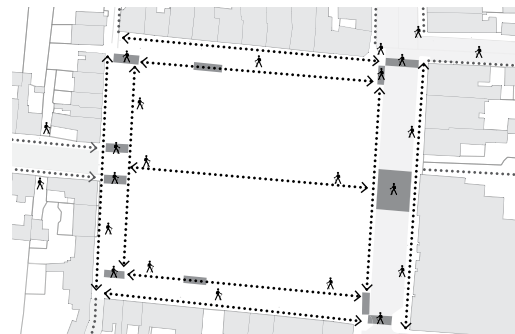


Figure: Reduce traffic entrances

Concept

In combination with the design principles mentioned above, a spatial concept was developed to underpin the future proposal for the Square. This included a central axis, a green zone within and around the Square, and different activities for the space.

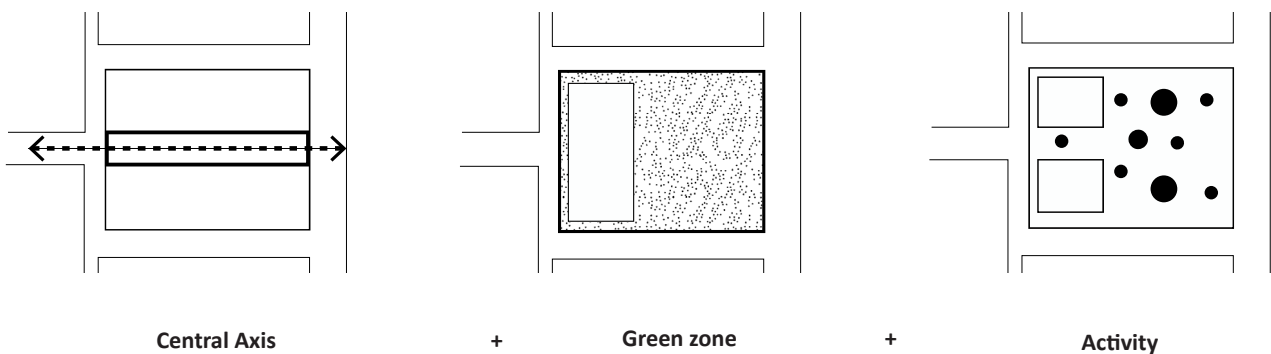


Figure: Concept diagram

Models

Different models were presented to the public for critical feedback. Although all models had some disadvantages, outweighing these were significant advantages.



Figure: Different models, including model 1 and 3 above, were prepared for critical review.

Proposed Model

Different models were presented to the public for critical feedback. There was much discussion on various topics and the model were widely assessed. Although all models had some disadvantages, outweighing these were significant advantages.

Model two was deemed to have the best overall combination of qualities to accommodate everyone's needs. This model demonstrates how a rebalancing of

parking delivers a safe, green Square, with many additional amenities and uses, while strengthening the historical character of the space. It delivers a welcoming, amenity space to the heart of the Mitchelstown and its Georgian Quarter. Using the natural slope, a compact parking area is developed at grade. This is surrounded by low hedges. A central pedestrian axis runs through the Square and a green framework of trees, with an attractive walking route

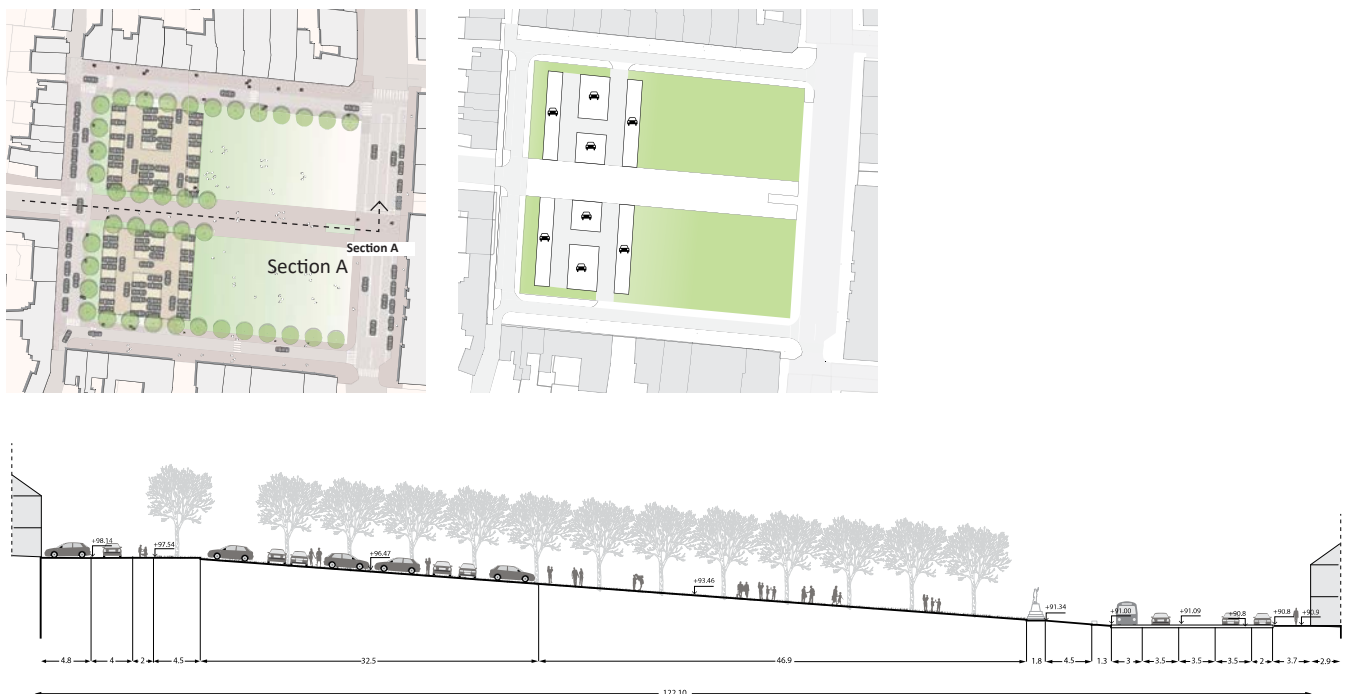


Figure: Plan and section of model 2

is wrapped around the edges. A wide pedestrian area along Upper Cork street offers a flexible space for sitting, markets and small gatherings or events.

To deliver to the next phase, a more detailed design was developed to reflect the many suggestions proposed by stakeholders. The parking area was moved closer to Cork Street, disability and age friendly parking was increased, and parking areas were added near Clongibbon house and the Community centre. Parking was reduced by 23% overall (See appendix 1 for parking balance). More green was added to the west side of the Square and seating areas were added. Space for the market was increased along Upper Cork Street, the central axis and in the parking areas. Parking counts, taken in 2022 showed that

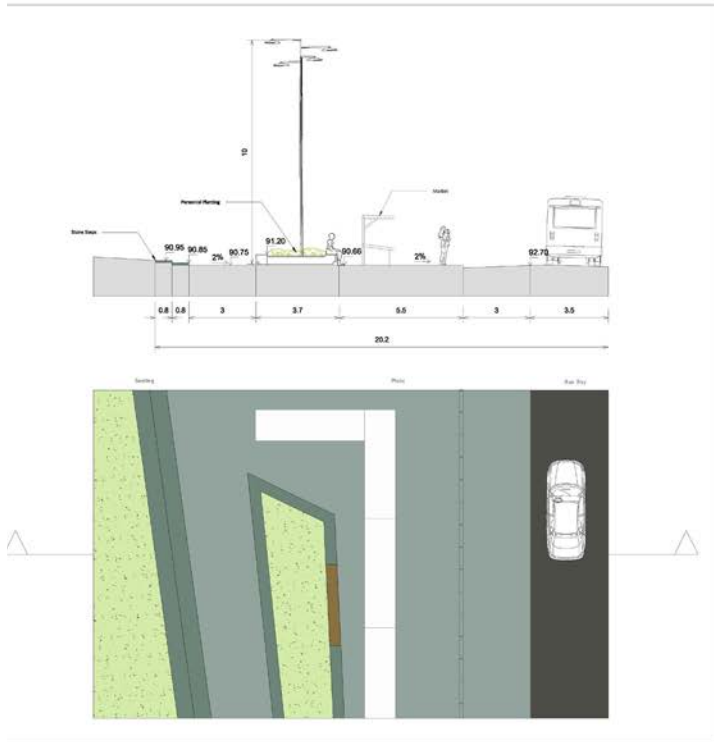
parking in the Square, was being used at 50 to 60% of capacity, meaning the reduction will not effect business or visitor numbers. Bus and coach parking was retained. A new efficient lighting scheme has been added with a place for a Christmas tree.

Many new features have been added including a play area, a pollinator garden, an attractive permanent canopy and a fitness area. Facilities for small performances and events and a new toilet have been added. Colourful planting areas have been added along Upper Cork Street. Safe crossings have been integrated into the Square and pedestrian pavements have been widened to be resurfaced with high quality stone finishes. Heritage objects have been relocated in the Square.

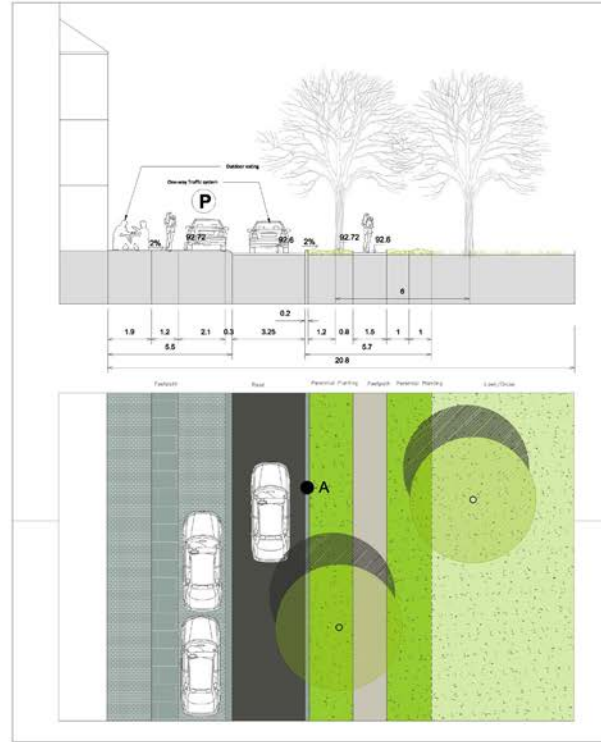
Detailed design



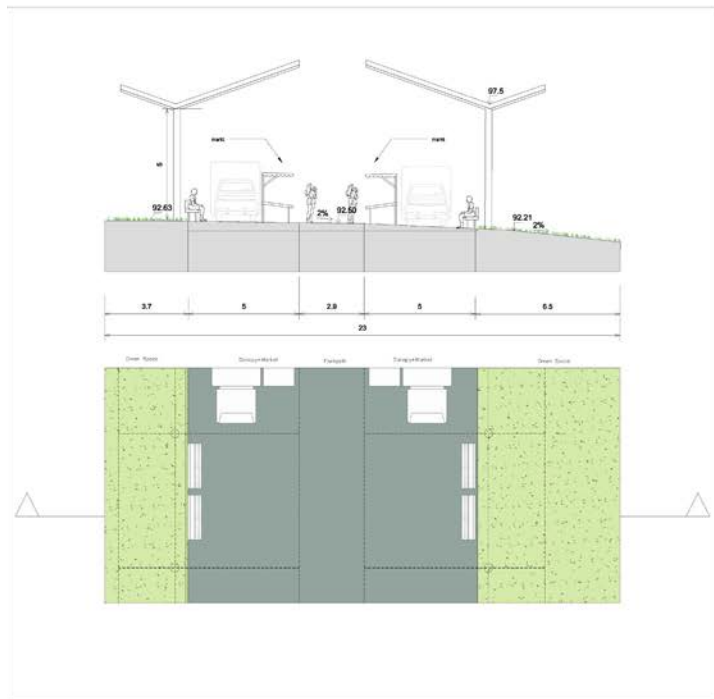
Figure: Overview of plan for part 8 design



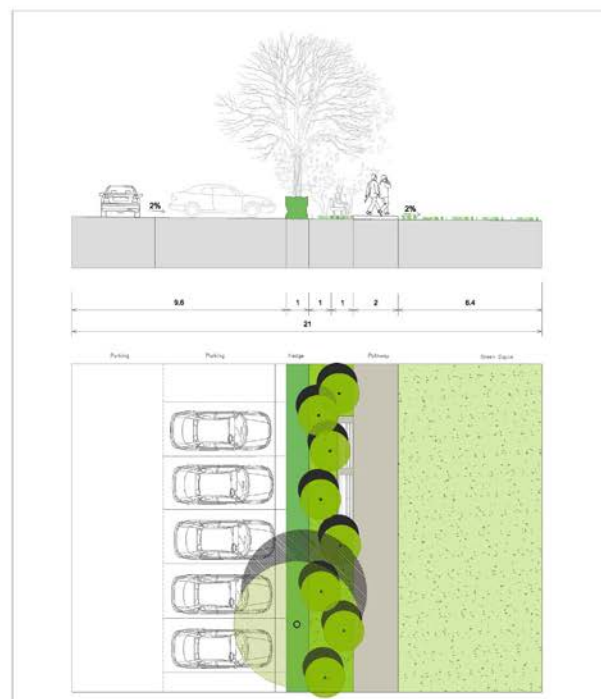
IEW Section A - New Market Square
Sc:1/150



NEW Section B - New Market Square
Sc:1/150



NEW Section D - New Market Square
Sc:1/150



NEW Section E - New Market Square
Sc:1/150

Figure: Sections for part 8 design

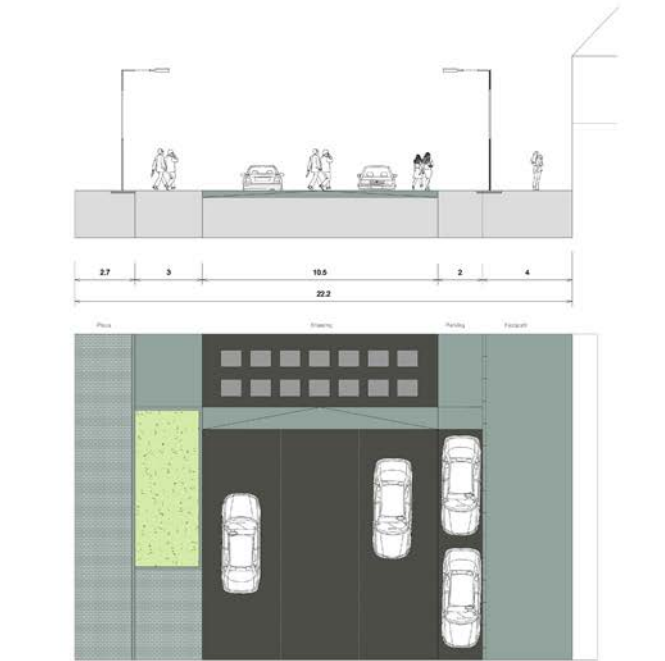
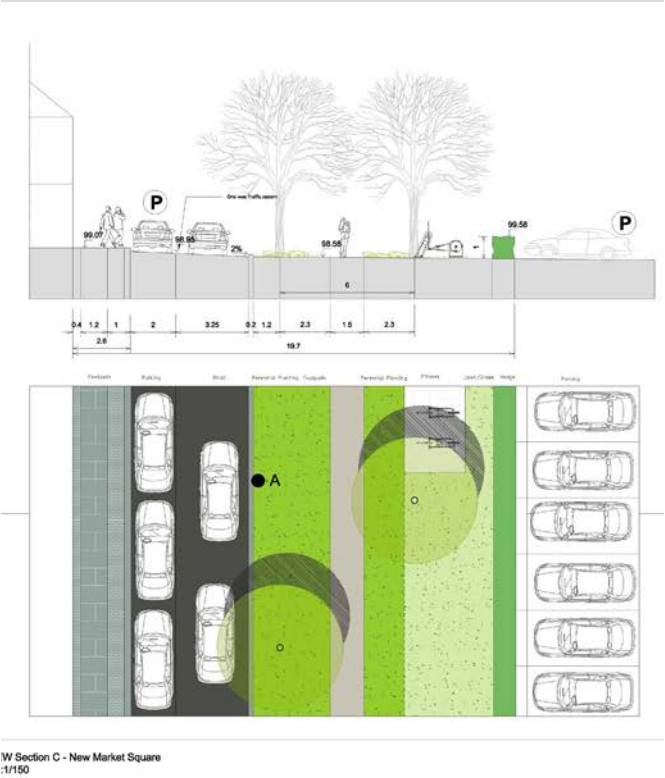


Figure: Sections for part 8 design