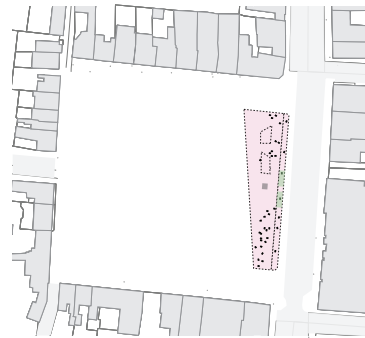


Demonstrating potentials

To demonstrate the potentials of the design a summary of its components is described to show how multiple benefits could be achieved for all the users of the Square.

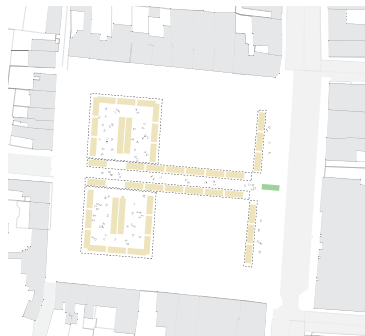
A flexible, plaza space

An forecourt or plaza is the first entrance point to the Square. It offers a wide pedestrian area for flexible use along Cork Street and links the commercial core of the town into the Square. It facilitates a drop off point for buses, facilitates pedestrian flows, a crossing area to Market House, rest areas in the form of seating and colourful planters, information points and open spaces for small events. The space transitions to a multifunctional grass area with a low step pavement treatment from hard to soft.



Market

The long-term vitality of the market needs an updated approach to remain competitive and attractive for visitors in the future. It is proposed to include local food producers to tie in with the proposed branding concept of Mitchelstown, as the home of Irish dairy and increase the footfall. The outdoor market has been reimagined, using successful principles tried and tested in other similar markets in County Cork, such as Bantry and Croom. A map of the existing stallholders was prepared and integrated into a revised, more compact layout along the central axis of the Square, Upper Cork Street and the amended parking areas. This will allow the market to retain visitors along a dedicated, pedestrian only walking route.



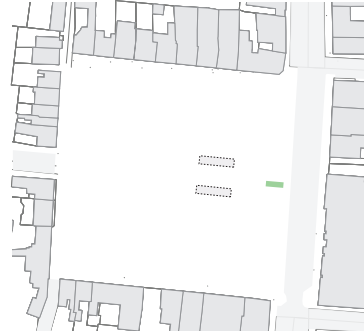
Potentially one of the parking areas can be used to park stallholder vehicles during market day. Facilities such as electric plug-in points and running water have been added to the Square.

Local traffic can still access the space around the edges.

Canopy

A new canopy is proposed as a focal point for the Square while ensuring the historical views are not obstructed. The canopy is a permanent attractively designed fixture, allowing the space underneath it to be flexibly used for gathering, markets, sitting and potentially small performances. A height of about 5m obstacle free space was considered appropriate for facilitating stallholder vehicles.

Several iterations and locations were examined. An open steel framework, with an energy generating winged canopy of glass (with integrated solar cells) located on either side of the central axis is proposed. This canopy serves as a focal point for gathering, sitting and offers shelter for parts of the market on a Thursday. The historic views are retained.

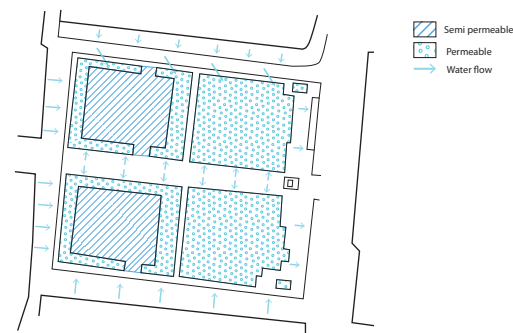


Option 1

Storm water management

A range of measures have been integrated into the Square's design to significantly reduce run off and carefully manage rainwater as a valuable resource.

- A reduction of hard standing by about 40% is a significant gain for this space.
- Runoff water from the street and paving areas around the edge of the square is to be directed into the green edges of the Square, where it can slowly penetrate the ground.
- New trees and tree cover will help to absorb rainwater on the site.
- Parking areas can be surfaced with (re used) pavers to allow water to infiltrate into the ground.
- Pathway areas in the green areas of the Square will have water permeable paving.



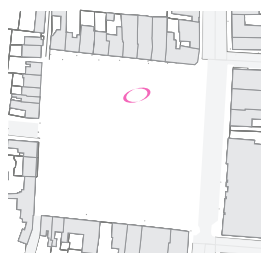
A multifunctional green space

A multifunctional green space is proposed as a relaxing, family and child friendly space. The slope forms a natural amphitheatre for seasonal niche events and festivals. A temporary podium could be placed southwest of the Mandeville statue for small performances. The grass area can be reinforced with an invisible subterranean mesh to make it accessible for event vehicles. Larger events, requiring large vehicles such as amusements can be organised in the car parking areas of the Square.



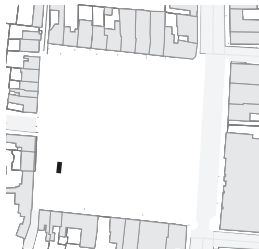
Play area

A steel frame with netting area for climbing and low swings in combination with a tectonic landscape is proposed within the landscape of the Square as a destination to attract young families with children and enhance the 'experience' of the Georgian Quarter in Mitchelstown. This type of play isn't found in nearby playgrounds. The area is to be surfaced with artificial grass, without enclosures, retaining the open, green character of the space and has seating for adults to supervise play. The play area is suitable for children of 4 to 10 years.



Health-Fitness

Opportunities for health and fitness have been added into the Square. A special focus on young adults has been promoted by creating an area potentially set apart from the family space, with the ability to play hang out without causing a nuisance. A place with exercise equipment has been added into the western edge of the Square.



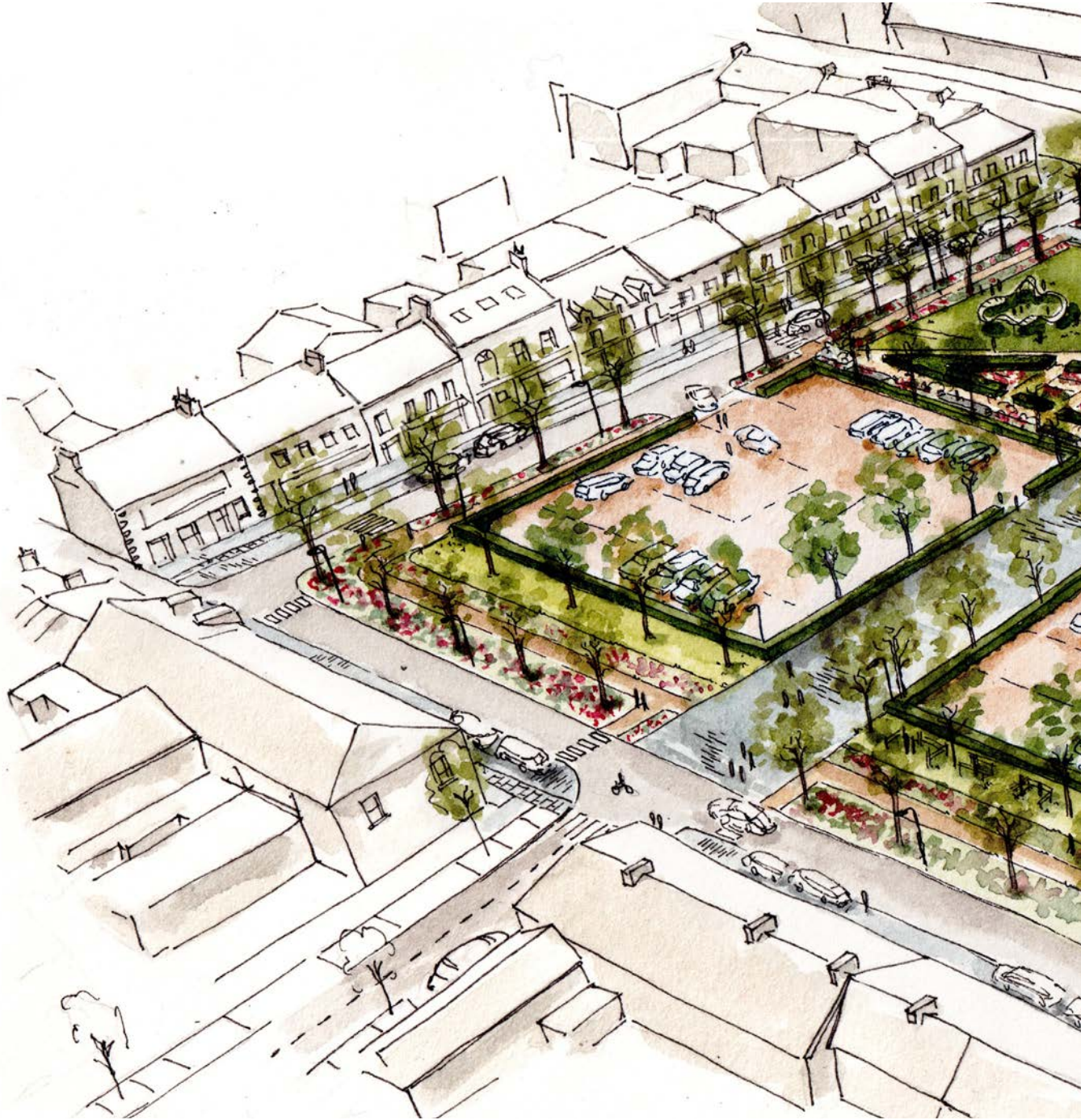
Lighting

- The overall lighting concept for the Georgian Quarter is extended to the Square. This includes the following treatments.
- Soft lighting of the building edges from combined street and pavement lighting.
- Performance lighting and projections onto the town space for events.
- Upward lighting of the canopy.
- Christmas lighting in the trees.
- Single high lighting poles for each parking area.
- Dark spots within the park for contrast.
- Orientation lighting along the axis and plaza, integrated into the seating areas and furniture.
- To achieve technical level of lighting as required in

local and national policy.
See lighting report.



Visual of New Market Square



The proposed design proposes an attractive multifunctional destination space with opportunities for markets, events, play areas, relaxation, outdoor eating, green space, and parking. It creates a new entrance to the Georgian Quarter and reinforces the market heritage of the town. The Square is to become the civic heart of Mitchelstown for everyday use, markets and special occasions to include meetings, gatherings, niche events, amenity, play and celebrations for all residents.



Existing

Visual of New Market Square



Visual from King Street to Upper Cork Street, during a market day.



Existing

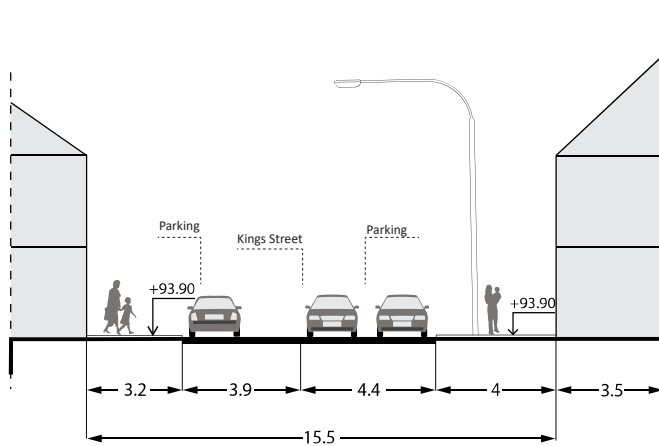
King Street

Description and use

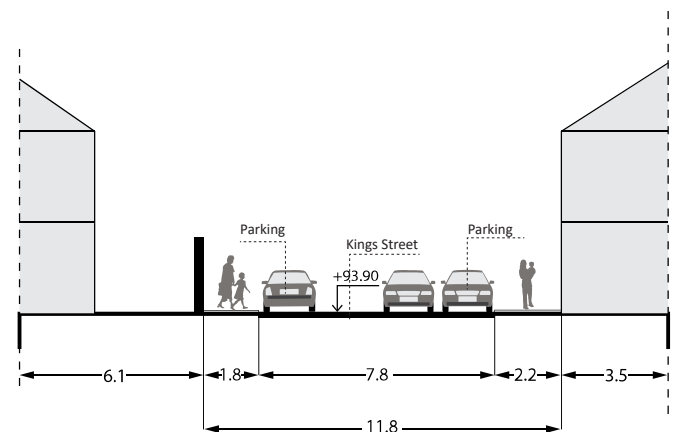
King Street runs along an east west axis from New Market Square to George's Street. The street looks out to Market Square to the east, behind which is the Courthouse with the Spire of the church visible above. The hills behind this form a backdrop to this planned vista.



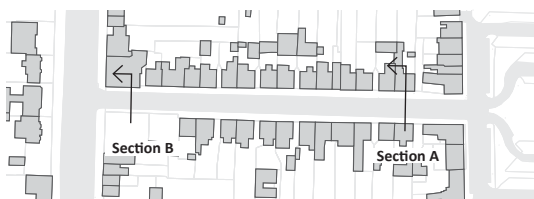
The old bridewell is set to the west end of the street, which is a simple well-proportioned building terminating the western vista. The street has a combination of paired two-storey houses and terraces to either side which are all residential. These buildings have shared access lanes to substantial rear gardens, a distinctive feature. A protected shopfront is located on the street. The street is 170 m long and about 15.5m wide. The carriageway is wide about 7,8 to 8.3m wide.



Section A



Section B



Historical development

The Street was designed as part of the grid pattern layout for Mitchelstown and is laid out along the main east- west axis with borrowed views to the hills beyond. Historically the pavement had turfed areas adjacent to the houses, presumably for greening the street.

These have since been filled in. The pavement treatment has many specific features including, limestone kerbs, open cobblestone drains with a step over the drain, open drains for rain water removal from the houses to the street, differentiated paving to the rear entrances lined with limestone. This demonstrates a careful integrated design composition from urban plan to public realm. The pavement materials include natural stone slabs, concrete

fill, and concrete pavers. The historic vistas need to be retained and the composition dealt with sensitively.



King Street- 1890s



King Street- 1900's. Bill Power Collection

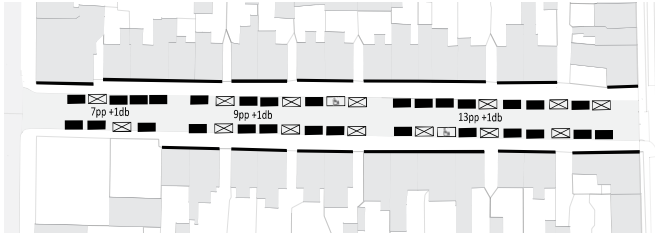


King Street- 2013



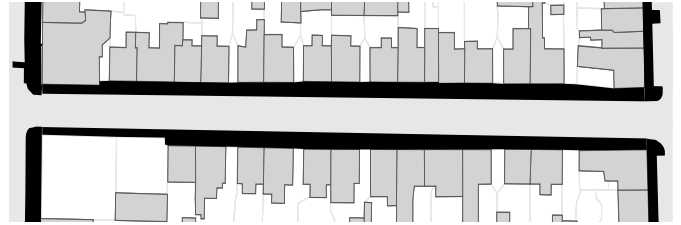
King Street- 2021

Parking



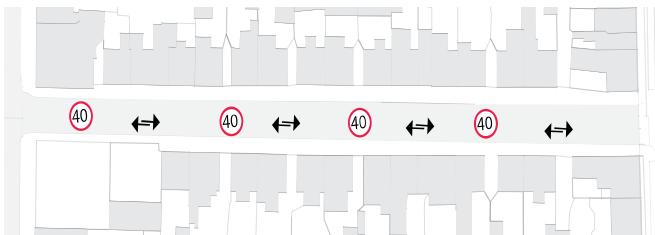
There are 29 car parking spaces on different sides of the road and 3 parking spaces for disabled or elderly.

Pedestrian comfort



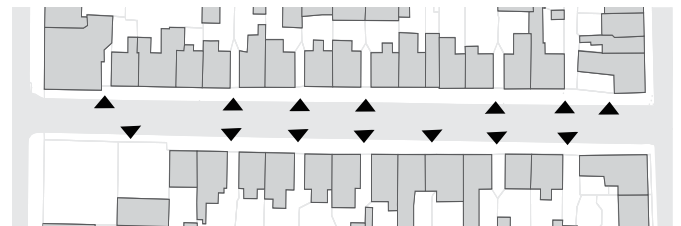
The street has wide pavement areas, but many of the pavements are cracked and in poor condition. Elderly people have cited the drains as possible trip hazards.

Mobility and safety



The speed along the Road is 40 kph. Many stakeholders noted that the width of the road in combination with the parked cars caused issues, such as damage to mirrors.

Entrances



The street has a clear composition of double houses with 14 entrance to the rear. Many of these entrances are closed off with unattractive corrugated steel gates. The street is a route for people to the town's pubs and gateways can be used for anti social behaviour.

Images of existing situation



Vision Statement

Together with stakeholders a vision statement with more public realm objectives for this area was compiled for preparing ideas and proposals. The statement reflects the needs of stakeholders and overarching ambitions for the future of this area.

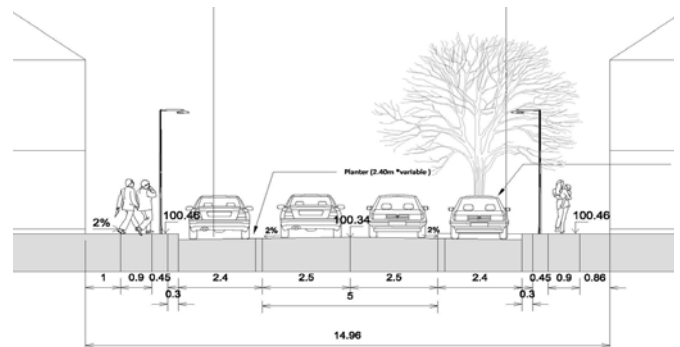
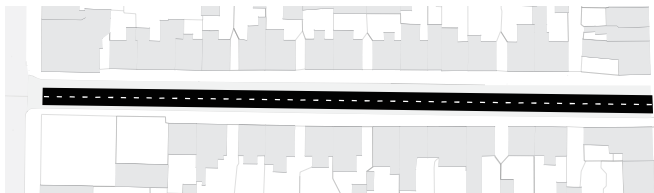
- Retain the historic axis and views of the street.
- Develop a more attractive public realm to link New Market Square to George's Street for visitor flows.
- Reduce traffic speeds in the street to improve safety.
- Develop a cycle and pedestrian friendly street.
- Clarify the use of the space for parking and for pedestrians.
- Improve the quality of the pavements.
- Retain or reuse heritage materials.
- Prepare an amended traffic system to improve circulation.
- Develop ideas for refurbishing the buildings and gateways in the street.
- Develop a palette of materials that builds on the language of the street's public realm.
- Develop a greener more sustainable public realm.
- Develop safe pedestrian crossings to New Market Square.
- Underground overhead wiring.
- Develop appropriate street lighting that matches the scale of the street.
- The street was a busy area for social interaction and play. Develop initiatives to stimulate more social interaction?
- Highlight key buildings with a new lighting design.

In the next section a series of design principles are proposed to address issues raised by stakeholders. These principles form the basis for the future transformation of King Street to achieve the objectives set out in the vision statement.

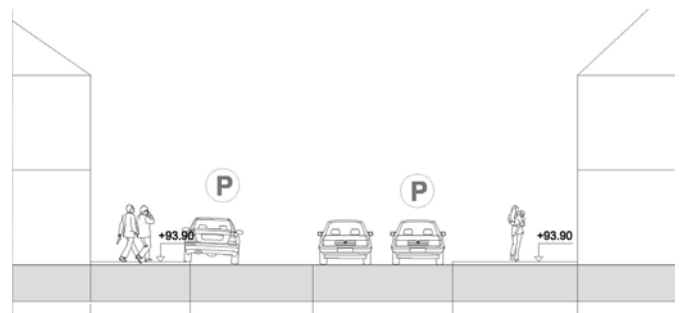


Reduce speed and narrow carriageway

The existing carriageway is wide, up to about 8m. Where historically this was used as a safe space for children, it is now lined with cars. Reduction in the width of the carriageway is proposed to 5m. This would permit safe cycling in the street. (dmurs compliant) and create a cycle connection to New Market Square. A single flow of traffic would reduce the carriageway further and allow original kerbs to be retained in situ.



Proposed



Existing

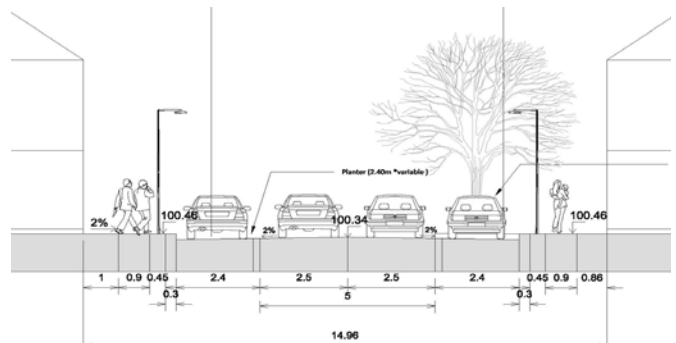
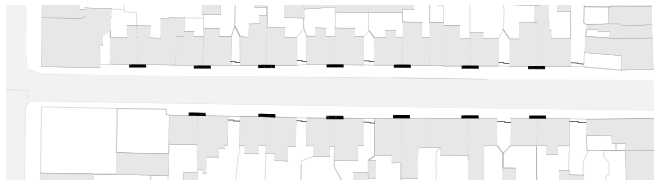
Space for Parking

Adequate space for parking is proposed and finished with pavement materials. This makes a safer, albeit reduced pedestrian area. This would involve shortening former drains and moving historic kerbs. One alternative as a compromise, is to repave parking areas, but to retain historic kerbs and drains in situ.



Add planting and gates

The original layout of the street had open areas, possibly intended as front gardens. It would be historically correct to reintroduce these, however residents did not seem keen on this idea. Instead, a narrow zone of 0.5m wide could be created to allow narrow planting beds, if even for a climbing rose. Several rear entrances have corrugated steel gates. It is proposed to offer residents the option of replacing these with attractive low maintenance solid gates that are recessed by 1m from the front wall.

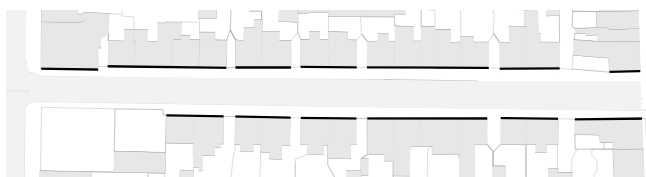


Proposed



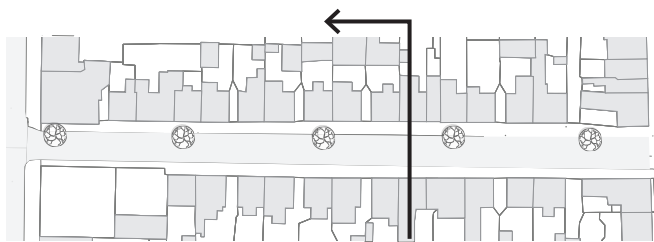
Facilitate refurbishment of facades.

Ideally different lime-based finishes could replace concrete finishes, however this would be very expensive. Instead, residents could be encouraged to refurbish their houses with funds to promote a consistent pallet of colour for residences. The pallet would need to be developed with the residents and in collaboration with Tidy Towns.



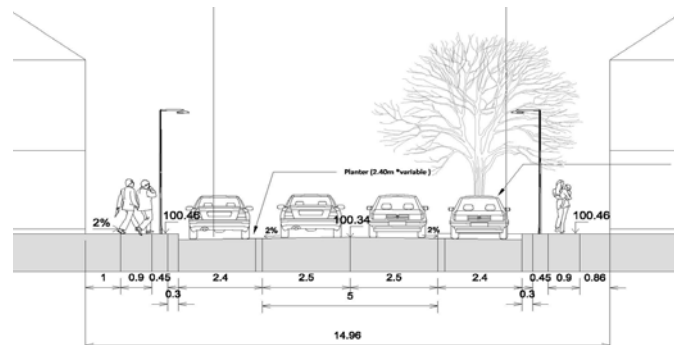
Add trees

Historically the street was greener due to the sidewalk gardens. Today the street is quite harsh. To recapture this green quality, it is proposed to add trees to one side of the street. The scale of the trees is small to carefully match to the scale of the street and not block the historic vista.

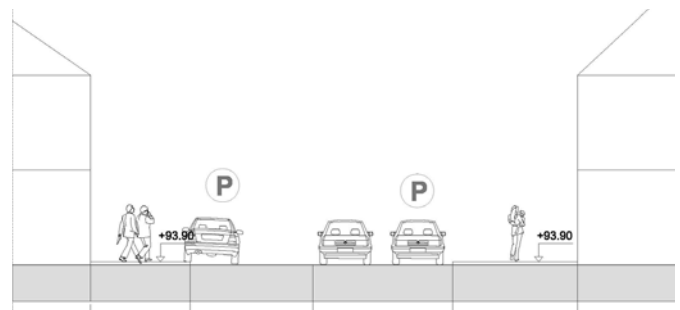


Lighting

Overhead wiring is to be undergrounded and new lighting fixtures fitting the scale of the street are proposed for the street.



Proposed

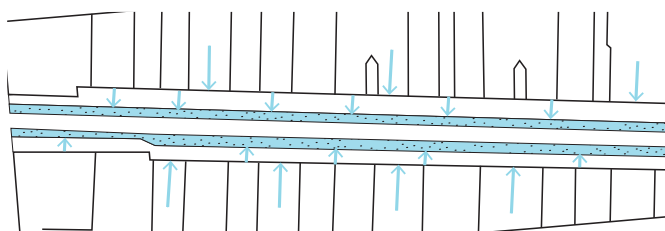


Existing

Storm water management

Sud measures are to be integrated into the design to significantly reduce run off.

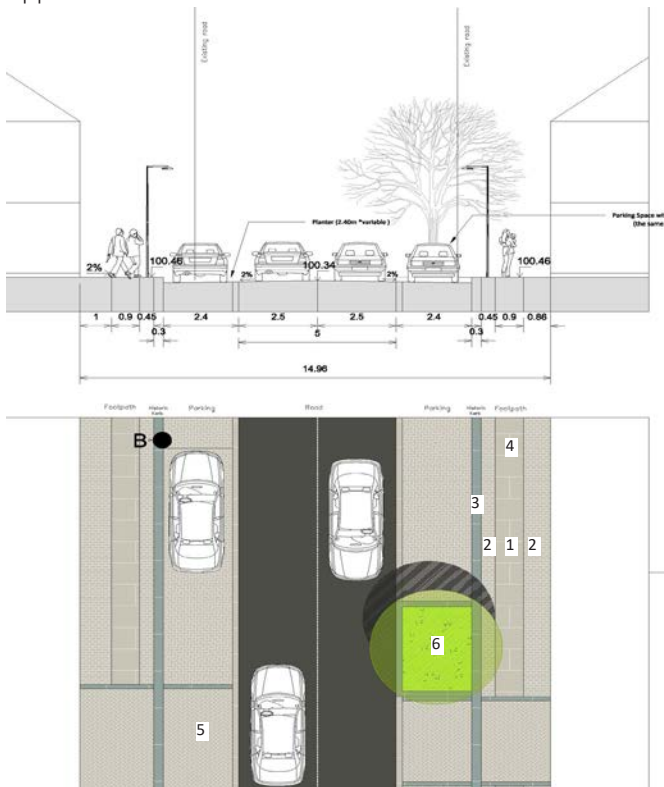
- Surface water is drained via channels at the surface.
- A small reduction of hard standing is proposed.
- Importantly, tree pits (located under the parking stroke) can be used as water storage areas. Water can be reused by the trees themselves.



Paving materials, patterns, and layouts

It is proposed to retain the historical parts of the pavement and reuse them in the design. The kerbs are to be moved, gullies are to be re-laid and if necessary refurbished, sunken kerbs for the edges of entrances are to be re-laid. Valuable paving slabs are to be integrated into the new slab area of the pavements. A revised palette is to be applied to include.

- Natural stone flagstones
- Concrete pavers for footpaths, parking areas and entrances. Different bonds to be applied.
- Recessed stone drains and stone kerb entrance markers.
- Trees



1. Sidewalk
2. Pavement/Parking
3. Kerb
4. Drain
5. Vehicle Crossing
6. Trees

New Materials



1. Sidewalk



4. New Drain



6. Trees



6. Asphalt

Existing Materials



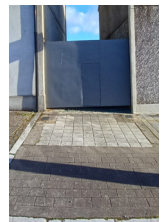
Open drains



Sandstone slabs



Limestone kerbs
(Heritage material)



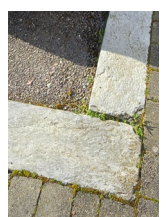
Gates



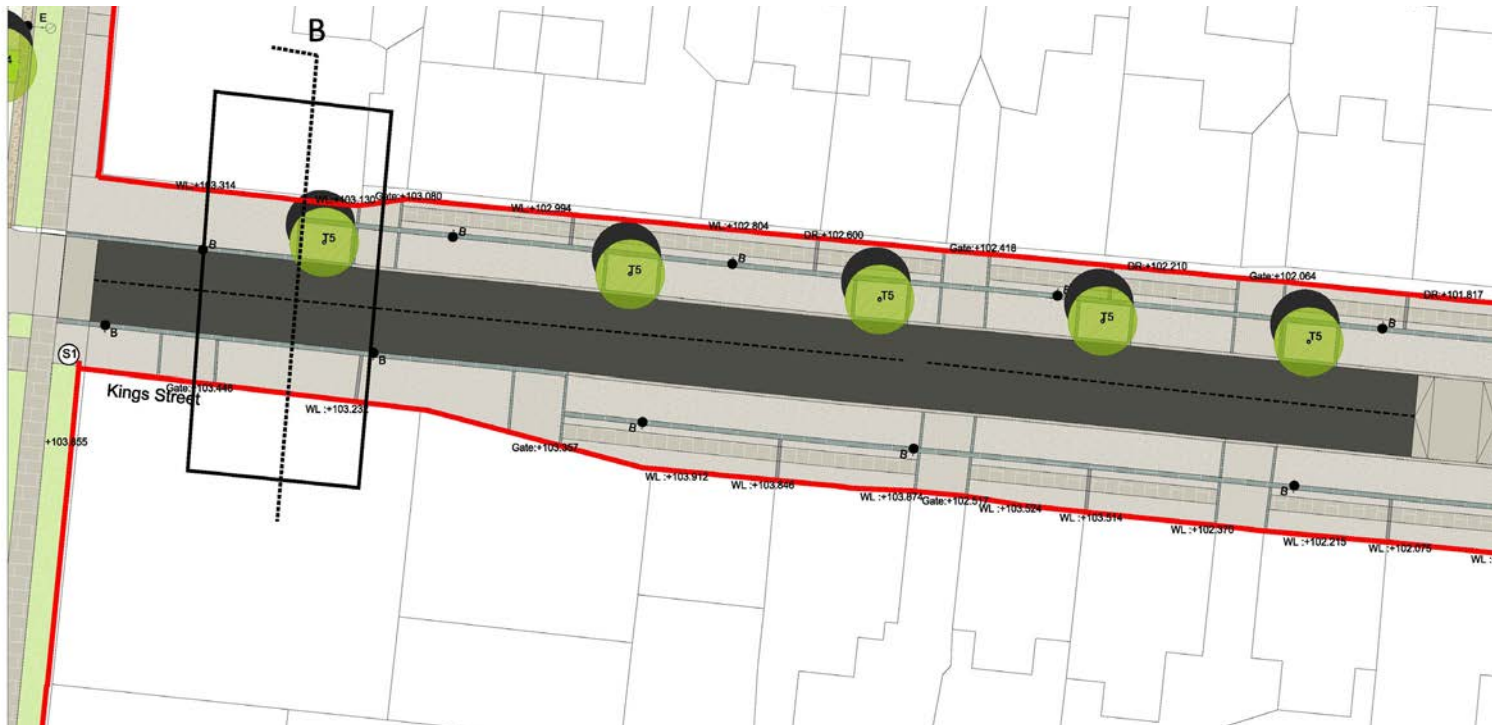
Signage



Vehicle Crossings



Design Proposal



code	Specification
Surface	
S1a	Existing in situ concrete paving with flagstone demarcation.
S1b	New in situ concrete paving with flagstone demarcation.
S2	New concrete paver flagstone path.
S3a	Existing (lime)stone flagstone path.
S3b	New (lime)stone flagstone path.
S4a	Reused concrete pavers.
S5a	New (lime)stone pavers (suitable for vehicles).
S5b	New (lime)stone pavers (suitable for vehicles).
S6a	New concrete pavers (various bonds).
S7	Concrete Grass Paver.
S8a	Asphalt, Standard grey/black for carriageway.

S9b	Asphalt, Grey for cycleway.
S9	Artificial grass.
S10	Clay bonded gravel.
Kerb/Edge	
K1a	Historic limestone road kerb.
K1b	New (lime)stone road kerb.
K2a	Concrete road kerb.
K2b	Concrete pavement kerb.
K3a	Historic limestone demarcation.
K3b	New limestone demarcation kerb.
K4	Historic stone paving.
K5	New (lime)stone steps or seating.

Drainage	
D1a	Historic limestone gully.
D1b	New limestone gully.
D2a	Existing open drain.
D2b	New Cobble stone drain (George's Street).
Furniture	
F3a	Tree grill.
F3b	Tree stand.
F2a	Wooden seat.
F2b	Wooden bench.
F3a	Bollards.
F3b	Movable Bollards, Type 2 / 1b.i.e.

F4a	Raised lime (stone) planters.
F4b	Raised (lime) stone planters with seating.
F5	Canopy. See detail.
F6	Bollard chain railing. See detail.
F7	Tap or water drink point.
Lighting & electric	
L1a	Street Lighting, 4m position.
L1b	Street Lighting, 6m position.
L2a	Street Lighting, 6m position.
L2b	Street Lighting, 4m position, same pole.
L3	Street Lighting, 3.5m position.
L4	Dynamic street lighting and events, 8 to 12m position.
L5	Visual effects, New market Square.

L4	Dynamic street lighting and events, 8 to 12m position.
L5	Visual effects, New market Square.
L5a	Facade lighting, King Square.
L5b	Uplighting key buildings, King Square, St George's Arts and Heritage Centre.
E1	Underground plug-in points.
E2	Electric charge points for cars.
E3	Solar cells mounted in glass for energy production.
Signage and wayfinding	
W1a	Fingerpost signage.
W1b	Totem signage.
W1c	Wall mounted signage/signage.

Play & Fitness	
P1a	Net and rope play element, 3m high on historic surface.
P2a	Fitness area 1.
Parking	
M1a	Standard parking.
M1b	Disability parking.
M1c	Age friendly parking.
M1d	Bus parking.
Heritage and objects	
H1	John Mandeville statue.
H2	William Trencher monument.
H3	Memorial ground plaque.

H4	Limestone wall plaque, (SBH) 400 x 250 x 15mm.
H5	Sundial.
H6	Curved bench.
Planting Palette Mitchellstown	
STRUCTURAL TREES MEDIUM	
T0	Existing trees.
T1	Tilia cordata 'Greenspire'.
T2	Tilia tomentosa 'Varanensis'.
T3	Tilia cordata 'Van-Pelt'.
T4	Tilia europaea.

SMALL SCALE TREES	
T5	Acer platanoides 'Eben's Column' young street.
T6	Malus Everest multi-stemmed.
T7	Acer rubrum 'Brandywine' multi-stemmed.
T8	Amelanchier lamarckii, multi-stemmed.
HEDGES	
H9	Yucca rostrata (1.2m high).
H10	Buxus sylvatica (0.6m high).
GRASSES AND PERENNIALS INCLUDING GROUND COVER	
P1	Grass (high-maintenance).
P2	Grass with bulb mix (low maintenance).
P3	Herbs (for herb garden).
P4	Pollinators (for pollinator garden).



Visual of King Street



The new street is more welcoming, greener, and safer for all users. Pedestrian areas and parking areas don't mix and have dedicated uses. The reconfigured street makes safe to be used as a safe cycle connection (dmurs compliant) to New Market Square and George's Street.



Proposed



Existing

King's Square and Kingston College

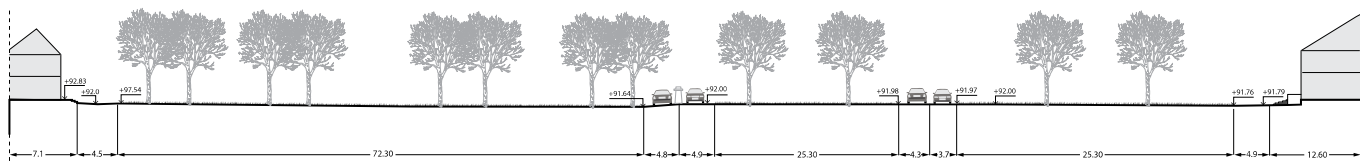
Description and use

King's Square and Kingston College (abbreviated to in this report to King's Square) form a single space, the highpoint of the Georgian Quarter. It is a large garden square about 98m x 151m (1,47ha) dissected with an east-west axis, lined with imposing lime trees known as the Mall or Castlefarm Road.

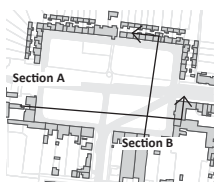
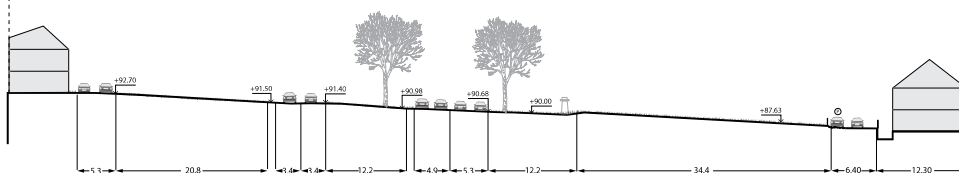


The Square is largely turfed, with some sporadic planting of large shrubs and delineated by an asphalt road and gently sloped from north to south at 4%. The buildings around the Square are two storey structures, used as residences. A chapel is situated on the axis to Georges's Street on the northern midpoint of the Square. A fountain is located in this axis, north of the Mall. The public realm of the square was designed as a pastoral space for retired citizens that could be and was used for grazing. More recently it has also been used for croquet, tennis and play.

Section A



Section B



Historical development

King's square was reputedly the former site of the original Mitchelstown market. The Square was designed as part of the entrance route to the castle of which only the entrance gates remain from Baldwin Street.

The Square has changed little in its overall appearance over the years, except for the addition of a diagonal route (1800) and the extension of parking areas into turfed areas along the periphery of the garden Square. The Mall remains a popular location for walking as it formally was, shown in the image below. In size King's Square is similar to other well know Georgian garden Squares such

as Fitzwilliam Square in Dublin and the somewhat larger Grosvenor Square in London. See scale comparison in next section.



King's Square- It was painted in 1800s



King's Square, the Mall- 1800s



King's Square- 1900s



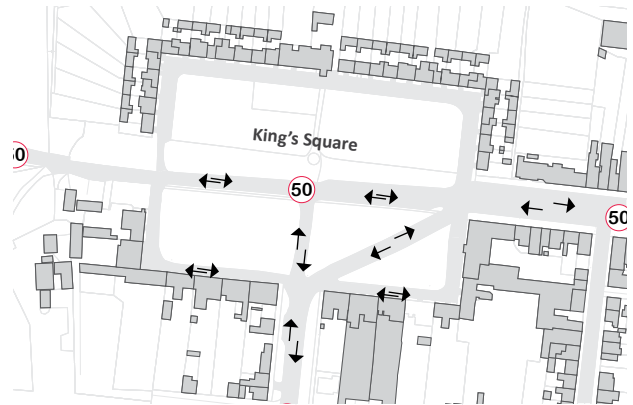
King's Square, the Mall- 2022

Images of existing situation





Mobility and safety

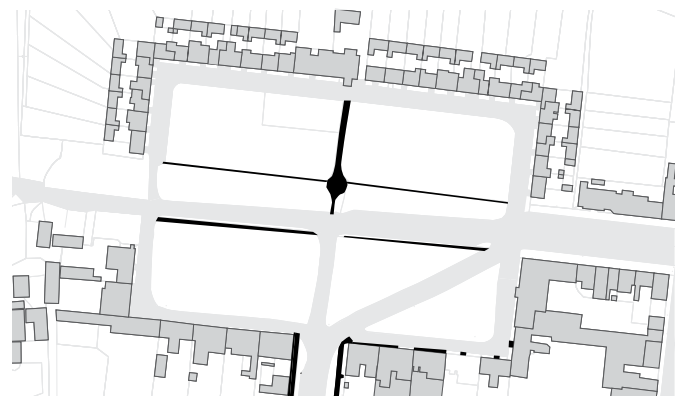


The square is dissected in four pieces by traffic routes. This substantially reduces the safety and functionality of the Square for pedestrians and cyclists. Most garden Squares are not dissected by traffic. Speeds of up to 50 kph are often exceeded along the diagonal. Through traffic along the Mall to the former Castle has been drastically reduced. Dairygold has developed alternative access to its site. Only 4-5 residences appear to require the Mall as an access route.

Parking



Pedestrian comfort



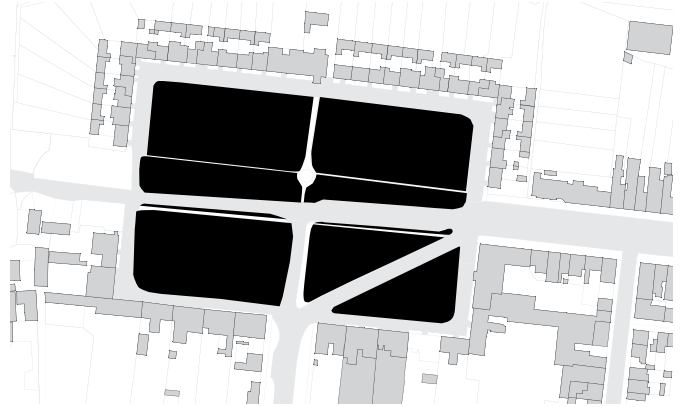
The square has limited (pedestrian comfort) walking routes. Periphery areas have shared pedestrian and vehicular spaces.

Trees



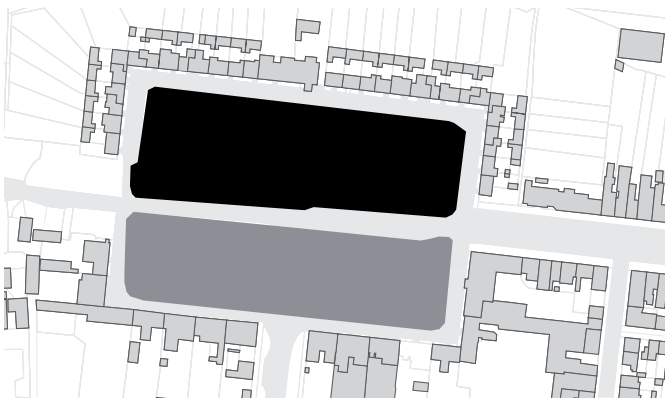
The street has a central axis of Lime trees as part of a route to the former Castle. The lime trees have not been sufficiently pruned up over the years and views to the surrounding buildings are as a result interrupted.

Green areas



The square is dominated by large turfed areas, at times used for grazing, tennis, croquet and possibly other activities.

Ownership



The square has different ownerships. to the north is Kingston College and to the south is King's Square. Apart from the roads, owned by Cork County Council, the Square is in private ownership.

Vision Statement

Together with stakeholders a vision statement with more public realm objectives for this area was compiled for preparing ideas and proposals. A series of mages for future use was discussed for new uses in the Square. The statement reflects the needs of stakeholders and overarching ambitions for the future of this area.

Create a **safe square** for users of all ages with universal access.

Reflect the square's **history** such as its vistas, symmetry, and extents and character.

Prepare an **amended traffic system** to increase the use of the Square.

Prepare an **amended parking system** to improve the safety of the Square.

Develop new **pedestrian and cycle routes** for the square.

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.

Develop new and **future uses** for the Square that reflect the needs of Mitchelstown and local residents (e.g. biodiversity, food production, play, education).

Develop a new **lighting system** and remove the over head wiring.

Develop the potential of the pump and the Chapel as active points of interest.

Develop **seating opportunities** in the Square.

Develop **ideas for planting** in the Square.

Highlight **key buildings** with a new lighting design.

In the next section a series of design principles are proposed to address issues raised by stakeholders. These principles form the basis for the future transformation of King's Square to achieve the objectives set out in the vision statement. In the next phase of design, many of the micro issues raised by stakeholders will be addressed in more detail.



Figure: Discussion at King's Square with stakeholders

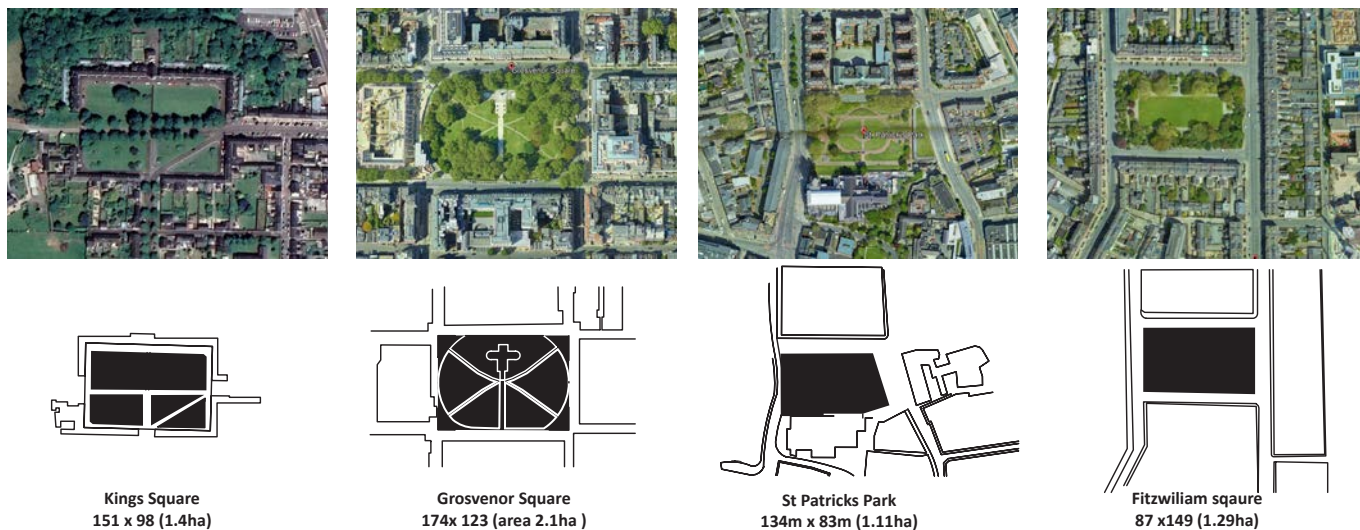


Figure no. 19: Comparison of garden squares

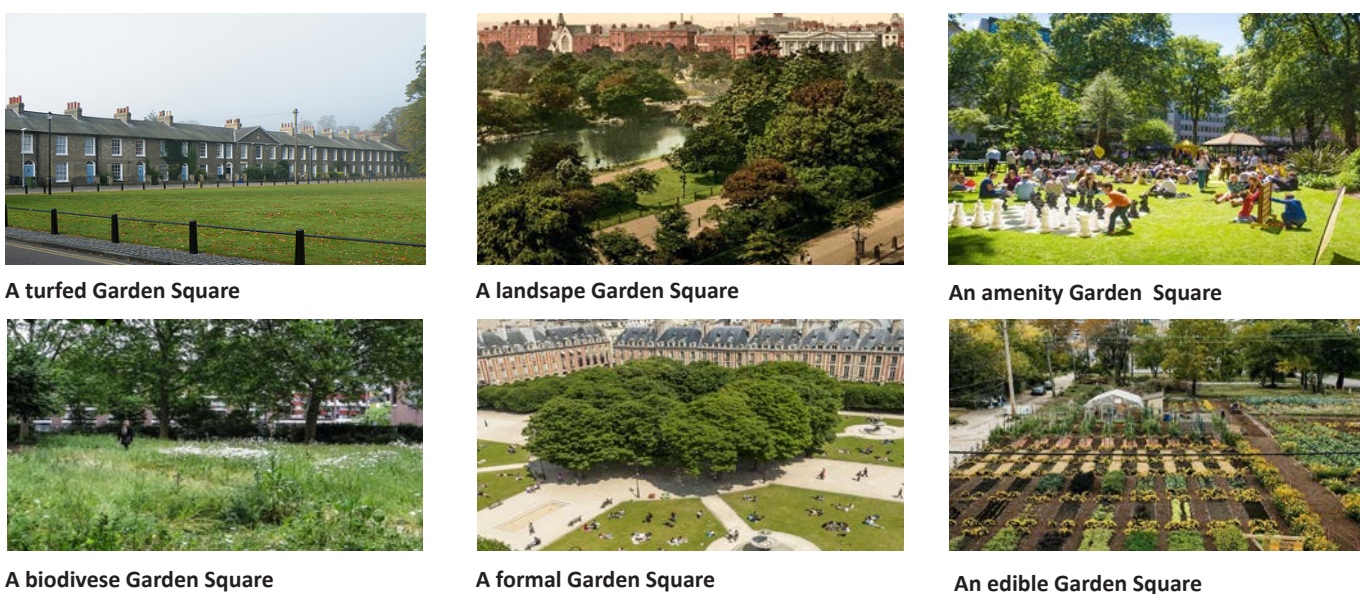


Figure: images showing potential future uses

Develop a plinth

The shared surface area for pedestrians and cars is views as being beneficial for the design. However, the transition from architecture or buildings to street is missing for this heritage space. Re used paving from New Market Square could be used to form a plinth or edge (1m wide) in the street to tie the buildings into the streetscape. This could be added at gradient to retain the shared surface. It would also indicate a buffer space for cars not to park against walls.

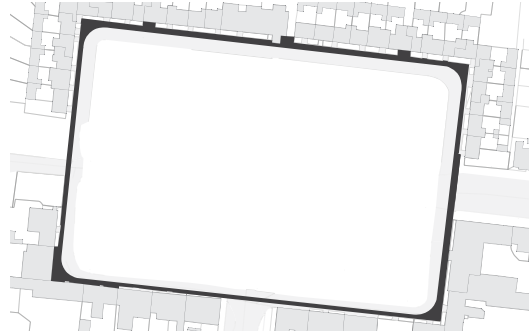
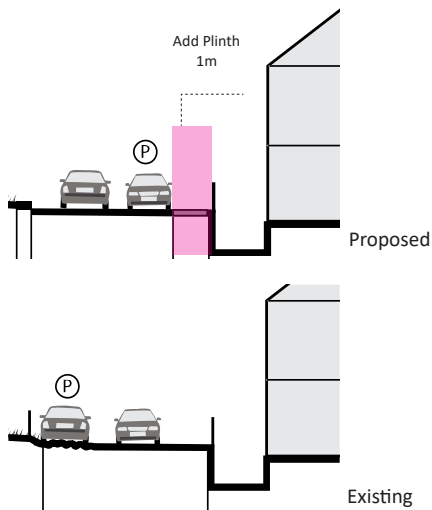


Figure: The street could be extended to the edge of the rubble zone/ fence.

Relocate Parking

Parked cars on the northern side of the Square can be relocated adjacent to the walls to open up visibility to the Square for pedestrians and visitors.

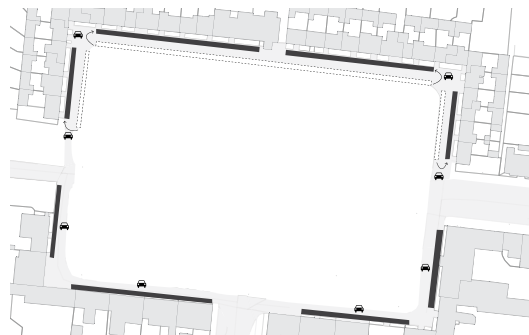
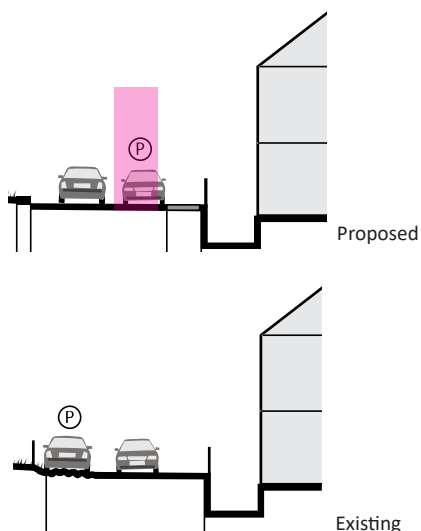


Figure: Parked cars can be relocated adjacent to the walls to open up visibility to the Square.

Extend the street

Temporary parking areas finished in gravel require to be formalized. It is proposed to finish these areas in asphalt as the new carriageway. This would make the edge treatment around the entire Square consistent.

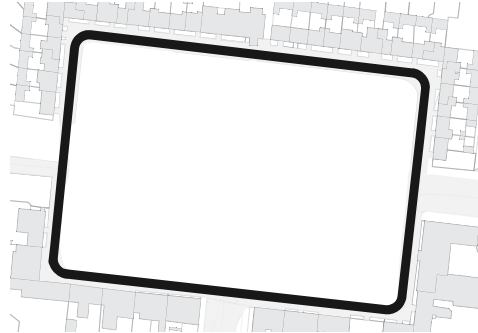
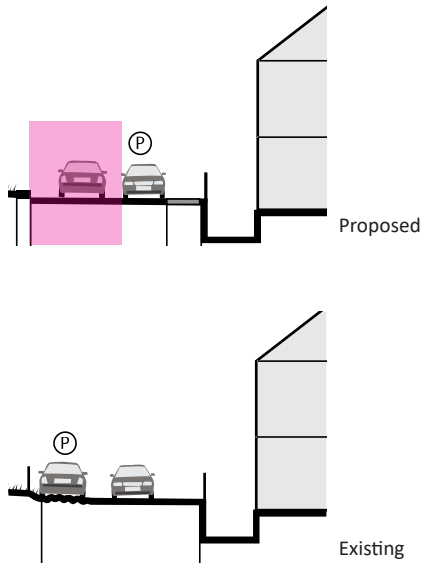


Figure: The street could be extended to the edge of the rubble zone/ fence.

Clearly defined edges

The edge of the Square needs to be defined with a clear boundary. This could be a combined (stone) kerb and low wrought iron fence.

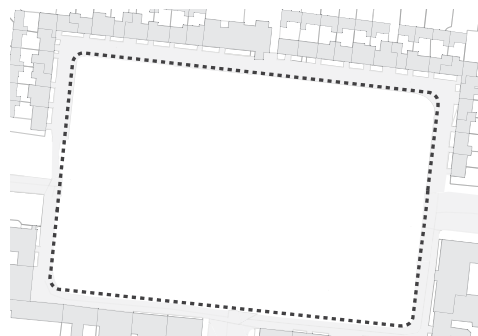
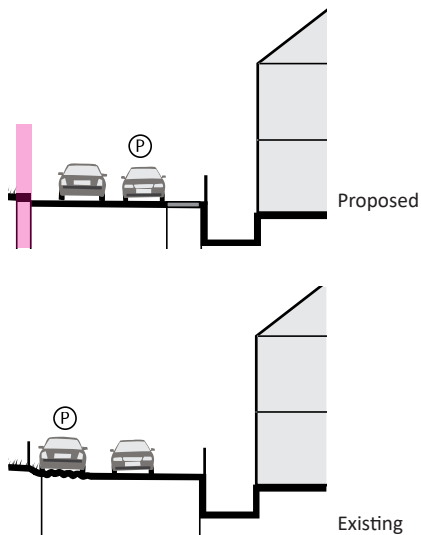
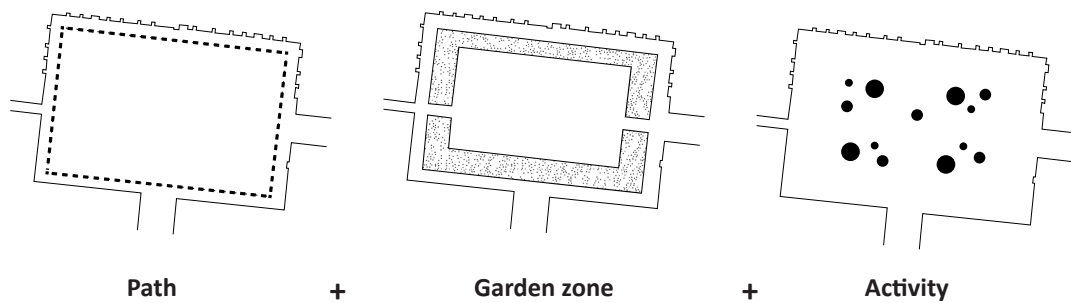


Figure: A raised kerb (possibly in combination with a new railing or bollard and chain) could clearly define and protect the periphery of the green space around the Square.

Concept

A spatial concept has been developed to underpin the future proposal for the King's Square. This includes an ability to comfortably walk through and around the Square, to introduce a zone of additional colourful treatment and to allow the possibility for new activities to take place within the Square, without undermining its essential heritage value.



Research models

A series of traffic models were developed to research the Square in more detail. The models differ based on the level of division of the Square by traffic, from 3 parts to a single Square without any through traffic. see overleaf.