

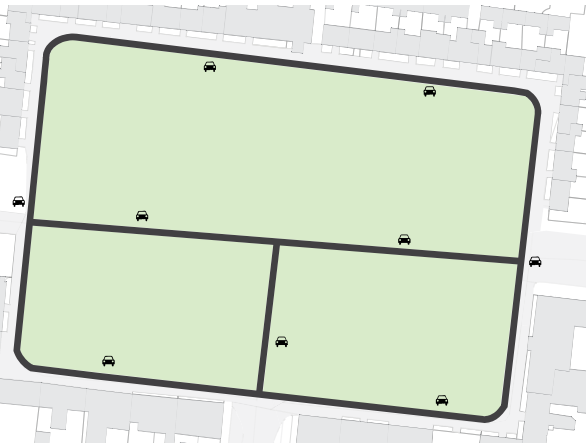
MODEL 1

Model 1 demonstrates how the design principles are applied and if the diagonal is removed and a pathway added to the edge of the Square, the Square can be

made fully accessible. Its landscape is retained as a turfed Square with a redefined edge.



Figure: Design and traffic design for model 1



MODEL 2

Option 1

The modified roadway is used as a shared space for pedestrians and traffic and no additional path around the outer edge is added. A zone of differentiated planting for

example daffodils or extensive grassed areas (no higher than 1m) is added to improve biodiversity. The trafficked axes are narrowed, and a new pathway is added to the inside of the Square.

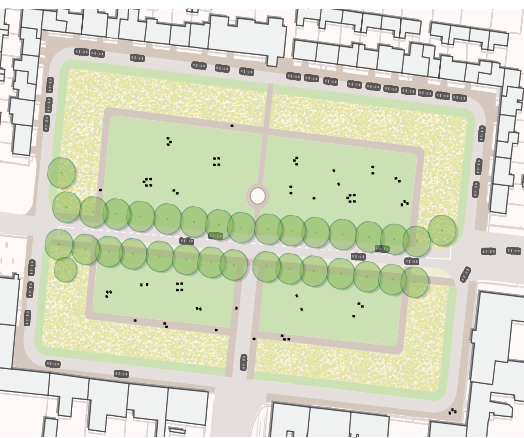
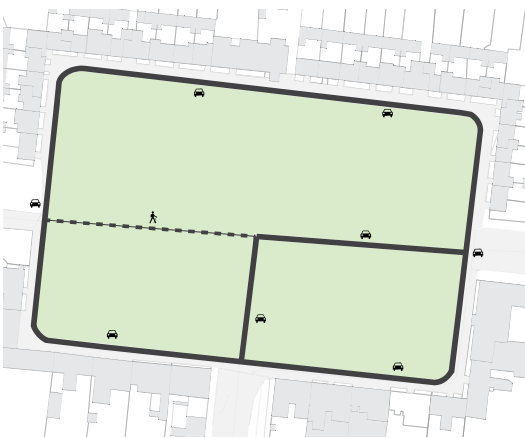


Figure: Design and traffic design for model 2.1



Option 2

The design principles are applied and no additional path around the outer edge is added. The axes are fully pedestrianised. Through traffic along the Mall (for 4-5 residents only) is diverted around the edge. The diagonal

is retained but reconfigured to significantly calm traffic and eliminate its use as a rat-run around the town. A new pathway is possibly added to the inside of the Square, although as the Mall is pedestrianized this may not be strictly necessary and could be omitted.

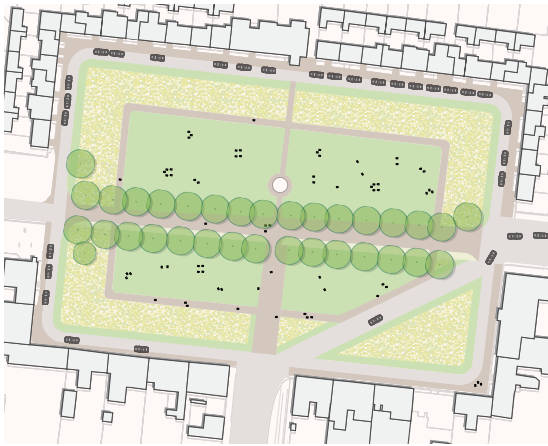
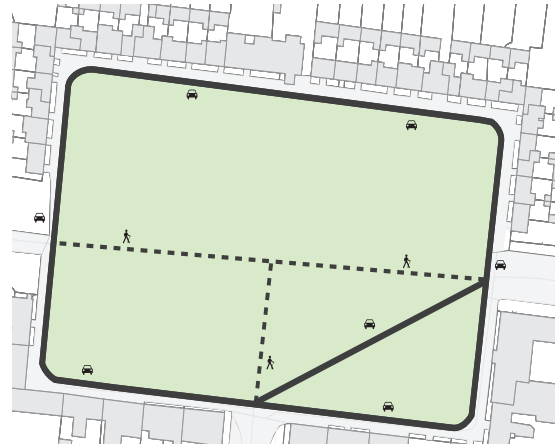


Figure: Design and traffic design for model 2.2



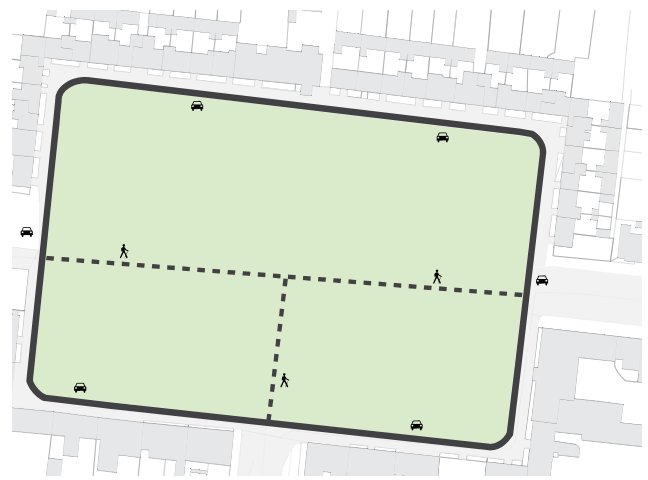
MODEL 3

The design principles are applied and no additional path around the outer edge is added. An internal network of curved paths is added to make the space more accessible for users and to offered attractive walking routes across and through the garden Square. Differentiation in

planting is suggested, along the lines of previous models. An entirely new planting is conceivable but would need to be quite low (max 1.3m) to retain views across the Square.



Figure: Design and traffic design for model 3



Proposed design

The models were presented to the public for critical feedback. There was much discussion on various topics and the models were widely assessed. Although all models had some disadvantages, outweighing these were significant advantages. The final design is a synthesis of all the models to best reflect the wider needs of the residents and the area. It demonstrates how a rebalancing of traffic, delivers a safer, better-defined square with many additional benefits as requested in the vision statement.

A detailed design was developed to reflect the many suggestions and changes proposed during the public participation rounds. This included undergrounding of the electric wiring, a one way traffic system with recalibrated parking, new boundary treatments, an internal pathway system for walking inside the square, a new lighting scheme around the square, highlighting of the chapel and up lighting of the buildings, a lower maintenance regime with colourful bulbs around the edge, replanted trees, new wayfinding, safe crossing points, new seating. The design also supports the regeneration of new activities such as grass tennis courts and croquet areas. The development of the planning permission is predicated on a structural survey of the walls at Kingston College by a conservation engineer. The cost of these works could be included as an integral part of the scheme. Although these requirements were integrated into the final scheme, an instruction from the client led to several amendments.

1. Parking along Kingston College is to be arranged along the south side of the road to avoid potential conflicts with basement walls.
2. The internal pathway system was dropped.
3. The reintroduction of the diagonal.

Traffic

For future safety, a one way system has been implemented for the surrounding roadway. A two way system is still possible but as a heritage landscape will not be conform to dmurs.

Lighting

Overhead wiring will be removed, including the lighting poles in the north-south axis of the Square. The lighting concept for the Square envisages lights on poles around the edge of the Square. In combination with ground lights, these will create a soft rhythm of lighting around the wall of the Square. The Chapel at Kingston College will be highlighted. All lighting will be environmentally sensitive and energy efficient.

Bollard and chain

A bollard and chain railing has been added around the Square to protect it from encroachment from vehicles and to offer a low level of protection for children potentially running onto the road.

Planting

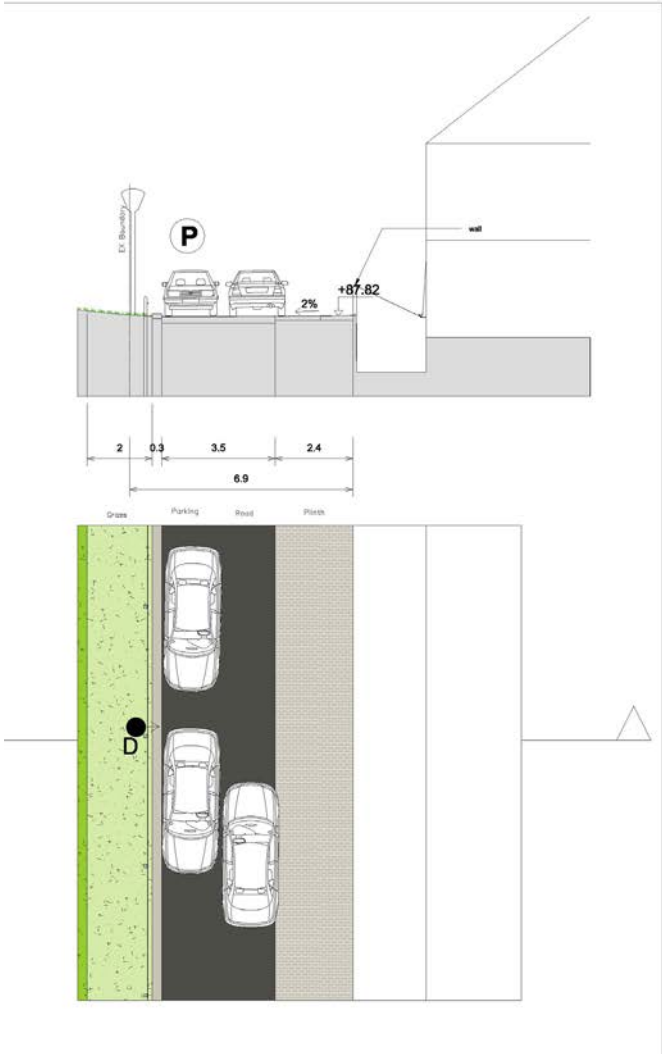
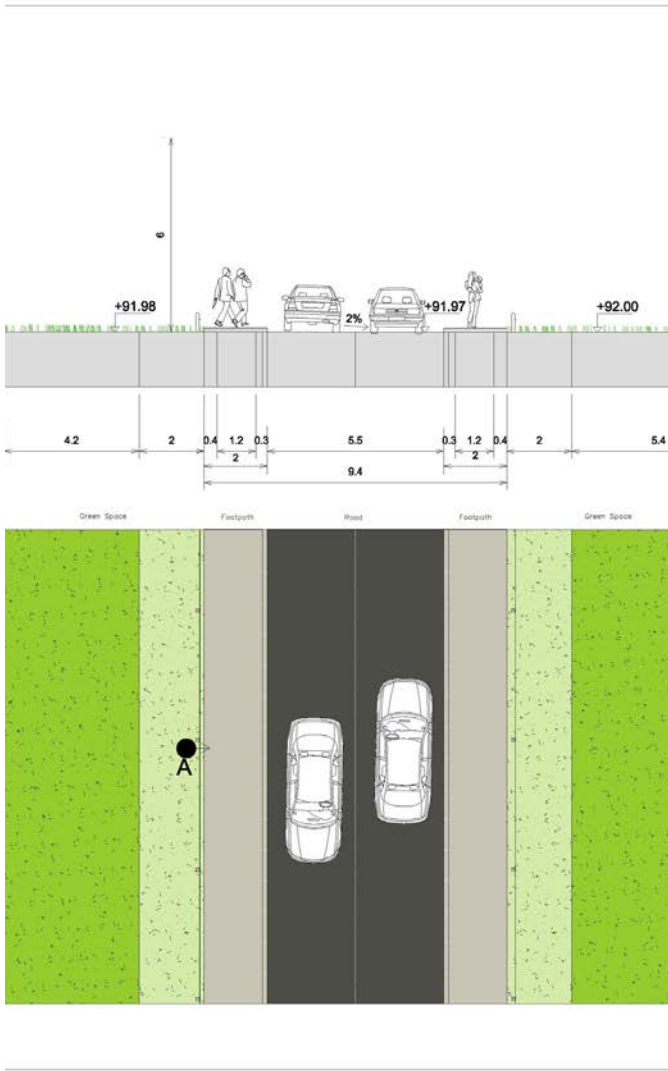
Building on the success of the daffodils around the Square, a planting and low maintenance scheme has been proposed to extend the margin of bulbed areas to the margins of the Square. This will add more colour to the Square in autumn and spring and allow the grasslands to have less maintenance. The sedges and the centre of the Square are to be more intensively mowed. Lime trees on the Mall are to be replaced. Other trees, north of the Mall at Kingston College are to be removed, with the exception of a single healthy acer. It is proposed not replant this in the future.

Stormwater management

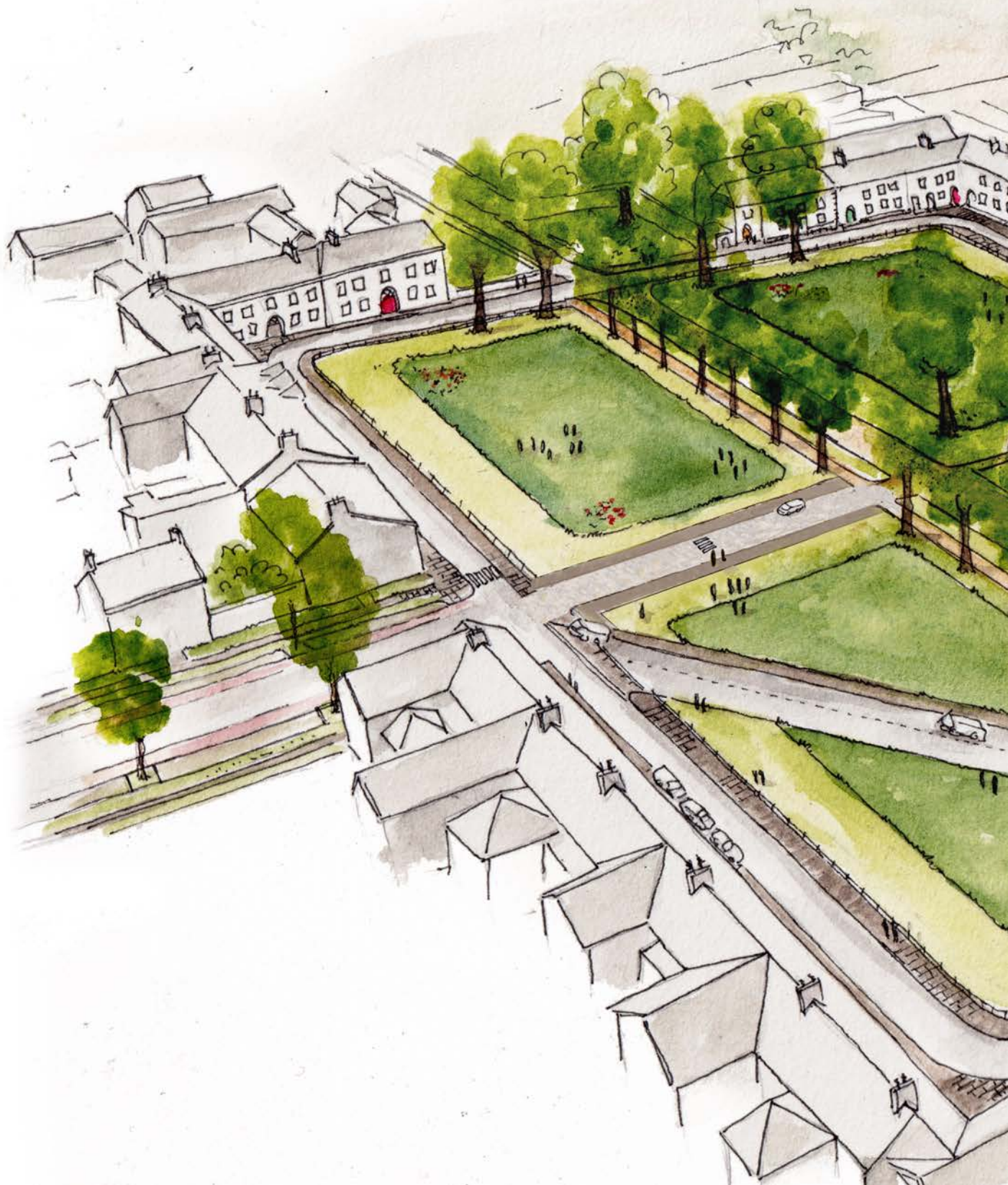
The shared surface around the Square will be retained, allowing water to run off into the green areas of the Square.



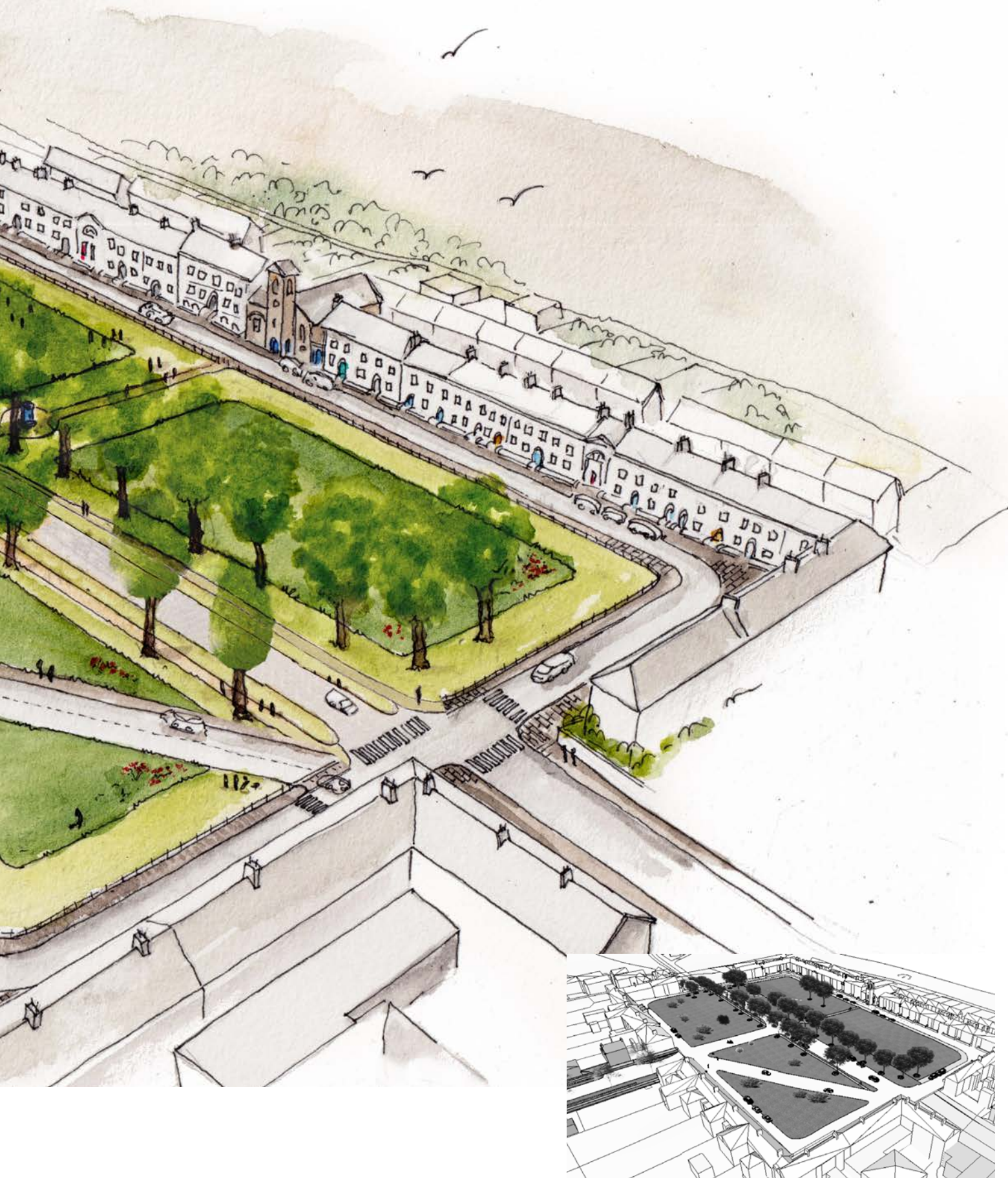
Proposed design







The new garden Square limits traffic intersections and offers a pedestrian led space for public/ private use. The Mall could potentially be temporarily closed for a local festival or at weekends.



Existing

Visual of King's Square



View from Kingston College to St. George's Arts and Heritage Centre



Existing

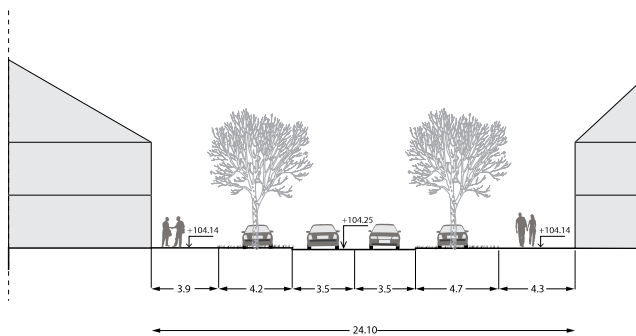
George's Street

Description and use

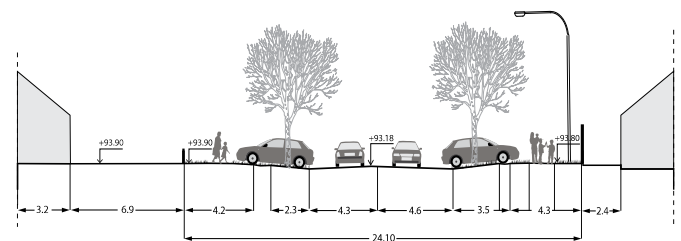
George's Street runs along a north south axis from the Chapel at King's Square to St George's Arts and Heritage Centre. When travelling north from the Arts and Heritage Centre a beautiful vista to the Galtee Mountains serves as a backdrop to the street. Approximately 500m long and 26m wide, it rises gently to the south.



It is said that the eave of the chapel on King's Square lies at the same height as the entrance to the Arts and Heritage centre. Georges Street forms a classic Georgian streetscape. Most characteristic is the grand landscape vision of its tree planting and green berms, most likely influenced by John Webb, a landscape designer (1754 to 1828) who designed the nearby demesne) which defines its character and is an essential part of its heritage. The street has a combination of free-standing houses on the west side and terraced housing that bookend the grid pattern of streets and for part of the original urban plan. Residences have been interspersed with occasional businesses, which are required to provide off street parking. The 1950's courthouse is located midway along the street south of the bridewell. The tennis club (established over 100 years ago) is located on the street. An expansion of the town is envisaged to the west of the street in the former market



Section A



Section B

Historical development

The Street was set out as part of the original plan and was enclosed by the demesne woodland to the rear of properties to the west of the street. It completed the grid of the town centre. The street has become a story of two halves, the green half north of Robert's street and the southern half south of Robert's Street which has become degraded.

From Robert's Street to the King's Square the profile of the street and its valuable planting has remained reasonably intact. The street was designed sustainably; an open cobbled drain harvested rainwater to the fountain at King's Square, for watering animals. North of Robert's Street the historic profile has become significantly degraded. Recent work in the 1990's and 2020's saw the removal of green areas to the front of properties, as well as berms, the characteristic drain, and the widening of

paths, which have all but eliminated the heritage qualities of the street. New trees have been planted in small tree pits and heavily pruned, limiting their size and appearance in relation to the original tree planting north of Robert Street. Coupled with the introduction of perpendicular parking this has led to further degradation of the street's heritage qualities and has created unsafe traffic situations.



George's Street- 1890s



George's Street- 1999

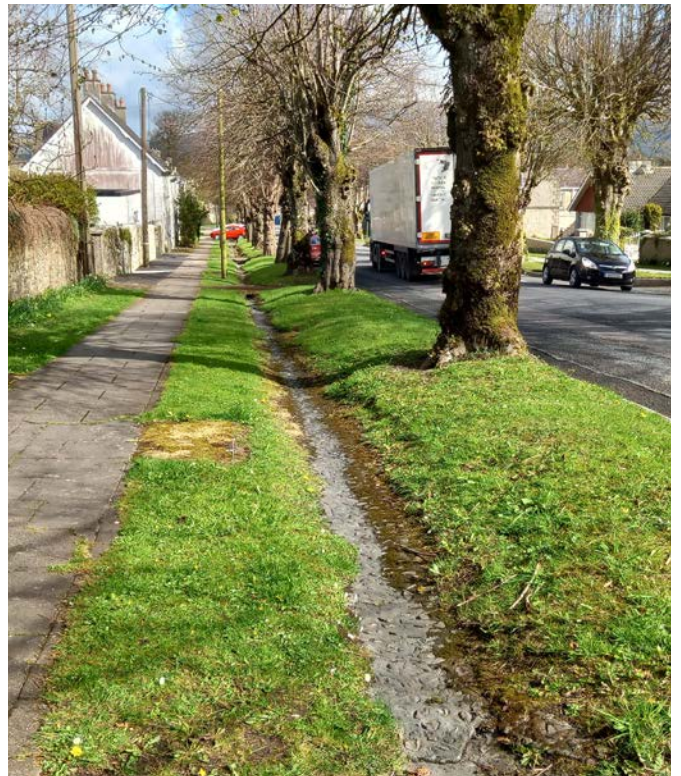
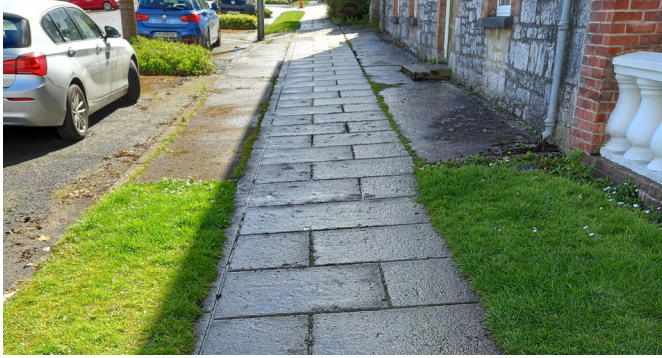


George's Street- 2013



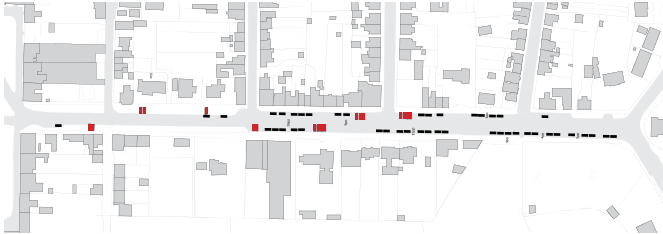
George's Street- 2021

Images of existing situation





Parking



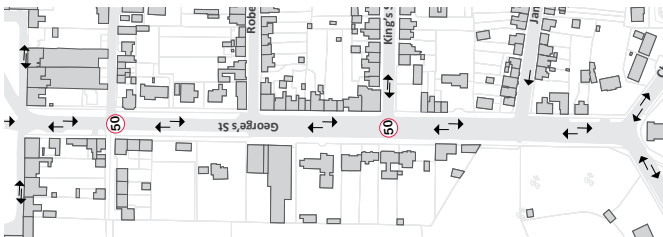
There are 53 parking spaces on different sides of the road. These are a mixture of parallel and perpendicular angled parking (18pp). We note that some of the parked cars are not official parking areas and block view lines at junctions creating unsafe situations. Much parallel parking is intended to be angled parking; however this is not implemented.

Pedestrian comfort



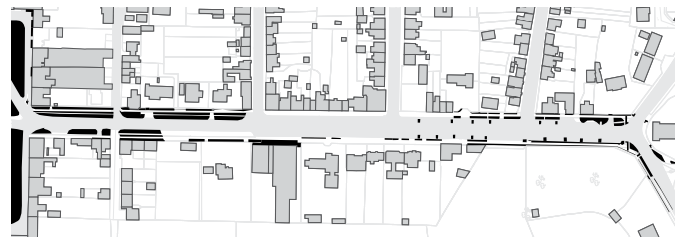
The street has good walking routes on either side, although not well lit. Crossings and access to cars via newly designed drains have been tagged as being problematic by stakeholders. The crossings are poorly designed and clutter the street unnecessarily. The attractiveness of the street south of Robert Street has been described by stakeholders as being unappealing.

Traffic



George's Street is a residential street, but is frequently used as a rat run for traffic that does not wish to use the bypass. Speeds in excess of 50 kph are not uncommon, a fact encouraged by its straightness and wide carriageway. Stakeholders and residents insist the road should be treated as a residential road.

Green Berm and trees



The green berms and trees zones characteristic of the heritage profile have been strongly degraded south of Robert's Street.

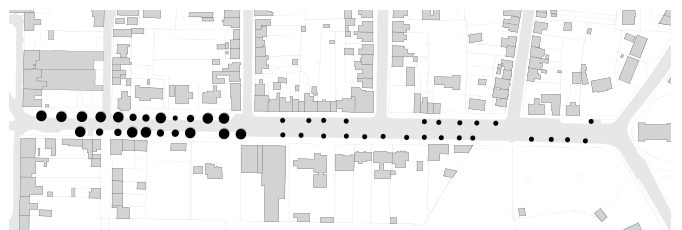
Entrance

The green berms and trees zones characteristic of the heritage profile have been strongly degraded south of Robert's Street.



There are 6 entrances

Trees



It has 47 trees

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.

- Retain the **historic axis and views** of the street.
- Reduce traffic speeds in the street to **improve safety**.
- Retain and **strengthen the human scale** of the street and strengthen its heritage qualities.
- Reintroduce the unique and **characteristic green zones** and tree planting with respect to its heritage qualities.
- Retain or reuse **heritage materials**.
- Develop a **pallet of materials** that builds on the language of the street's public realm.
- Develop a **greener more sustainable public realm** with integrated suds.
- Develop safe **pedestrian crossings** to St Saint George's Arts and Heritage Centre and at other key crossing points.
- Improve **view lines** and safety at King's Street junction.
- Amend drains that function as trip hazards and **improve accessibility** for disabled while retaining the heritage characteristics of the street.
- Underground **overhead wiring**.
- Develop appropriate **street lighting** that matches the scale of the street.
- Stimulate **off-street parking** for businesses and destinations.
- Develop a **cycle infrastructure** (and sustainable mobility) for new residential areas as part of a wider network for the town.
- Make **planting recommendations**.
- Develop **visitor opportunities** and storytelling possibilities along the street to improve pedestrian

flows through the Georgian Quarter

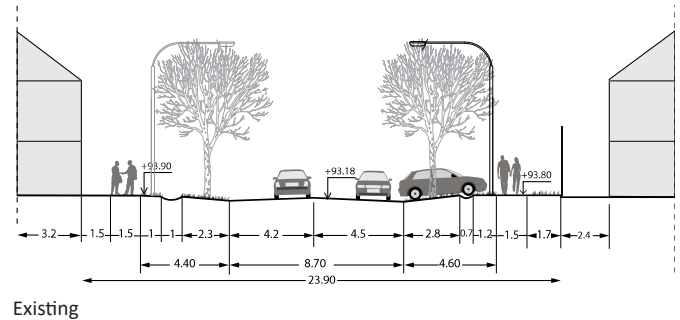
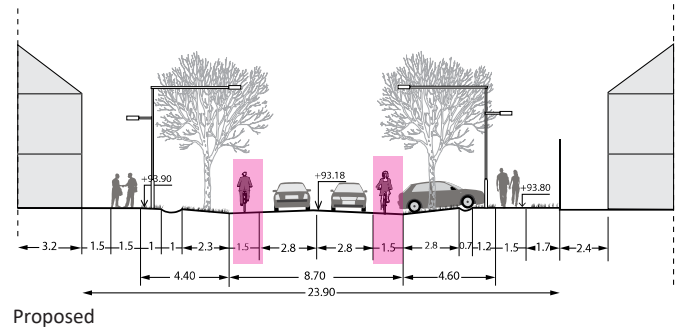
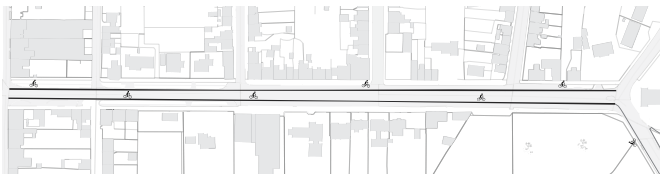
- Highlight **key buildings** with a new lighting design.
- Develop the **biodiversity** of the street.
- Highlight **key buildings** with a new lighting design.
-

The vision statement was used to develop a series of design principles which was later presented to public stakeholders for critical feedback. These proposals were well received and were then developed to a more detailed design. See overleaf.

Proposed design

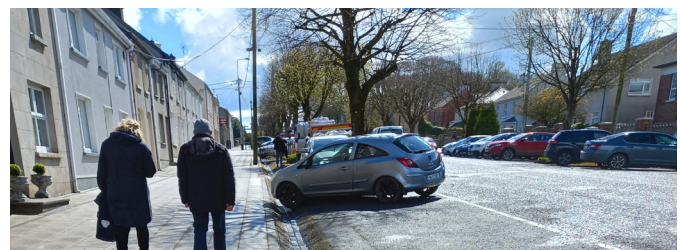
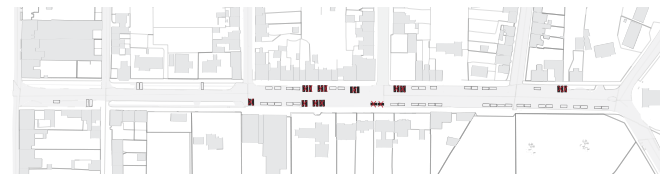
Add cycle lanes and reduce speed

With future expansion of the town on site MH-R-02 in the coming years, it is considered necessary to develop active travel along George's Street to promote short journeys with the bike to the town centre and schools as part of the town's long-term objectives. This has the potential to significantly reduce car used in the town centre and promote healthier living. Cycle lanes on other side of the street are proposed in combination with reduced traffic speeds to 30kph. Cycle lanes could be potentially detailed with protective features, however these would need to be balanced with the heritage quality of the street.



Parking

Perpendicular and parallel parked cars are to be replaced with parallel parking. Approximately 20 additional off-street parking spaces need to be facilitated or otherwise eliminated. This is necessary to deliver a cycle network compliant with dmurs. The removal of perpendicular parking would improve safety including at junctions. A number off street sites could offer alternatives for on street parking.



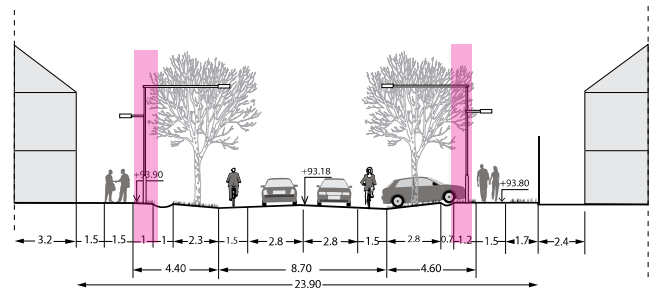
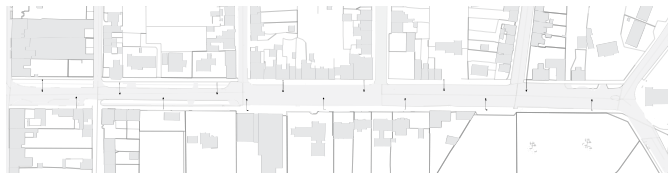
The new drain design is a significant obstacle for access (disability & elderly)



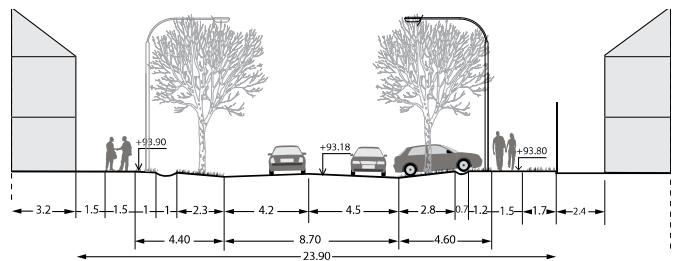
Perpendicular parking block view lines and is dangerous

Add Lighting

A new and efficient lighting system is proposed for the street and will tie in with the overall lighting strategy for the Georgian Quarter. This includes removing overhead wiring and using new lamp standards with lower and higher luminaires along pedestrian and traffic routes, respectively. This is to ensure mature trees block as little light as possible. Environmentally friendly lighting will be applied to reduce the impact to fauna including bats. The illuminating of key buildings, such as the Arts and Heritage Centre from both outside and inside is proposed. Other key buildings such as the Bridewell and old Courthouse are to be highlighted.



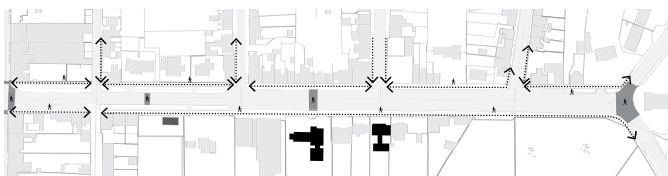
Proposed



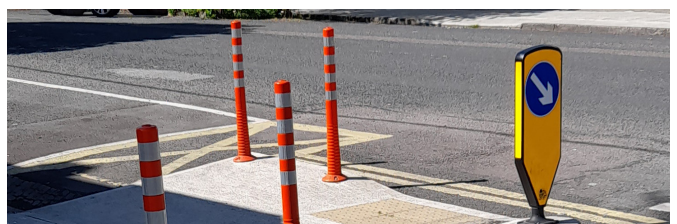
Existing

Add crossings

Junctions are to be raised to calm traffic to 30kph and offer uncontrolled crossing points for pedestrians. These have been added to all junctions along the street. This will enable the uncluttering of the crossing points and combined with safe view splays, they will dramatically improve the safety of the street for drivers and cyclists.



Traffic calming measures offer (uncontrolled) crossing points for pedestrians



Existing crossings

Reintroduce the Green Zones

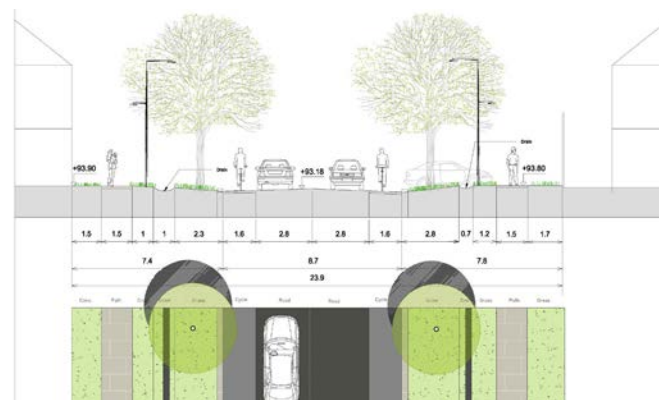
Green zones are to be reintroduced into the street profile south of Robert’s Street to reestablish the lost structure of the Georgian streetscape. This concept underpins a new approach to revitalize the heritage value of the street.

The restoration of grassed zones adjacent to properties could form a short-term win and be applied as a suds measure. The reduction of pavement areas to heritage norms of about 1.5m are recommended, with adjacent grass areas facilitating passing pedestrians to accommodate each other. The reintroduction of the open drains and substantial berms for planting trees with sufficiently large tree pits is explored in the next section in combination with a set of new materials.

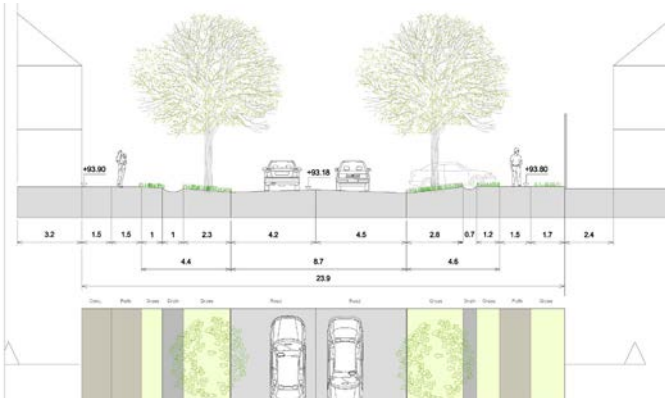
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Proposed principles in section

A series of sections demonstrates how the new design could be applied to retrofit the street to reestablish the degraded parts of the Georgian Streetscape. By working to these design principles, the street can be gradually transformed over time.



Proposed



Existing

Section 1 North of Robert’s Street
Section 1 demonstrates how the green areas can be re-established along the street, especially adjacent to property boundaries.



Stormwater management

Sud measures can be potentially re-integrated into the design to significantly reduce run off.

- Surface water is drained via side channels over the pavement to the main drain (on either side of the street).
- The main (open) drain is to be re-established on the northern part of the street. This water flows to a cistern at the fountain in King's Square.
- A reduction of hard standing is proposed by finishing all parking area in grass concrete.
- For newly planted trees, tree pits can be used to store run off.

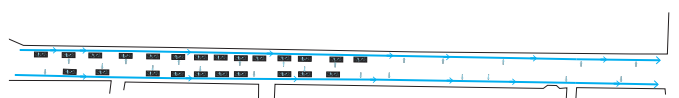
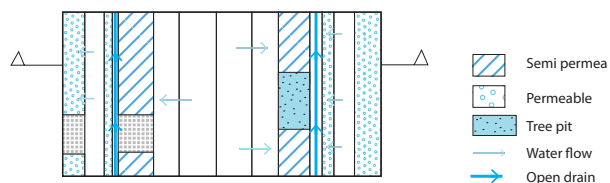
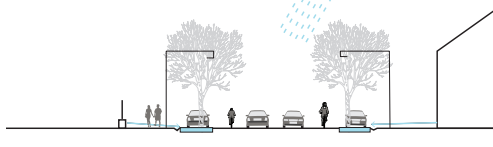
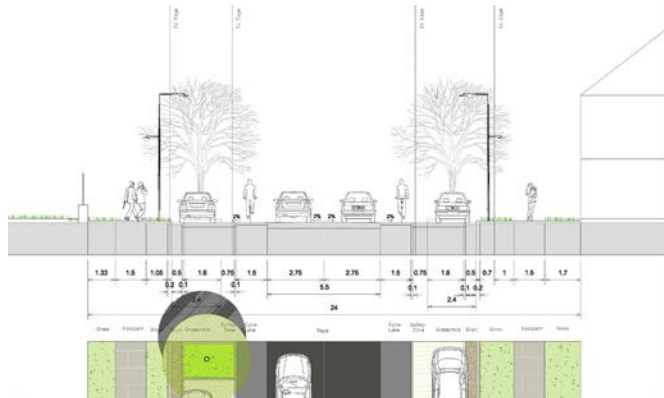
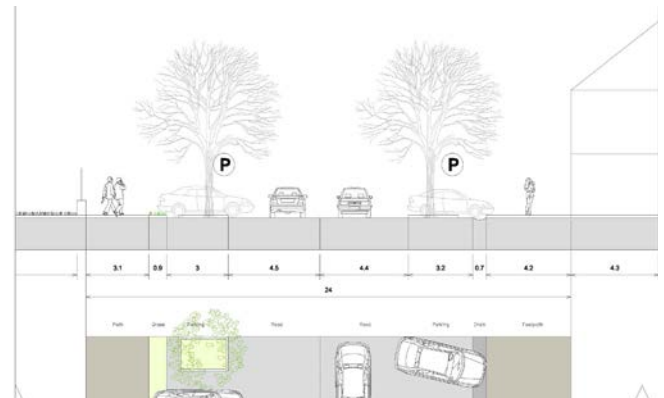


Figure: Sud measures for George's Street works with the existing (Georgian) storm water infrastructure.

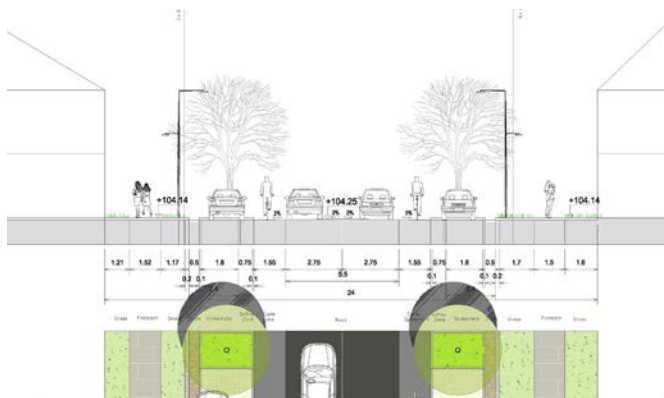


Proposed

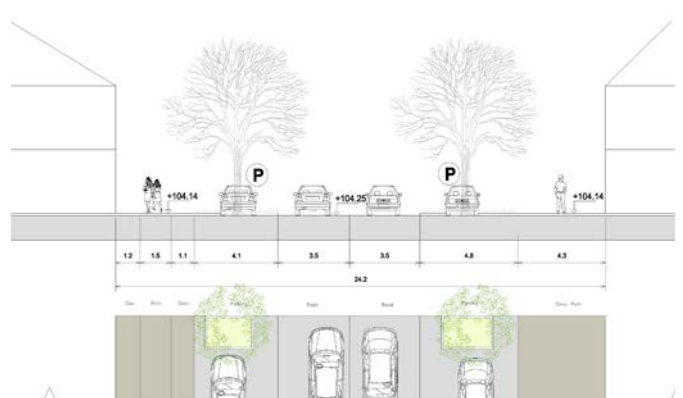


Existing

Section 2 South of Robert's Street :Section 2 replaces perpendicular parking with parallel parking and applies new materials to re develop the zones and idiom of the Georgian streetscape. The drain is reconstructed and green berms with tree planting are reintroduced.



Proposed



Existing

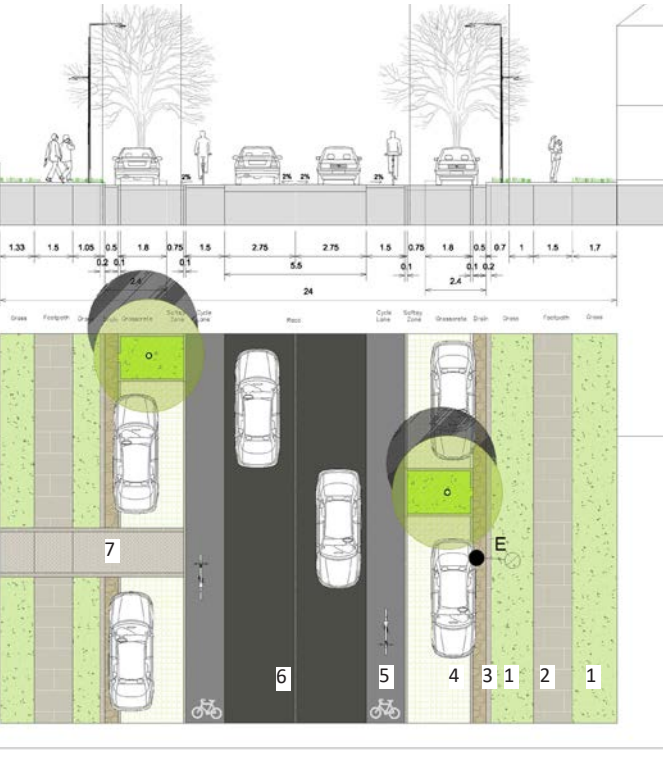
Section 3 South of Robert's Street
Drain is reconstructed and green berms with adequate tree planting is reintroduced. Green parallel parking is developed to improve the heritage quality of the street.

Paving materials, patterns, and layouts

It is proposed to reintroduce new materials to reinforce the historical streetscape as part of a new public realm design. These include.

- Grass concrete for parking areas.
- In situ concrete flagstones for the main walking routes.

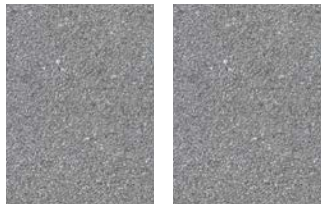
- Cobblestone drains
 - Entrance demarcation paving
 - Adequately planted trees
- See overleaf for details.



New Materials

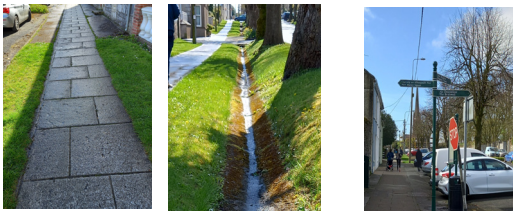


1.Grass and Bulbs 4.Grasscrete



5.Grey Asphalt 6.dark grey asphalt

Existing



2. Concrete with flagstone print 3.Drain

Proposed design





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 or similar to align with budget
S3a	Existing (lime)stone flagstone path.
S3b	New (lime)stone flagstone path.
S4a	Reused concrete pavers.
S5a	Existing (lime)stone pavers (suitable for vehicles).
S5b	New (lime)stone pavers (suitable for vehicles) or similar to align with budget
S6a	New concrete pavers (various bonds).
S7	Concrete Gran Paver.
S8a	Asphalt. Standard grey/black for carriageway.
S8b	Asphalt. Grey for cycleway.
S9	Artificial grass.
S10	Clay bonded gravel.
Kerb/Edge	
K1a	Historic limestone road kerb
K1b	New (lime)stone road kerb or similar
K2a	Concrete road kerb
K2b	Concrete pavement kerb
K3a	Historic limestone demarcation
K3b	New limestone demarcation kerb or similar
K4	Historic stone paving
K5	New (lime)stone steps or seating or similar
Drainage	
D1a	Historic limestone gully
D1b	New limestone gully or similar
D2a	Existing open drain
D2b	New Cobble stone drain or similar
Furniture	
F1a	Tree grill
F1b	Tree stand
F2a	Wooden seat
F2b	Wooden bench
F3a	Bollards
F3b	Movable Bollards. Type 2 - L.S.D.
F4a	Raised time (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. 4m 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 a to 12m position.
L5	Visual effects, New market square
L6a	Facade lighting, King Square
L6b	Up lighting key buildings.
E1	Underground plug-in points.
E2	Electric charge points for cars.
E3	Solar cells mounted in glass for energy production
Signage and wayfinding	
W1a	Fingerprint signage
W1b	Town signage
W1c	Wall mounted Signage
Parking	
M1a	Standard parking
M1b	Disability parking.
M1c	Age friendly parking.
M1d	Blue parking.
Heritage and objects	
H11	John Mandeville statue
H12	William Trevor monument.
H13	Memorial ground plaque
H14	Limestone wall plaque. (300x 450x 250 x 15mm).
H15	Sundial
H16	Curved bench.
Planting Palette Mitchelstown	
STRUCTURAL TREES MEDIUM	
T1	Existing trees
T2	Tilia cordata "Greenspire"
T3	Tilia tomentosa "Variegata"
T4	Tilia cordata "Van Pelt"
T5	Tilia europaea
SMALL SCALE TREES	
T6	Acer platanoides "Eben's Column"
T7	Maka Everest multi-stemmed
T8	Acer rubrum "Brandywine" multi-stemmed
T9	Amelanchier lamarckii, multi-stemmed
HEDGES	
H1	Fagus sylvatica (1.2m high)
H2	Buxus sylvatica (0.6m high)
GRASSES AND PERENNIALS INCLUDING GROUND COVER	
P1	Grass (high maintenance)
P2	Grass with herb mix (low maintenance)
P3	Herbs (for herb garden)
P4	Pollinators (for pollinator garden)
P5	Perennials (for raised planters)



REDscape Landscape & Urbanism
26 Upper Pembroke Street, Dublin 2, Ireland

Project
Mitchelstown Public Realm Enhancement Project

Title
GEORGE'S STREET (NOT FOR CONSTRUCTION)

Scale
1:250

Format A1 **Date** 22.03.01 **Changed:** 23.02.15

Drawing Status DRAFT

Drawing No. RED2211.02.P03.1

2211

Proposed design



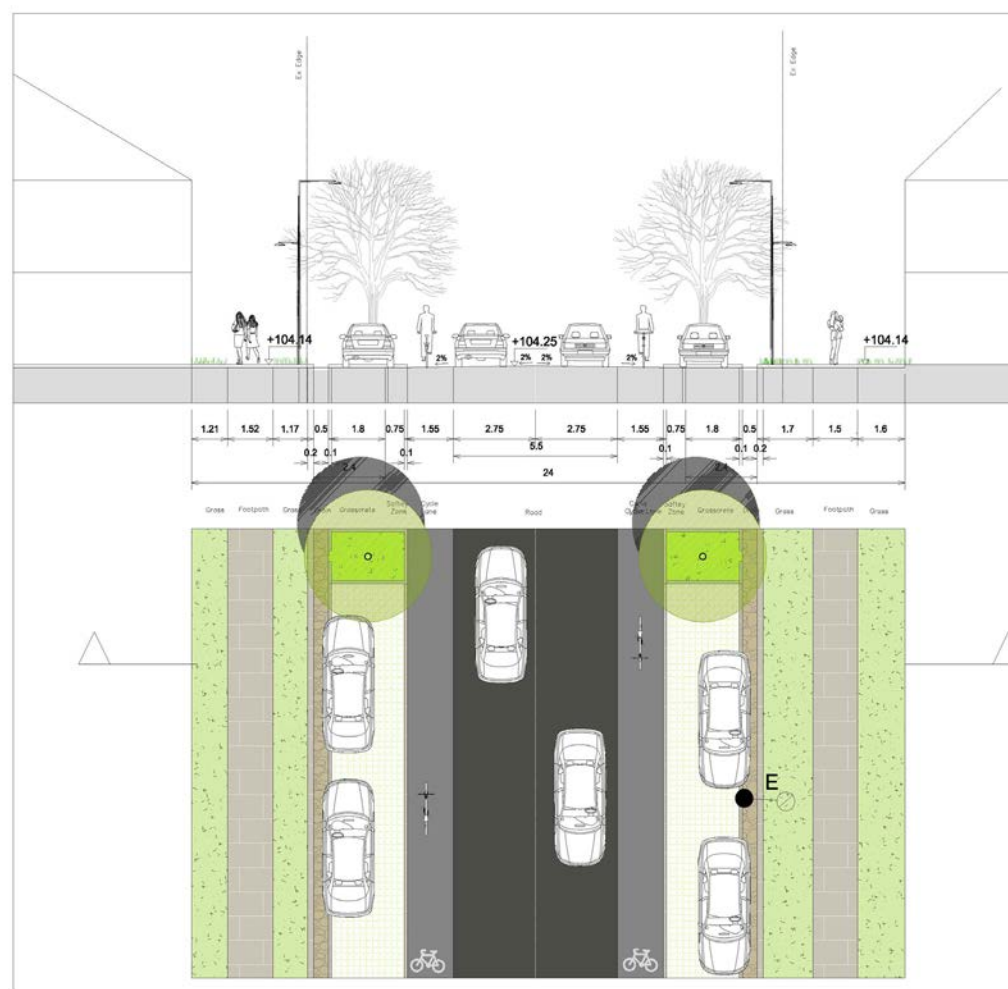


<p>code Specification</p> <p>Surface</p> <p>S14 Existing in situ concrete paving with flagstone demarcation.</p> <p>S15 New in situ concrete paving with flagstone demarcation.</p> <p>S2 New concrete paver flagstone path or similar to align with budget</p> <p>S34 Existing (Br)w/stone flagstone path.</p> <p>S35 New (lime)stone flagstone path.</p> <p>S44 Reused concrete pavers.</p> <p>S54 Existing (lime)stone pavers (suitable for vehicles).</p> <p>S45 Asphalt. Grey for cycleway.</p> <p>S50 New (lime)stone pavers (suitable for vehicles) or similar to align with budget</p> <p>S6 New concrete pavers (various bonds).</p> <p>S7 Concrete Grass Paver.</p> <p>S84 Asphalt. Standard grey/black for carriageway.</p> <p>S85 Asphalt. Grey for cycleway.</p> <p>S9 Artificial grass.</p> <p>S10 Clay bonded gravel.</p>	
<p>Kerb/Edge</p> <p>K14 Historic limestone road kerb</p> <p>K15 New (lime)stone road kerb or similar</p> <p>K24 Concrete road kerb</p> <p>K25 Concrete pavement kerb</p> <p>K34 Historic limestone demarcation</p> <p>K35 New limestone demarcation kerb or similar</p> <p>K4 Historic stone paving</p> <p>K5 New (lime)stone steps or seating or similar</p>	<p>Drainage</p> <p>D14 Historic limestone gully</p> <p>D15 New limestone gully or similar</p> <p>D24 Existing open drain</p> <p>D25 New Cobble stone drain</p>
<p>Furniture</p> <p>F14 Tree grill</p> <p>F15 Tree stand</p> <p>F24 Wooden seat</p> <p>F34 Wooden bench</p> <p>F35 Bolards</p> <p>F36 Movable Bolards, Type 2 - L.S.D.</p> <p>F44 Raised time (stone) planters</p> <p>F45 Raised (lime) stone planters with seating.</p> <p>F5 Canopy. See detail.</p> <p>F6 Bolard chain railing. See detail.</p> <p>F7 Tap or water drink point.</p>	<p>Play & fitness</p> <p>P14 Net and rope play structure 2m high on ledonetic surface</p> <p>P24 Fitness area 1</p>
<p>Lighting & electrics</p> <p>L14 Street Lighting, 4m position</p> <p>L15 Street Lighting, 4m position</p> <p>L24 Street Lighting, 4m position</p> <p>L25 Street Lighting, 4m position, same pole</p> <p>L34 Street Lighting, 3.5m position</p> <p>L4 Dynamic street lighting and events a to 12m position.</p> <p>L5 Visual effects, New market Square</p> <p>L64 Facade lighting, King Square</p> <p>L65 Up lighting key buildings.</p> <p>E1 Underground plug-in points</p> <p>E2 Electric charge points for cars.</p> <p>E3 Solar cells mounted in glass for energy production.</p>	<p>Signage and wayfinding</p> <p>W14 Fingerpost signage</p> <p>W15 Toletem signage</p> <p>W16 Wall mounted Signage</p> <p>Parking</p> <p>M14 Standard parking</p> <p>M15 Disability parking.</p> <p>M16 Age friendly parking.</p> <p>M17 Blue parking.</p>
<p>Heritage and objects</p> <p>H11 John Mandeville statue</p> <p>H12 William Trench monument.</p> <p>H13 Memorial ground plaque</p> <p>H14 Limestone wall plaque (LHS) 450x 250 x 15mm.</p> <p>H15 Sundial</p> <p>H16 Curved bench.</p>	
<p>Planting <i>Palmette Mitchelstown</i></p> <p>STRUCTURAL TREES MEDIUM</p> <p>T0 Existing trees</p> <p>T1 Tilia cordata 'Greenspire'</p> <p>T2 Tilia tomentosa 'Varsoviensis'</p> <p>T3 Tilia cordata 'Van Pelt'</p> <p>T4 Tilia europaea</p> <p>SMALL SCALE TREES</p> <p>T5 Acer platanoides 'Elsener's Column'</p> <p>T6 Malus Everard multi stemmed</p> <p>T7 Acer rubrum 'Brandywine' multi stemmed</p> <p>T8 Amelanchier canadensis, multi stemmed</p> <p>HEDGES</p> <p>H1 Fagus sylvatica (1.2m high)</p> <p>H2 Buxus sylvatica (0.6m high)</p> <p>GRASSES AND PERENNIALS INCLUDING GROUND COVER</p> <p>P1 Grass (high maintenance)</p> <p>P2 Grass with 10% mow low maintenance)</p> <p>P3 Herbaceous (for herb garden)</p> <p>P4 Pulverizers (for pollinator garden)</p> <p>P5 Perennials (for raised beds)</p>	
<p>REDscape Landscape & Urbanism 26 Upper Pembroke Street, Dublin 2, Ireland</p>	
<p>Project</p> <p>Mitchelstown Public Realm Enhancement Project</p>	
<p>Title</p> <p>GEORGE'S STREET (NOT FOR CONSTRUCTION)</p>	
<p>Scale 1:250</p>	
<p>Format</p> <p>A1</p>	<p>Date</p> <p>22.03.01</p>
<p>Changed:</p> <p>23.02.15</p>	
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<p>2211</p>	

Proposed design



NEW Section B
Sc:1/150



NEW Section C
Sc:1/150

Visual of George's Street



The new design sets out to re-establish the heritage language of the Street while facilitating sustainable mobility (dmurs compliant) for future generations.



Proposed

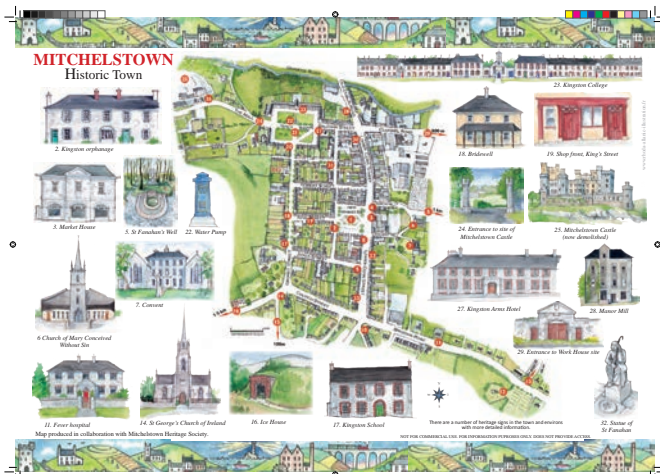


Existing

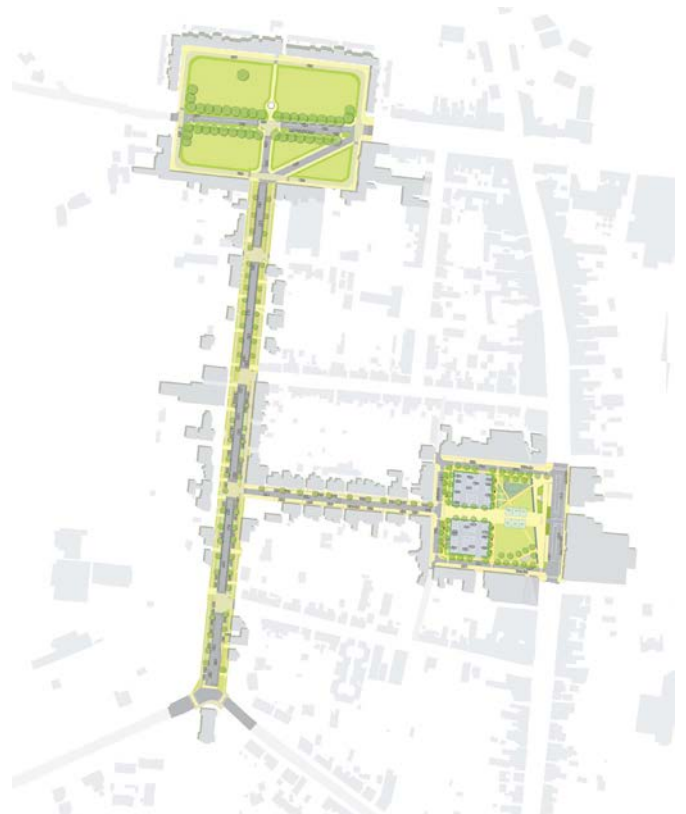
Georgian Quarter Amenity route

A new cycle and pedestrian network with key visitor points is proposed to enhance the existing pedestrian network for the Georgian Quarter and improves access to key community destinations and points of interest.

The route could be developed as a basis to allow visitors to move freely around the town. A local heritage map already exists which highlights key visitor points and attractions. This in turn could be enhanced with a digital information system, that could recount stories of local buildings and places that could be accessed via a mobile phone.



An existing heritage map for the town works well.



The enhanced Georgian Quarter, Mitchelstown.

Some improvements outside of the plan area are also proposed including, a well signed pedestrian access route to James's Street parking. This has recently been developed to offer 50 additional parking spaces for the town. Another proposal is to develop a pedestrian link directly from the supermarket parking area to New Market Square via an adjacent route north of the former Market House with a lift, escalator, stair or slope or combination thereof. A route via the supermarket parking area from the graveyard could also be facilitated.