



The Redesign of Barrack Square and Old Barrack Street to Enhance the Public Realm



An Chomhairle Oidhreachta
The Heritage Council





The Redesign of Barrack Square and Old Barrack Street to Enhance the Public Realm

Final Report

This project is an action under the Clare County Heritage Plan 2017-2023



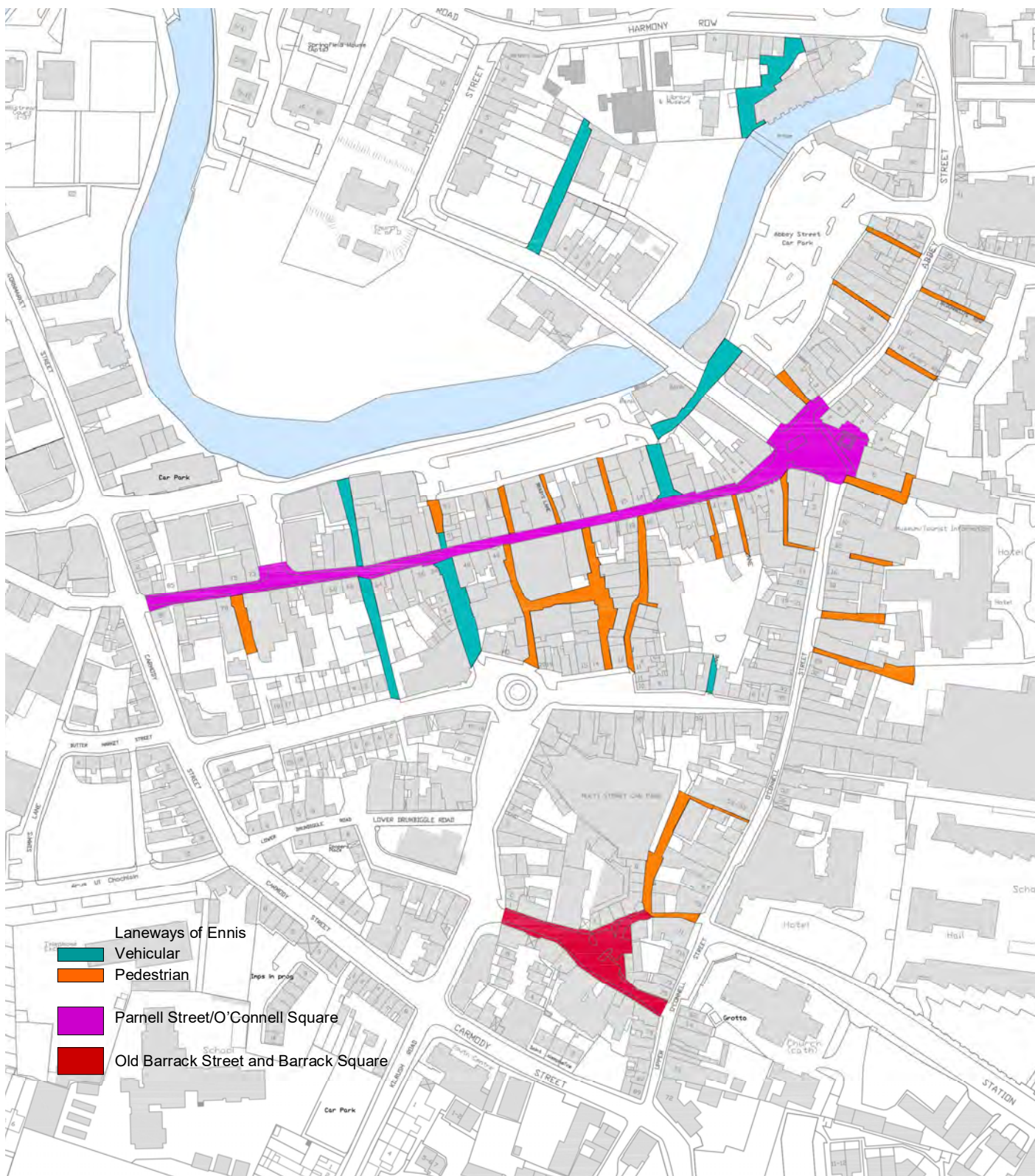
May 2018



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Project Objectives
Existing Situation
Heritage Context
Place-making Potential
Traffic Circulation
Town Centre Parking
SWOT Analysis



Context Plan

The main purpose of the project is:

- To create a high quality civic space, based on the principles of universal design, where people meet, relax and enjoy the ambiance of this part of the town centre.
- As the first Irish town to be accredited with the Purple Flag (an international accreditation), this project will further enhance the town centre for both day and night time uses to ensure it retains this standard.

The aim is to create a higher quality civic atmosphere, where people can meet, relax and enjoy the ambiance whilst availing of the local retail opportunities. This special area has been identified as an opportunity site in the Clare County Development Plan 2017-2023, Volume 3 (a) Ennis Municipal District Written Statement. It is recognized as a key location for development proposals which will create a high quality civic space, contributing to the vibrancy of the town centre and significantly enhancing the public realm.

In order to ensure a high quality and accessible public realm and the on-going management and conservation of the built heritage, the Development Plan indicates that the following strategic aims will be pursued:

- *To pursue all avenues of funding, and work with all relevant stakeholders, to implement proposals for management, enhancement, renewal and regeneration of the public realm in association with improving access for walking and cycling.*
- *To apply the principles of Universal Design to create spaces that are safe, easy to navigate and which easily facilitate daily life and business.*
- *To ensure that new developments positively contribute to the public realm and complement the built heritage of the town.*

Project Objectives

The redesign of Barrack Square and Old Barrack Street should therefore include:

- Developing suitable design proposals that reflect its place, are distinctive, inclusive and well connected.
- Assessment of traffic permeability and impact, including car parking and the relationship of traffic movement compatible with the aim to increase pedestrian priority and recreational opportunity.
- Evaluation of day and night-time activities within the area.
- Strengthening this attractive urban space by encouraging restaurants/café's and the provision of outdoor seating.
- Maximising convenience of use and optimising the potential for attracting increased activity throughout the day and evening by both residents and visitors.
- Ensuring that the design proposals reflect the historical significance of the area.
- Undertaking effective public consultation with all stakeholders, particularly adjacent property owners.

The enhancement proposals for Old Barrack Street and Barrack Square also need to be considered in the context of other public realm initiatives in the town centre, including:

- The potential of Parnell Street as a Heritage and Cultural Quarter including the Feasibility of covering part or all of the street ⁽¹⁾;
- The Re-design of O'Connell Square to enhance civic use, pedestrian comfort and a better setting for the monument ⁽²⁾; and
- The Regeneration of Lanes and Bow-Ways in the Medieval Core of Ennis ⁽³⁾.

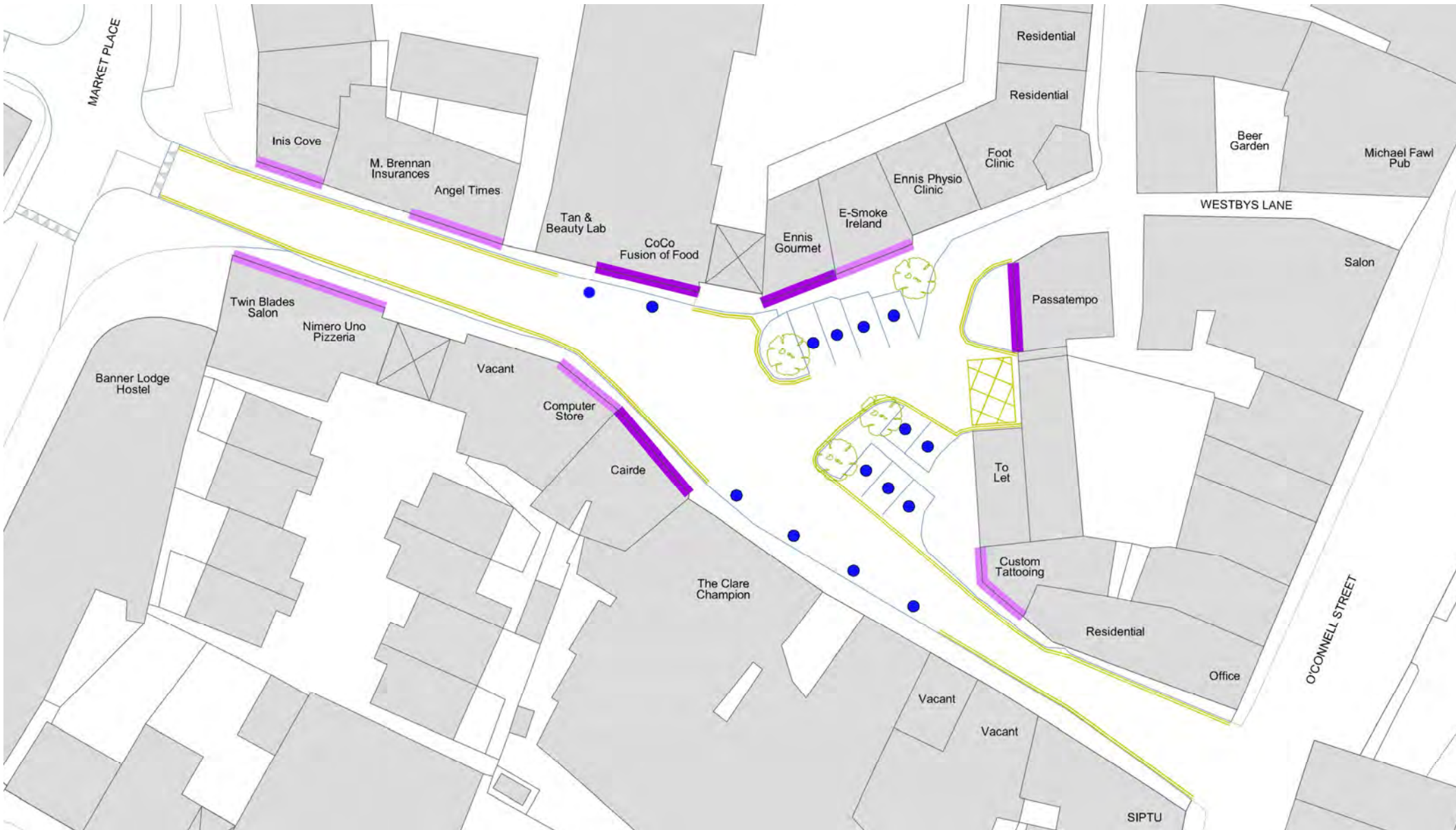
Existing Situation

Barrack Square and Old Barrack Street have a strong 'sense of place' and provide an attractive urban character, enhanced by a south-facing orientation and street trees that soften and define the space, and complemented with views of the Cathedral spire. Due to the compact, intimate and attractive nature of the square, it has begun to evolve into a 'café quarter' that includes niche retailers with active frontages and cafes/restaurants in the heart of the historic town centre.

The present layout of the area is heavily congested, with outdoor seating competing for limited space due to proximity of car parking spaces. Footpaths either side of Old Barrack Street are narrow in most places, and below current acceptable standards. Through traffic movements dominate the space and detract from its civic character. Frequently parked vehicles along Old Barrack Street further reduce the amount of available footpath width and result in a congested streetscape.

The existing width of Barrack Street varies from between 5.0m to 6.0m, and has double yellow lines for most of its length, while the footpath widths vary from 0.9m to 1.7m (the narrowest paths being on the north side of the street). There are currently 9 parking bays within the Square and 6 on-street spaces, with frequent ad-hoc on-street parking elsewhere. Occasional vehicle access is required to the residential and commercial properties to the rear of Barrack Street and on Westby's Lane.

The Design Manual for Urban Roads and Streets (DMURS) ⁽⁴⁾, published in 2013 by the Department of Transport, Tourism & Sport, indicates that the carriageway width for a one-way street in town centre locations can be reduced to 3m, while the minimum footway width needs to be 1.8m to allow minimum space for two people to pass comfortably.



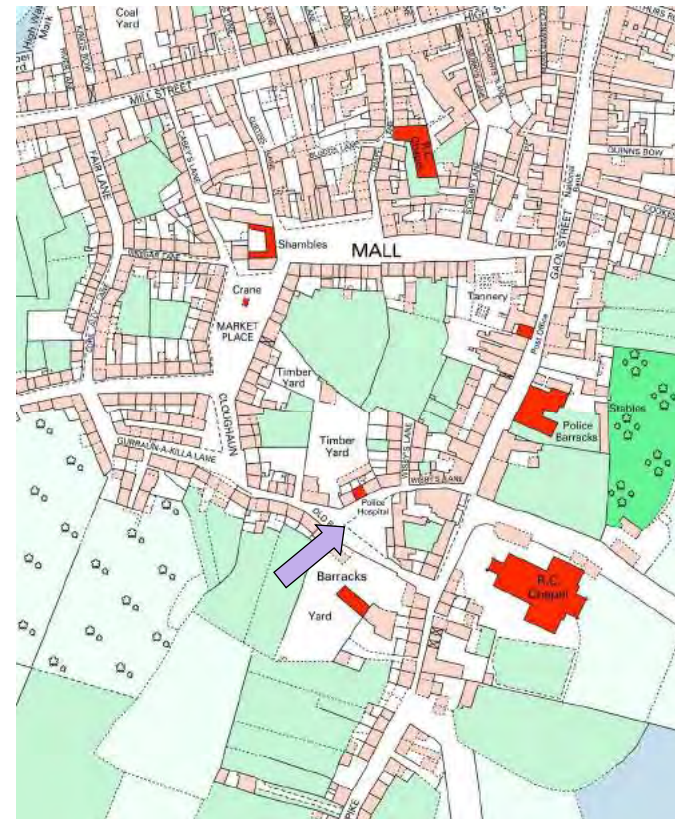
Existing Situation Plan showing active frontages/uses and current parking provision

- Cafes/restaurants
- Active uses
- Car parking spaces
- Double yellow lines

Project Background



Location of Old Barrack Street and Barrack Square in relation to historic town centre



Extract from 1841 map of Ennis showing historic civic uses in the vicinity of Old Barrack Street and Barrack Square



North side of Barrack Square before redevelopment, circa 1970s

Ennis Town Centre is distinguished by its medieval townscape character of narrow streets, laneways and traditional buildings, complemented by the natural qualities of the River Fergus. The origins of the town date back to the 13th century, based around O' Brien's Castle at Clonroad and the nearby Franciscan Friary of Ennis. The three main thoroughfares of Abbey Street, O'Connell Street and Parnell Street have signified the historic core of the town since around the 15th century, converging on the central space of the Square or 'The Height'. The medieval town centre is designated as a Recorded Monument (historic town, Mon. No. CL033-082--) under the National Monuments Acts due to its establishment prior to the year 1700 AD, and is an Architectural Conservation Area (ACA) under The Planning and Development Acts, due to the survival of its mediaeval core, its Georgian street (Bindon Street) and its fine 19th century public buildings ⁽⁵⁾.

Old Barrack Street and Barrack Street are located to the south of the medieval core, mid-way between the historic civic uses of the Market Place, the Fever Hospital (later Old Military Barracks), and the RC Chapel, and with a Police Hospital to the north of the Square and a smaller barracks to the south side. The historian Brian Ó Dálaigh (author of the Royal Irish Academy's Historic Town Atlas of Ennis)⁽⁶⁾ indicates that the street was used for fairs before 1641, and it is known that medieval fairs commonly took place in graveyards, such as Garraunakilla. It is likely, therefore, that the area has been of importance as a gathering space for many centuries.

For most of its history there was no public water supply within the town centre, although many of the better-off households had their own wells and pumps. Most of the poor obtained their water from the Fergus.

Heritage Context

Under the Public Health Act of 1874 Ennis town commissioners were designated an urban sanitary authority charged with the provision of a fresh water supply and the upgrading of sewage facilities. There was a single water pump in Old Barrack Street under the control of the town commissioners to which the public had access; however, concerns were raised in 1877 regarding the water's purity. After examination in a Dublin laboratory the water was found to be 'highly polluted with sewage' and unfit for domestic purposes. The solitary pump was closed to the anger of local inhabitants ⁽⁶⁾.

More recent archaeological excavations have reinforced the importance of Ennis as a late Mediaeval town, and throw further light on the history of Barrack Street, The Market and Garraunakilla. In early 2016 TVAS Ltd. discovered human remains during monitoring of the laying of watermain at Barrack Street ⁽⁷⁾. These were carbon dated to the early 15th century, indicating that a burial ground existed immediately south west of the town at that time. The area is still known as Garraunakilla – Garrán na Cille – Church Garden.

Ennis has greatly expanded since the late mediaeval period, but the central core still retains its archaic character, enhanced by narrow, winding streets, bow covered pedestrian lanes and historic stone buildings. Although most of the original buildings on Old Barrack Street and Barrack Square have been replaced by modern developments, the area retains its traditional streetscape character of a defined public space and narrow connecting streets and laneways.

As the area falls within an Architectural Conservation Area, and there are a number of Protected Structures⁽⁸⁾ in the vicinity, future development proposals must complement the rich built heritage context.



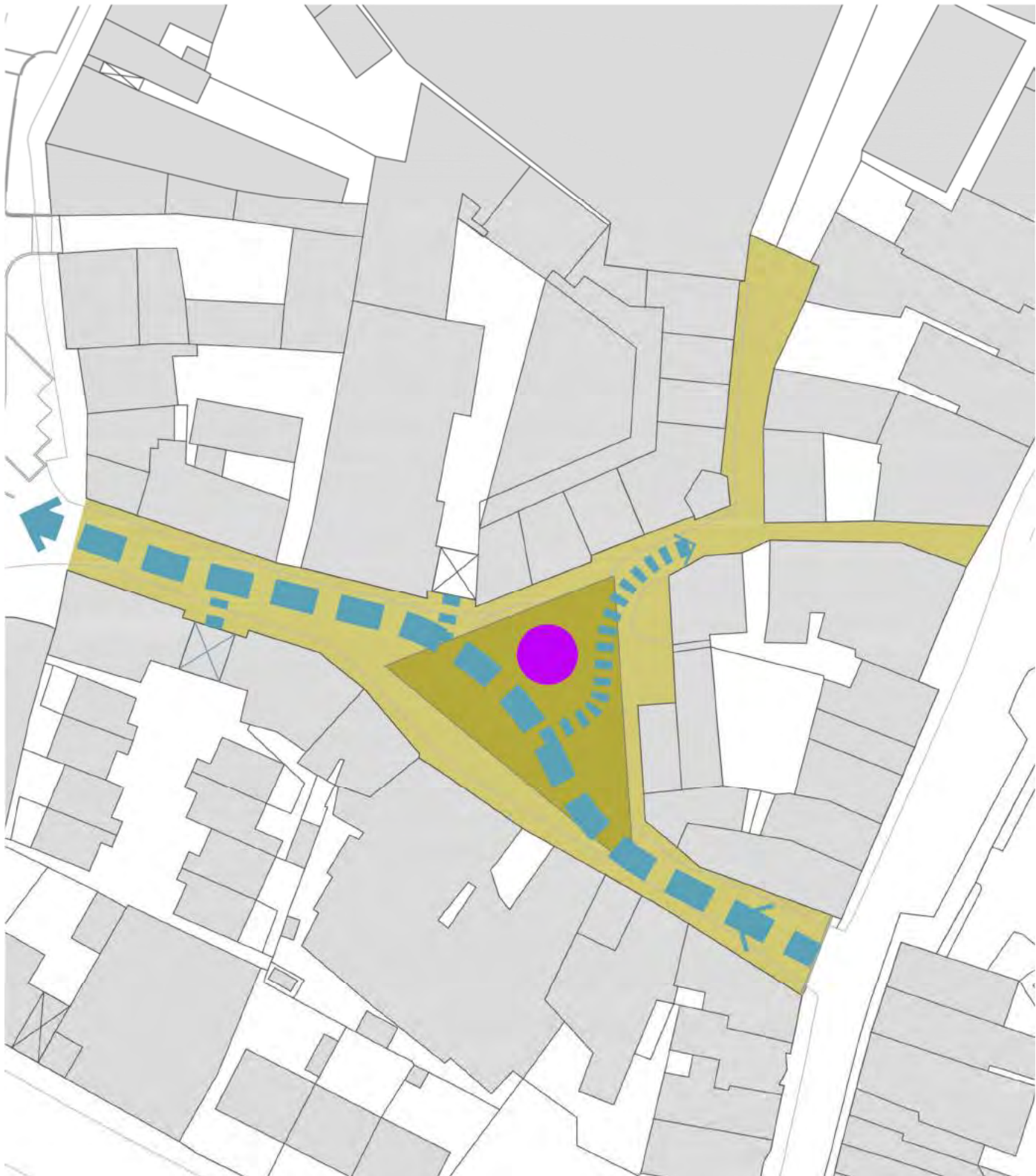
Goose Green, Altrincham



Parliament Square, Hertford



Clonakilty, Co. Cork



Schematic proposals plan showing potential traffic circulation and gains to the public realm

Place-making Potential

There exists considerable potential for major public realm enhancement at Barrack Square, and including improved pedestrian access and visual connectivity along Old Barrack Street.

There are numerous examples of similar public realm enhancement initiatives aimed at creating unique social, recreation and amenity spaces set within an attractive, safe and pedestrian friendly environment, adding to the diversity and vibrancy of the town centres.

Recent case study evidence indicates that investment in the public realm can:

- Boost footfall and trading by providing an attractive, more inclusive and safer pedestrian environment;
- Provide a competitive return compared to other transport projects;
- Support existing businesses and promote investor confidence in an area;
- Attract more visitors and increase tourism;
- Enhance people's perceptions of attractiveness of an area, contributing towards their quality of life and influencing where they shop or recreate; and
- Enhance overall image and community pride.

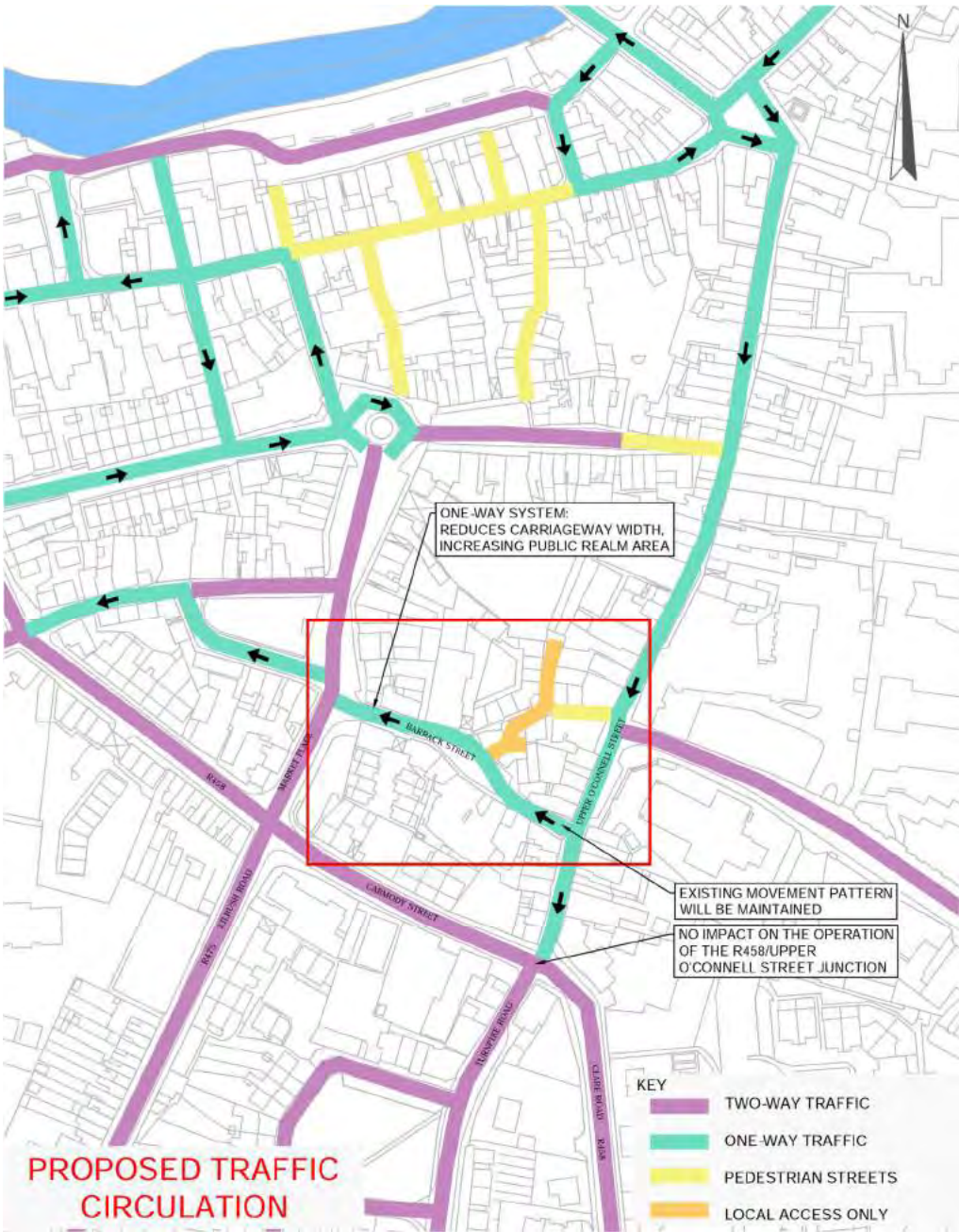
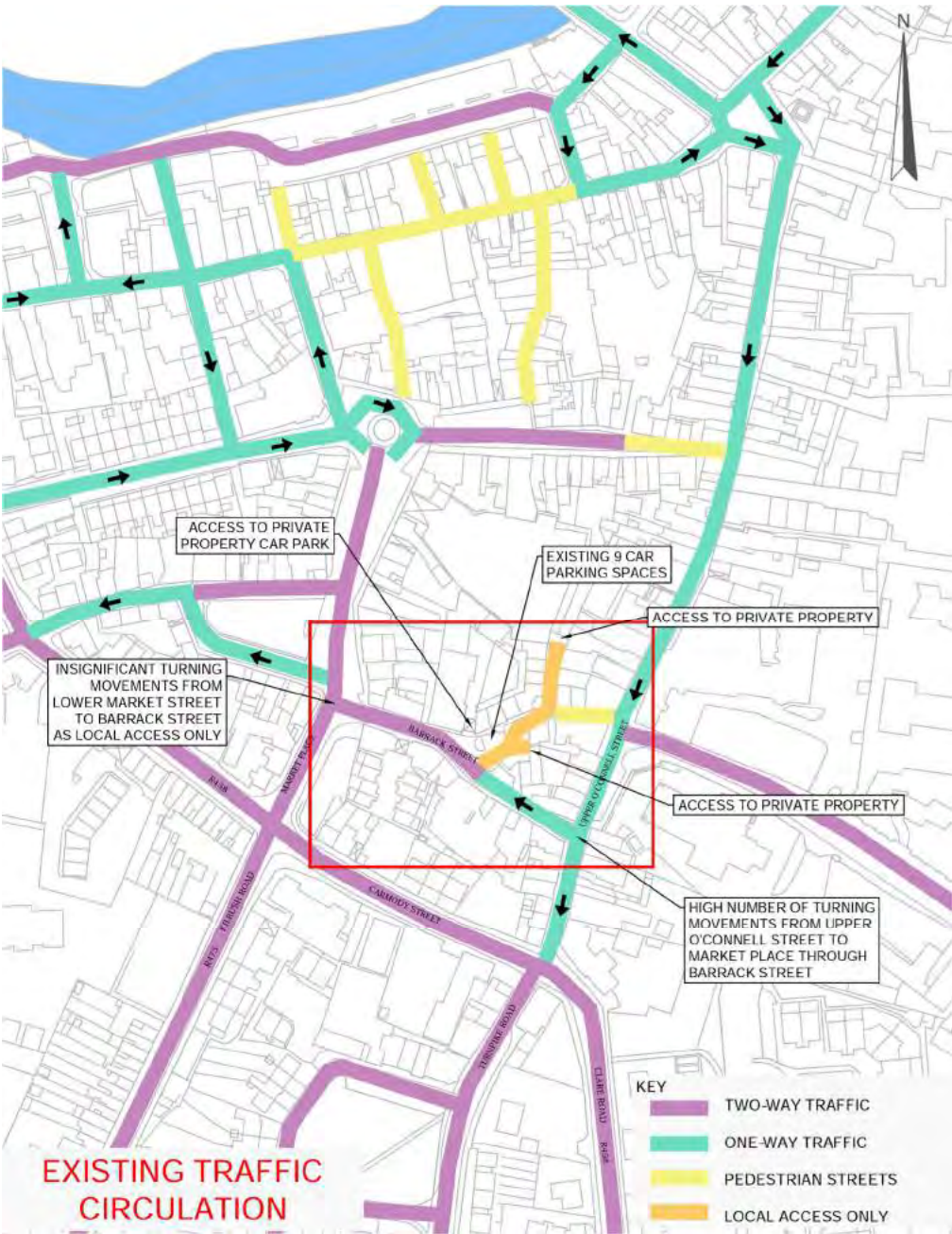
DMURS⁽⁴⁾ supports the approach to achieving good quality public realm in town centres with a view to making streets safer and more attractive. The aim of the statutory guidance is to put well-designed streets and public spaces at the heart of sustainable communities, and illustrates the Irish Government's commitment to the creation of sustainable and inclusive places. It provides a revision of the way we think about, design and plan our local spaces, promoting our streets to something more than just car corridors.

Traffic Circulation

The existing traffic circulation in the vicinity of Old Barrack Street and Barrack Square comprises a relatively complex one-way system through the historic core of the town. Given the compact medieval building pattern, the streets are generally narrow and incapable of carrying large volumes of traffic. Although this adds considerably to the character of the town, the provision for traffic is often at the detriment of pedestrians due to narrow and mostly sub-standard footpath widths.

O’Connell Street provides the main north-south vehicle route, extending from the core of the medieval centre to Carmody Street. It is the most heavily used thoroughfare in the town centre and often congested (particularly at peak periods). Barrack Street is accessed from the lower end of O’Connell Street, by one-way traffic linking to Market Place. The route is often used as a short-cut for motorists accessing the western parts of the town by avoiding the two signalized junctions on Carmody Street. The western end of Barrack Street is two-way, providing local service access to the shops and businesses, as well as vehicle access to two residential developments and small private car parks. The turning movements from Market Street into Barrack Street are very low (local access only).

It is proposed that this this section of Barrack Street would be changed to one-way, thereby increasing the available footpath widths and reinforcing the pedestrian linkage between Barrack Square and the Market area. The existing one-way movement pattern from O’Connell Street would be retained. Although this will result in some inconvenience for local access (private properties and take-away outlets in particular), it is considered that this would be far out-weighed by the considerable public realm benefits and increased safety of the street.



Traffic Assessment⁽⁹⁾ by: **SYSTRA**



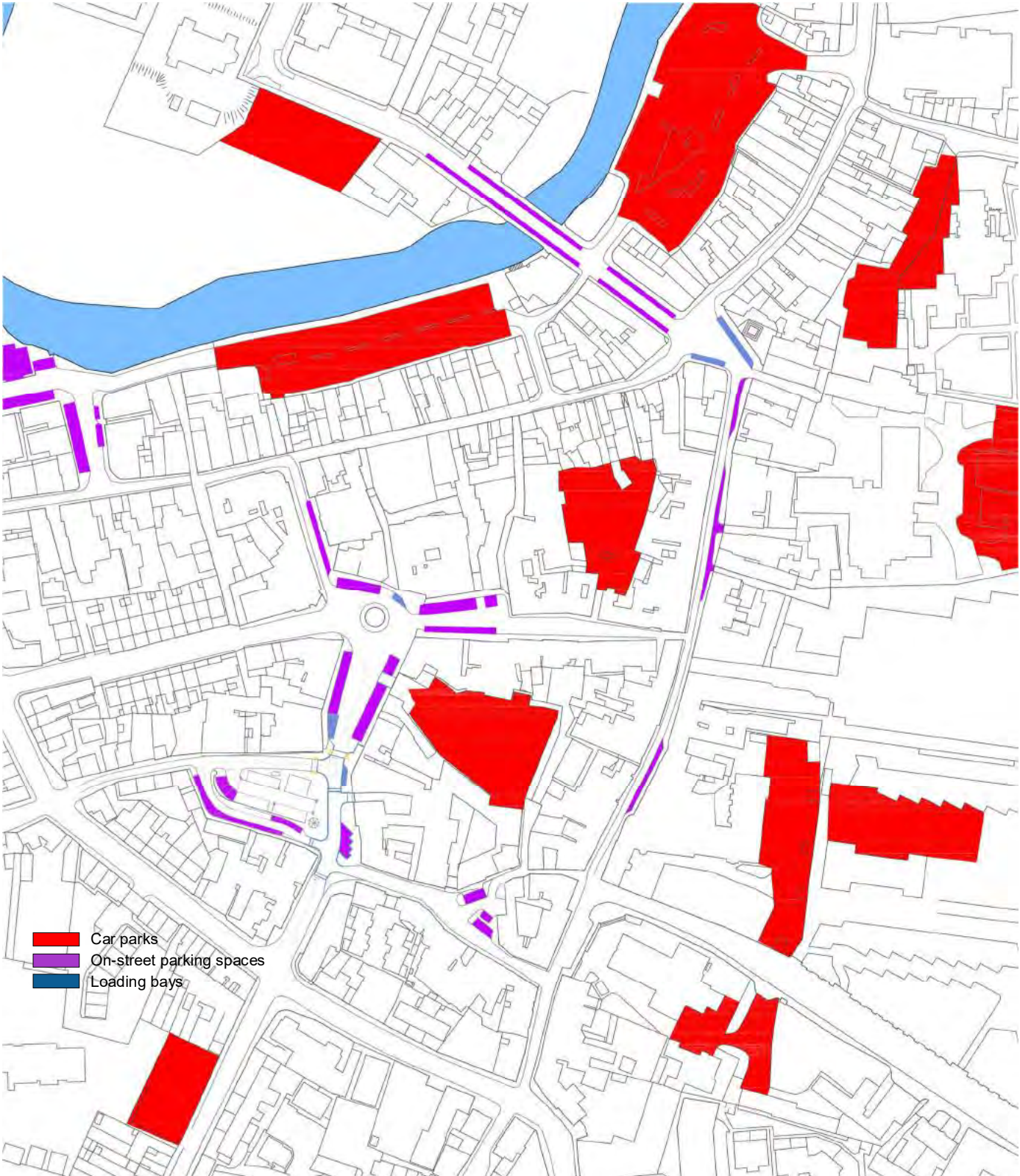
Car parking within the Square dominates the compact townscape



Footpath parking on Barrack Street



On-street parking and new junction with Market Place



Existing Parking Provision in Ennis Town Centre

Car Parking

In order to maximise the opportunities presented by Barrack Square for more active use as a public space accessible to everyone, it will be necessary to rationalize the existing provision of parking spaces. Currently there are 9 parking bays within the Square and 6 on-street spaces. Although parking usage data is not available, it is apparent from site inspections and anecdotal accounts that some of these spaces are used for long-stay purposes. Ad-hoc parking along Barrack Street contributes to the local congestion and a reduction in available footpath space.

Currently within the immediate vicinity of Barrack Square there are on-street parking spaces at Market Place, Coopers Place, Garraunakilla Market, Lower Market Street and Caby's Lane. The multi-storey car park on Market Place (Q-Parks) has 300 spaces available between 7.30am—7.30/8.00pm (closed Sundays). There is also an off-street car park at Chapel Lane, accessed from Lower Market Street. Within 5 minutes walking distance of Barrack Square there are a number of other off-street car parks and on-street spaces.

SWOT Analysis

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>Ennis Town Centre is distinguished by its medieval character, including compact townscape, many traditional buildings, narrow streets and laneways.</p> <p>Old Barrack Street and Barrack Square for an intrinsic part of the historic town pattern.</p> <p>The street and square form a well-used link between Market Place and O'Connell Street.</p> <p>Despite recent redevelopment, the street and the square retain a strong 'sense of place' and an attractive townscape character.</p> <p>Barrack Square is one of the few civic spaces in the town centre where it is possible to socialise, congregate or sit outside.</p> <p>The Square is south facing, such that the northern side is often sunny.</p> <p>Existing trees further contribute to the character of the Square.</p> <p>There are distinctive views of the Cathedral spire from both the street and the square.</p> <p>There are several off-street and on-street parking spaces within easy walking distance.</p> <p>Residential properties in the immediate vicinity help strengthen the vitality of the area.</p>	<p>Present layout of the area is congested and dominated by traffic uses.</p> <p>The footways along Old Barrack Street are narrow and sub-standard (based on current guidelines).</p> <p>The existing arrangement is not fully inclusive, but favours the motorist.</p> <p>Within the square, car parking spaces compete with outdoor seating and recreational uses.</p> <p>Ad hoc parking of vehicles along Old Barrack Street reduce the amount of available footway space and contribute to congestion.</p> <p>Bin storage and collection facilities are inadequate and detract from the appearance of the area.</p> <p>The Clare Champion building presents a blank façade to the square and is of little townscape merit.</p>	<p>There is considerable potential for major public realm improvements to create a high quality civic space, where people can meet, relax and enjoy the special character of the area.</p> <p>Investment in the public realm can boost footfall by providing an attractive, more inclusive and safer pedestrian environment.</p> <p>Visitors to towns are now looking for a more varied experience, and the square can offer a unique destination for refreshment and leisure activities.</p> <p>Suitable design proposals would support existing businesses, promote investor confidence and attract more visitors to this part of the town.</p> <p>Creation of a high quality civic space would contribute to the vibrancy of the town centre.</p> <p>There is potential for enhancing the square for both day and night time uses (reinforcing the Purple Flag accreditation of the town centre).</p> <p>There are several niche retailers with active frontages and cafes/restaurants that already contribute to a 'café quarter' atmosphere.</p> <p>A wider range of activities can be explored for promoting activity within the square, such as regular events, performances and specialist markets.</p> <p>The possible redevelopment site to the east side of the square could reinforce the viability of the area through investment and suitable new uses.</p> <p>Local retailers and businesses are pro-active about the existing uses and opportunities for the area.</p>	<p>The environment will continue to deteriorate with lack of suitable public realm investment, leading to reduced vitality and loss of businesses.</p> <p>The continuing influence of traffic will deter alternative, more pedestrian-friendly type uses.</p> <p>Trader perceptions that reduced traffic flow and parking provision may adversely affect businesses.</p> <p>Disruption during improvement works may be detrimental to businesses.</p>

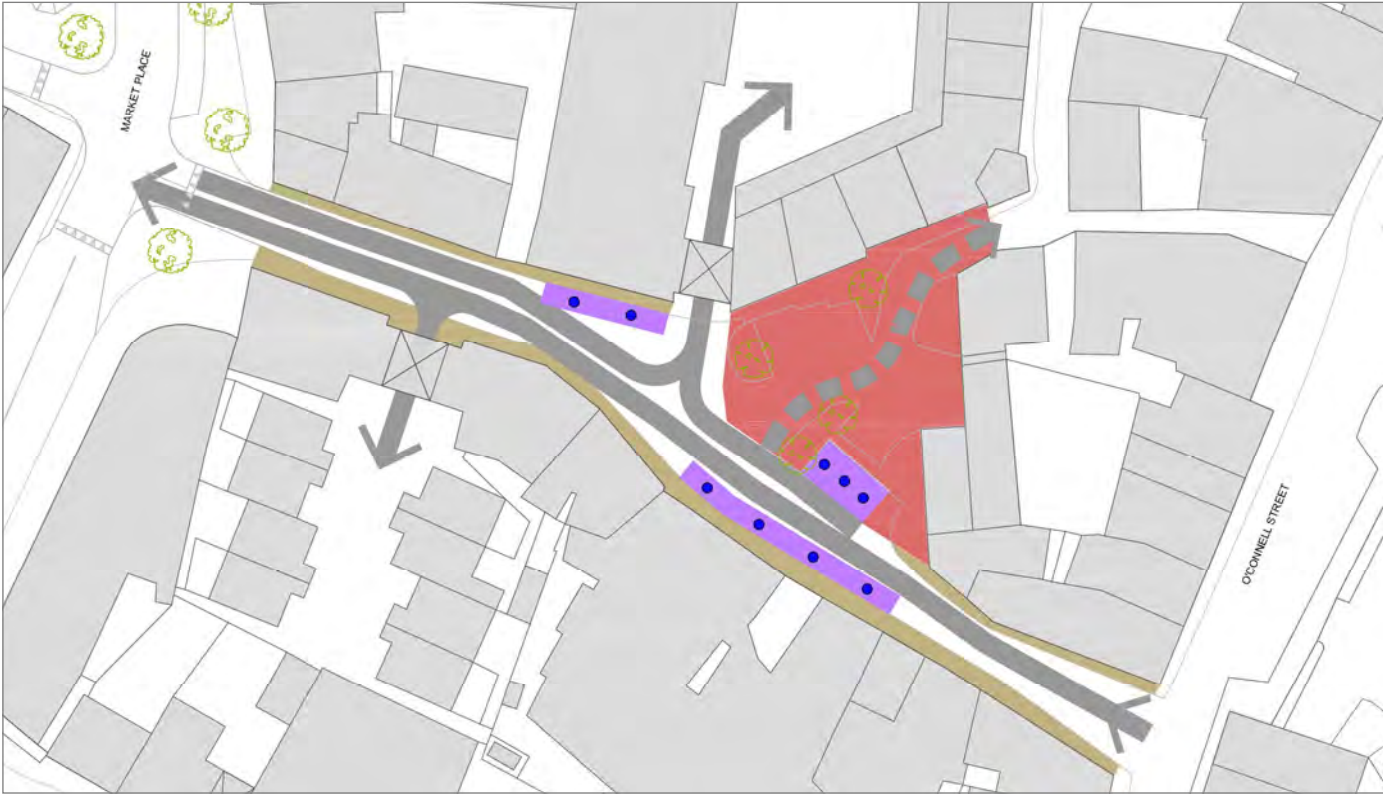


Options Development
Public Realm Comparisons
Initial Proposals Plan
Public Consultation

Options Development

The following functional arrangement options have been prepared and assessed for Old Barrack Street and the Square to help inform the design development:

- Option 1: Minimal intervention on existing situation
- Option 2: Partial intervention on existing situation
- Option 3: Major change to existing situation
- Option 4: Moderated change to existing situation



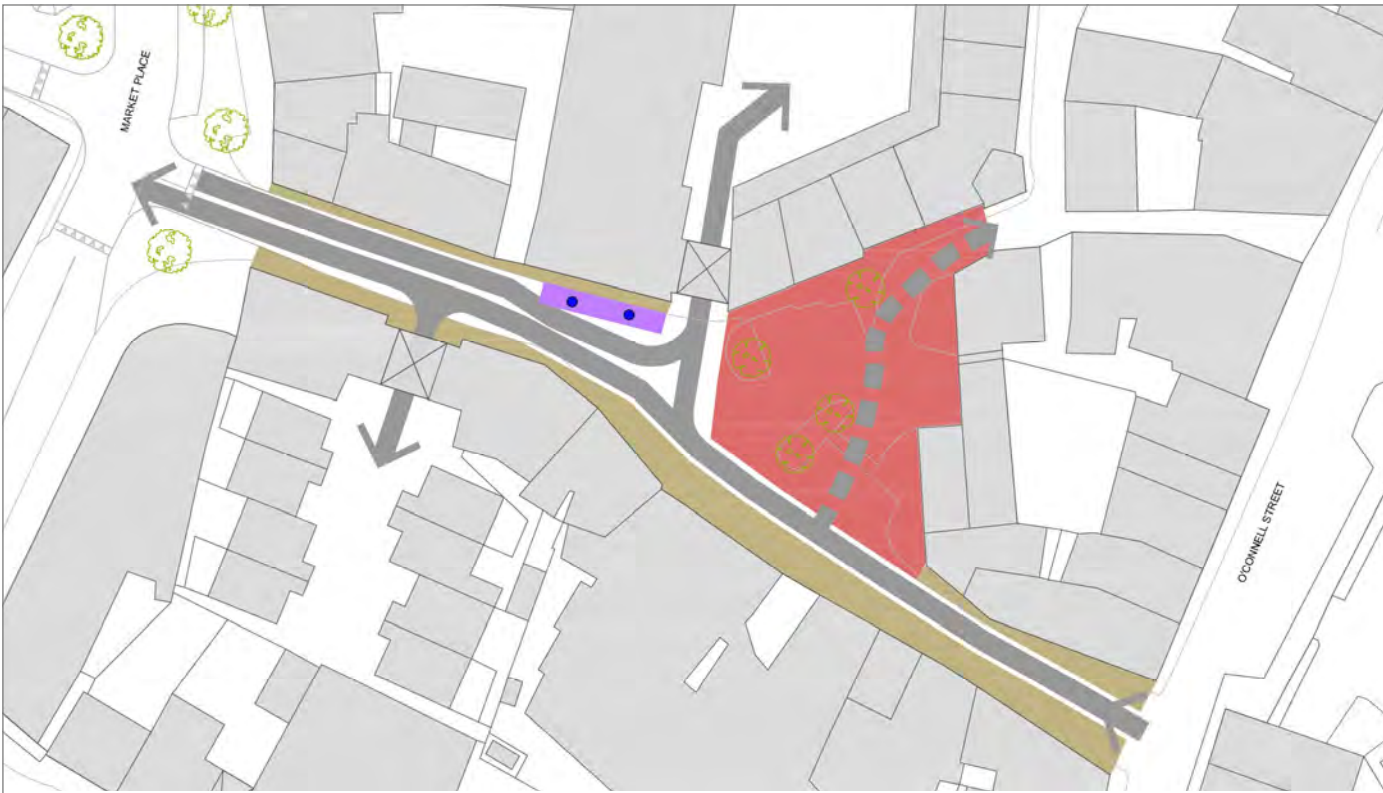
OPTION 1

Main Features:

- Existing traffic circulation and road alignment fully retained
- 9 parking spaces retained
- Civic space confined to north side of square
- Existing footpaths retained

Appraisal:

- Vehicles continue to dominate the space
- Parking spaces limit potential for enhanced public realm
- Footpaths remain narrow and sub-standard



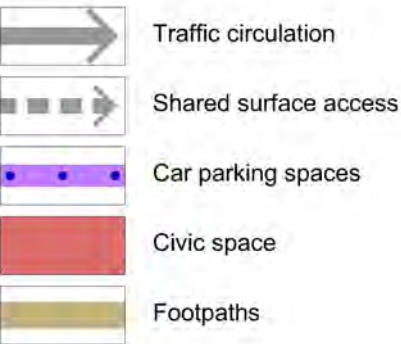
OPTION 2

Main Features:

- Existing traffic circulation and road alignment mostly retained
- 2 parking spaces retained on north side of Barrack Street
- Civic space confined to north side of the Square
- Footpath to south of square increased in width

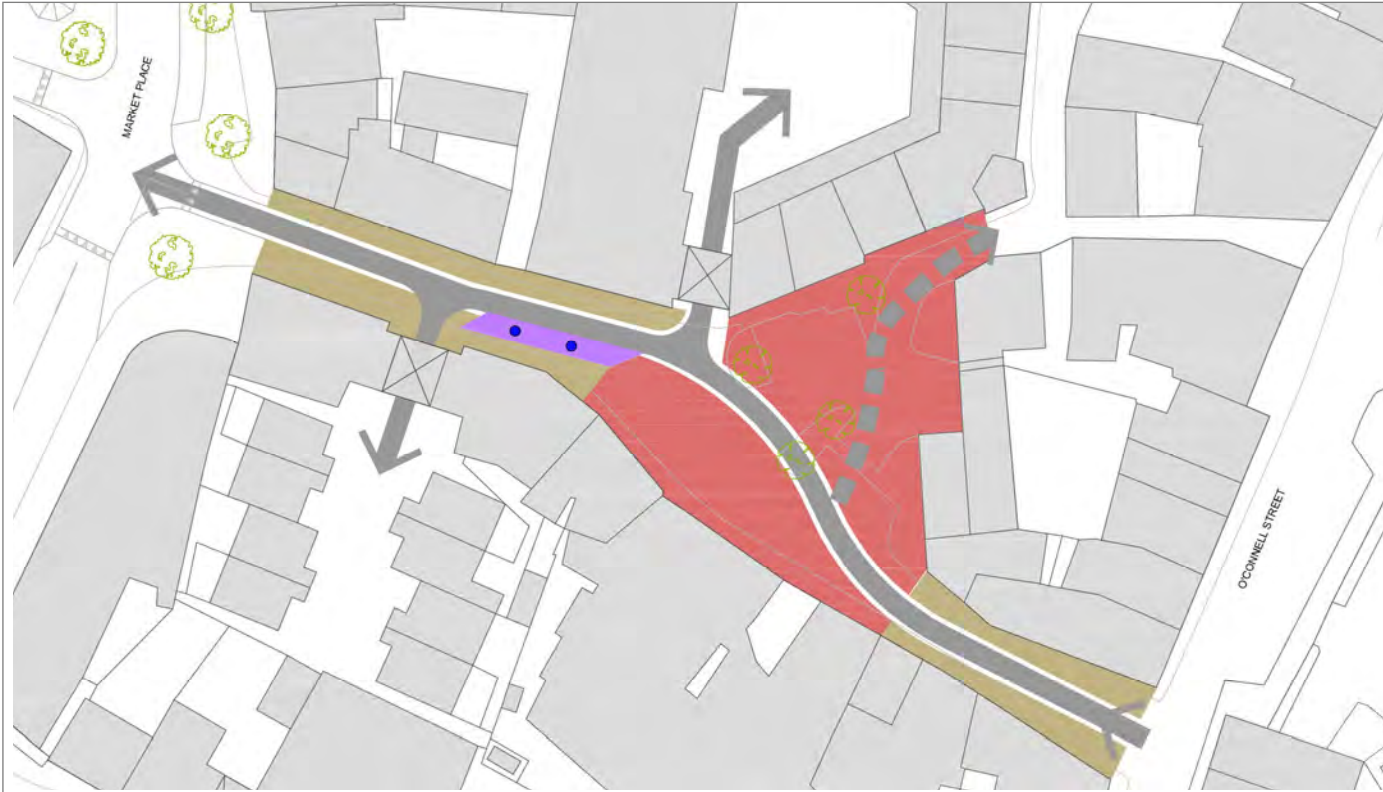
Appraisal:

- Vehicles continue to dominate Barrack Street, but to a lesser extent through the Square
- Removal of parking spaces in the Square allows increased public realm
- Civic space created
- Footpaths remain narrow and sub-standard along Barrack Street but wider to south side of the Square

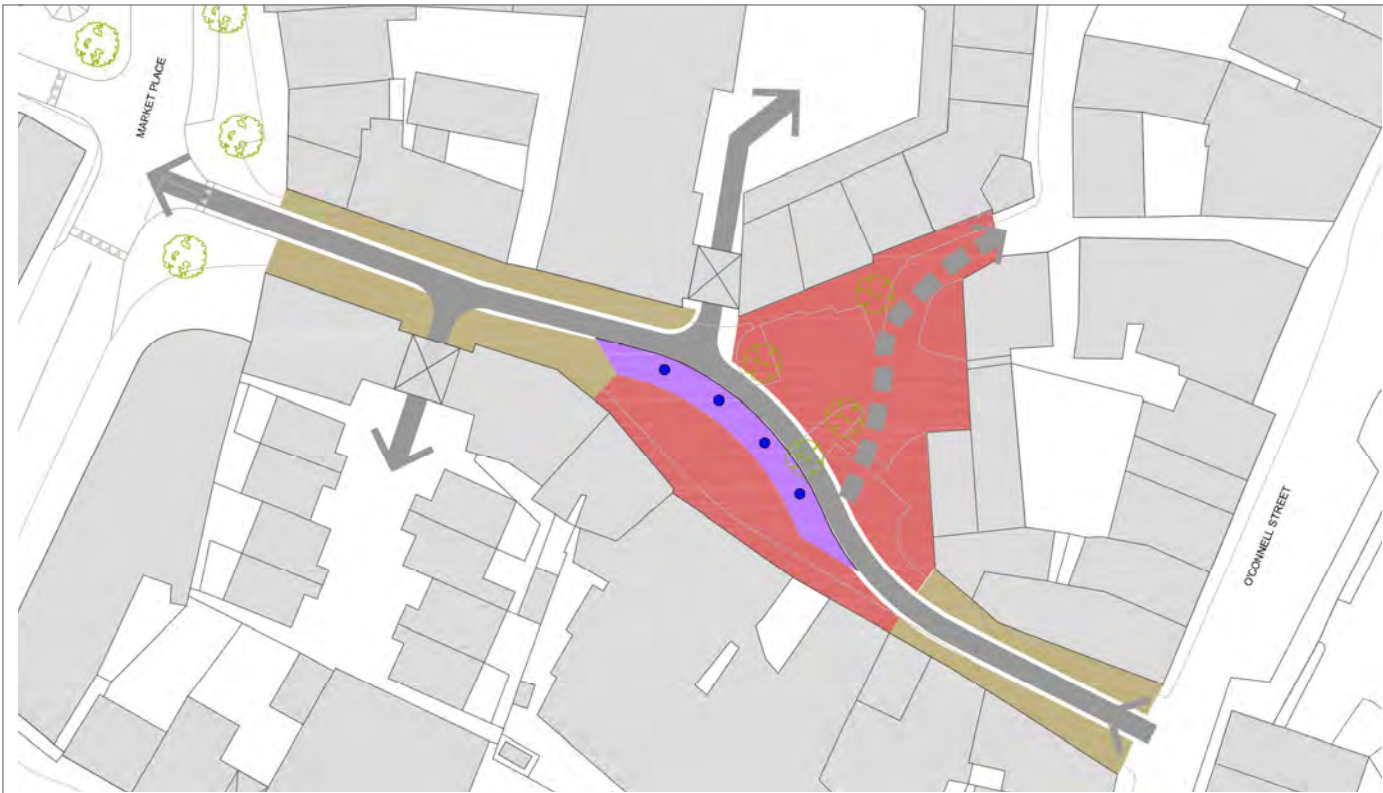


Options Development

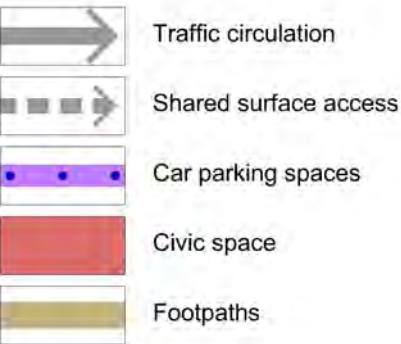
With regard to the SWOT Analysis and objectives of the brief, Option 3 has been developed as the preferred Initial Proposals Plan, while Option 4 has been developed further in response to public consultation.



- OPTION 3**
- Main Features:**
- Traffic circulation changed to one-way westbound and road alignment altered
 - 2 parking spaces provided on south side of Barrack Street
 - Civic space extends across full width of the Square
 - All existing footpaths widened
- Appraisal:**
- One-way circulation is less convenient for resident access and some businesses
 - Reduced parking provision limits access for mobility impaired and for loading
 - Shared priority treatment would ensure maximum public realm while limiting impact of vehicles through the Square
 - Adequate footpath widths can be achieved



- OPTION 4**
- Main Features:**
- Traffic circulation changed to one-way westbound and road alignment altered
 - 4 parking spaces provided on south side of the Square within shared priority area
 - Civic space extends across full width of the Square
 - All existing footpaths widened
- Appraisal:**
- One-way circulation is less convenient for resident access and some businesses
 - Proposed parking can provide access for mobility impaired and for loading
 - Shared priority treatment would ensure maximum public realm while limiting impact of vehicles through the Square
 - Adequate footpath widths can be achieved



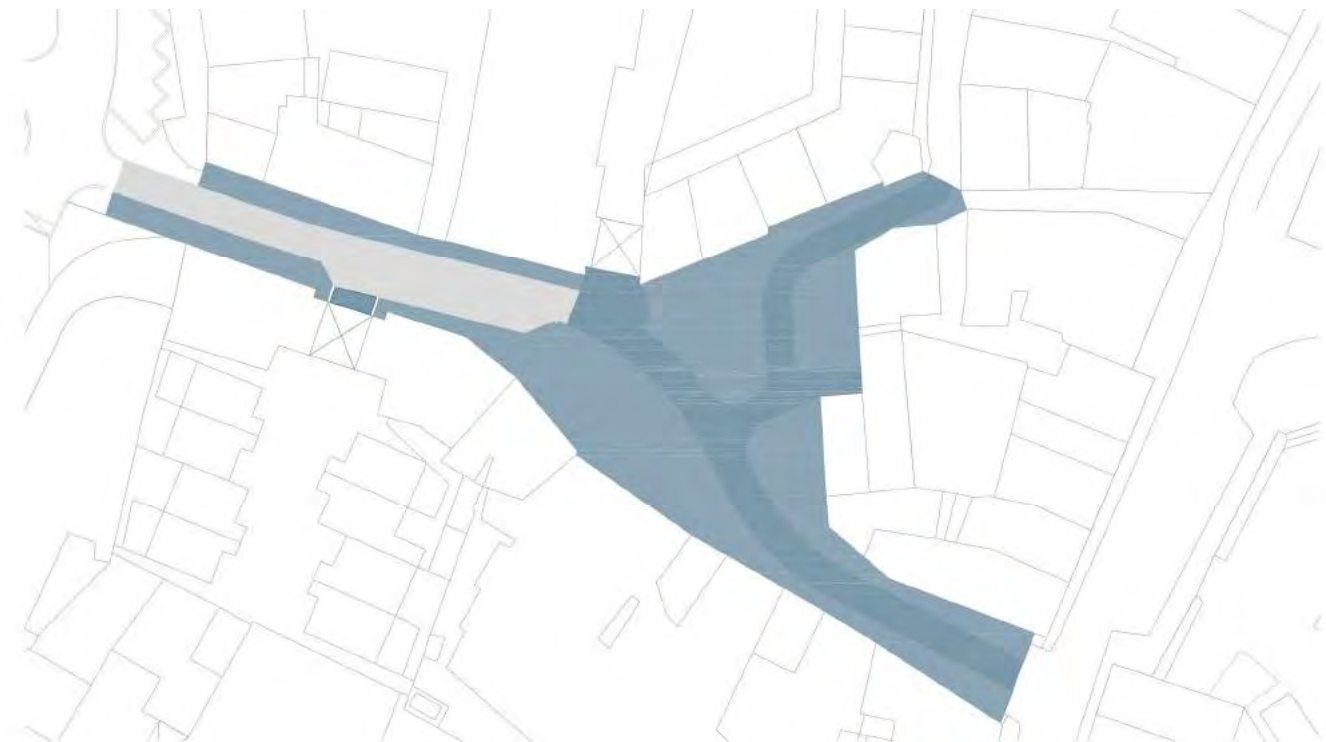
Public Realm Comparisons

The overall gain in useable public space resulting from the proposed improvements to Barrack Street and Square is substantial, as shown on the adjacent diagrams.

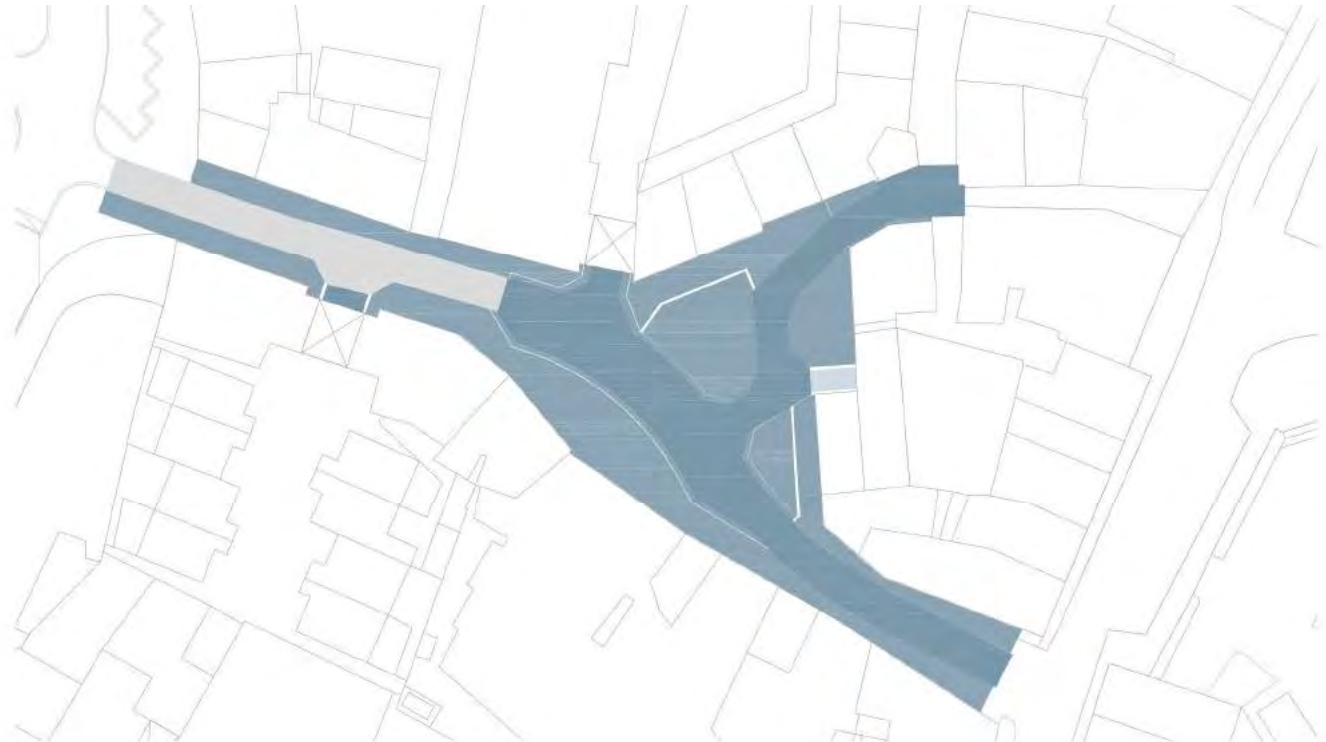
	As Existing	Initial Proposal	Developed Proposal
<div></div> Pedestrian only	28%	62%	59%
<div></div> Shared priority	-	25%	32%
<div></div> Vehicle priority	72%	13%	9%



As Existing



Initial Proposals Plan (Option 3)



Developed Proposals Plan (Option 4)

Initial Proposals Plan

Main features include:

- One-way traffic flow westwards, allowing wider footpaths along Old Barrack Street (between 1.5m to 2.5m)
- One-way traffic flow through Barrack Square retained, but with changed alignment to allow extended civic space to the south side
- Traffic calmed plaza on raised table with shared priority roadway through the square
- Canopy structure as central focal feature and gathering/performance area
- Distinctive street furniture and lighting
- Public artwork and street trees
- Loading and short-term parking bay at eastern end of Old Barrack Street
- Vehicle access to residential and commercial uses to the north-east side of the square retained across shared surface
- Associated laneway improvements to encourage increased usage of the square



Initial Proposals Plan



Illustrative view of proposals

Summary of Submissions

- 1. Welcomes plan & putting people before cars. Consider warmer (sand) colour for paving, rather than grey used already in Ennis. Avoid too many bollards, poles and ESB boxes which can spoil appeal.
- 2. Proposals good, but car access necessary for those with reduced mobility attending clinic. Set down or disabled parking space would be useful as currently no access from Main Street. Soften sharp corner in front of door next to Passetempo.
- 3. Good initial design. Road alignment good for reducing traffic speed. Seating areas should be clearly defined (barriers) so pedestrians don't walk through. Bandstand sail design & location good – ensure there is power, data & lighting provision & public WIFI repeater. Is existing sculpture to be removed? Alternative parking provision required for on-street properties e.g. subsidy to use multistorey. Enhanced signage to define route to rear entrance of multi storey. Umbrella Design must be robust, sustainable, vandal proof – removable at night. Waste receptacles. Lighting design – feature lights – adaptability for Christmas lights & tree. Planter beds & plants – low maintenance. More trees on south western side of square.
- 4. Existing “orange” lighting poor at night. Would like new low lighting that is not too bright. Existing trees are good and should be maintained and pruned regularly. All new businesses should be designated food. Once project completed, standard should be maintained.
- 5. Loss of car parking is a major problem. Idea suitable to a warmer climate. Niche retailer in Barrack Street – cigarette shop! If traffic is stopped coming through Barrack Street, business will be killed. Not happy with Market building and not happy with this.
- 6. Nice concept but not for business owners. Lack of parking a big issue; multi storey badly designed, too narrow, and underused. One way system would be bad for business. Perhaps bollards coming into Barrack Street from the Market would help the traffic flow.
- 7. Parking is a big issue for existing businesses and if spaces are taken away where will alternative be?
- 8. Against proposal. Inconvenient for residents due to lack of car parking & required for customer take-away. Any restrictions would reduce flow. They are further away from the Square so have lost business already. Access is needed both ways for business.
- 9. Barrack Street needs parking and two way access from the Market side. Traffic congestion can be solved using bollards similar to Francis Street. The lack of parking in the Market has affected Barrack

- Street, so no parking would be bad for business. A yellow box is needed at the entrance to Barrack Close as cars are parking at the entrance including across the gate which closes after 6.
- 10. Welcomes investment to enhance the area but does not agree with eliminating parking. Climate does not lend itself to outdoor spaces. Consider using spaces for parking during peak/business times which can operate as public outdoor spaces on suitable weather days or for events like the Fleadh. Examples of this sort of design in Merchant Square and Parnell Street.
 - 11. Lack of parking will have a major impact on existing salon. Customers will not walk across town if there is no parking and will go elsewhere. Opposed to Permanent Stand which could have good day time use but in the evenings and nights could be used for antisocial gatherings.
 - 12. Needs customer access for takeaway from all sides. Improve their visibility from other streets. Disabled, elderly & emergency access. Maintain access for residents of Barrack Court. Should be increasing flow through to Market. Property value affected by restrictive use. Disruption should be short and phased. Costs, study economic and environmental. Organic growth can be undone if not working. Loading bays in centre to serve all businesses.
 - 13. Good concept but functionality impaired due to lack of carparking for take-aways, lack of two-way access from Market and particularly if O'Connell Street is closed or pedestrianised. Objects to layout but upgrade is needed.
 - 14. Parking and traffic flow vital and changes must not damage town. Customers already afraid to come into town and use phone or email for business, so other businesses suffer. One-way system already makes trips too convoluted. Making Barrack Street one way would be a disaster. In favour of making areas more attractive as an outdoor spaces but not at the expense of parking or restricting traffic flow. Businesses are suffering and don't want another “white elephant”.
 - 15. Please keep access from Market – loading bay would block existing shop – suggest outside CoCo which does not open until evening. Could confine works to area around Gourmet Store, Olives and Passetempo. No gaudy colours.
 - 16. Square could be livened up without disruption to residents or businesses - footpaths widened and parking retained. Cafes (Cairde, Chinese, Pizzeria) depend on passing trade, take-aways/ pick-ups. Parking spaces required for disabled and elderly. Access to Clare Champion and restaurants. Disruption during the proposed works would be detrimental for business. Structure would serve as a hangout after hours for antisocial

- behavior.
- 17. We very much welcome the Councils intention to re-develop the Barrack Square area which has the potential to create a vibrant Café Quarter in Ennis town centre. As one of the main aims of the proposal is to reduce traffic into Barrack street - and as there will be only one way in – from O'Connell Street, it seems a prerequisite that a **Clearway** be enforced from that junction to the top of O'Connell Street. Parked cars invariably block the left lane on Upper O'Connell Street, and then stalled traffic takes the “escape route” across Barrack Street. Two clearly marked lanes are necessary to attract traffic up to the lights at the top of O'Connell Street and to keep it flowing. Within Barrack Square itself there are issues which do not appear to be adequately addressed in the draft proposal:
 - Loading Bay
 - Refuse Collection
 - Drop/Pick Area/s
 - Disabled ParkingIn a small area, it makes sense for Refuse Collection be made at one central location. We suggest that this should be the same location as the Loading Bay. The Loading Bay might be best located outside the Clare Champion building, effectively a slip-road off the new carriageway which curves to the right. It would need to be a substantial bay, capable of taking rigid trucks, with the advantage of being a distance from the currently operating cafes. While we welcome the removal of most of the car parking from the square area, it may be wise to retain a few spaces. In particular must be a Disabled Parking spot and perhaps two small Drop/Pick Areas. One might work outside of the current Tattoo Parlour, another perhaps adjacent to the corner of the Gourmet Store, facing towards Bredin's Yard. The currently proposed Loading Bay near the Computer Store might better serve as one of the Drop/Pick areas. The benefit of having three of these would be that it might permit our customers the opportunity to park for just long enough to pick-up a take-away coffee, or drop/collect passenger/s and of course for a shop-owner to load/unload goods close to their front door.


Public Consultation

The Initial Proposals were displayed at a public information evening held on 7th February 2018, between 5pm-7pm at the Old Ground Hotel. Members of the Council and the Consultants were on hand to discuss the proposals and response sheets available for written submissions.

The event was well-attended with over 50 people present during the evening. Whereas the proposals were generally welcomed, the main concerns related to loss of parking for local businesses.

The written submissions are summarised on the adjacent tables.


An Chomhairle Oidhreachta
The Heritage Council


Clare County Council

Nicholas de Jong Associates
URBAN DESIGN

Barrack Street &
Barrack Square, Ennis

PRELIMINARY PUBLIC REALM PROPOSALS



Public Information Evening

7th February 2018, 5pm-7pm
Old Ground Hotel, Ennis

Please come along and ‘have your say’...

The Redesign of Barrack Square and Old Barrack Street to enhance the Public Realm

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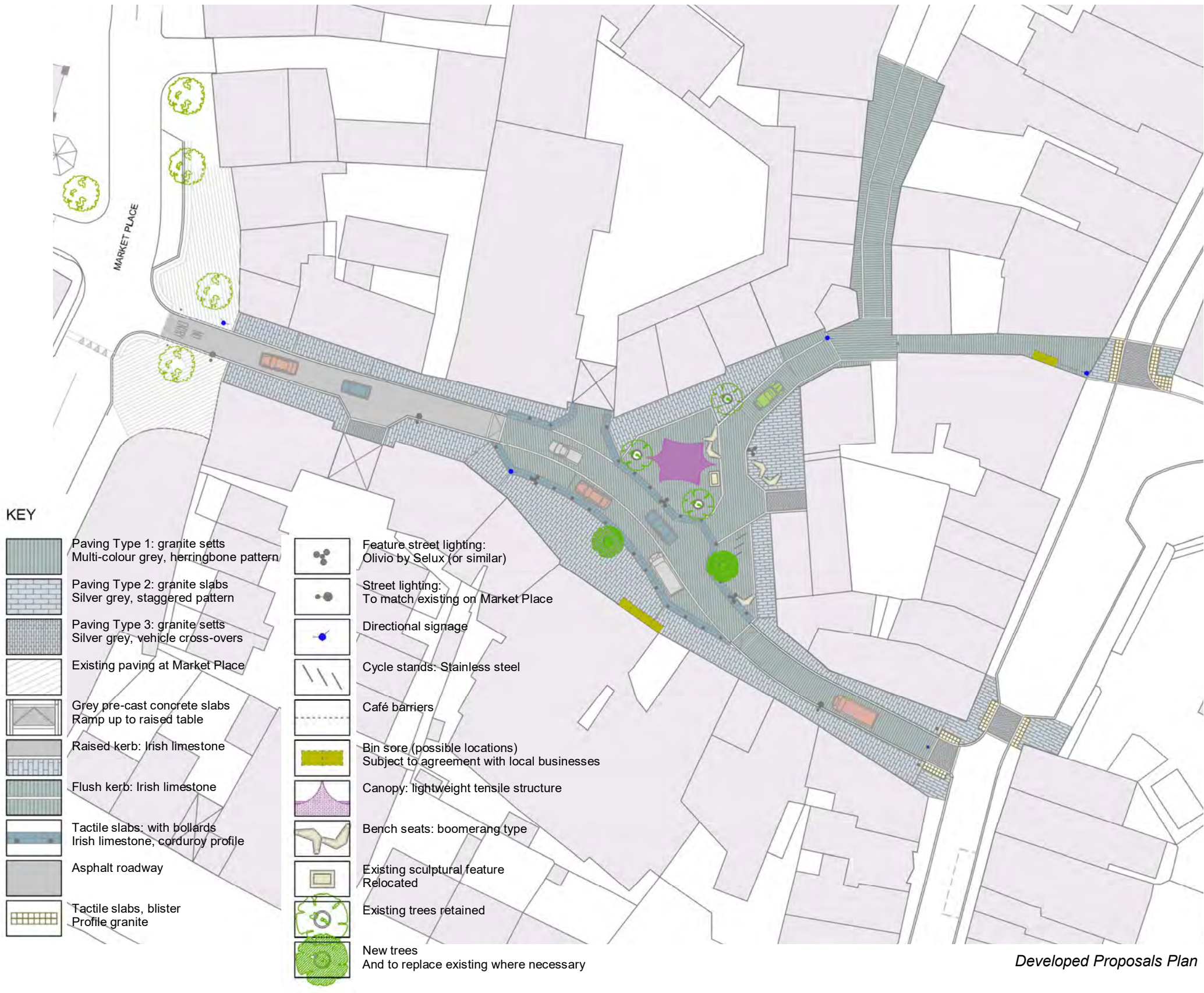


Developed Proposals
Illustrative View of Square
Photomontages of Square
Westby's Lane
Vehicle Tracking
Main Components

Developed Proposals

Following the Public Consultation Evening, a number of revisions were made to the Initial Proposals in order to address the main issues raised, particularly in relation to parking. The key features of the Developed Proposals are as illustrated on the adjacent plan and include:

- One-way traffic flow westwards, allowing wider footpaths along Old Barrack Street (between 1.75m to 2.5m)
- One-way traffic flow through Barrack Square retained, but with changed alignment to allow addition of car parking
- Automatic bollards at entry from O’Connell Street, and removable bollards elsewhere, to allow opening-up of the Square for special events
- Traffic calmed plaza on raised table with shared priority roadway
- Addition of three short-term loading/parking bays and one disabled bay to the southern side of the roadway through the Square (previous loading and short-term parking bay removed)
- Possible communal bin store located outside Clare Champion building (subject to agreement of local businesses)
- Shared surface material type changed from ‘bogen’ to ‘herringbone’ pattern
- Central gathering/performance area with light weight canopy structure as focal point (illuminated from within)
- Distinctive street furniture and lighting
- Replacement directional signage
- Existing public artwork retained (relocated)
- New street trees where necessary to replace or supplement existing trees
- Cycle stands relocated to east side of Square
- Vehicle access to residential and commercial uses to the north-east side of the square retained across shared surface
- Associated laneway improvements to encourage increased usage
- Footpath tie-ins with adjoining streets
- Two existing Loading spaces removed from lower O’Connell Street to improve vehicle approach to Carmody Street junction.



Illustrative View of Square



Photomontages into the Square



Existing situation



Existing situation



Illustrative view as proposed from Barrack Street west



Illustrative view as proposed from Barrack Street east

Westby's Lane

The Regeneration of Lanes and Bow-Ways in the Medieval Core of Ennis⁽³⁾ identifies Westby's Lane as a Phase 3 project in terms of priority treatment but, should funding become available, it is recommended that improvement proposals are included as part of the Old Barrack Street project due to the importance of the laneways in linking the Square to the town centre.

Existing Situation:

- Lower north section gives pedestrian and vehicle access from Barrack Square to residential terrace and to rear door of multi-storey car park; asphalt surface.
- East-west section of lane provides pedestrian link from O'Connell Street to Barrack Square, recently re-surfaced with imprinted concrete.
- Northern part of lane closed-off by double gates.
- Residential terrace provides good over-looking of lower north part, but outbuildings with high walls and gates in variable condition on opposite side of lane.
- No active uses or over-looking along pedestrian east-west section, but screened pub beer garden mid-way along lane.
- Overhead cables, legibility signage and a painted stone bollard in pedestrian lane. Some adverts on the walls.

Improvement proposals include:

- Re-surfacing in high quality natural stone materials, including the recently re-surfaced east-west section to complement the overall enhancement of the area.
- Relocation of Information Signboard at entrance from O'Connell Street, and provision of bin store.
- Possible opening-up of the pub beer garden to the laneway (e.g. introduction of railings and gateway).
- Consistent wall-mounted lighting in traditional style..



Existing View east-west section



Existing View lower north section

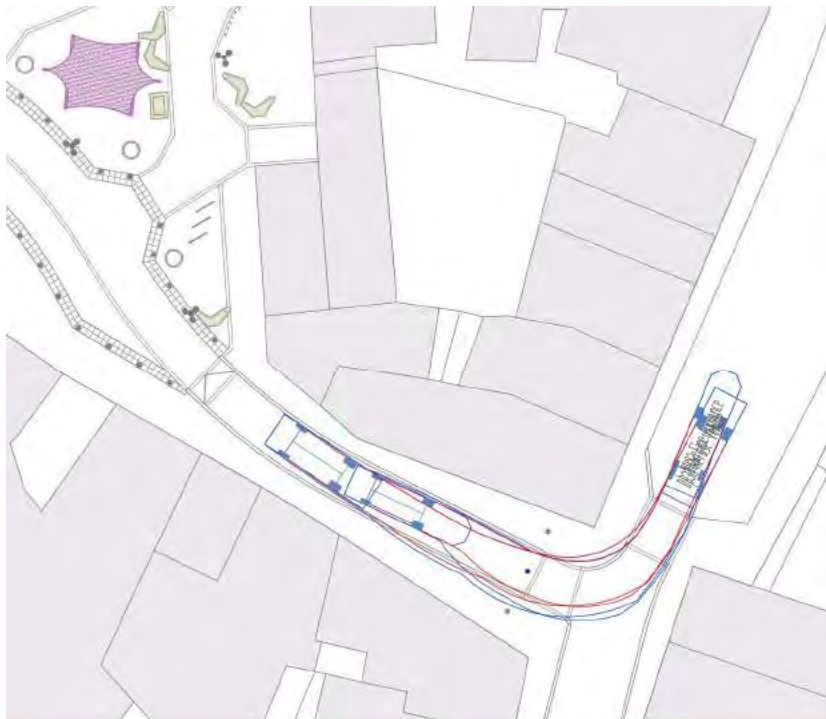


Westby's Lane proposals plan

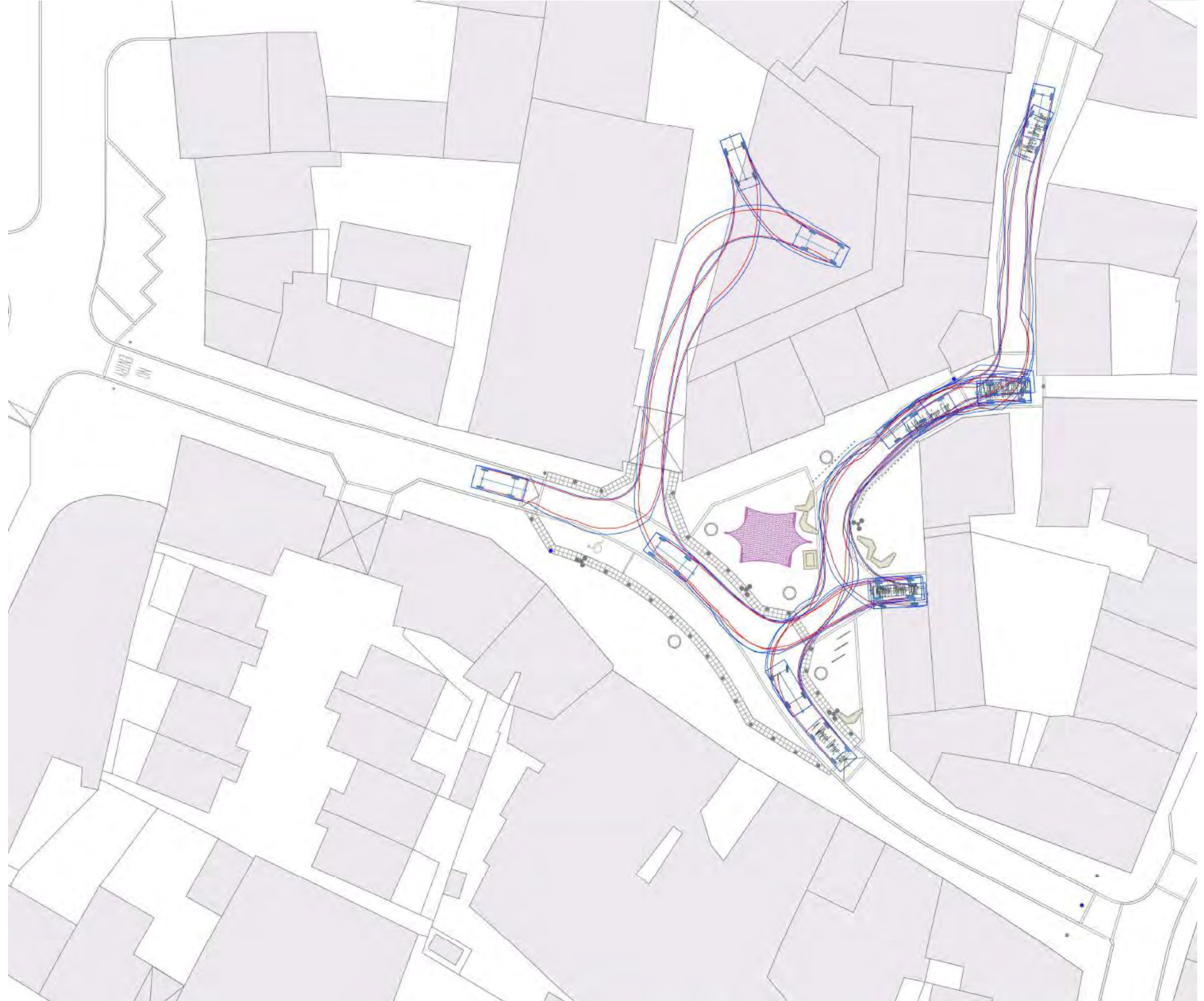


Illustrative view as proposed for lower north section

Vehicle Tracking



Fire appliance and refuse truck AutoTracking at entry from O'Connell Street



4-wheel drive car AutoTracking

Main Components

To create a strong identity for the public realm in the town centre, standard palettes of materials have been developed as part of the Ennis Town Centre Public Realm Design Guide⁽¹⁰⁾. Old Barrack Street and Barrack Square fall within the defined Market Quarter, comprising the historic core streets, spaces and laneways that make up the traditional commercial centre of the town. The streets and spaces of the Market Quarter have the highest footfall and they are the places where the majority of people directly experience the public realm.

The highest quality surface materials are proposed for this area as appropriate to support its shared priority and enhanced civic character, while also responding to the architectural heritage. Simple combinations of natural materials, such as Irish Limestone for kerbs and granite for footways and shared priority surfaces, would be used to define the different functions of the area while presenting an overall harmony of colour and texture.

Street furniture should be chosen to relate to its location and local distinctiveness, and reinforce a sense of place. The proposed components for Barrack Street and Square are intended to provide a fresh contemporary appearance to the refurbished space, with different items of street furniture relating to each other in terms of design, siting and colour, while avoiding clutter.



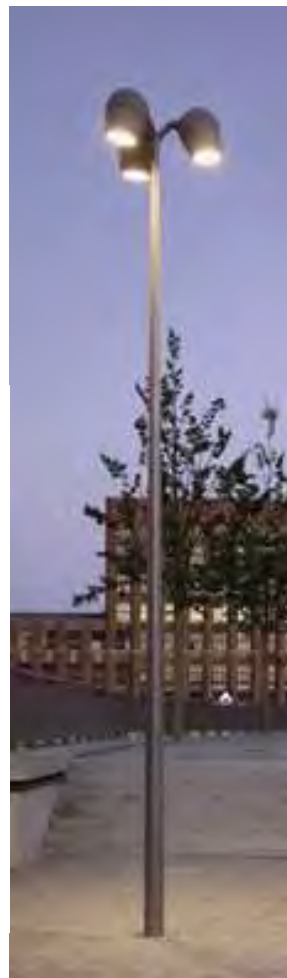
Cycle stands



Directional signage



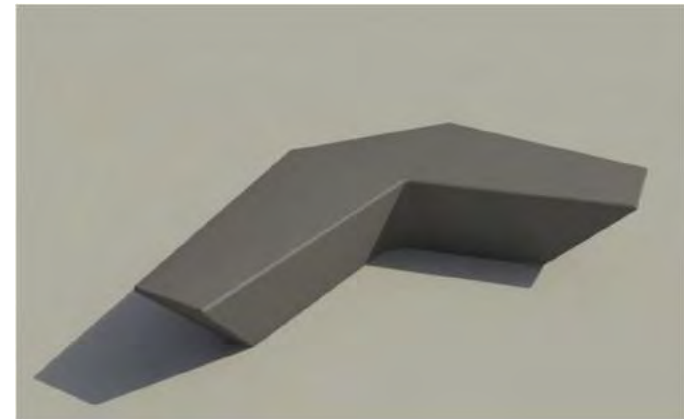
Corduroy tactile paving and bollards



Feature street lights
Olivio by Selux (or similar)



Light weight canopy structure
Focal feature and gathering space



Bench seat in architectural concrete, Boomerang type



Litter bins



Communal bin storage (MetroStor or similar) 770L-1280L 4-wheel bins
1330mm(D) x 3100mm(W) x 1816mm(H)



Paving Type 1: shared surfaces
Multi-colour granite setts, herringbone pattern



Paving Type 2: pedestrian-only areas
Silver-grey granite slabs, staggered pattern



Part 8 Planning Process
Budget Cost Estimate
References

References

- 1) *The potential of Parnell Street as a Heritage and Cultural Quarter including the Feasibility of covering part or all of the street*, Clare County Council, December 2016.
- 2) *The Re-design of O'Connell Square to enhance civic use, pedestrian comfort and a better setting for the monument*, Clare County Council, December 2016.
- 3) *The Regeneration of Lanes and Bow-Ways in the Medieval Core of Ennis*, Clare County Council, March 2018.
- 4) *Design Manual for Urban Roads and Streets*, Department of Transport, Tourism & Sport, 2013.
- 5) Extracts from *The Historic Importance of Ennis*, Risteard Uacroinin, Clare County Council, Conservation Officer
- 6) *Irish Historic Towns Atlas no. 25 Ennis*, Brian Ó Dálaigh, Royal Irish Academy, 2012.
- 7) *Archaeological Report, Barrack Street*, TVAS Ltd., 2016: www.tvasireland.ie and the Shannon Archaeological and Historical Society.
- 8) *Clare County Development Plan 2017-2023, Volume 3 (a) Ennis Municipal District Written Statement*, Clare County Council.
- 9) *Old Barrack Street and Barrack Square, Initial Transport Assessment*, SYSTRA 2018.
- 10) *Ennis Town Centre Public Realm Design Guide*, Clare County Council, Draft 1 May 2017.

Budget Cost Estimate

Item	€
1. Preliminaries	57,000.00
2. Prepared Site	54,690.00
3. Roads and Pavings	370,420.00
4. Kerbs	46,100.00
5. Street Lighting	30,400.00
6. Site Fittings	69,850.00
Sub-Total	628,460.00
Contingency 10%	62,846.00
Total Budget Estimate	691,306.00

Excl. VAT (@13.5%), surveys, professional fees, service diversions and/or renewals, unknown underground structures, etc.

Part 8 Planning Process

As the Old Barrack Street and Barrack Square proposals are promoted by the local authority itself, they are subject to a Part 8 public consultation process as set out in the Planning & Development Regulations, 2001 - 2012. This procedure requires that notice of the proposed development be given in the public press and that a site notice be erected. If any submissions or observations are received, a report is presented to the members of Clare County Council. This report contains a list of the objector's names along with a summary of the points made by them and the Local Authority's response.

Arising from consideration of the representations, the report sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal.

Clare County Council will pursue all potential avenues of funding, and continue to work with all relevant stakeholders, to implement the public realm proposals.