



Coleman Architects

## **ENNISCRONE PAVING PROPOSAL**

### **DESIGN SUMMARY September 2020**

The proposed works consists of the renewal of a portion of Enniscrone Main St. and Cliff Road from approximately the Southwestern end of Gilroys Bar to the Northeastern end of The Pilot Bar, and to the end of Gilroys Bar (Northwards) on the Cliff Road with view to providing a predominantly pedestrian plaza area. The relevant area is quite central to Enniscrone and consists of approx. 1580 sqm of public area, divided into two main paved areas: 800sqm of non-vehicular areas and 780 sqm of vehicular (the road) areas.

The existing footprint of the proposal includes a road junction where the Cliff Road (North/South) joins Main St. The junction is flanked by the external areas in front of Gilroys and the Pilot bars (Northwest of Main St.) and in front of Hopkins Bar, a restaurant and icecream parlour (Southeast side of Main St.). A further parking area exists along the East side of Gilroys Bar, and a stone building which has on occasion been a restaurant opens onto the Cliff Road on the opposite side. The relevant area is therefore a very busy and important hub of public access to those premises and of public leisure use to their frontage areas, especially in summer months.

The existing fabric of the public spaces consists of concrete 'sett' pavers finish to the pavements and forecourts, with high road kerbs against the Main st. and Cliff Road which consists of standard asphalt with double yellow lines on all sides. The junction to Cliff Road allows a one-way vehicular access towards the pier area (North). Two asphalt speed ramps have recently been constructed to slow traffic on the Main St. at the location of the junction. Existing street fixtures include signposts and street lighting. The road surfaces and edges are worn and frayed with various ages of asphalt finishes. The signage and lighting are worn and unsightly. Dish drains and iron gully and manhole covers exist. The road design through the area is visually and physically predominant over the pedestrian aspects.

The proposal involves the complete removal of all surfaces and fixtures in the relevant area and replacement with new fabric throughout. The existing vehicular movements will be retained but it is intended to provide an overall area in which the pedestrian activities are to the fore and not secondary to the vehicular. The ideal scenario would be the pedestrianisation of the urban space, but as this is not possible the design concept is of a pedestrian plaza with vehicular movement superimposed.

The following is a summary of the proposal as per the attached drawings and images:

- Creation of new paved plaza with pedestrian areas at the same level as the roadways;
- Vehicular access on to the area will be ramped at entry/exit points, i.e. 3no. traffic ramps;
- The non-vehicular areas are paved with granite slabs with a uniform directional pattern throughout the plaza, to give cohesion to the overall area. Granite retains a bright aspect and is less prone to staining than limestone or concrete;

- The vehicular areas are of minimum road widths so to maximise the pedestrian areas. The proposed vehicular surface is of rough granite cubes. This finish complements the pedestrian paved areas in colour and materials but more importantly produces a tactile sensation to drivers which makes it clear that the road is to be slowly traversed and is not a normal public road;
- Delineation lines of limestone strips and dished limestone drains are added at the junction of the vehicular and pedestrian areas so to provide a visual and tactile barrier between the two;
- Generously wide pedestrian crossing points of smooth small-scale granite paving blocks also provide tactile and visual contrast at the crossing points;
- Crossing points are preceded by sets of stainless steel studs which provide strong tactile sensations and complement the granite finishes with their bright and long lasting finish;
- Granite bollards provide protection to the pedestrian due the equal level of road and pavement;
- The parking area alongside Gilroys Bar is designed to be part of the pedestrian areas but with the option of car parking at certain times of the season. This is achieved using removable stainless steel (316 grade) bollards. Fixed stainless steel bollards will separate this area from the pavement. It is envisaged that this area may be used for various functions include external seating, where the sea view most prevalent, street trading area etc.

The existing areas in front of Gilroys Bar and the icecream parlour contain proprietary screens to shelter the users. These screens may or may not be used by the proprietors once the paving proposal is complete, as the new paved areas in front of the premises will be larger than the existing areas. It may be more cohesive to the overall sense of a pedestrian plaza that areas within it are not cordoned off. However shelter from wind is an important factor in outdoor seating areas especially on the coast so further analysis and agreements will be required.

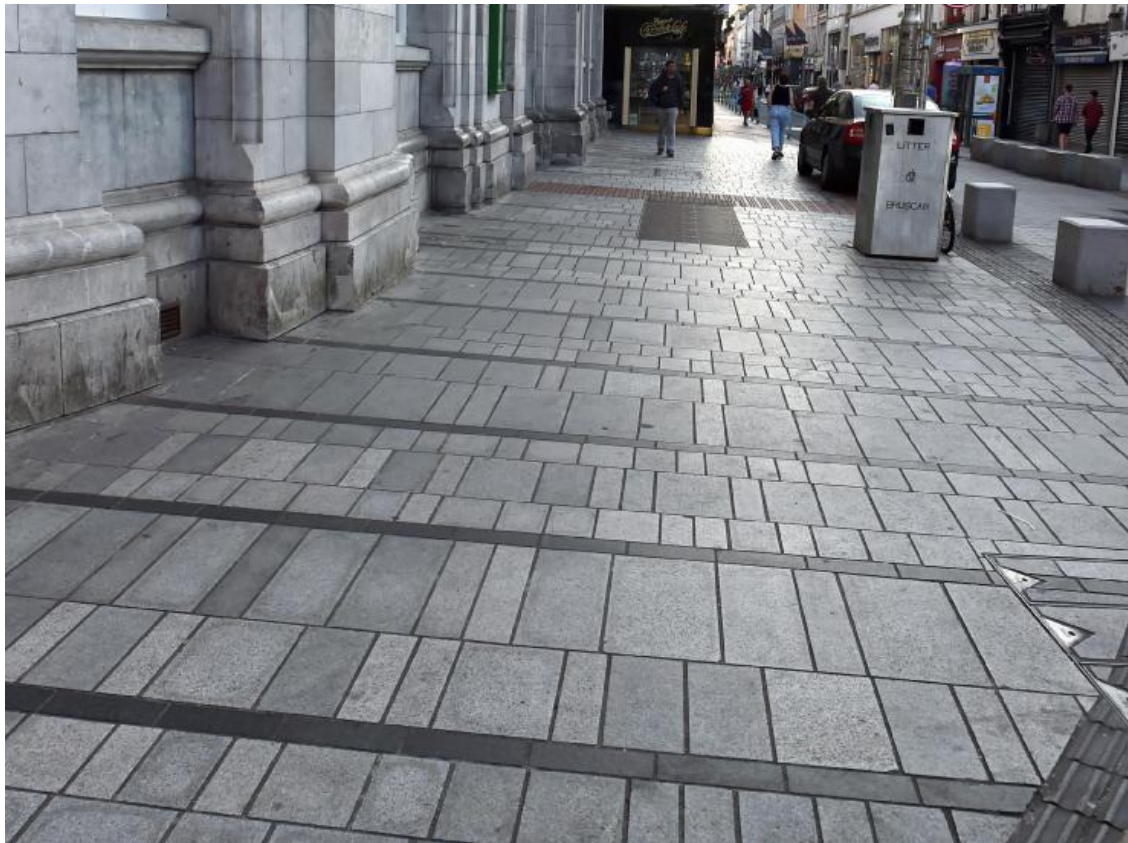
The following pages show examples and options of similar types of finishes and fixtures proposed

Note: It is envisaged that further fixtures will be constructed to complete the scheme. These will include the following (non-exhaustive list):

- Stone bollards for protection of pedestrians from traffic;
- Stainless steel fixed bollards;
- Planting of trees and planters;
- Directional 'fingerpoint' signage;
- Street lighting;
- Information/Wayfinding 'monolith' signage;
- Stainless steel litter bins

The above fixtures are subject to detailed design and are not part of this Part 8 proposal.

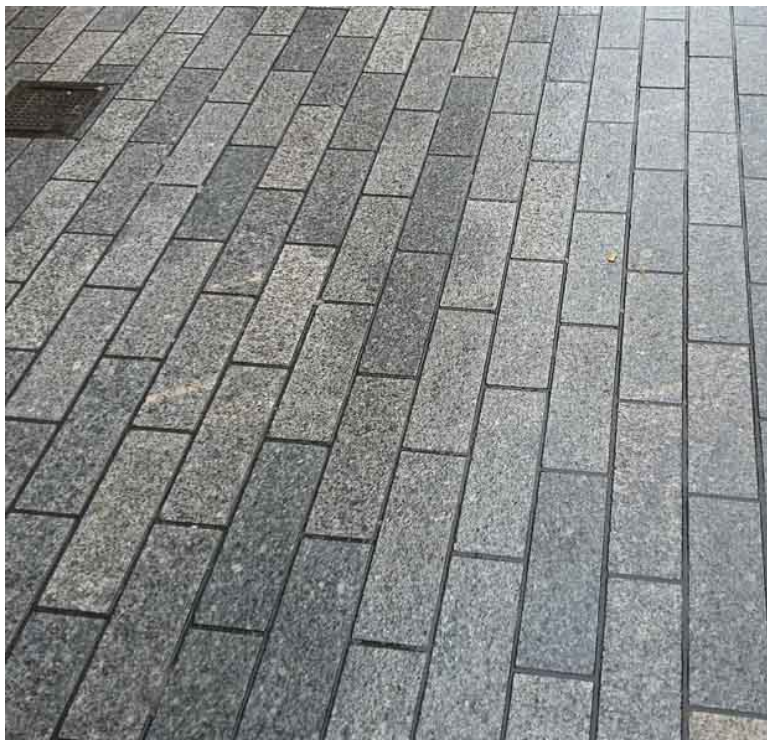
## 1. GRANITE PAVING (MAINLY PEDESTRIAN)



## 2. GRANITE CUBES (VEHICULAR PAVING)



### 3. GRANITE SMOOTH PAVING (CROSSING POINTS)



#### 4. LIMESTONE DISH CHANNEL (ROAD DRAINAGE)



## 5. STAINLESS STEEL (316) TACTILE STUDS



6. STAINLESS STEEL (316) REMOVEABLE BOLLARDS

