

ADARE PUBLIC REALM PLAN



(DRAFT)



Comhairle Cathrach
& Contae **Luimnigh**

Limerick City
& County Council

CONTENTS

1.0 Introduction	8
Summary	8
Vision and objectives	10
Methodology and process	12
Co creation and engagement	14
2.0 Context	16
Landscape of Adare	16
Historical development	17
Spatial qualities	18
Tourism destinations and amenities	18
Trends	18
3.0 Public realm	22
Main street	24
Maigue River Park	62
A Sustainable Green Infrastructure	72
4.0 Delivery plan	78
5.0 Conclusions and Recommendations	80



Figure no. 1: Site visit with stakeholders

Limerick City and County Council

Clare Ready	Project leader/Executive Architect, Placemaking and Public Realm
Seamus Hanrahan	Senior Architect, Placemaking and Public Realm
Georgy Daly	Assistant Architect, Placemaking and Public Realm
Sarah McCutcheon	Archaeologist, Placemaking and Public Realm
Robert Gallagher	Transport and Mobility
Dan Slavin	Active Travel
John Moloney	Senior Executive Engineer, Water Management
Darragh Ryan	Executive Engineer, Water Management

REDScape Landscape & Urbanism team

Patrick Mc Cabe	Landscape architect
Fatemeh Hosseinimoghaddam	Landscape architect
Bas Poppe	Green engineer

PART I

What makes Adare so unique in terms of its history, landscape and built heritage ?

1.0 INTRODUCTION

Summary

Adare is a small town (Population 1106 Census 2011) with a vibrant community spirit and a national recognition of excellence for its heritage status, located approximately 18 km southwest of Limerick City. The village is located on the Limerick to Killarney National Primary Road (N21), which is the main tourist and traffic route serving the southwest. Tourism is a key part of the town's economy.

The River Maigue, a tributary of the River Shannon, flows to the east and north and forms an important element in the local landscape. The old Limerick to Foynes railway line runs to the northwest of the village. The village has developed in a linear fashion along the N21 and the L-1422 and L-1423 local roads, which serves Askeaton and Foynes to the northwest.

The spatial heritage of Adare is rooted at a strategic intersection of the Maigue River and a north south (bridge) crossing, at Adare Castle which lies north of the river. Adare has many attributes not least its wealth of historic monuments (109 protected structures) which include its ecclesiastical settlements, the Manor House, the Cottages and the surrounding landscape; Adare Manor's demesne and proximity to the River Maigue.

Adare faces many changes which will impact its future development including climate adaptation in the form of flood works, a bypass to reduce traffic and noise, a greenway to improve access. The Ryder Cup is to be held in Adare Manor in 2027. These changes provide challenges but offer significant opportunities to future-proof the town and its public realm. Public realm is essentially the essence that holds a town together; the streets, the parks the rivers, but also that aspect of a town's landscape that shapes its appearance and impacts the day to day lives of its residents; the views, mobility, the appearance of properties, places to sit, rest or come together for celebrations. The question at hand is how the public realm can be shaped to accommodate the future needs of the town and make it more sustainable, green, and inclusive?

The public realm plan examines this question by looking in detail at what makes the town so unique in terms of its history, landscape and built heritage in part 1. It then focuses on three main areas in part 2 : The Main Street, the Maigue River Park and the overall green infrastructure of the town. Each of these areas is analysed to establish its challenges, and then elaborated to provide design principles and proposals for adaptation and transformation of these spaces. The process is carried out as a co creation with residents, stakeholders and Limerick City and County Council (LCCC). Finally in part 3, a delivery and phasing plan is developed to demonstrate how the projects can be incrementally rolled out with the active support of residents, stakeholders and LCCC.

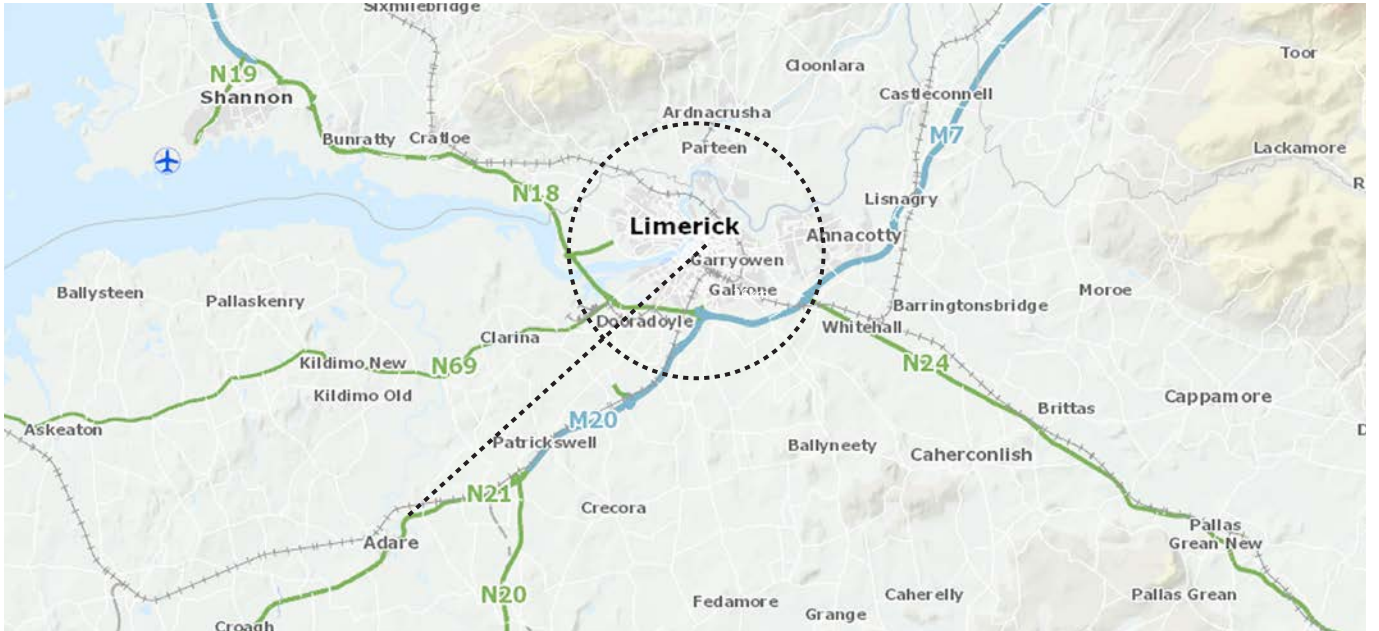


Figure no. 2: Location of Adare in the region



1837



1913



2021

Figure no. 3: Historical development of Adare

Vision and objectives

The vision for Adare celebrates the unique and intrinsic qualities of the place, its past, and its people. It recognises the changing needs of Adare and proposes a sustainable, green and inclusive public realm. By reflecting these needs it aspires to improve the quality of life for its residents and contribute to the overall prosperity of the town and locality.

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

Objectives

- Review the context studies that have been undertaken to date on Adare and undertake any additional studies as required;
- Review the historical studies that have been undertaken to date on Adare;
- Review the Adare Strategic Plan (2020 – 2025) and consult with the Adare Community Trust Group to consider public realm objectives referenced within the plan;
- Assess each public space, their design, impact and future use;
- Assess existing village circulation (both pedestrian & vehicular) and consider how these may be improved;
- Assess existing walking routes / trails around the village and consider opportunities;
- Assess the existing streetscape and associated infrastructure (street furniture, overhead wires, signage, lighting) and provide proposals on improvements to include;
- Assess and review existing carpark capacity within the village and provide a new parking strategy for the village to include additional permanent and overspill parking spaces;
- Assess, review and audit information/interpretation/signage as viewed by a tourist/visitor and provide signage and wayfinding recommendations within the plan;
- Assessment of existing sculpture / public art within Adare and provide recommendations for new additions within strategic locations;
- Assess the impression of the approach roads into the village and provide advice on how these can be enhanced;
- Assess planting within the overall study area and make recommendations on same;
- Detailed assessment of the Main Street from St Nicholas' Church to the Boys National School – post Adare Bypass - to inform a public realm upgrade plan including junction realignment, planting, street furniture and street crossings. The plan will include design specifications of materials recommended such as paving, landscaping, street furniture, street lighting, etc. traffic calming, car parking areas, road width reductions, etc;
- Detailed assessment of public realm local to the Heritage Centre, the Village Hall and the former Fever Hospital – to include design specifications of materials recommended such as paving, landscaping, street furniture, street lighting, etc.
- Assess the existing streetscape and associated infrastructure (street furniture, overhead wires, signage, lighting) and provide proposals on improvements to include traffic calming, car parking areas, road width reductions, etc.
- Assessment of the relationship between the village and the River Maigue. Provide opportunities for improved interaction between the village and the river for the residents and visitors to the town. Consider opportunities for development of Adare Quay in collaboration with Flood Design Engineers;
- Green infrastructure assessment for the town including analysis of key open spaces such as the Village Park and the Park adjacent to the Community Hall.



Figure no. 4: Image of Adare Bridge from the Adare River Walk

Methodology and process

The Public Realm plan for Adare was started in August 2021 and was commissioned by Limerick City and County Council. The plan was carried out by REDscape Landscape and Urbanism, a landscape architect led company comprising multidisciplinary teams (of urbanists, planners, architects' ecologists, engineers) with experience in delivering public realm and urban projects in Ireland and internationally.

The process in the adjacent diagram was undertaken in close collaboration with the Limerick City and County Council, Adare's residents and a local steering group comprised of key representatives over a 9 month period.

A number of important studies have been prepared for the development of the town and its surroundings which are statutory and are listed below. The Adare Public Realm Masterplan is not a repetition of these documents, but a development of their aims and objectives and although not statutory is cognizant of their requirements. These include The Adare Local Area Plan (2015 – 2021), Adare 5 Year Strategic Plan 2020-2025, Adare Destination Plan (2013), Adare Tidy Towns (2020-2023), Masterplan Report the Manor Fields (2010), An exploration of the recreation and amenity potential of the Mague Rivers (2021) among others.

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



Figure no. 5: Plan process for project

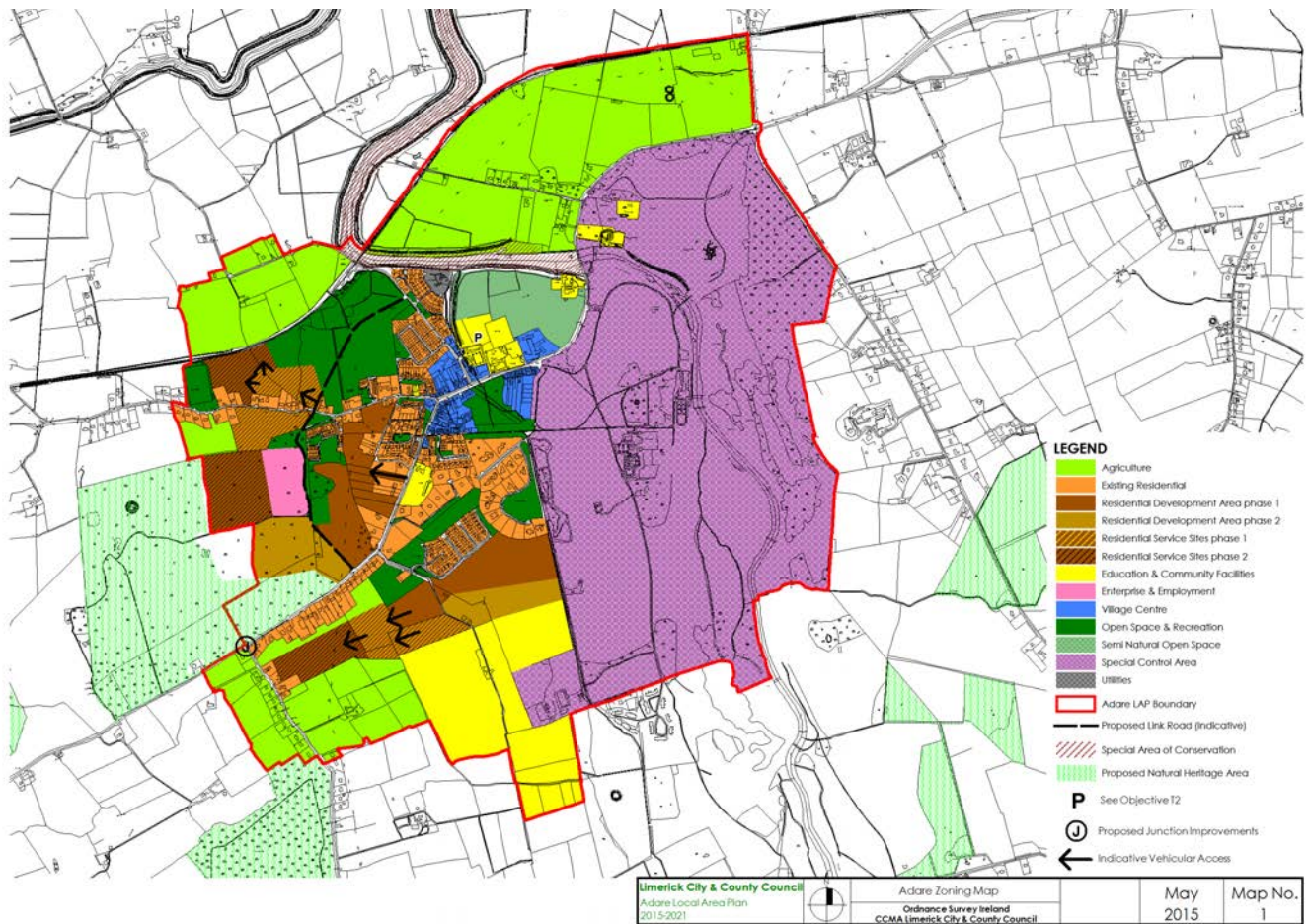


Figure no. 6: Zoning Map from Limerick Development Plan 2015

Co creation and engagement

The brief was formulated by Limerick City and County Council together with the local steering group. REDscape Landscape and Urbanism was appointed in July 2021. The company applies a research through design approach, in which ideas are co-created through analysis, sketching and discourse with stakeholders.

An inception meeting was held in August 2021, which set out the main objectives of the project. An initial analysis of themes and a map for a site visit was prepared which defined the task in more detail.

The first public consultation was organized in September 2021 around a site visit in which resident representatives, LCCC and different experts (including newly appointed flood engineers) walked the town and surrounding areas. Key stakeholders discussed their ideas, ambitions, and intentions, which were documented. Subsequent bilateral workshops with LCCC departments and local groups including Adare Community Trust, Manor Fields, the Dunraven family, and Manor House representatives were held. These were carried out to discuss technical issues of traffic, heritage and nature trails and other requirements for the public realm in general. All meetings, walkabouts were fully compliant with Covid 19 health guidance at the time.

In October 2021 a pre-draft workshop was held with the LCCC and its team to present the analysis, first concepts and design principles. The workshop was attended by internal experts and was positively received. A number of ideas emerged in relation to mobility, traffic and cycle structures which required further research internally to establish feasibility options. .

In November 2021, a meeting was held with LCCC to present the pre-draft public plans to disseminate the design principles and concepts to LCCC and key stakeholders based on the comments received in the first workshop. In the interim two additional meetings were held to examine the issues of traffic and parking, and a wider cycle and mobility network

In February 2022 a second public workshop for the pre-draft plan was held. Members of the public and key stakeholders were invited to give their feedback on the pre-draft of the public realm plan, the proposed projects and alterations. This event was well attended (despite being virtual) and provided a valuable opportunity for residents to share their comments and views. A video of the presentation was downloaded by public over 300 times and more written responses were received. The steering group continued to engage with the consultants till the end of the project.

In March 2022 a draft plan public presentation was held in the Village Hall.

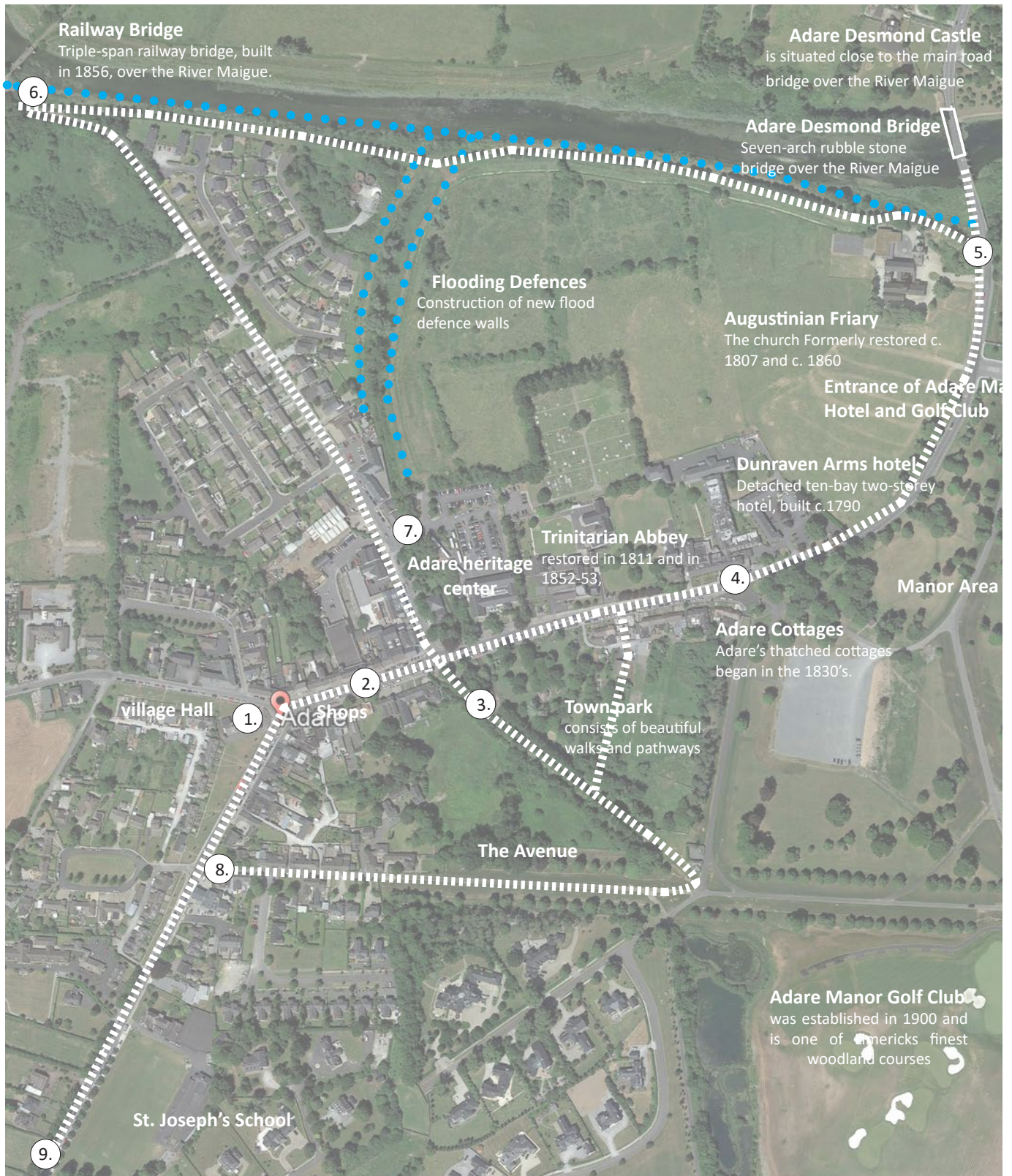


Figure no. 7: Site visit map

2.0 CONTEXT

Landscape of Adare

The bedrock geology of Adare' is limestone over which layers of glacial drifts have been laid down to form its current landscape. The geomorphology and soils of Adare reflect this history.

The melting of the glacial drifts formed glacial rivers which deposited sands and gravels as found along the river areas of the Maigne and Clonshire. Fine loamy soils (excellent for farming) and clayey drifts were laid down post glacial. Field patterns show a clear distinction between the dynamic river landscape and the higher elevated landscapes of loam and clayey drifts. This differentiation is a key characteristic which is to be emphasised in the public realm plan.

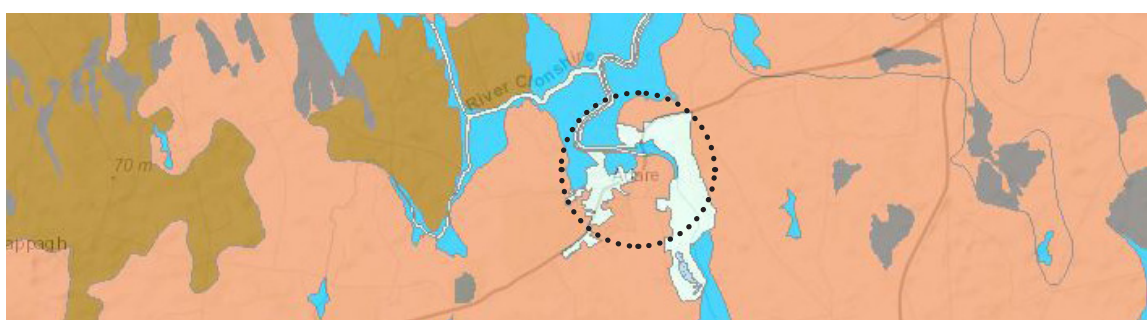


Figure no. 8: Landscape Character of Adare shown in soil maps.

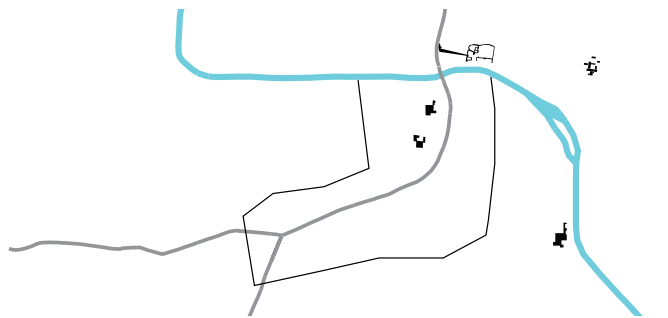
- Fine loamy drift (post glacial) with limestones (good tillage/ pasture land)
- River alluvium (glacial sand and gravel)
- Fine loamy over limestone bedrock
- Tidal marsh

Historical development

The spatial heritage of Adare is rooted at a strategic intersection of the Maigue River and a north south crossing at Adare Castle.

The river had an extensive flood plain that extended to the current day Village Hall, where an oak reportedly stood, recalling the town’s Gaelic name, Ath Dara, the floodplain of the oak. Several ecclesiastical settlements were constructed nearby the castle, including the Trinitarian Church (1230) south of the Maigue , the Augustinian Friary (1316) south of the Maigue and Fransican Friary (1446) north of the Maigue. The presence of a medieval road surface, discovered in archaeological excavations, beneath the Main Street in Adare demonstrates that an urban nucleus may have existed separate from the castle as early as the 13th/14th century, moving westwards towards the Main Street. The town had dwindled to

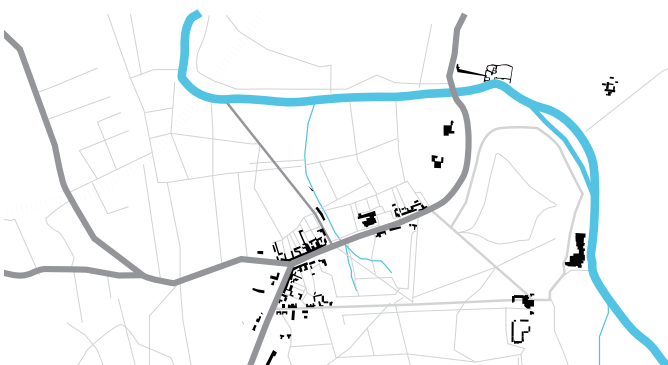
a backwater by the 1800’s, when the Earl of Dunraven planned to create a new town. Remnants of this period characterize much of the town’s unique identity, including the Manor House, the row of cottages and the Village Hall, the Fever Hospital and the Methodist Church. The town later developed westwards where it formed a 19th Century Main Street (The Rathkeale- Limerick road), that still forms the commercial core of the town to this day. The town has continued to expand westwards along its main roadways with the construction of individual houses, suburban developments and residential clusters and amenities, including schools and sport areas.



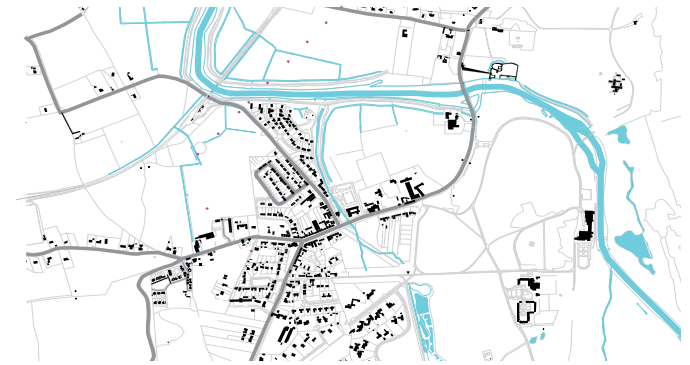
1230 - 1750 : the medieval (earthen) walled town and Adare Castle formed the heart of the town. Later the Trinitarian Abbey (1230), The Augustinian Friary (1316) and the Franciscan Friary(1464) were built.



1750 - 1800's: Lord Dunraven describes Adare at the beginning of the 1800s as having dwindled down to a collection of less than a dozen thatched cottages and plans a new town. Railway is built in 1856.



1837- 1913 : In the nineteenth century Thatched cottages (1828), the hotel, a manor house and elaborate demesne (1832), a parochial house (1852), the memorial drinking fountain (1855), the community hall (1911) were built.



2021 : Planning permission has been granted for 52 houses on the north side of Blackabbey Road and for a mixed use development of 137 housing units and 5 retail units at Graigue adjacent to the Manor Fields. These sites remain undeveloped. See LAP 2015.

Figure no. 9: Diagrams showing the historical development of Adare

Spatial Qualities

Adare has many attributes not least the beauty of its surrounding landscape. The town's public realm has several characteristic heritage areas; Adare castle and the bridge, the Cottages, the 19th Century core, the medieval Friaries and Abbey, and Adare Manor and its elegant demesne, enclosed by its characteristic limestone walls.

In recent years, public access to the demesne (a key part of the village's landscape) has been all but discontinued. The 19th century historical core of the town is delineated by the Village Hall east to the Cottages. The Mague River, is a tributary of the Shannon and flows around the south and east of the town – in an east direction confluencing with the Shannon approximately 12km downstream. Finally, Adare has a very active and engaged community which is one of its greatest assets.

Tourism destinations and amenities

Adare has a well-established tourism infrastructure with a dedicated Heritage Centre and tourist information office, which acts as a key resource for many tourists to the town. Adare has several renowned tourist attractions; Adare Castle, a 14th century Augustinian Friary, the Trinitarian Abbey founded in c.1230, the Franciscan Friary, and Adare Methodist church are of great appeal. The Cottages, the Village Hall, the Town Park and many unique heritage buildings and artefacts are scattered throughout the town. Finally, the Manor and golf course offers an exclusive getaway location. There are several walking trails in and around the town that have great potential to be extended. Adare also has several local amenities which need to be linked to the town's sustainable network. These include schools, public sport amenities, the Manor Fields, the Adare GAA club, and the Mague River Park.

Trends

The Covid 19 pandemic has accelerated several global developments. These include the increase in remote working, the increase in online trade, a more urgent shift to a carbon neutral economy (i.e. sustainable mobility and

energy production). Climate adaptation is an increasing requirement to address the symptoms of changes in the environment including flood protection and air quality. Adare is subject to flooding and a significant flood protection works has commenced. It is also preparing for a bypass as part of the Limerick Foynes bypass which should reduce traffic volumes by 77% through the Main Street. In 2027 Adare Manor is planning to host the Ryder Cup, an international sporting event that will increase the recognition of the town and bring a huge influx of visitors for the event itself. Finally, a greenway is being prepared to link the Limerick-Kerry greenway to extend to Rathkeale, Adare and Patrickswell to form an important tourist attraction for future generations. These trends, pose challenges but more importantly offer new opportunities for Adare's future development. Adare, already a very busy tourist hub, has over 400 people travelling daily to work in the town centre.

Investing into a greener and more sustainable public realm is a proven method to improve the town at many levels, its attractiveness, the quality of life socially and economically. The reduction of traffic and noise in the town centre will allow space for other things to happen. This will contribute to the overall sense of the town and community as a better place to live, work and visit.



Cottages



Mediaeval monuments



Adare 19th Century street

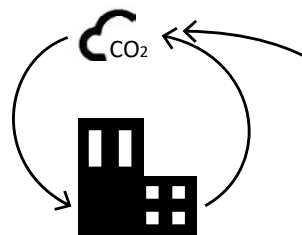


Stone walls

Figure no. 10: Images showing the qualities of Adare



Remote working



Carbon neutral



Attractiveness

Figure no. 11: Global trends

PART II

What key changes do we propose for Adare ?



Figure no. 12: Site visit

3.0 Public realm

Having studied the unique qualities of Adare we have selected three key layers which form the focus of the public realm plan. These layers integrate the requirements of the public realm from micro to macro level to give an overarching vision for transformation.

They include.

1. Main street
2. The Riverpark
3. The Green infrastructure

The masterplan doesn't attempt to solve all issues, but offers a framework to interpret spatial questions while remaining flexible enough to allow for unseen and as yet unknown future requirements.



Figure no. 13: The public realm plan focuses on three layers for Adare

Main Street

Description and use

The town has a simple linear street layout characteristic of many Limerick towns. Main Street is dominated by late nineteenth century architecture of two storey terraced buildings, which climb a gentle slope to the Village Hall at its apex, where the street forms a Y junction.

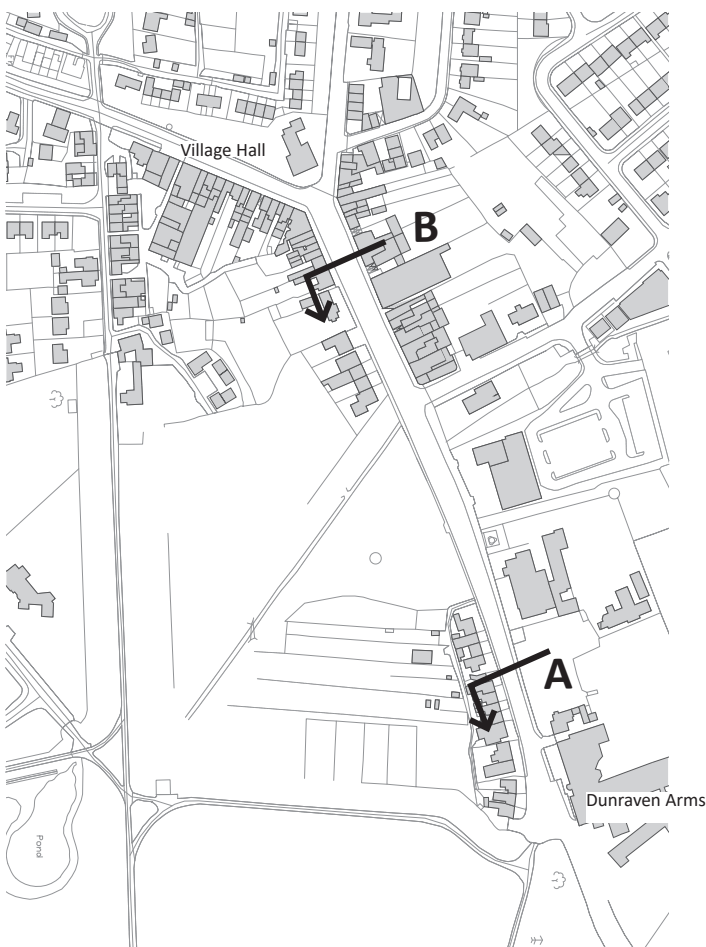


Figure no. 14: Main Street map with sections

Main Street was originally designed with a dirt road for horses and designated footpaths. Its width (approx. 23m) was dimensioned to facilitate the (perpendicular) parking of carts and horses, to service its role as a market village for the surrounding agricultural community. Today it forms the heart of a tier 3 town with a mix of services for surrounding areas and is 390 m from the Village Hall to the Dunraven Arms Hotel..

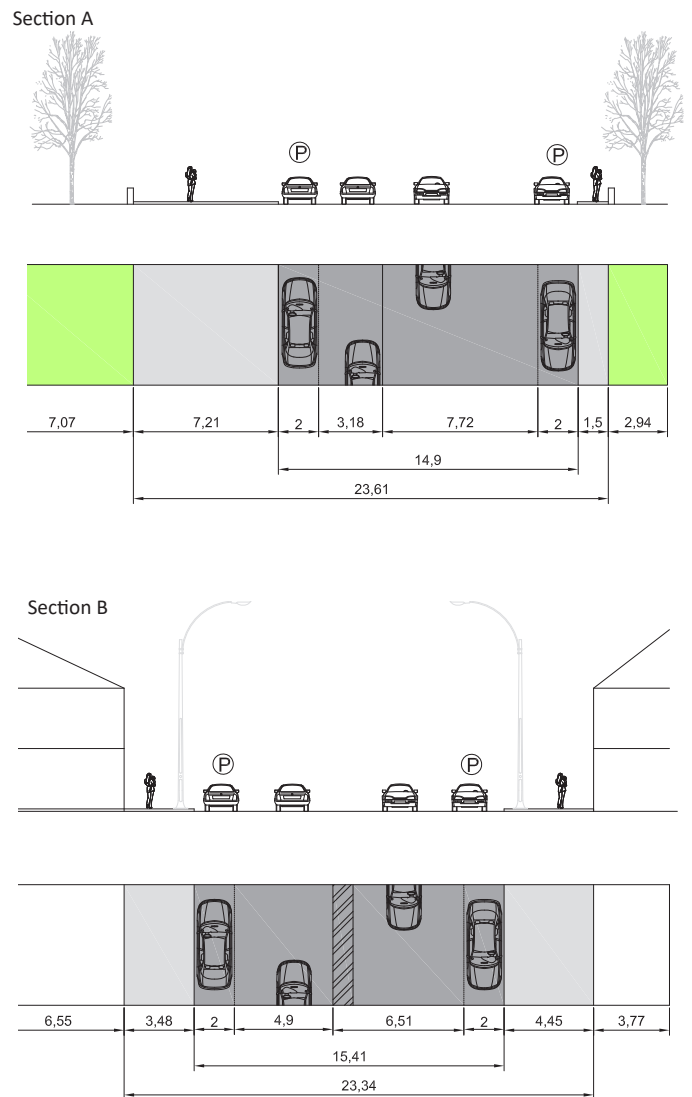


Figure no. 15: Sections of Main Street



Figure no. 16: 19th Century Main Street with 2 storey buildings



Figure no. 17: Main Street is the heart of Adare, a tier 3 town with a mix of services for surrounding areas.

Mobility and safety



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

Main Street forms a two-way street with a speed limit of 50 kph, leading to Rathkeale Road with speed limits of 80 kph. Current traffic volumes consist of 12,000- 15,000 AADT. Noise and air particle pollution, pedestrian and cycle safety and pedestrian comfort are ongoing issues for the quality of life on Main Street. Mobility is 69% by car or scooter, 23% walking and only 2% cycling*.

This last mode offers significant development potential for residents and tourism in the long term, especially through the core of the town, to the schools, the greenway and the Manor. The proposed bypass is expected to reduce traffic volumes by 70% with a proportionate reduction in noise and pollution.

*Source: LAP

Parking

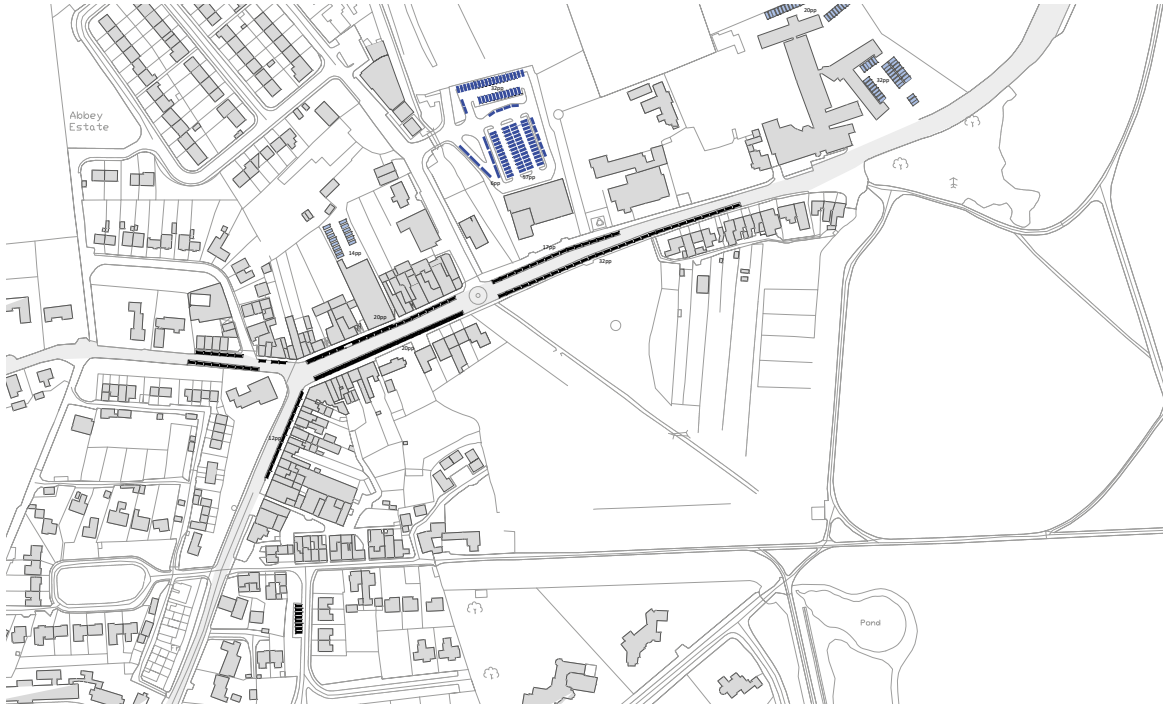


Figure no. 19: Parking map of Main Street

Most visitor & residential parking is located on Main Street. This includes approximately 116 non appointed spaces, and 3 disability spaces. The heritage centre has 89 semipublic parking spaces with 6 parking spaces for coaches. Satellite parking area on Rathkeale Road has 40 parking spaces. Several pockets of off-street (private) parking also exist at adjacent side roads. Parking is at capacity on Main Street and no more space is available.

Discussions with stakeholders indicated there is a need to assess parking capacity, while improving the quality of life on Main Street and the health of the community. The current streetscape is dominated by cars which can be perceived as harsh and unwelcoming for visitors and residents alike. Alternative parking concepts will be required to deliver a sustainable town centre.

Existing walking routes

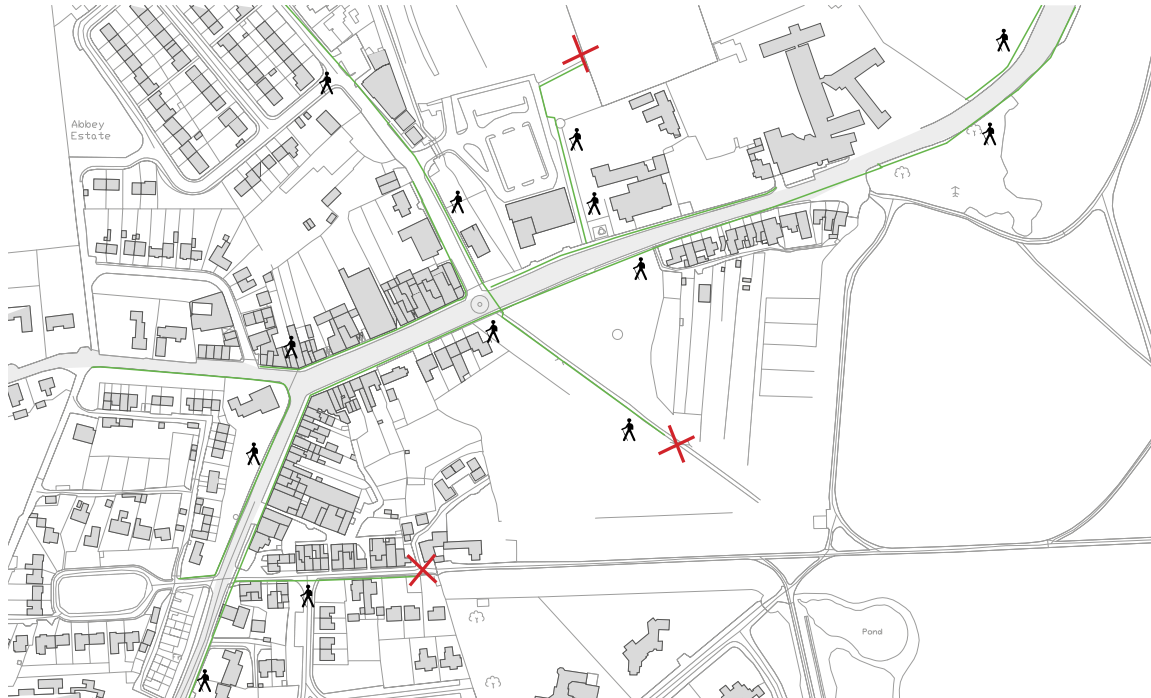


Figure no. 20: Pedestrian routes with interruptions

Main Street is serviced with a pedestrian route that links into surrounding areas. The amenity value, however, could be significantly improved by interconnecting the routes to form a wider network of walking loops to offer more variation and experience. This would save pedestrians having to retrace their journeys.

Pedestrian comfort

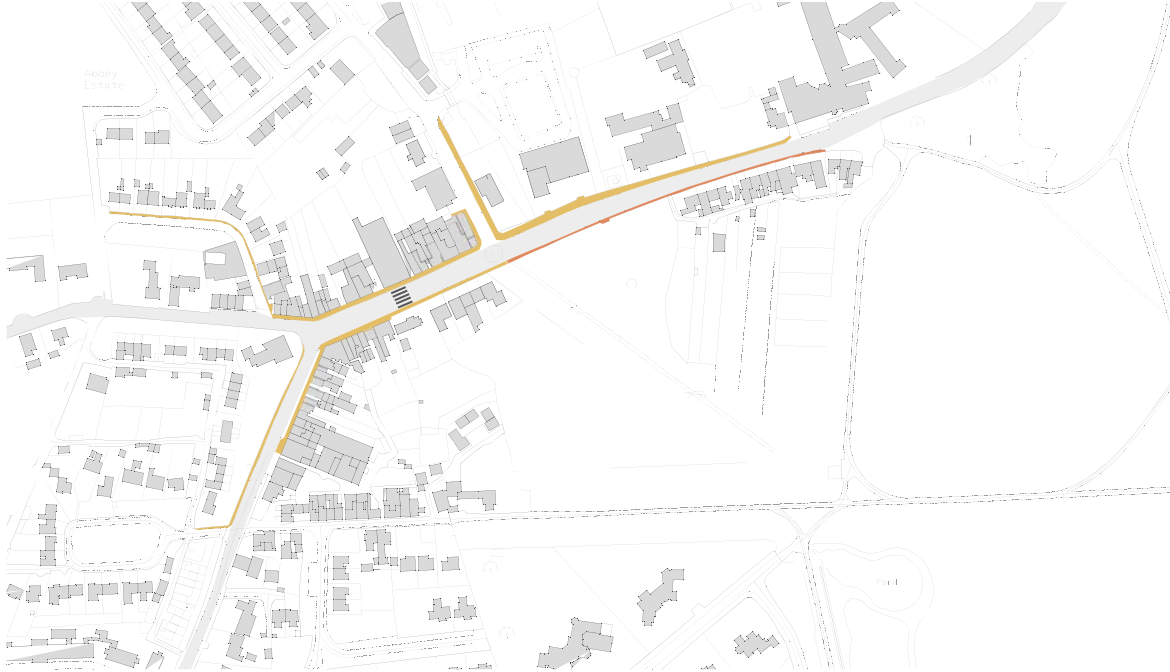


Figure no. 21: Pedestrian comfort map of Main Street



Figure no. 22: Pedestrian space at the Cottages and at the Park entrance

Some stretches, notably at the Cottages, 75% of the street space is given to use by the car only. Pedestrian comfort could be enhanced at this point by widening the pavement. In general, street life (terraces, seating) has been reduced by narrowing pavements and encroaching parked cars. There is an opportunity to widen these areas and create a greener profile to create a greener, more welcoming streetscape. Upper Main Street on the south side has a step which is hazardous and could be replaced with a slope.

Existing landscape of Main Street



Figure no. 23: Landscape of Main Street

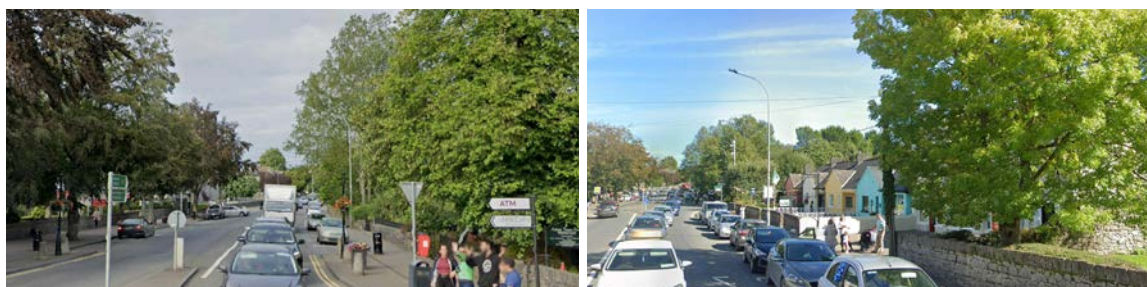


Figure no. 24: Images of Main Street

The green qualities of Main Street are largely determined by adjacent green areas such as private gardens, the town park and less by the street itself.

Existing materials of Main Street

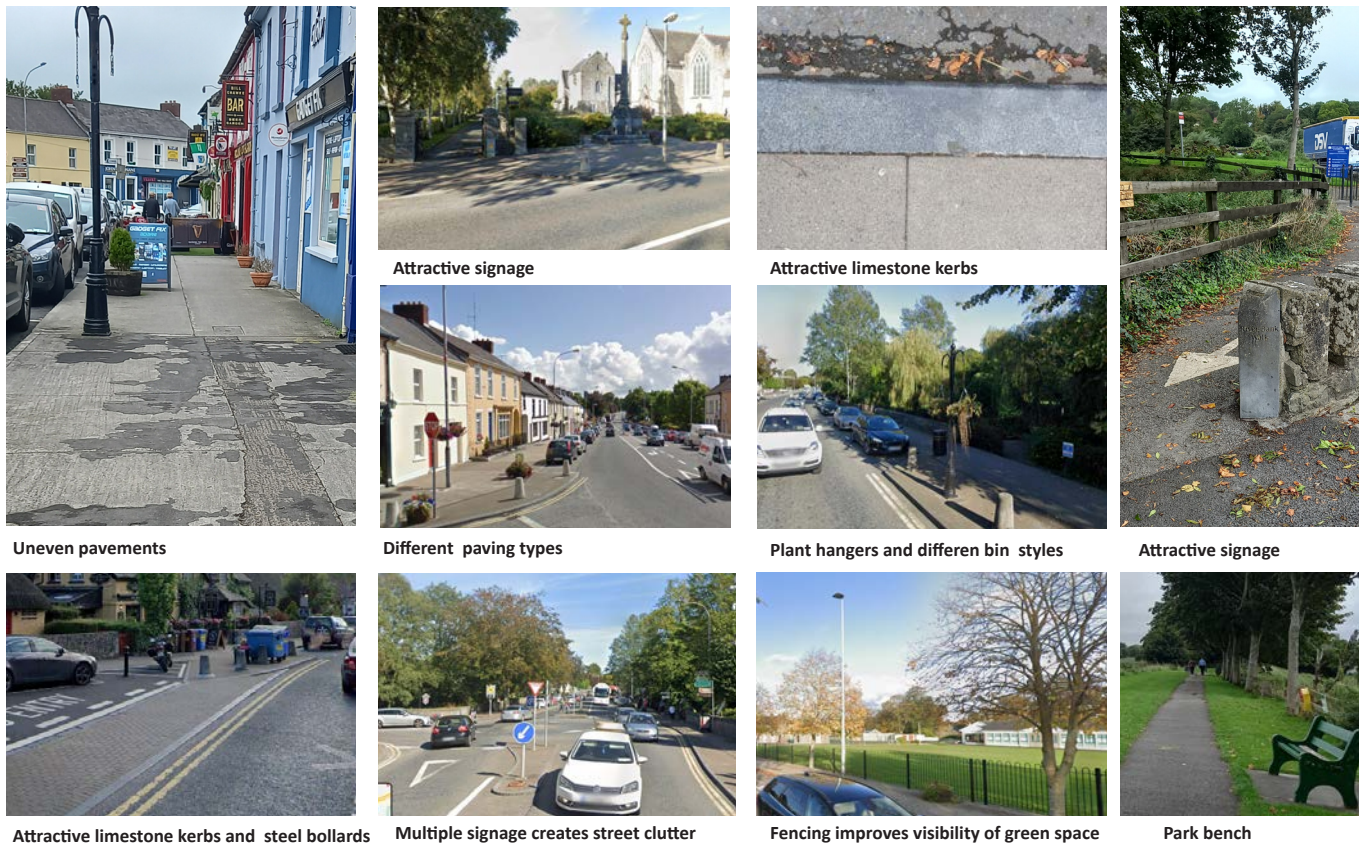


Figure no. 25: Existing surfaces and materials in Main Street

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

Vision Statement

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

- Reduce traffic and noise.
- Attract and retain visitors and businesses.
- Make Main Street safer for pedestrians and cyclists of all ages.
- Make Main Street visually more welcoming and attractive for residents and visitors.
- Create opportunities for sitting, resting and relaxation.
- Provide off-street proposals for parking with pedestrian links to Main Street via existing entrances.
- Improve pedestrian comfort in the Main Street and don't allow outdoor dining to block pedestrians.
- Create a central green berm in the road to make crossing for pedestrians safer.
- Make a green, sustainable Main Street that is climate adapted.
- Create a sense of place and improve lighting.
- Make Main Street more flexible for different uses, such as events.
- Reduce Street clutter, especially signage.
- Develop a cohesive strategy for street furniture and replace cracked paving.
- Create seasonal differences.
- Improve connection of Town Park to Main Street.

Transforming a Main Street for future use is not a single step process. It requires a series of well-orchestrated decisions and actions which we call design principles. If supported by the community of Adare and applied in unison, these can solve many of the challenges facing the Main Street and provide room for its future transformation. The long-term vision seeks to replace much of the parking in the core of Main Street with off-street parking, and to allocate alternative uses to this space to improve the experience of Main Street to attract and retain visitors. The design principles are explained below. Transforming a Main Street for future use is not a single step process. It requires a series of well-orchestrated decisions and actions which we call design principles. If supported by the community of Adare and applied in unison, these can

solve many of the challenges facing the Main Street and provide room for its future transformation. The long-term vision seeks to replace much of the parking in the core of Main Street with off-street parking, and to allocate alternative uses to this space to improve the experience of Main Street to attract and retain visitors. The design principles are explained below.

Reduce speeds and increase safety



Figure no. 26: Proposed speed reduction in Main Street

Moving cars at high speeds are loud and intimidating and limit pedestrian comfort for walking, sitting, and meeting. To encourage sustainable movement, it is recommended that speeds in the core (from Desmond Bridge to Scoil Iosamh be reduced to 30 kmph.

Develop off-street parking



Figure no. 27: Off street parking map of Main Street

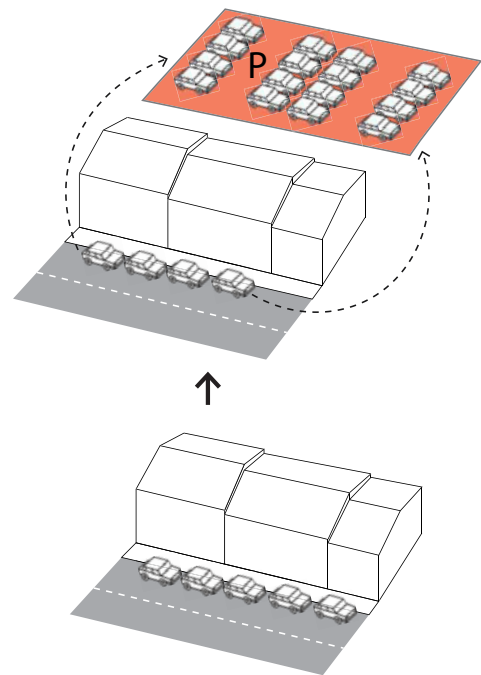


Figure no. 28: Off street parking schematic of Main Street

Parking on the Main Street is at capacity and there is physically no space to develop additional parking. Parked cars block visual and physical contact across the street and encroach on pavements to cause pinch points. As a result, the street does not facilitate pedestrian and cycle comfort and significantly limits the appeal of sustainable movement such as walking and cycling, which has great potential to develop in Adare with the delivery of the bypass.

To address this issue a new parking concept is proposed which will allow cars to park off the Main Street, in parking plots, behind the 19th century façade. In spatial terms there is sufficient room to replace and even extend parking on Main Street. Further study is required to

develop the best approach, but several parking plots on either side of the core would provide an optimum solution for Adare.

Extend pedestrian Area



Figure no. 30: Extension to pedestrian areas of Main Street

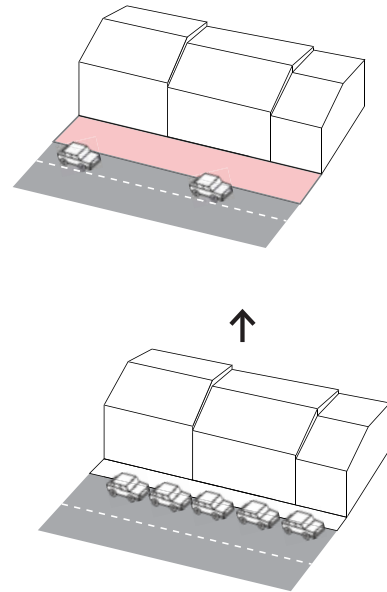


Figure no. 31: Schematic of pedestrian extension in Main Street

Having developed off street parking, space becomes available to future proof the public realm for new uses. One of these is to extend pedestrian areas to offer greener areas with seating, to improve pedestrian mobility and potentially offer outdoor dining areas.

Develop cycle network



Figure no. 32: Proposed cycle routes

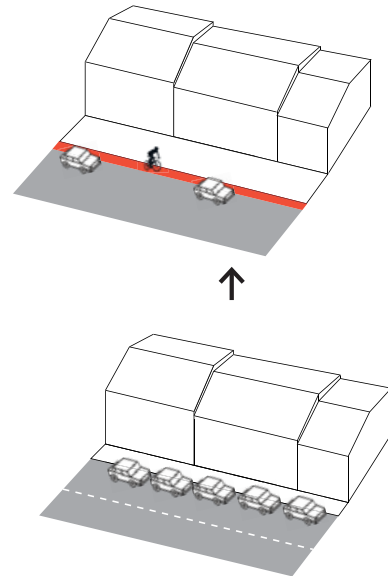


Figure no. 33: Schematic of proposed cycle routes

To promote a modal shift from cars to bikes and connect future users of Greenway to Adare, cycle facilities can be added to Main Street. These are segregated cycle tracks that directly connect the core to local schools, sport areas, heritage sites and surrounding residential areas with child friendly, safe cycle routes for residents and visitors. Although an adjustment for some residents, cycle tracks will greatly benefit the health and economy of the community.

Add trees and planting



Figure no. 34: Softening of Main Street

Trees can be added to the streetscape in combination with colourful (perennial) planting added to the soil areas around the base. It is important that street trees are crowned up to 5m at planting and thereafter to ensure visibility at street level is not reduced. Tree pits (min 20m³) can retain surface water to combat the effects of flooding. The configuration and maintenance of the planting can vary depending on the model selected. Tidy Towns could have a key role in supporting the greening of Main Street in Adare.

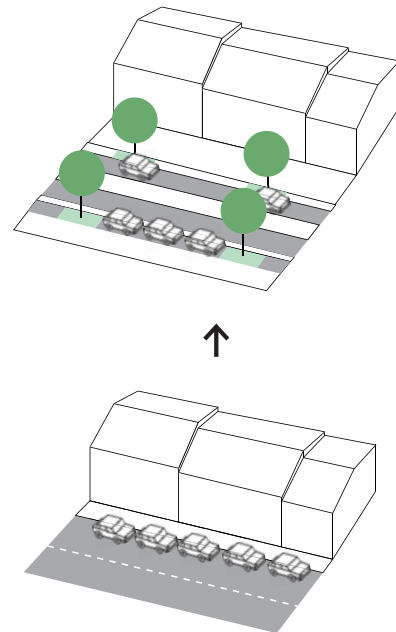


Figure no. 35: Schematic for softening Main Street



Westport and Amsterdam street with combined parking and trees. Reduce speeds to 30kmph.

Figure no. 36: Images of similar locations for softening of Main Street

Transformations to Main Street and surroundings



Figure no. 37: Locations selected to demonstrate transformations

By applying the stated design principles to Main Street, Adare has the potential to develop a high-quality pedestrian area in the commercial core that can act as a destination space. This is key to enable the town to attract and retain new residents and visitors, thereby improving the overall vitality of the town. Several areas have been selected to demonstrate the transformations for a revitalised public realm. These include the following areas.

1. Rathkeale Street and Village Green
2. Main Street East
3. Main Street Middle (Heritage centre)
4. Main Street West (Cottages

And transformations to

5. Station Road
6. The town park
7. The Avenue (not on the map)
8. Former Fever Hospital / Scoil Iosaf. (not on the map)

Rathkeale Street & Village Green

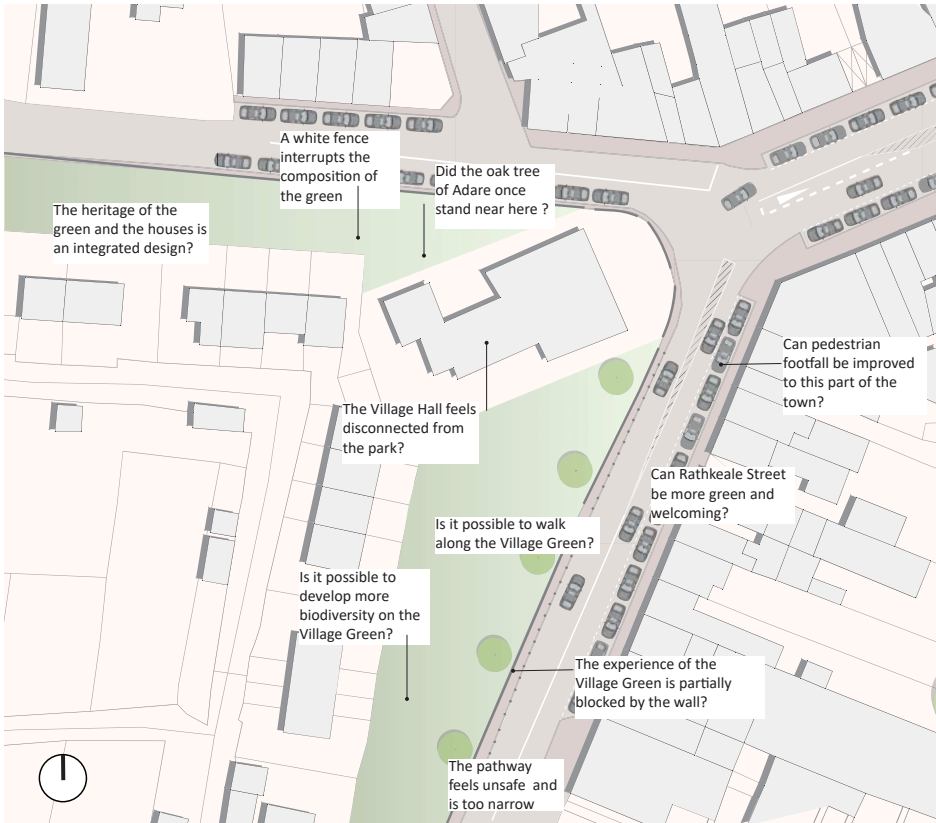


Figure no. 38: Existing plan for Village Green



Figure no 39: Urban design composition by Clifford Smith to be strengthened in an adapted park setting.

The Village Green was traditionally a gathering area for community activities in the town. Clifford Smith's urban design includes a composition for the Village Green, the Hall, and the adjoining houses. His plan also includes the architectural design for the buildings in the Arts and Craft style. The quality of the plan, which determines much of the overall composition and design principles. Within this, small amendments are possible if they strengthen the composition and address issues (listed in the plan) to better reflect current needs.

Rathekeale Street itself is a narrow street heavily trafficked which connects the town to the Boy's School, the Manor Field's Sport complex and potential new residential areas to the west.

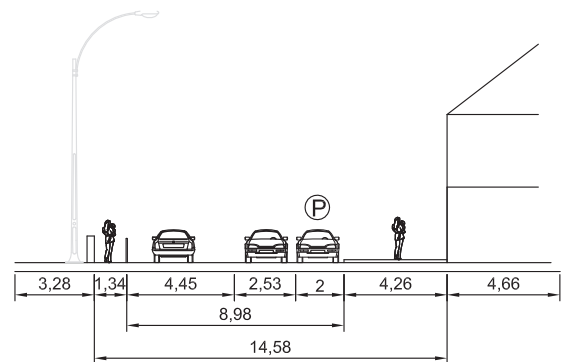


Figure no. 40: Sections of Main Street

Proposed situation Rathkeale Street & Village Green



Figure no. 41: Proposed plan for Village Green



The oak on the Village Green prior to the construction of the Village Hall. Atha dara, the ford of the oak. (1)



Flowering grasslands (3)



Light coloured asphalt paths and surfacing (4)



Perennials (3)

Figure no. 42: Reference images for materials

Rathkeale Street itself is to be reconfigured with a cycle connection. Parking is to be moved to an adjacent area behind the 19th century façade. To make the Green more visible from the approach Road, it is proposed lower the wall and place a railing on its top. A park path is proposed along the inside of the railing in the park. It is proposed to have this area of the Village Green insured for by the city council if required.

A series of green measures are proposed for the Village Green to strengthen its composition. These include the planting of hedges along the garden boundaries, the continuation of a path along the houses, the planting of a large oak near the Village Hall, the extensive maintenance of grassland to enhance biodiversity. Vehicular access around the Village Hall is to be controlled and the area is to be resurfaced in hoggin to enhance the park setting. A raised area of perennial planting is proposed to connect the Village Hall with the Green.

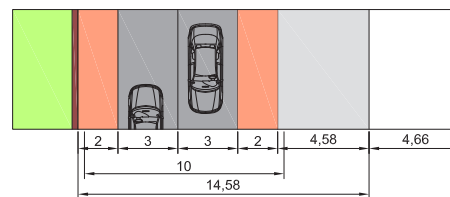
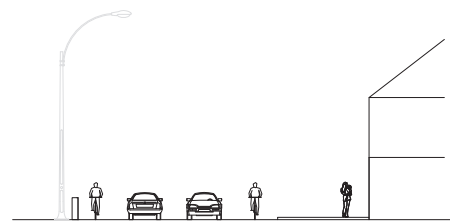


Figure no. 43: Proposed section of Main Street

Visual of Rathkeale Street & Village Green



Figure no. 44: Example of refurbishment for Village Green

An example of how the Village Green and Rathkeale Street could appear in the future is generated to demonstrate how the park could become more visible and function better as part of the green infrastructure of Adare. The potential to open the Village Hall (in a sensitive manner) to the Village Green makes use of the sunny aspect of this side of the building and connects it to the Green.



Figure no. 45: Illustration of existing situation

Main Street East

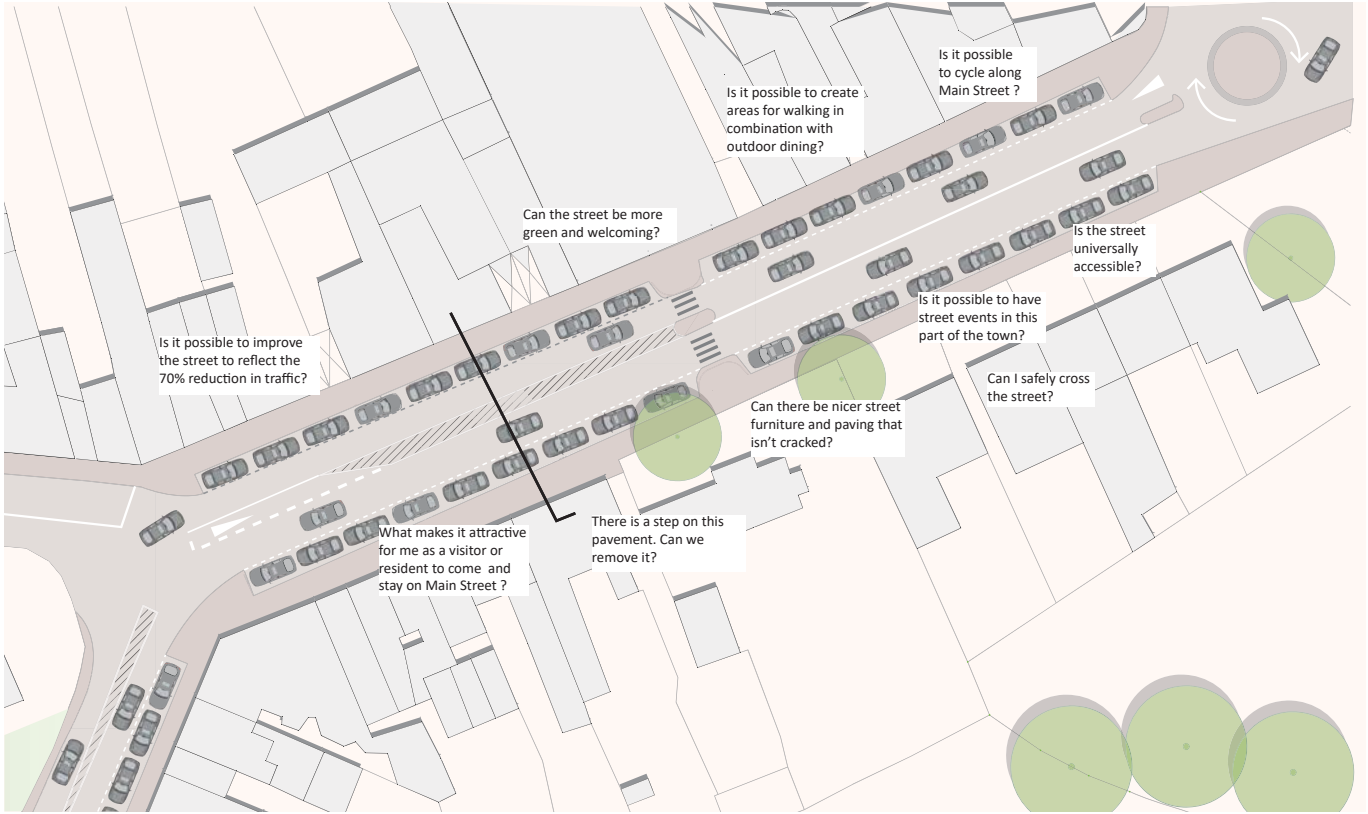


Figure no. 46: Existing plan for Main Street east

The design principles can be applied in different ways for Main Street East. Two models were prepared for discussion with stakeholders for this part of Main Street. The preferred option is shown. The next stage of detailed design will offer additional information and alternatives may be useful

Section

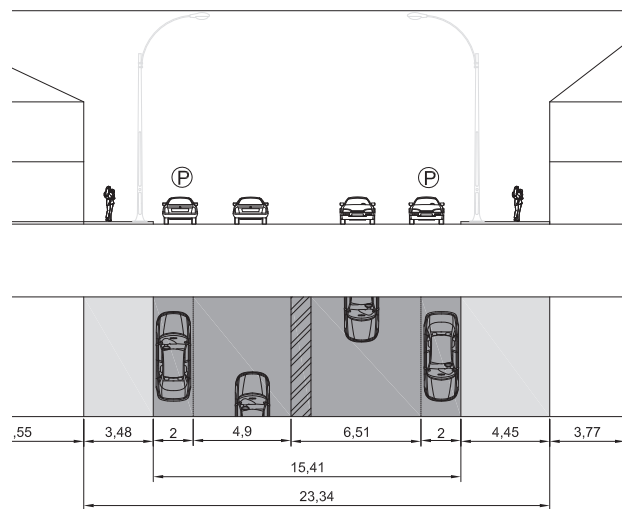


Figure no. 47 Existing section of Main Street

Proposed situation Main Street East



Figure no. 48: Proposed plan for Main Street east

The design entails a widening of pedestrian areas in the core to develop a pedestrian friendly zone with potential outdoor dining areas. It proposes to plant two rows of trees in a staggered format that match the scale of the street on either side of a single carriageway. For pedestrians, the model has more pavement area, but crossing the street is less flexible and safe. Street lighting is located on the pavement areas.

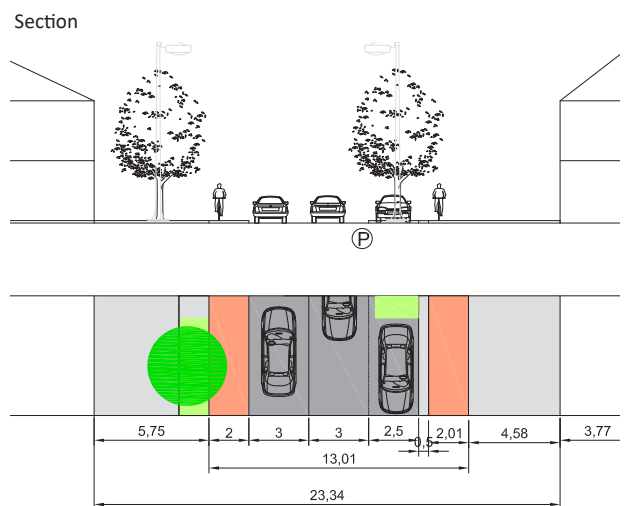


Figure no. 49 Proposed section of Main Street

Visual Main Street East (model 1)



Figure no. 50: Example of refurbishment for Main Street East (option 1)

An example of how Main Street could appear in the future is generated to demonstrate how the street could continue to function as a commercial hub, while at the same time generating new qualities for pedestrian comfort, sustainable movement, and a greener, healthier public realm where people will want to linger and stay as a resident or visitor. Expanding outdoor dining areas can also play a role. A high-quality public core is important for the town of Adare to compete for, attract and retain new residents and visitors, thereby improving the overall vitality of the town.



Figure no. 51: Existing situation for Main Street Eastt

Visual Main Street East (model 2)



Figure no. 50.1: Example of refurbishment for Main Street East with central berm (option2)

Another example of how Main Street could appear in the future is generated to demonstrate how the street could appear with a central berm. A high-quality public core is important for the town of Adare to compete for, attract and retain new residents and visitors, thereby improving the overall vitality of the town.



Figure no. 51: Existing situation for Main Street Eastt

Main Street at Heritage Centre

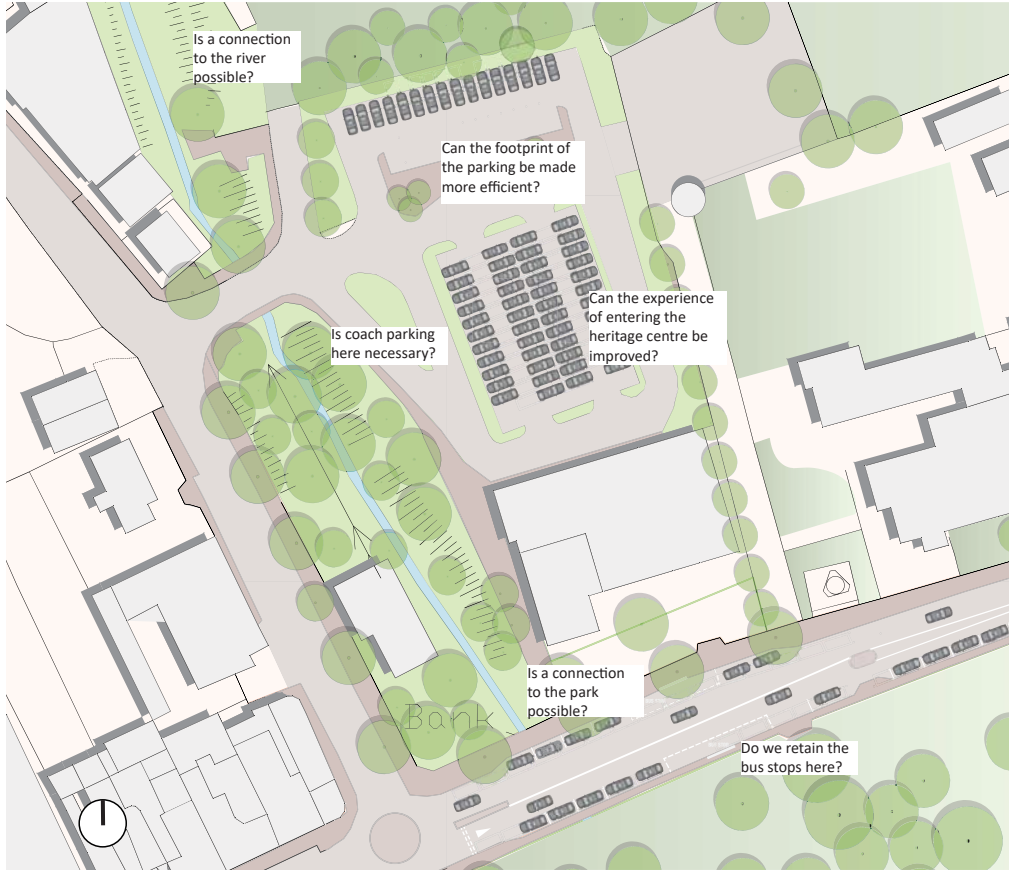


Figure no. 52: Existing plan of Main Street at Heritage Centre

Section D

The Heritage Centre is a busy hub for Adare. For many tourists, it is the first (and sometimes only) introduction to Adare town. Thereafter tourists may leave as part of a whistle stop tour not having seen more of the town, but usually with a curiosity to revisit. The parking area is currently laid out for cars and coaches and is accessed from Station Road..

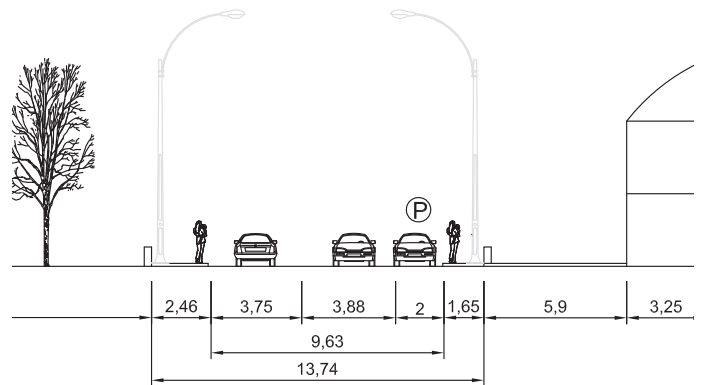


Figure no. 53: Existing situation of Main Street at Heritage Centre

Proposed situation for Main Street at Heritage Centre



Figure no. 54: Proposed plan of Main Street at Heritage Centre

We propose that the Heritage Centre and library should form a direct, physical connection to the heritage and nature trails in the town. A new nature trail could link the library and Main Street with the River Maigue, by running from the library along the Adare River (drocheadin) and its embankments to the Maigue.

The parking area is to be reconfigured and reconstructed along green principles. With the removal of coach parking, an estimated forty additional parking spaces can be achieved to replace on-street parking. New pedestrian routes through the parking spaces connect the centre and the library to heritage points such as the Dovecote, the graveyard and the Maigue.

1. A pathway links the river walk to the Dovecot and cemetery. Pedestrian pathways made of clay bound gravel.
2. Dovecote
3. Grass tiles for parking areas offer infiltration (suds).
4. Beech hedges with trees are planted between parking areas to create a greener parking area.
5. Carriageways in parking area (concrete plates).
6. Cycle route becomes cycle track between entrance to parking area and junction on Main Street.
7. A riverwalk pathway (clay bound gravel) or possible cycle route (asphalt) option 2 , links Main Street to the River Maigue.
8. Cycle route along Station Road , option 1, has a shared carriageway for cyclists and cars. See Station Road.
9. Pedestrian raised plaza links the park and the library/ heritage centre and calms traffic approaching the town centre. Location to be assessed in more detail in combination with dop-off point for coaches and buses.
10. Heritage centre to be extended to the south.
11. Entrance area to be redesigned (for example with model of Adare, see signage) as a green garden area.

Visual Main Street at the Heritage Centre



Figure no. 55: Example of refurbishment for Main Street at Heritage Centre

A pedestrianised area over the Main Street would assist visitors to cross from the Heritage Centre or Library into the Town Park as part of the heritage trail. The crossing could also facilitate the movement of visitors at the new drop-off and pick-up points for coaches on Main Street. The pedestrianised crossing would calm traffic. With the replacement of the roundabout at Station Road with a controlled junction, a better pedestrian and cycle connection to the town centre would be facilitated.



Figure no. 56: Existing situation of Main Street at Heritage Centre

Main Street (The Cottages)



Figure no. 57: Existing plan of Main Street at Cottages

The Cottages are Adare’s signature site for visitors. This part of the street is full of parked cars and the pedestrian area is narrow. The parking leads to congestion, noise and pollution. Many tourists never venture beyond this point to the rest of the village.

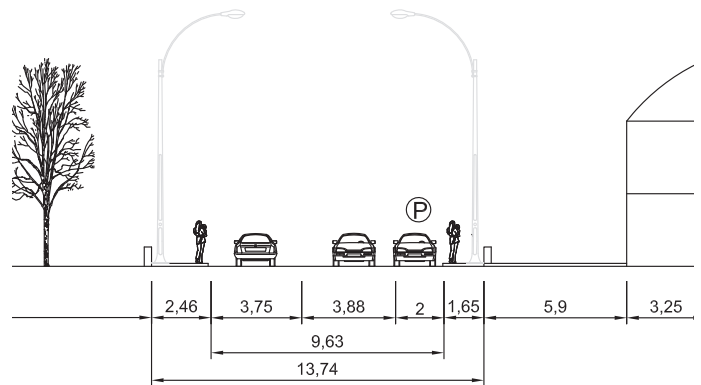


Figure no. 58: Section of Main Street

Proposed Situation Main Street (The Cottages)

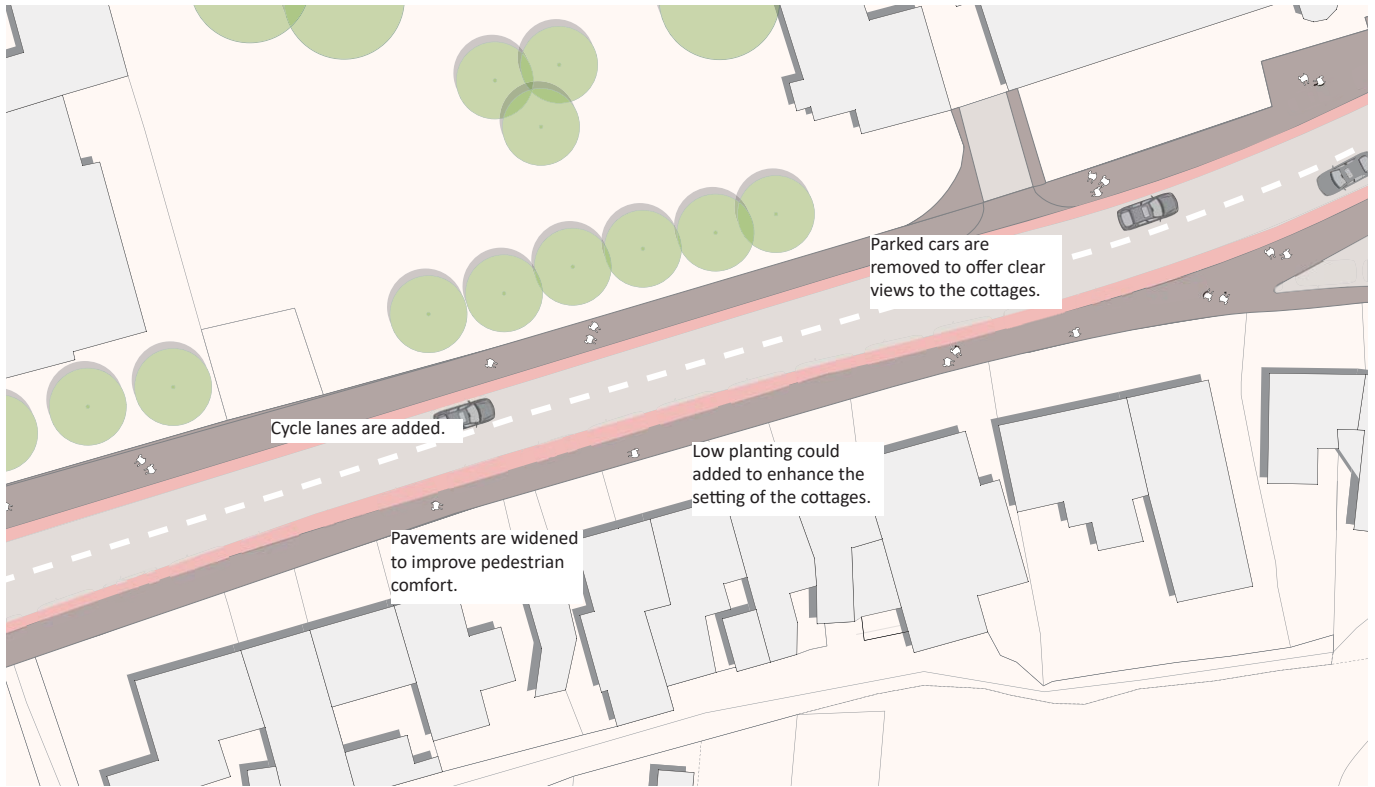


Figure no. 59: Proposed plan of Main Street at Cottages

Main Street is to be reconfigured with a cycle path. Small trees (relating to the scale of the cottages) are to be planted to soften the roadway. Existing parking is to be moved to an adjacent area behind the Cottages by widening the entrance road beside to the Town Park by a minimum amount. Ideally a pedestrian lane could be created between the cottages to access the Main Street for visitors from the parking area. It is proposed that an access point from the parking area to the town park should be facilitated to increase visitors to the park.

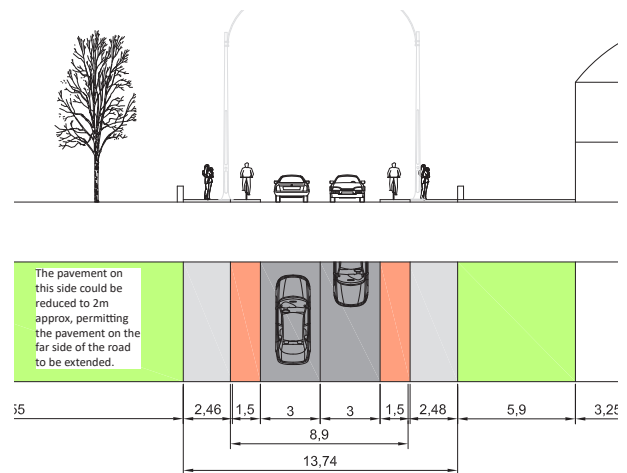


Figure no. 60: Proposed section of Main Street

Visual of Main Street at The Cottages



Figure no. 61: Example of refurbishment for Main Street at Cottages

An example of how Main Street at The Cottages could appear in the future is generated to demonstrate how the street could appear. The alternative parking allows the Cottages to be more visible and permit Active Travel.



Figure no. 62: Existing situation of Main Street at Cottages

Proposed transformations to Station Road

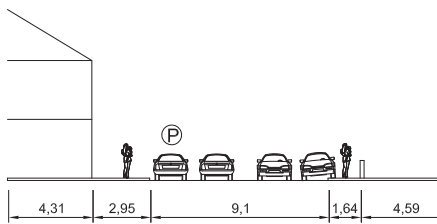
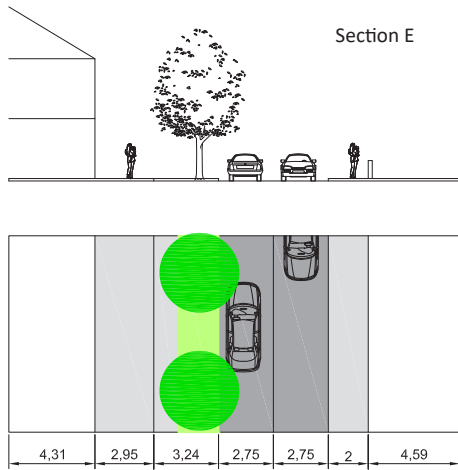


Figure no. 65: Station Road

North of the entrance to the Heritage Centre, Station Road is to be reconfigured. By adding a green stroke, planted with trees. The road will be narrowed to 5.5m and reduced in speed to 30 kph to be used as a shared cycle and vehicular road. South of this point, parking can be moved off-street to permit a cycle track to be implemented. The new profile can safely allow a greenway connection from the rail bridge to Main Street if so desired.

Proposed transformations to the Town Park and Chestnut Avenue.

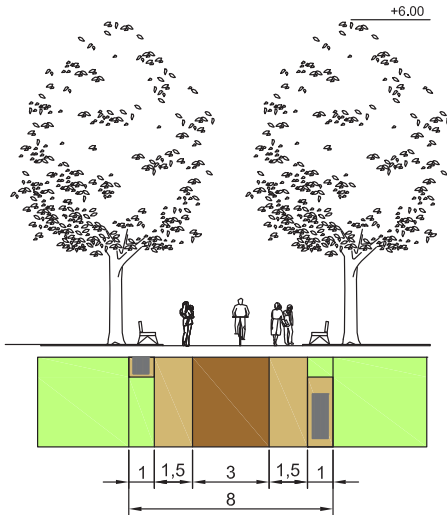


Figure no. 66: Proposed section

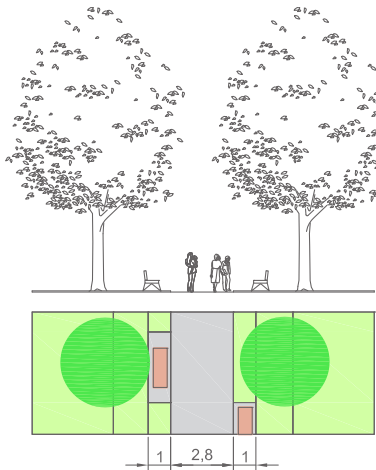


Figure no. 67: Existing section

The Town Park is a wonderful resource that is to be extended into Hogan’s Field. Stakeholders agreed it has potential to be better used if it was better connected to Main Street. The former Sycamore walk is a key axis between the Manor and the River Maigue. As part of the conservation of Adare’s demesne landscape it is proposed to transform the walk into a multifunctional pedestrian and cycle route which could potentially link to the Avenue. This would also make the Walk more suitable for events such as markets. A new entrance on Main Street is proposed as a landmark of contemporary iron gates, which draws inspiration from the existing gates in the Park. Several short-term ideas are being developed to continuously improve the park over time and include.



Existing Avenue with gate to the demesne.



Light coloured paths with different surfaces for cycling and walking



Contemporary steel gate as reference for refurbished entrance on Main Street

- Informal tree lighting along the Hornbeam Lane to the Pavilion Building.
- An adventure play area along the eastern periphery of the park.
- Information and signage for specific point in the park such as the washing area.

As well as short term measures, several proposals for the long-term enhancement of the park are to include the following.

- A contemporary ironwork gate is proposed at the Avenue entrance to the park on Main Street, to mark the former connection to the Manor House from the former Canal. This gate refers to the existing gate at the Manor end of the walk.
- Extending the park into Hogan’s Field as a biodiversity area with a flood retention function. The use of this area of the park can be further explored.
- Connect the proposed parking behind the Cottages with a pedestrian connection to the park.

Proposed transformations to the Avenue



1. Plant area to develop green entrance to street.



1. Remove undergrowth and plant new tree, with 4-5m stem.

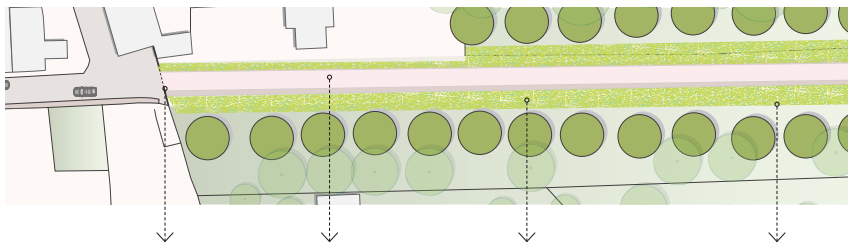


3. Remove planting to open up the view along the Avenue.



4. Remove parking. Plant hedges as boundaries to replace fences or walls. The street would become a 'bike street' ie cars are the guest.

Figure no. 68: Proposed changes to enhance to the Avenue



1. Open up the gate



2. Realign (and possibly resurface) the road.



3. Add wildflower planting for nature walk along the Avenue.



4. Investigate addition of second row of trees to both sides of the road, with walking path between the rows. Bike lane in the middle.

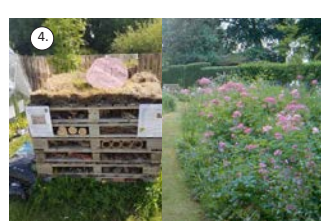
The Avenue is a key axial connection between the town of Adare and the Manor. In recent times the connection has been closed for public accessibility, a point of concern raised by stakeholders, who wanted this decision reconsidered. One suggestion was to permit partial access at weekends. A series of interventions are proposed to enhance the visibility and attractiveness of this important historical landscape structure for Adare Manor and town. The intention is to permit public access to areas zoned as open space and recreation in the LAP, while non-intrusively securitising the adjusted boundaries for Adare Manor. The interests of the Manor and the residents of Adare town can be mutually strengthened, as

part of the conservation of Adare's demesne landscape. The interventions are listed above. Although The Manor Group did not participate in the public realm plan process, several measures could be adopted without affecting access restrictions.

Proposed transformations to the Former Fever Hospital/ Scoil Iosaif



Figure no. 69: Proposed changes to enhance to the former Fever Hospital



The surroundings of the former Fever Hospital are to be reimagined as a living lab for sustainable food production, nature & biodiversity & rainwater management. The plans set out to promote active participation of students for an applied understanding of sustainable principles. The plan proposed the development of a biodiversity garden, a geodome, a rain garden and food production space.

Materials & Furniture Strategy



Figure no. 70: Zoning map for materials and furniture strategy as basis for decision making

Adare has a range of different materials for its public realm, some of which are very attractive such as the limestone kerbs and limestone walls.

Residents requested a consistent pallet of well wearing materials for the public realm to include paving, lighting, bins and signage. An overall strategy has been prepared as a guideline for future works. In general, three character areas have been distinguished to differentiate materials; town centre (urban), suburban (residential areas) and rural. These relate in turn to extra, plus and regular finishes and treatments, with regular being related to treatments in rural areas and extra to urban areas.

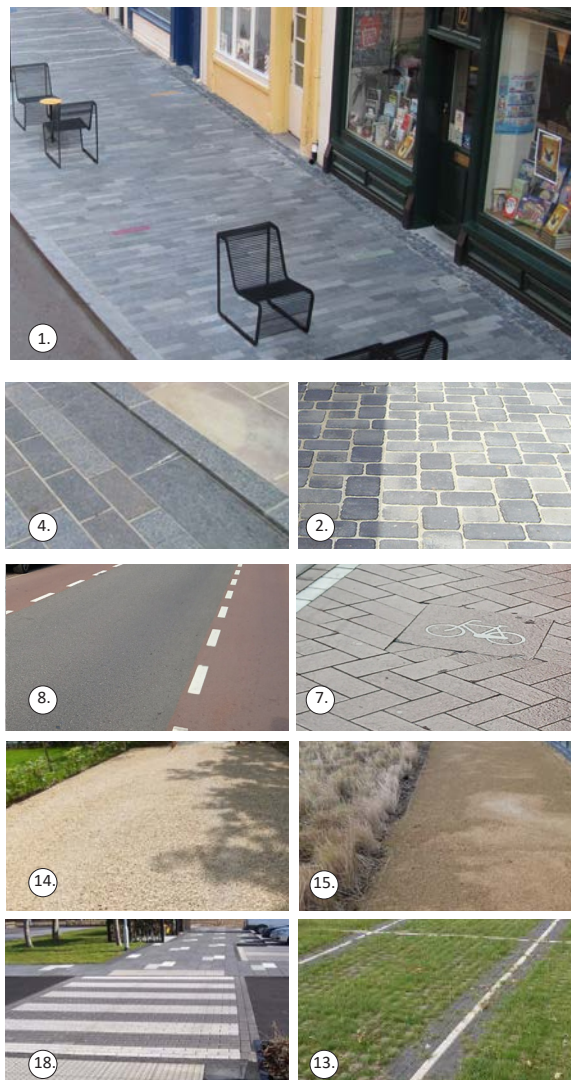


Figure no. 71: Examples of materials for surfaces

1. Paving plus: limestone, grey/ blue, cut on all sides, small elements .t.b.d., differential surface finishes,
2. Paving extra: stone aggregate top mix concrete pavers, differential grey colours to match paving plus.
3. Paving regular: in situ concrete, or concrete tiles preferably re-used.
4. Kerbs plus: granite or whinstone (dark), min. 12 cm wide.
5. Kerbs extra: concrete pavers, min 12cm wide.
6. Kerbs regular: in situ concrete.
7. Cycle paths plus: light pink granite, cut on all sides, small elements .t.b.d., differential surface finishes
8. Cycle paths extra: Dark grey red, asphalt.
9. Cycle paths regular: Dark grey asphalt.
10. Parking bays plus: limestone, cut on all sides, differential surface finishes.
11. Parking bays extra: concrete pavers, differential grey colours to match paving plus.
12. Parking bays regular: asphalt.
13. Off street parking green plus: grass tiles in combination with concrete plates (carriageways) with hedging and tree planting between rows of parked cars.
14. Pathways plus: light coloured asphalt with pre fab concrete edging.
15. Pathways extra: clay bound paths with pre fab concrete edging
16. Pathways regular: asphalt or concrete.
17. Pedestrian crossings plus: Raised area of limestone, grey/ blue, cut on all sides, small elements .t.b.d., differential surface finishes
18. Pedestrian crossings extra: Raised area of stone aggregate top mix concrete pavers, differential grey colours to match paving plus.
19. Pedestrian crossings regular: Raised area of asphalt with street markings.

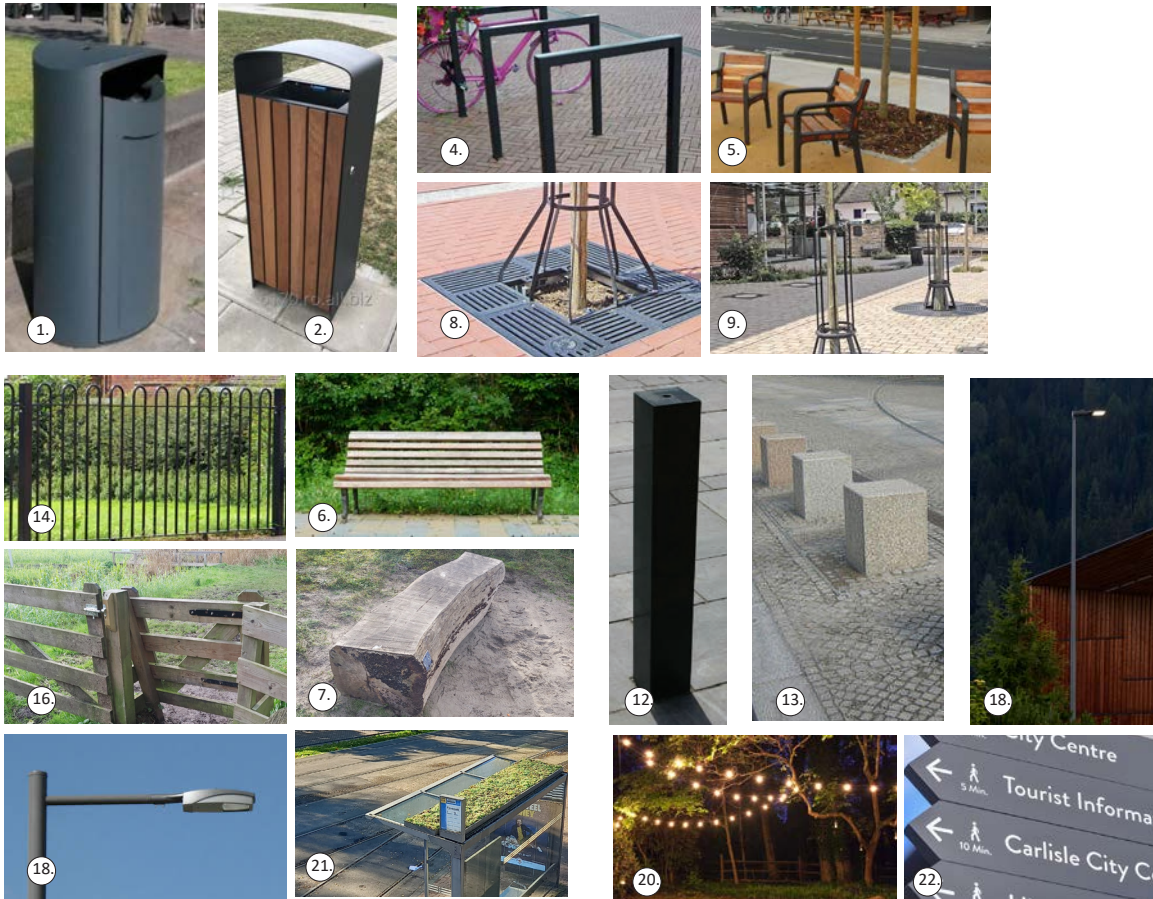


Figure no. 72: Examples of materials for furniture

1. Bins plus: Dark grey powder coated steel, contemporary.
2. Bins extra: Dark grey powder coated steel frame and wood, contemporary.
3. Bins regular: Mounted dark grey powder coated steel, contemporary.
4. Bike parking: Dark grey mat powder coated steel frame and wood, contemporary.
5. Seating plus: clusters of single or twin wood and dark steel seats, contemporary urban.
6. Seating extra: 3 person benches wooden, contemporary, comfort.
7. Seating: regular: converted stumps and tree trunks.
8. Tree grills plus: dark grey powder coated steel, contemporary
9. Tree frames plus: dark grey powder coated steel, contemporary
10. Tree frames regular: wooden posts.
11. Tree grids plus: dark grey powder coated steel, contemporary.
12. Bollard extra: Dark grey recycled plastic, contemporary urban with reflectors/ lighting.
13. Bollard regular: Concrete aggregate or natural stone, short, compact, with reflectors.
14. Fencing plus: Dark grey powder coated steel fencing, contemporary urban, for transparency and strength.
15. Fencing extra: Black coated steel fencing, rounded tops. See Boy's school for transparency and strength.
16. Fencing regular: Wooden and wire fence, for livestock.
17. Lighting plus: led, dark grey powder coated steel, contemporary
18. Lighting extra: led, black powder coated steel, contemporary
19. Lighting regular: led, zinc coated steel.
20. Tree lighting: string lighting, warm white.
21. Bus stops: green rooves and walls.
22. Signage: see next page

Wayfinding Strategy

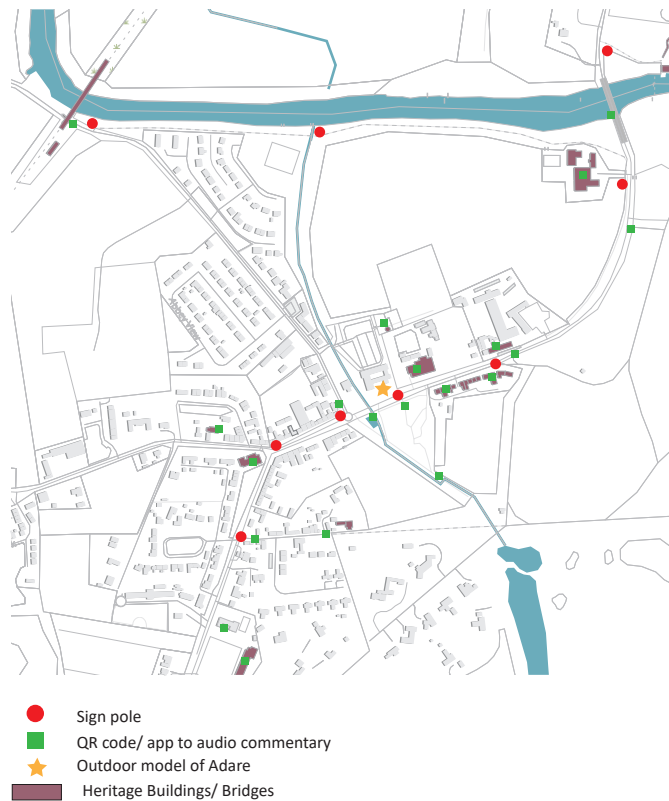


Figure no. 73: Wayfinding map

A wayfinding strategy is to be implemented to support a sustainable network and indicate the most important tourist destinations and local amenities. The strategy will tie in with all existing digital tourist information systems and apps. The physical implementation will review existing signage with a view to decluttering and applying the house style for rural towns developed by LCCC.

An increase in information and decrease in signage is proposed, using virtual information in particular qr codes and an interactive models (see image) for example at the heritage centre. For wayfinding a cohesive suite of signage (either bespoke or standard) for different situations is proposed. Flexible pole systems with multiple signs at key locations are proposed on the map. A colour selection (in this case dark grey) is recommended to tie in with bins, lighting and other components of the material strategy. A gateway signage for the town of Adare has been selected



Corten steel wayfinders for parks, mounted with maps for key sites. QR codes on Corten steel plates.



Reduce signage using interactive alternatives (model)



Use poles sparingly for wayfinding.

Gateway signage

Figure no. 74: Examples of materials for wayfinding

Coordinate signage and furniture into a single signature

Art Strategy

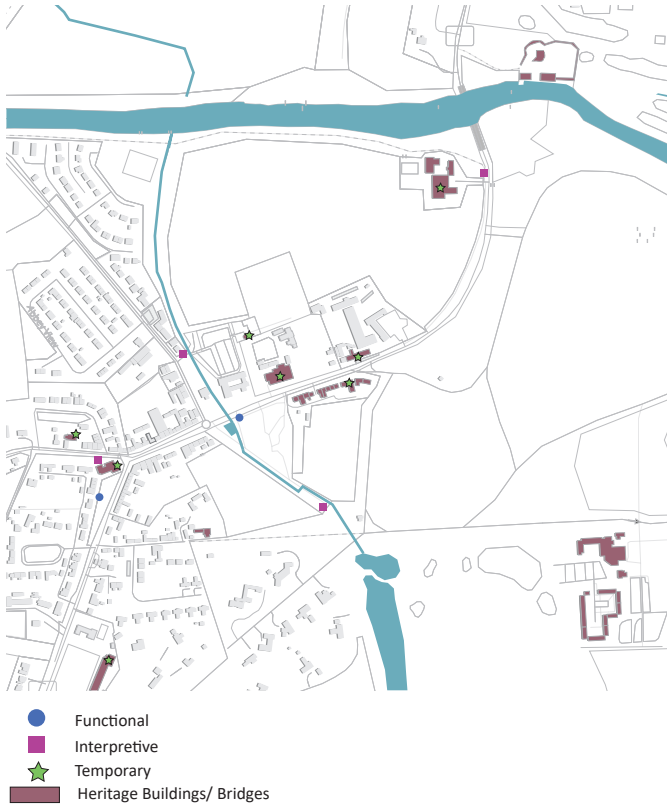


Figure no. 75: Art strategy map

A wayfinding strategy is to be implemented to support a sustainable network and indicate the most important tourist destinations and local amenities. The strategy will tie in with all existing digital tourist information systems and apps. The physical implementation will review existing signage with a view to decluttering and applying the house style for rural towns developed by LCCC.

An increase in information and decrease in signage is proposed, using virtual information in particular qr codes and an interactive models (see image) for example at the heritage centre. For wayfinding a cohesive suite of signage (either bespoke or standard) for different situations is proposed. Flexible pole systems with multiple signs at key locations are proposed on the map. A colour selection (in this case dark grey) is recommended to tie in with bins, lighting and other components of the material strategy. A gateway signage for the town of Adare has been selected



1. Functional art



2. Intepretive art



3. Temporary art

Figure no. 76: Examples of ideas for Art strategy map

Maigue River Park

General

The origins of Adare's settlement are strongly related to the Maigue River, a tidal river navigable to the Shannon estuary. Connecting the river to the town and its environs is a key objective for the future development of Adare. The image shows Adare Castle, historically a defensive castle and a focus point for the first settlements. It was a place of changing ownership which reflecting the country's tumultuous history. This river had an extensive flood zone up to the current location of the Village Hall.

Qualities

The project area includes the river, the embankments, but also nearby lands that potentially experience periodic flooding. The River Park has many key features including characteristic embankments, bridges, quays, weirs and extensive inundation areas. The idea of a river park does not have a formal status within the LAP and is being proposed as a concept to promote integration of the amenity and biodiversity requirements for the river and its surroundings. A review of the park was carried out to include existing reports and feedback from the walkabout. This was developed as part of a new vision statement for the park and include the following objectives.

- Improve the connection of the town to the Maigue River and develop the potential of the park as a critical green resource for Adare – the ford of the oak.
- Develop the heritage and nature potential of the Maigue.
- Develop walking (and if possible, cycling) loops for everyday visitors and tourists to and around the river.
- Develop a heritage trail to connect Adare Castle, the Augustinian and Franciscan Friaries and the Trinitarian Abbey, the Manor grounds, and the medieval walled town with the heritage centre into a single experience.
- Develop a nature trail from the library to the Maigue River as an educational resource.
- Activate water amenity potentials along the river.
- Improve the legibility and spatial structure of the River Park in relation to its floodplain
- Design concepts for flood protection.
- Develop increased biodiversity in the park.
- Connect the Maigue to its environs. (see part 3)

Several challenges were identified in the park and are described in more detail overleaf.



Figure no. 77: Image of Adare Castle



Figure no. 78: Aerial mage of Mague River Park

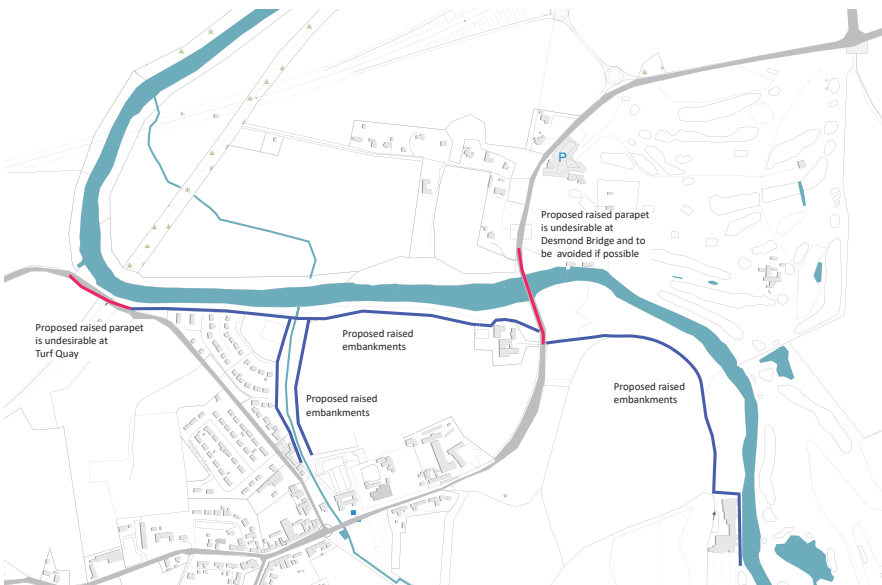
Flooding zone



Flooding is a natural process that has a potential basis for increasing biodiversity and variation in the landscape of the park. This variation needs to be more clearly expressed and designed into clear proposals to develop biodiversity and offer variation in experience. Originally flooding was extensive, however the objective is to curtail this to the area between the embankments. Secondary flooding could occur in agricultural areas near the river if strictly necessary.

Figure no. 79: Map of flood zone

Proposed defences in AFA



Climate change requires water defenses to be strengthened. Initial ideas are set out in the AFA and include raising embankments and parapets. A drawback to this approach is that the river becomes visually and ecologically less connected with its surroundings and that there is a physical limit how far embankments can be raised.

Figure no. 80: Map of possible flood defences

Biodiversity

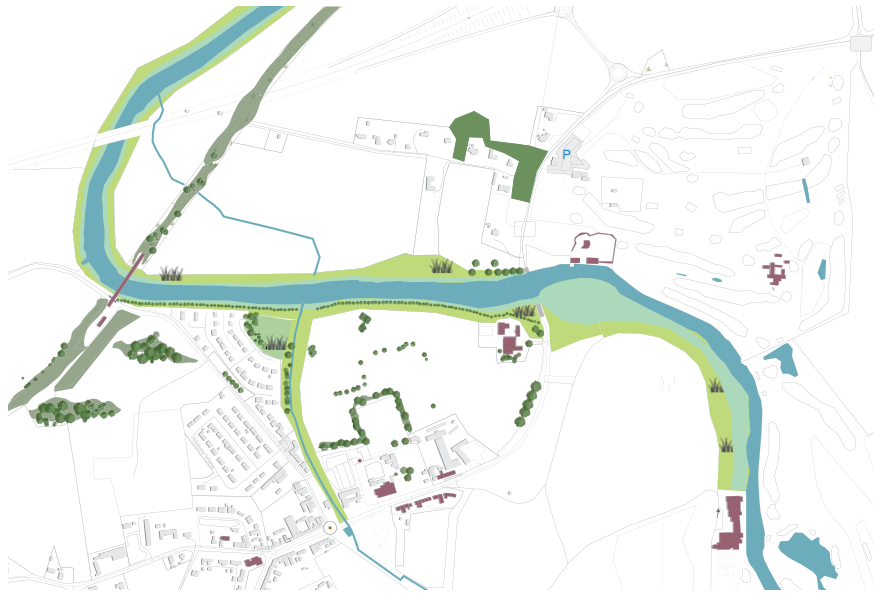


Figure no. 81: Map of biosiversity

The area between the embankments is an SPA or specially protected area with a protected ecological status. The tidal effect of the river has the potential to develop a rich and diversified biodiversity in this area.

Heritage and eco walking routes

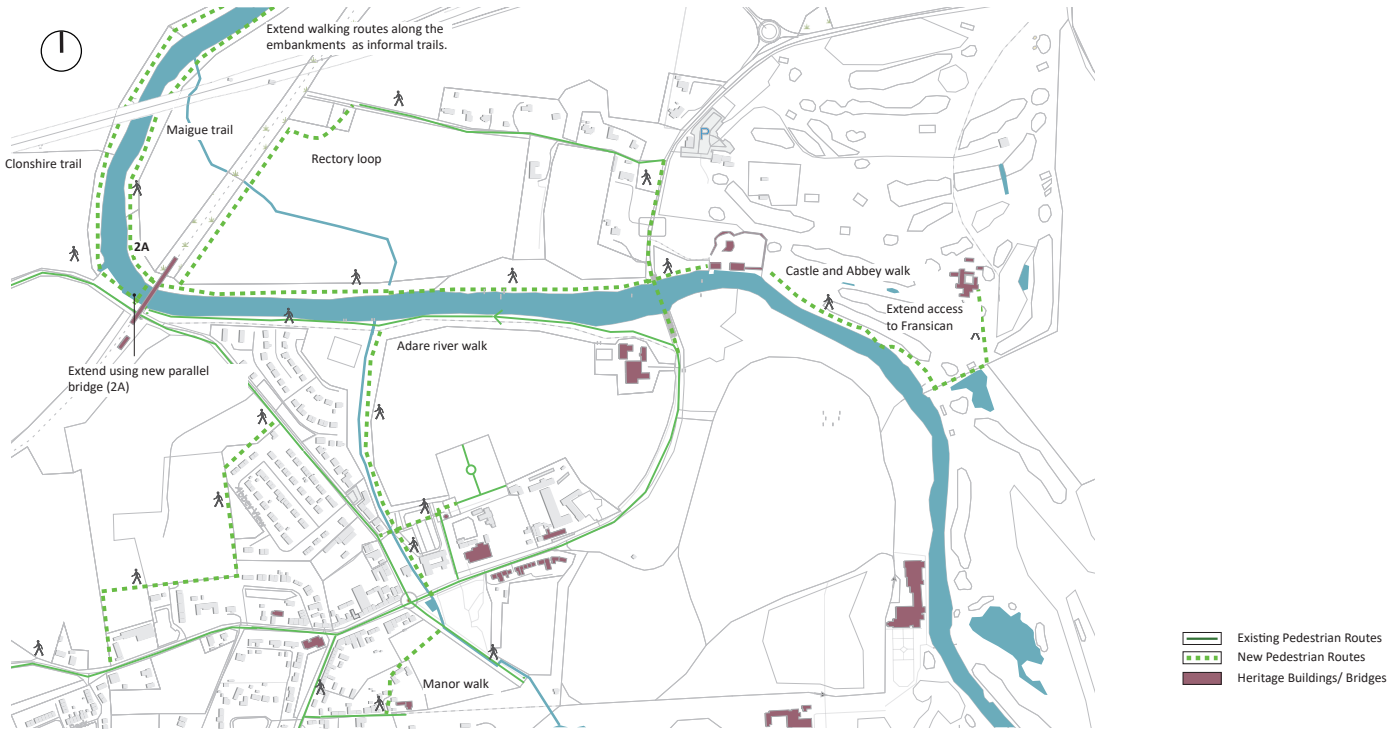
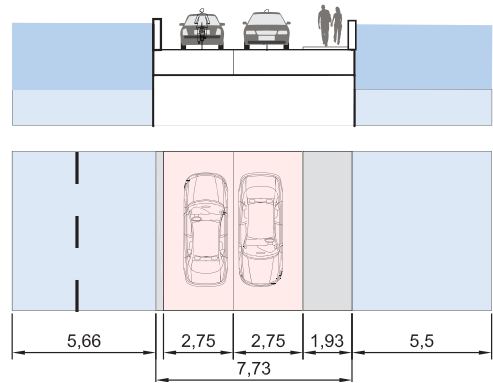


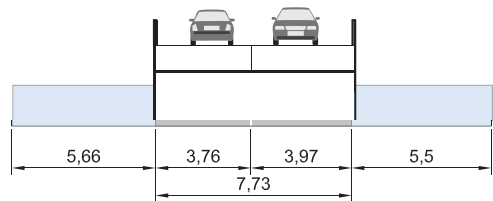
Figure no. 81: Map of heritage and eco trails

Figure no. 83: Proposed changes to Adare Bridge

A first step in developing the Maigue River Park, is to strengthen and extend the assortment of walking and cycling loops and trails to access to the town’s heritage and biodiversity sites. A segregated pedestrian connection via Adare Bridge to Adare Castle is proposed within the existing bridge profile (see section). With a reduced speed regime, the connection is feasible. A second step is to extend a route from the Castle or via the graveyard to the Franciscan Convent. Views to the Manor are possible from here. To develop an extended walking loop, a pedestrian/ cycle bridge parallel to the railway bridge could be built in time. Nature trails are proposed along the Adare River embankments to connect the library to the river. Additional trails on the north and southside of the Maigue are proposed in combination with future flood works.



Proposed situation



Existing situation

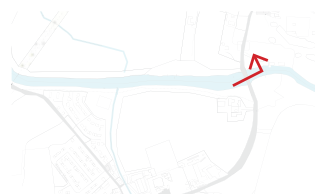


Figure no. 82: Improve visibility to Adare Bridge

Cycle routes

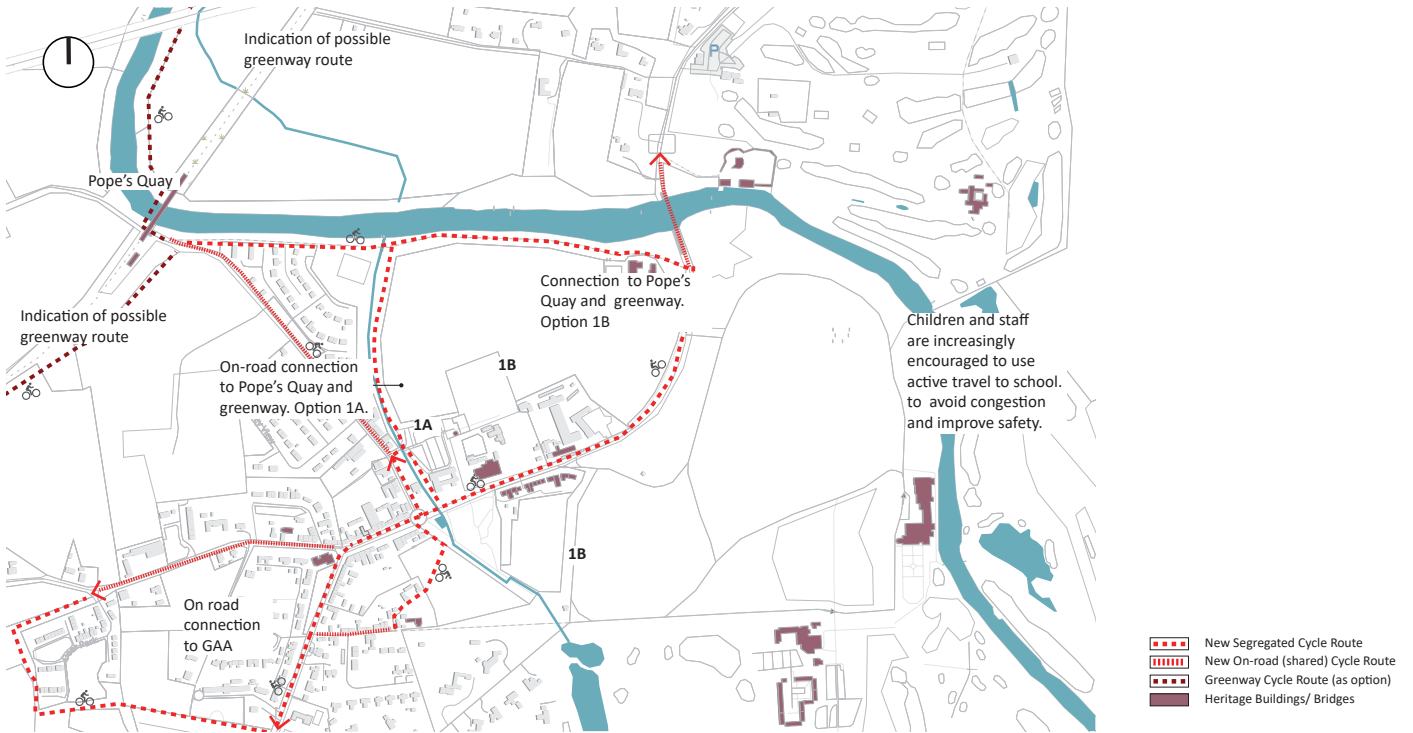
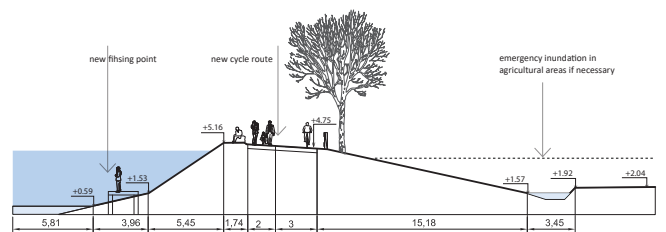


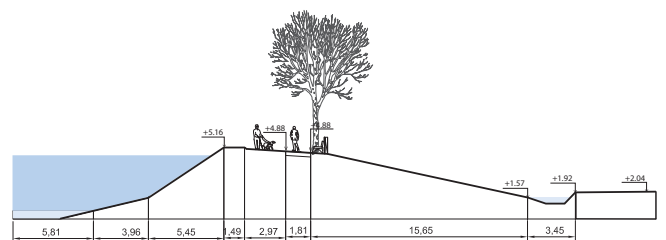
Figure no. 84: Map of cycle routes

Heritage destinations in the town centre could relate to a cycle route along Main Street to Adare Bridge and Adare Castle. A new cycle connection along Station Road would connect a potential Greenway route along the railway with the Heritage centre and Main Street. A cycle route could be integrated into the embankments on the southside of the river as part of the flood works if feasible (See section). This could potentially connect to the Heritage Centre via the Adare River as an alternative to the Station Road route. This would increase the visual and amenity access to the river.

Figure no. 85: Proposed changes to River Walk



New situation



Existing situation



Example of cycle - pedestrian bridge at rail bridge

Blue route

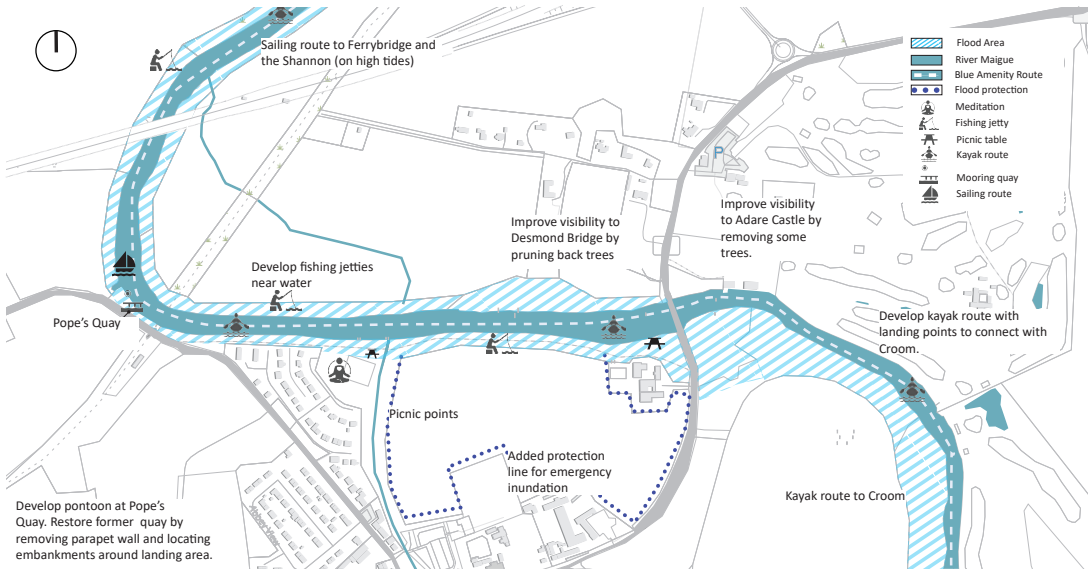


Figure no. 86: Map of river amenities

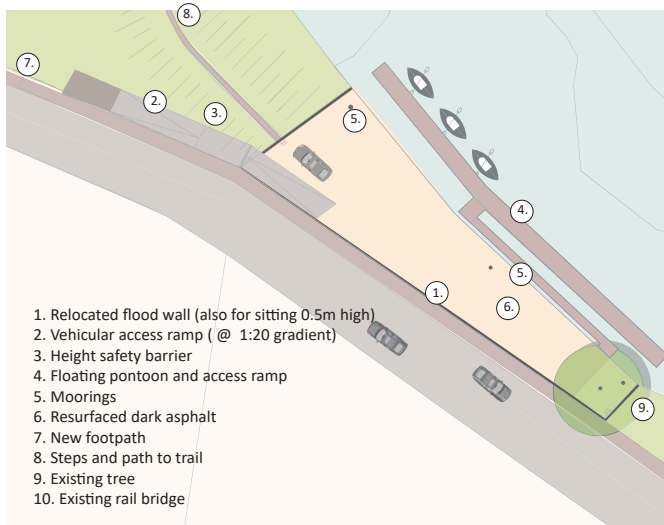


Figure no. 87: Map of proposed changes to Pope's Quay and reference images for the blue route



The water amenity potential of the Maigue has huge potential. A kayak route is proposed between Croom and Ferrybridge and beyond. A pontoon is to be constructed at Pope Quay and the parapet walls are to be replaced with embankments around the quay, to restore the former quayside access. See proposal. Sail craft (with collapsible masts) can moor at the pontoon which is navigable to the Shannon at high tides. Small fishing points (wooden jetties) can be added to the river.

Energy production

The Maigue drops considerably in altitude over its course. Small weirs retain water and could be investigated to produce sustainable hydrokinetic energy. The Maigue also has considerable potential to harness tidal energy, all of which could be harnessed by the Adare, as part of its carnion neutral sustainability plan.

Coach route + parking

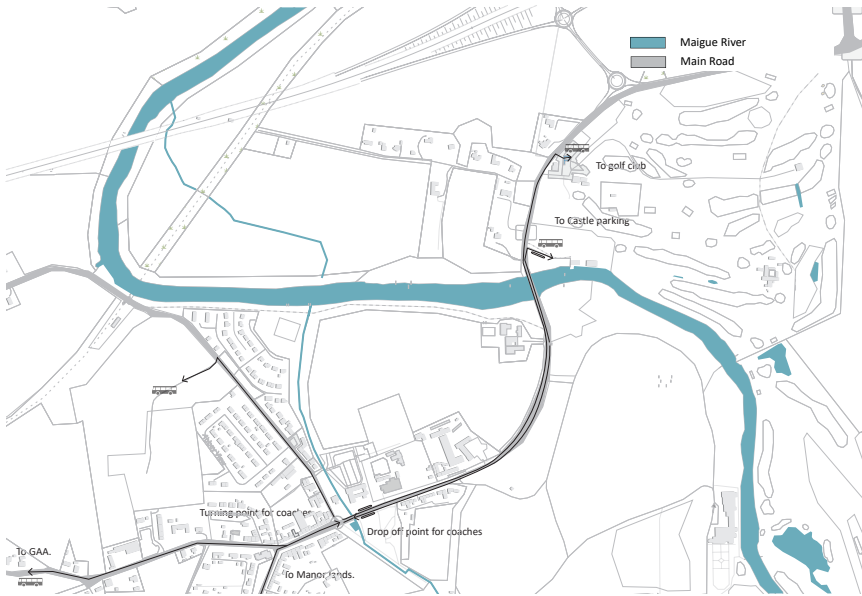


Figure no. 88: Proposed coach strategy map

Many visitors arrive per coach or bus. A new drop off and pick-up point for visitors has been located next to the Library and Heritage Centre. From there visitors can follow the heritage or nature trails to the River Park. Visiting coaches will be directed to park in specific areas outside of the town centre. These parking locations need to be assessed and agreed.

Riparian biodiversity

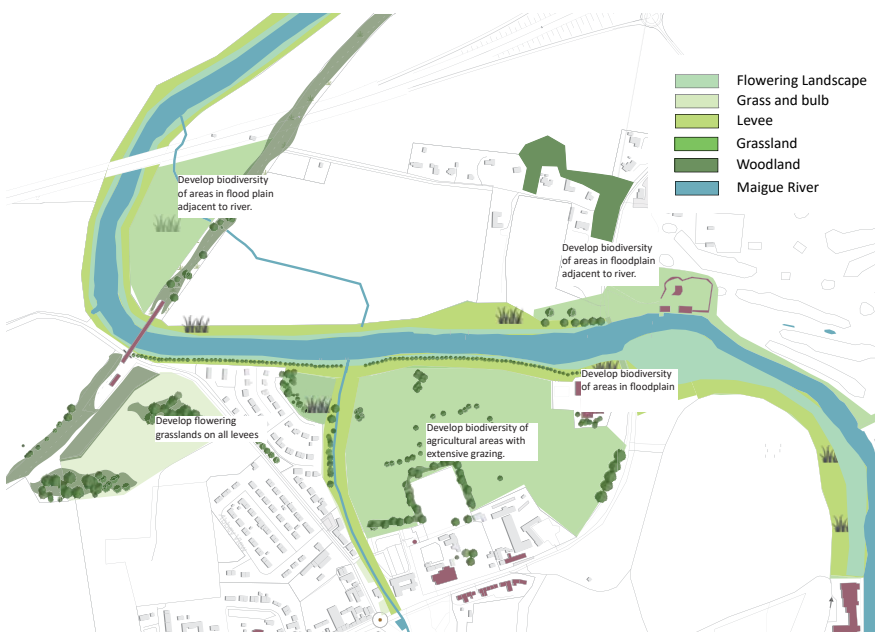


Figure no. 89: Proposed ecological qualities

The ecology of the River Park is built around a set of complementary ecological subsystems that work in unison to create the diversified biodiversity of a riparian landscape.

New embankments can be designed to optimise the ecological benefits for example with an ecological foot. The embankments could also be maintained with extensive grass systems and pollinator planting. An eco-trail with educational and interactive points such as nest boxes, boardwalks for flood areas could be integrated into the final design.

Proposed Maigne River Park

The Park needs to attract new users of all ages, that can benefit from this blue green resource. Many ideas are listed and are to be discussed further in the context of a more detailed design. These include meditation areas, fitness points and seating. Ideally, visibility of the bridge from the southern embankments, should be retained and locations for sitting and reposing integrated into the overall design.

An openness to integrate local ideas and proposal, where suitable can be adopted. This needs to be qualified with a level of spatial supervision from a qualified designer to ensure that the capacity of the park, its spatial concept and balance of needs is retained.



Wild flower embankments



Learning from the river



Riparian margins



Pollinator margins

Figure no. 90: Reference images for ecological strategy

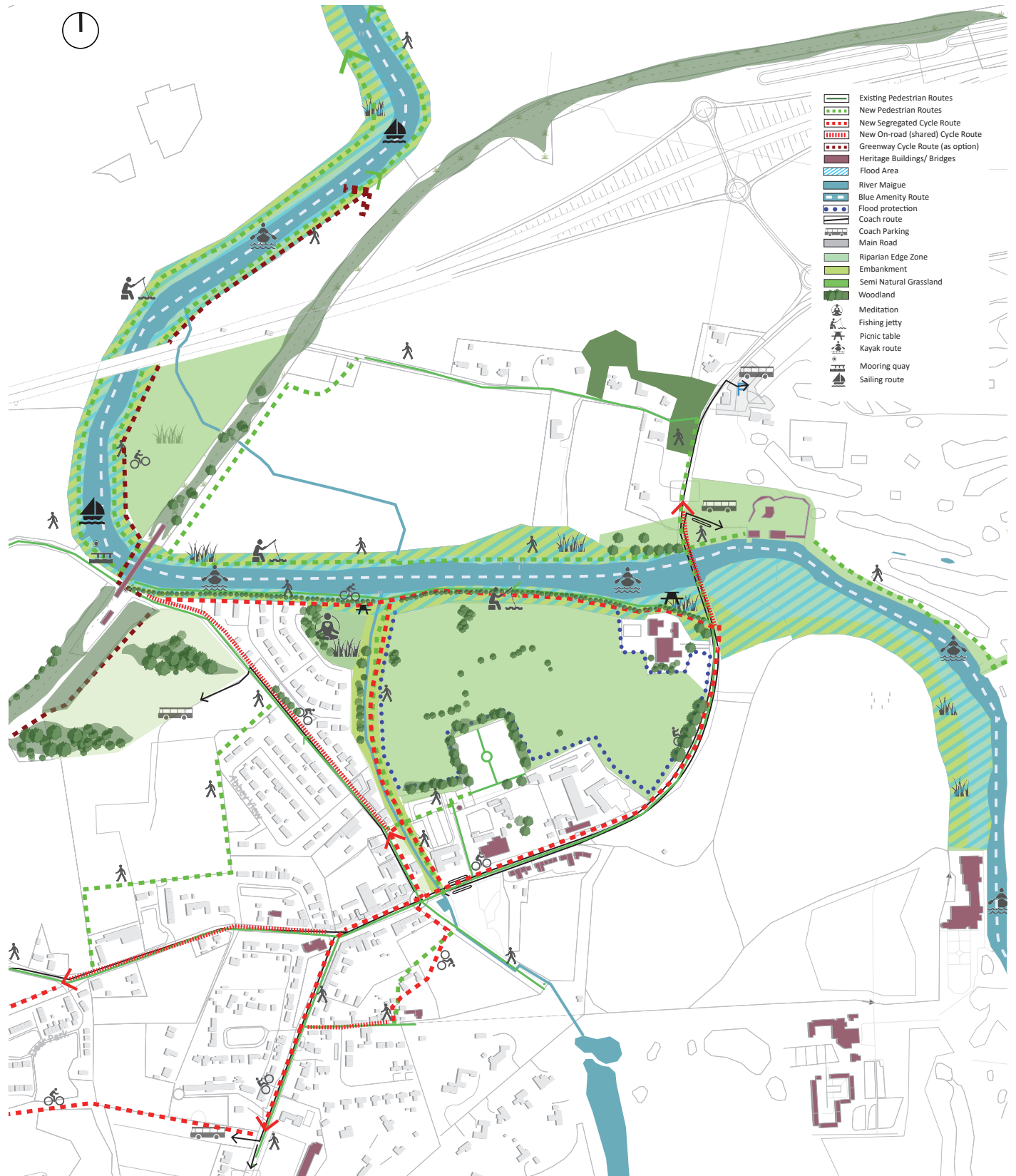


Figure no. 91: Proposed vision for Maigue River Park

A Sustainable Green Infrastructure

General

As a final step for the public realm, the overall structure of Adare's wider public realm is considered.

Landscape as a basis for identity

As a basis for identity, the geomorphology of Adare shows that there are two distinguishable landscapes present; a river landscape and a half open agricultural landscape. These offer a basis for differentiation to underpin and strengthen the identity and development of the town in a specific place related way. It is recommended that this landscape differentiation be used as a basis to inform identity and future urban development.

Green structure to strengthen permeability

This wider perspective reframes the public realm at a different scale level. While discussing the future of the town with stakeholders new ideas emerged that were potentially beneficial for both long and short-term projects. Wouldn't it be beneficial to have safe green connections and walking loops connecting different areas of the town? Wouldn't it be wonderful to allow children to safely walk or cycle through the town? To harvest these ideas a sketch was developed to show a sustainable green structure at the scale of the town. The maps can be applied as a template for discussion and future development based on the LAP. It is important to note that these connections are not agreed with landowners, nor is their location finalized. Instead, the map demonstrates the necessity for these green areas and connections, in the event sites as detailed in the LAP, be developed in the future. At that point, these ideas can be translated into more detailed proposals in collaboration with landowners. The legend of the map details the typology of green spaces proposed and the overall objective is to improve permeability and characterize typologies of green spaces for the town, to benefit residents in the future.

Develop cycle and pedestrian connections within Adare

Walking and cycling has great potential to develop in Adare, a relatively small town with a commercial core. A predictor of this potential could be the objective of increasing the use of bikes from 2% to 15% with an equivalent reduction in car use. This entails developing a network of routes, especially for future residential developments.

The zoning map has been used as a basis to demonstrate how a network for sustainable mobility can be developed for the town. Integral to this approach is access to key amenity locations within the town such as sport and educational facilities and public amenities such as parks and graveyards. The map can serve as a basis for public realm and mobility requirements to be worked out in more detail with planners and developers, as a programme of requirements for future developments. This can ensure an integrated vision for sustainable mobility and public realm can be achieved. See overleaf.



Figure no. 92: Landscape typology map for Adare (based on flood and soil maps)

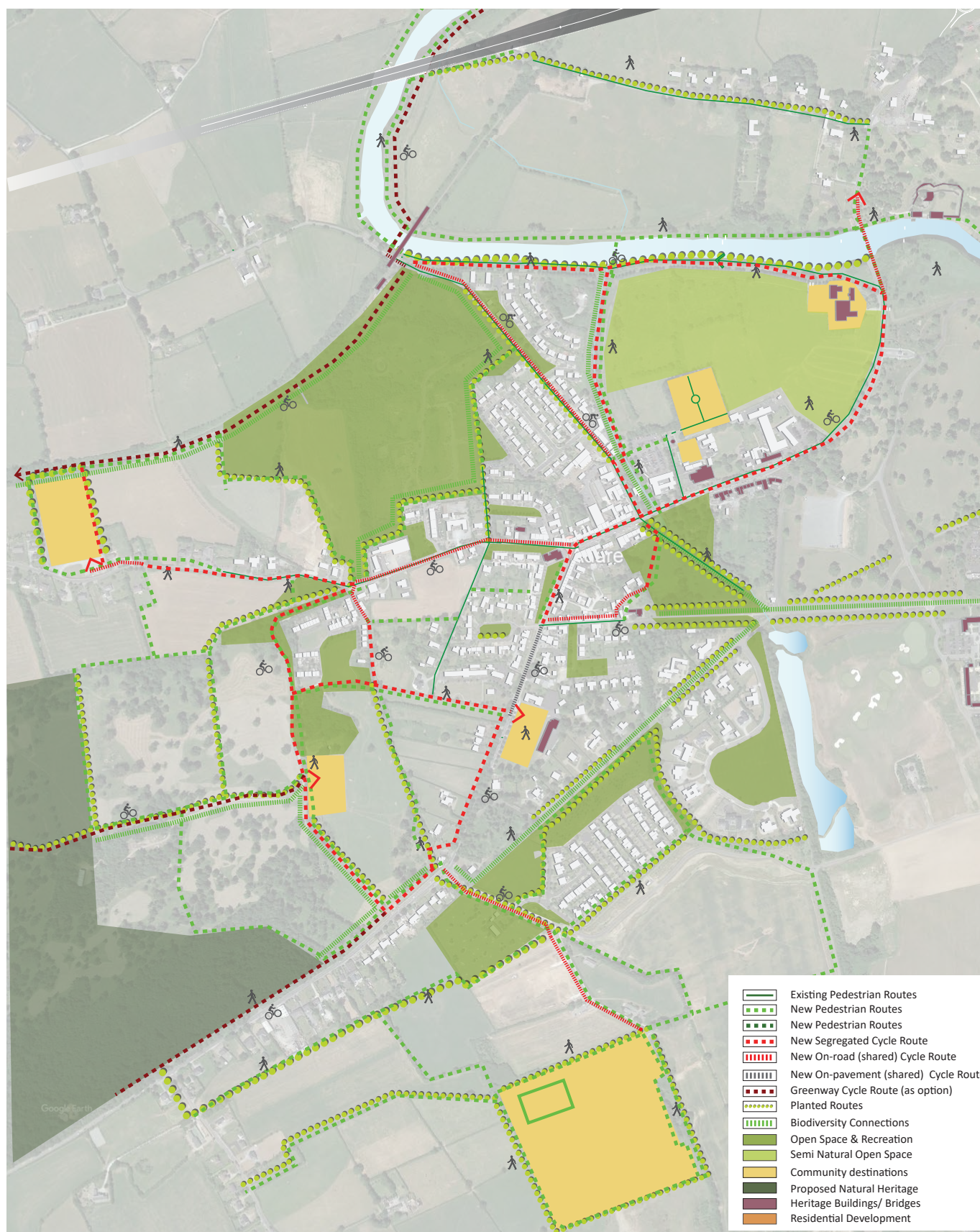


Figure no. 93: Green infrastructure strategy map for Adare

Connection to greenway

One of the key tourist objectives for Adare is to connect to the Limerick/Kerry Greenway from Rathkeale to Patrickswell. A preliminary study was carried out to investigate potential routes and three were proposed; the N21 route, the rail route and an in-between route. Off-road routes along the backs of fields offered the most quality and would contribute significantly to the safety, experience, and overall potential use of the route, especially for families. The proposed rail route would connect to the heritage centre along Station Road or the Adare River embankment. The other routes would connect to the town centre at Rathkeale Road.



Figure no. 94: Off-road green or cycle ways are safe for children and offer a unique family experience.



Figure no. 95: Dedicated cycle lanes are well used, but offer a less family friendly experience.

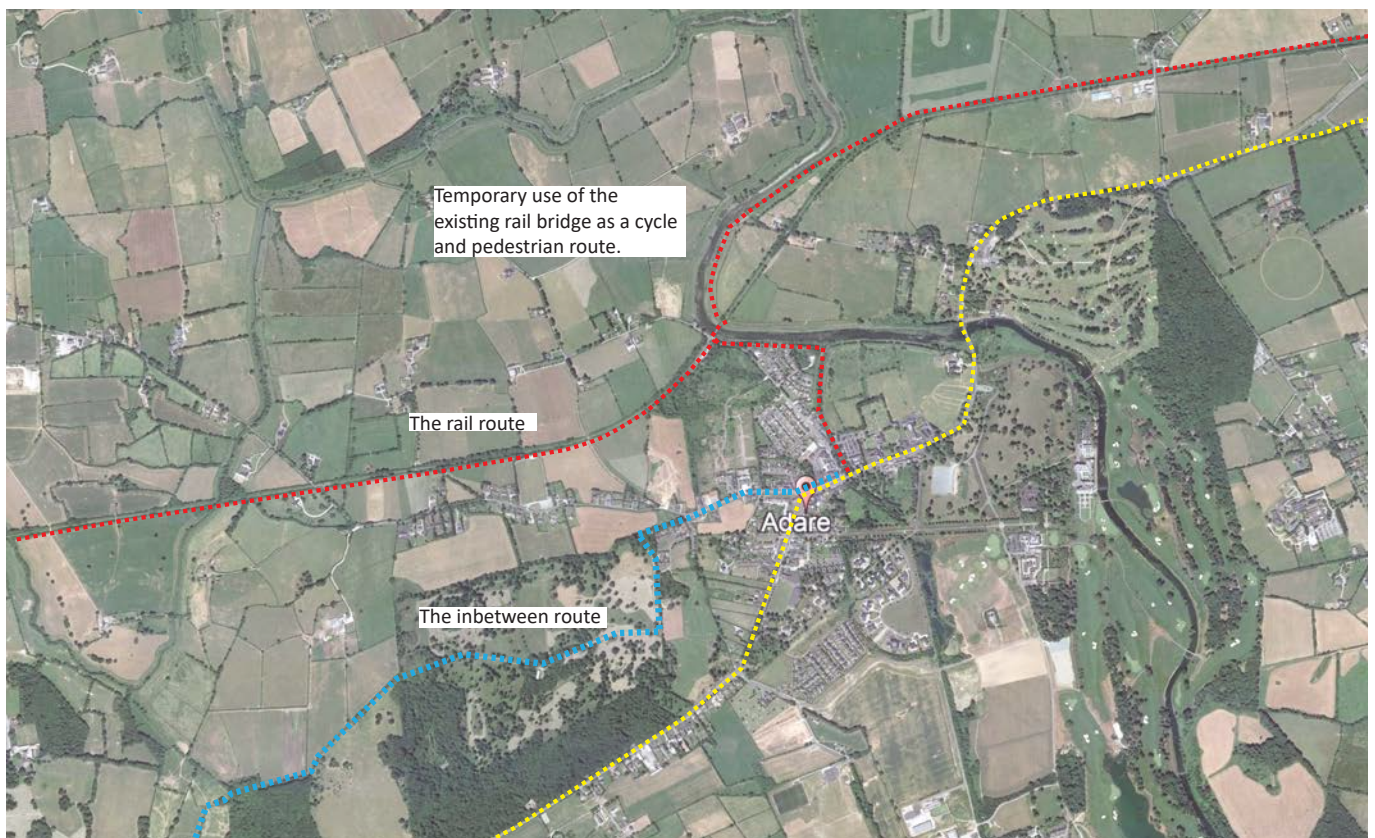


Figure no. 96: Map of possible routes for Greenway

PART III

How can we deliver the vision with the active support of residents and stakeholders ?



Figure no. 97: Site visit with stakeholders

4.0 Delivery plan

The Adare Public Realm Plan (PRP) sets out a series of projects based on three areas; Main Street and surroundings, The Maigne River Park and a Sustainable Green infrastructure. They vary in scale and complexity with some actions suited to short-term delivery, while others take longer to realise. The delivery of the projects will lead to the incremental transformation of Adare's public realm, improving sustainable mobility and future proofing the town for the coming 10-20 years.

Many projects will depend on the availability of funding and will be subject to further design development, local engagement, and where necessary, planning approvals. Other projects however can be driven forward by collaboration, volunteer work, local support, and committee agreement. The residents need to play a leading role in driving the projects forward with the support of LCCC.

Co-ordination and oversight of the plan and its delivery will require a continued process of partnership between LCC and local groups and businesses within the town.

Responsibility for the delivery of the actions should be shared between different organisations and groups, including LCC as well as other public bodies, community groups and the private sector.

The following Action Plan should be reviewed and updated at regular intervals (every two years) during the next 10 to 15 years, as projects are delivered, and circumstances change.

Future projects

Phase 1

Mobility and parking	<p>Develop a feasibility study for alternative off street parking and deliver these areas in a phased way.</p> <p>Reduce speeds to 30 kph</p> <p>Extend walking route to GAA.</p> <p>Investigate implementation of parking disks on Main Street and encourage satellite parking for workforce.</p> <p>Develop pedestrian access at Adare Bridge to Adare Castle (TII consent).</p> <p>Implement coach plan.</p> <p>Remove on street parking on the Avenue</p>
Heritage & Tourism	<p>Redesign of Heritage centre car park (presuming LCCC has consent)</p> <p>Develop Art's Strategy.</p> <p>Implement wayfinding strategy and app info technology.</p>
Maigue River Park	<p>Develop walking route to the Maigue along Adare River. (OPW)</p> <p>Develop Pope's Quay docking facility.</p> <p>Realize trails along the Maigue and Clonshire Rivers.</p>
Town Park	<p>Widen the Chestnut Avenue in the Park and develop a new gateway entrance.</p> <p>Carry out improvements in park.</p>

Phase 2

Village Green	Upgrade Village Green to compliment Village Hall. (Dunraven)
Main Street	Redesign of Main Street with cycle track from the Cottages to Adare Bridge.
Maigue River Park	Redesign of Adare River Walk embankments with possible cycleway. Develop Heritage and nature trails where possible.
Environs	Development of cycle route through lands zoned for recreational use. Redesign of Station Road.

Phase 3

Mobility and Parking	Realise off-street parking areas for Main Street.
Main Street	Redesign Upper Main Street (Village Hall to Station Road) Redesign of Main Street (Station Road to Visitor's Centre) Redesign of Visitor's centre to the Cottages.

Phase 4

Mobility and Parking	Realise off-street parking areas for Rathkeale Road.
Main Street	Redesign Rathkeale Road Redesign of Rathkeale Road to Scoil Naomh Iosaf.
Sustainable green infrastructure	Design of Greenway. Design of green infrastructure for new residential areas.

Figure no. 98: Table of future projects for Adare

5.0 Conclusions and Recommendations

Public realm is essentially the glue that holds a town together; the streets, the parks the rivers, but also that aspect of a town's landscape that shape its appearance and impacts the day to day lives of its residents; the views, mobility, the appearance of properties, places to sit, rest or come together for celebrations. The transformations in the public realm if achieved will deliver long term benefits to significantly improve the quality of life in the town and strengthen its economic resilience.

Commitment and cooperation of stakeholders.

Achieving the vision for the town requires a long-term commitment and focused effort by all parties. The nature of any public realm plan is that it is public. It requires a strong if not unanimous consensus from the people of Adare to achieve overarching gains for the local community. With this commitment, residents and stakeholders will need to cooperate in terms of decision making and a shared vision to solve the wider problems in the town, especially with issues such as off-street parking and infrastructure.

Incremental development and celebrations

The integrated approach of the masterplan requires a prioritization of projects. While long term-term projects are being prepared or incrementally developed, other short-term projects can be delivered. It is important that these milestones of success are celebrated and shared publicly and used as a basis for the next step.

Quality and design.

For every project, a high level of professional design quality should be expected and not compromised on. Quality is not just about funding or high-quality materials. It is also about creativity, problem solving and the use of time. The role of design can be fragile in long term processes. It is important that stakeholders recognize and support design as a key driver in achieving optimum results for the public realm.

A Template for opportunity

The Adare public realm masterplan demonstrates how the town can respond to its future needs to make it more sustainable, green and inclusive. It is a shared template for opportunity which can greatly improve the town for the benefit of the people who work, live, and visit there. The masterplan is the next step in consolidating the existing qualities of place, history and people to develop Adare to its full potential for the benefit all.

