

Mullinavat Urban Design Study

Photographs to Accompany Text

Landscape Context

Photo 1 (top right): The elevated ground on the east side of the village, in the vicinity of the Church, provides strong views across the distant landscape.

Photo 2 (below right): Immediately west of the village, the low lying lands associated with the Blackwater River and its floodplain are evident.



Photo 3 (Left): View of the Blackwater River—one of the areas' most significant amenity.

Pattern and Form of Development

As evident in Photo 2 (above right), the village has remained relatively contained—in part due to the presence of the floodplain to the west and access restrictions onto the N9.

Photo 4: The village is centred on a cross-roads at a point where the Main Street broadens significantly in a splayed fashion.



Buildings and Spaces

Photo 5: The splayed street pattern, which broadens in the centre of the village, permits further environmental improvements such as this one—with an extension of the pavement area, surfaced with concrete/stone settes and delineated with bollards and trees. It would also allow for a more formal delineation of car parking spaces—or their relocation to an off-street car park close by.



Photo 6: Despite some obsolescence in the building stock along this street, there is a strong sense of enclosure provided along much of its length. The existing urban grain (as determined by traditional plot widths, building lines and building form) should be retained in any redevelopment proposals.



Photo 7: The building below, typifies most of the traditional building stock in the village. As evident in this photo, the building is of stone construction (see gable end), with rendered façade, slate roof and incorporating elements of brickwork (as seen in the chimney breasts). Traditional timber sash windows have been replaced with modern uPVC—an unfortunate, yet common trend.



Photos 8, 9 & 10: While the number of architecturally important buildings in Mullinavat is limited, there are a number of fine stone structures including the former Railway Station (No.9); numerous stone bridges associated with the railway line (No. 10) and/or bridges over the numerous streams and rivers and some distinctive stone out-buildings (No. 11).



Photos 11 & 12: There are a number of single storey structures in the village, whose scale, form, façade and/or architectural treatment is inappropriate to the traditional Kilkenny streetscape and these buildings offer scope for redevelopment. In the example on the left (No. 11), the roofline and roof-pitch should match the neighbouring building on the right. In the example shown on the right (No. 12) the buildings height would rise to act as an intermediary between the higher building on the left and the existing building on the right.



Photos 13: There are a number of buildings whose former use (i.e., agricultural) has become obsolete or the quality of the structure has become derelict or semi-derelict. In the example shown, the structure is a 'focal site' directly in view at the junction with the R704, and therefore would merit from redevelopment and enhance the townscape of Mullinavat.



Photo 14: On entering the core of the village from the south, there are galvanized steel structures (akin to steel hay barns) and single storey structures whose scale and composition is out of character with the rest of the streetscape. The photo also reveals (see arrow) a quirky architectural feature distinctive to the south-east of Ireland—the presence of slate on the gable end of buildings. Such slate generally had its origins in England and Wales and was used as ballast in returning ships that exported timber and agricultural goods from Ireland. The slate was so predominant that it was used to clad the gable ends of buildings. It is generally associated with port towns such as Wexford, Waterford and New Ross.



Open Space

Photo 15: One of the few areas of open space in the village at Glen Crescent—fronting the busy N9.



Photo 16: An enclosed area at the back of the village and adjoining Abhainn an Bhata — it presents an attractive amenity that could be suitably developed into a park.



Roads and Footpaths

Photo 17 (left): Poor footpath conditions on the west side of Mullinavat Main Street. Note also car parking on footpath due to limited provision in the vicinity.

Photo 18 (Below left): Narrow footpaths close to busy road detracts from the residential amenity of the Main Street—east side.

Photo 19 (Bottom right): N9 route attracts heavy volumes of heavy vehicles through the village.



Other Design Considerations:

Photo 20 (top right): Elements of street furniture—planters and litter bin. Note that litter bin is in need of refurbishment and/or repainting.

Photo 21 (below left): Example of planters found throughout the village—marble dashed.

Photo 22 (below right): Limestone kerbing and roadside channel of round stone construction.



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Photo 23: Canopy associated with service station disrupts composition of streetscape and signage is an intrusive element.



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