

# CPIU Capital Projects Implementation Unit

Proj Name    Cobh Urban Design Plan  
 Proj Address    Cobh Town Centre  
 Proj No.    CKCP 1825  
 Proj Status    Part 8 Issue Sheet



**Cork County Council**  
 Capital Projects Implementation Unit  
 County Engineer: Kevin Morey  
 Client: Municipal District South

Part 8 - Drawing & Document Issue Sheet					
Proj Arch	G. Vallone		<b>Issue</b>	<b>Date</b>	
Grad Arch	A. Mc Carthy		day	<b>9</b>	
Exec Arch	E. O'Dwyer		month	<b>7</b>	
Exec Tech	G. Daly		Year	<b>2021</b>	
<b>Drg No</b>	<b>Illustrative Drawings - Title</b>	<b>Scale</b>	<b>Sheet</b>		
<b>101</b>	Presentation Plan - Proposed Site Layout	1:1250	A1	<b>X</b>	
<b>102</b>	Presentation Plan - Proposed Zone 1 & 2	1:500	A1	<b>X</b>	
<b>103</b>	Presentation Plan - Proposed Zone 3 & 6	1:500	A1	<b>X</b>	
<b>104</b>	Presentation Plan - Proposed Zone 4 & 5	1:500	A1	<b>X</b>	
<b>105</b>	Mobility Plan - Sustainable Transport Models	1:3000	A1	<b>X</b>	
<b>106</b>	Proposed Photomontages 1 [Zone 2&6] Waterfront Images	NTS	A1	<b>X</b>	
<b>107</b>	Proposed Photomontages 2 [Zone 3] Casement Square	NTS	A1	<b>X</b>	
<b>108</b>	Proposed Photomontages 3 [Zone 5] Top of the Hill	NTS	A1	<b>X</b>	
<b>Drg No</b>	<b>Technical Drawings - Title</b>	<b>Scale</b>	<b>Sheet</b>		
<b>201</b>	Existing Site Location & Layout Plan	1:1250	A1	<b>X</b>	
<b>202</b>	Existing Plan [Zone 1&2] Annie Moore Sq. & Westbourne Place	1:500	A1	<b>X</b>	
<b>203</b>	Existing Plan [Zone 3&6] Town Square & Eastern Streetscape	1:500	A1	<b>X</b>	
<b>204</b>	Existing Plan [Zone 4&5] West View & Top of The Hill	1:500	A1	<b>X</b>	
<b>205</b>	Proposed Site Layout Plan & Project Zones	1:1250	A1	<b>X</b>	
<b>206</b>	Proposed Plan [Zone 1 & 2] Annie Moore Sq. & Westbourne Place	1:500	A1	<b>X</b>	
<b>207</b>	Proposed Plan [Zone 3 & 6] Town Square & Eastern Streetscape	1:500	A1	<b>X</b>	
<b>208</b>	Proposed Plan [Zone 4 & 5] West View & Top of The Hill	1:500	A1	<b>X</b>	
<b>209</b>	Proposed Sections [Zone 1] Annie Moore Place	Varies	A1	<b>X</b>	
<b>210</b>	Proposed Sections [Zone 2] Westbourne Place	Varies	A1	<b>X</b>	
<b>211</b>	Proposed Sections [Zone 3] Town Square	Varies	A1	<b>X</b>	
<b>212</b>	Proposed Sections [Zone 4&5] West View& Top of the Hill	Varies	A1	<b>X</b>	
<b>213</b>	Proposed Sections [Zone 6] Eastern Streetscape	Varies	A1	<b>X</b>	
<b>214</b>	Proposed Typical Street Layout	1:100	A1	<b>X</b>	
<b>Document</b>					
<b>Doc No</b>	<b>Document Name</b>	<b>Author</b>	<b>Company</b>		
<b>01</b>	Site Notice	CPIU	CCC	<b>X</b>	
<b>02</b>	Newspaper Notice	CPIU	CCC	<b>X</b>	
<b>03</b>	EIA Screening	M. English	SWECO	<b>X</b>	
<b>04</b>	EIA Screening Determination	Planning Dept.	CCC	<b>X</b>	
<b>05</b>	AA Screening	M.Tubridy	MT&A	<b>X</b>	
<b>06</b>	AA Screening Determination	CPIU	CCC	<b>X</b>	
<b>07</b>	Part 8 Planning Report	Planning	CCC	<b>X</b>	
<b>08</b>	Preliminary Design Report	CPIU	CCC	<b>X</b>	
<b>09</b>	Part 8 Issue Sheet	CPIU	CCC	<b>X</b>	
<b>Purpose Of Issue</b>					
Issued for Part 8				<b>X</b>	



## **CORK COUNTY COUNCIL**

### **DEVELOPMENT UNDER SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT, 2000, AS AMENDED AND NOTICE PURSUANT TO THE REQUIREMENTS OF PART 8, ARTICLE 81 OF THE PLANNING AND DEVELOPMENT REGULATIONS, 2001, AS AMENDED**

In accordance with Part 8, Article 81 of the Planning and Development Regulations 2001 (as amended), notice is hereby given that Cork County Council proposes to carry out the following development:

#### **Cobh Public Realm Enhancement Plan**

##### **Location:**

Townland of Ringmeen: Lower Road (part);  
Townland of Ballyvoloon: Westbourne Place; Casement Square; West View Park; West View (part);  
Townland of Kilgarvan: Pearse Square; Lower Middleton Street (Part); West Beach; East Beach; Middleton Street; Thomas Kent Street; Bishop Street (part); Park Lane; Canon O'Leary Place; Small's Well; Laundry Hill (part); Bishops Road (Part); John O'Connell Street; Sandymount (part)

##### **Nature and extent of proposed development:**

- The proposed development at the locations identified consist of environmental improvement works and enhancement of public realm and outdoor living;
- Enhanced pedestrian connectivity and accessibility by widening and reconfiguring footpaths;
- Provision of wider and safer pedestrian crossing facilities including courtesy crossing tables at Westbourne Place, Casement Square, Pearse Square, East Beach; Canon O'Leary Place, Park Lane and Small's Well, West View;
- Upgrade of carriageway, signage, road marking and drainage including Sustainable Urban Drainage;
- Undergrounding of overhead services and upgrade of service providers;
- Traffic calming through vertical and horizontal measures in accordance with DMURS;
- Enhanced street living to include inclusive street furniture (universal), cycle parking, rain gardens, trees and shrubs and permanent canopies at East Beach;
- Upgrade of public lighting and other ancillary works;
- Works to cast-iron railings on Westbourne Place RPS ID 1948;
- Pedestrianisation of the Eastern carriageway on Casement Square;
- The Western carriageway on Casement Square is to become one way southbound;
- Alteration of junction priority at the junction of Canon O'Leary Place and Bishop's Road;
- Demolition of existing council owned single storey shed located at south end of West View;
- Creation of new exit at the Southern end of Small's Well Carpark, creating a through road, North to South, exiting onto Canon O'Leary Place;

The development is located within an Architectural Conservation Area. The proposal has undergone Appropriate Assessment Screening under the Habitats Directive (92/43/EEC) and screening for Environmental Impact Assessment under the EIA Directive (2014/52/EU). The Authority has concluded that there is no real likelihood of significant effects on the environment and no impacts to any Natura 2000 sites are likely as a result of the proposed development.

A determination has been made that an Environmental Impact Assessment (EIA) is not required and a full Appropriate Assessment is not required. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (9<sup>th</sup> July 2021) apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

## **Part 8 documents**

The following documents are contained within this application:

Part 8 Preliminary Design Report; Planning Drawings; 3D Visualisations; Environmental Impact Assessment Screening Report and Determination; Appropriate Assessment Screening Report and Determination.

Plans and particulars of the proposed development are available for inspection, or to purchase for a fee of €15 per set, from **July 9<sup>th</sup>** until **August 6<sup>th</sup>, 2021** between the hours of 09:30 to 17:00 at the following venues:

### **Option 1: Online Inspection**

- Cork County Council's website at:  
<https://www.corkcoco.ie/en/planning/part-8-development-consultation>

### **Option 2: Physical Inspection, by appointment only**

- Planning Counter, Ground Floor, County Hall, Cork. Tel: (021) 427 6891
- Cobh MD Offices, Carrig House, Cobh, Co. Cork. Tel: (021) 481 1307
- Cobh Library, Casement Square, Cobh, Co. Cork. Tel: (021) 481 1130

A virtual exhibition will also be available online from July 9<sup>th</sup> until August 6<sup>th</sup>, 2021. This will provide the general public with access to view the plans and documentation. The website for the virtual exhibition is **www.cobhpublicrealm.ie**



*Please note: Appointments are to be made strictly within COVID-19 guidelines. If COVID-19 travel restrictions are in place, all interested parties are directed to Option 1 above. If COVID-19 travel restrictions are lifted during the public consultation period, Option 2 will be available strictly by prior appointment only.*

## **Submissions**

Submissions or observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development will be situated, may be made on or before 5pm on **Friday 20<sup>th</sup> August 2021** as follows:

- Online at Cork County Council's website at <https://www.yourcouncil.ie> or
- In writing clearly marked: *Part 8 Cobh Public Realm Enhancement Plan, Municipal District Officer, Cobh Municipal District, Carrig House, Cobh, Co. Cork, P24 CH02*

It should be noted that the Freedom of Information Act applies to all records held by Cork County Council.

**Director of Services, Municipal District Operations & Rural Development, Cork County Council 9<sup>th</sup> July 2021**



Figure 1: Artists impression of Cobh Public Realm Enhancement Plan for illustrative purposes only





## PUBLIC NOTICE

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#### Director of Services, Municipal District Operations & Rural Development, Cork County Council 9th July 2021

*Personal Information may be collected by Cork County Council to enable the processing of your submission/enquiry. Cork County Council can legally process this information as necessary to comply with its statutory/legal obligations. Such information will be processed in line with the Council's privacy statement which is available at [www.corkcoco.ie](http://www.corkcoco.ie)*

Figure 1: Artists impression of Cobh Public Realm Enhancement Plan for illustrative purposes only





## Report

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### EIA Screening Report

Cork County Council

### Cobh Town Centre

Public Realm Improvements

Sweco Ireland Limited  
Glandore  
3rd Floor City Quarter  
Lapps Quay  
Cork  
T12 Y3ET



20/05/2021

Project Reference: 66500106

Document Reference: EIA Screening Report

Revision: [1]

Prepared For: Cork County Council

## Status / Revisions

Date	Reason for issue	Prepared	Reviewed	Approved
29.04.21	Draft	FB	29.04.21 ME	30.04.21 FB
20.05.21	Final	FB	17.05.21 TO'S	18.05.21 ME

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Appendix A: Schedule 7A Checklist

Appendix B: Schedule 7 Checklist

## Glossary of Terms

AA	Appropriate Assessment
CCC	Cork County Council
CCDP	Cork County Development Plan
CEMP	Construction Environmental Management Plan
EC	European Commission
EU	European Union
EcIAR	Ecological Impact Assessment Report
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
OECD	Organisation for Economic Co-operation and Development
P&D	Planning & Development
TDP	Town Development Plan
TMP	Traffic Management Plan
SEA	Strategic Environmental Assessment
SFRA	Strategic Flood Risk Assessment

# 1 Introduction

This Environmental Impact Assessment (EIA) Screening Report has been prepared by Sweco Ireland on behalf of Cork County Council (CCC) to consider the requirement for EIA of the proposed Cobh Public Realm project (herein referred to as the 'project'). The purpose of this report is to assess whether or not the proposed development should be subject to EIA and the preparation of an Environmental Impact Assessment Report (EIAR) in accordance with relevant European and Irish legislation. The assessment documented within this report has considered the project in the context of project categories / thresholds for mandatory EIA and the screening of sub-threshold development.

## 1.1 Project Overview

In summary, the proposed project consists of the following:

- Provision of enhanced pedestrian connectivity and accessibility by widening and reconfiguring footpaths.
- Provision of wider and safer pedestrian crossing facilities including courtesy crossing tables at Westbourne Place, Casement Square, Pearse Square, East Beach, Canon O'Leary Place, Park Lane, Small's Well and West View.
- Upgrading of carriageways to include shared pedestrian/vehicle surfaces, signage, road markings and drainage including Sustainable Urban Drainage (SuDS).
- Relocation of overground services to trenches underground and upgrade of services.
- Traffic calming through vertical and horizontal measures in accordance with DMURS<sup>1</sup> (i.e. passive traffic calming measures including street trees, traffic tables and rain gardens).
- Enhancement of street living to include inclusive street furniture (universal), cycle parking, rain gardens, trees and shrubs and permanent canopies at East Beach.
- Upgrading of the public lighting and other ancillary works
- At Casement Square, the eastern carriageway is to be pedestrianised and the western carriageway is to become one way southbound.
- The priority at the junction of Canon O'Leary Place and Bishop's Road is to be altered.
- A new exit will be created at the Southern end of Small's Well carpark, creating a through road (north to south), exiting onto Canon O'Leary Place.

## 1.2 Information sources

The information used to inform this report included desk studies and the following reports:

- Landscape Strategy for Cobh Town Centre, prepared by Bernard Seymour Landscape Architects (April 2021) to investigate the potential designs and uses of materials for the project.
- Cobh Town Development Plan (Cobh TDP) 2013
  - SEA Statement – Cobh Town (Volume 2, Cobh TDP)

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<sup>1</sup> Design Manual for Urban Roads and Streets, prepared for the Department of Transport, Tourism and Sport and the Department of Housing, Planning and Local Government, Version 1.1, May 2019

- Habitats Directive Screening Report for Cobh Town Development Plan (Volume 3, Cobh TDP)
- Strategic Flood Risk Assessment – Cobh Town (Volume 4, Cobh TDP)
- Cork County Development Plan 2014
- Draft Cork County Development Plan 2022-2028
- Cobh Town Centre Urban Design Plan detailing the ambitions for and history behind the public realm upgrade, provided by CCC.
- Landscaping works in Cobh, Co. Cork – Appropriate Assessment (Screening), Mary Tubridy & Associates, April 2021.
  - The Screening for Appropriate Assessment (AA) Report concluded that *“the proposal will not have a significant negative impact on the Natura 2000 network. Therefore an NIS is not required”*.
- An Ecological Impact Assessment Report (EclAR) for the project was completed in May 2021(Mary Tubridy & Associates). The baseline ecological assessment concluded that:

*This ecological assessment revealed that the sites which are being landscaped are of low biodiversity value and that there are no functional links between them and nearby Natura sites.*

*There is a low risk of pollutants entering Cork Harbour, and thus indirectly affecting Natura sites as a result of construction works at one of the sites to be landscaped, East Beach. This risk will be managed through the preparation of a CEMP and employment of an Ecological Clerk of Works to monitor the work practises in the CEMP. The implementation of these measures will significantly reduce any risk of pollution arising during the construction phase in the unlikely event of a serious pollution incident.*

*While landscaping includes the provision of lighting in sites near the harbour this is not considered a significant negative impact as birds in the environs of Cobh are habituated to night-time lighting.*

*Landscaping works as proposed will have a short term negative impact on habitats and species of low biodiversity value in Cobh. If trees and shrubs used in the planting schemes are of biodiversity value for pollinators and birds then the overall biodiversity of Cobh will improve as a result of this scheme.”*

The following guidance has also been considered:

- Department of Housing, Planning and Local Government (2018) Guidelines for Planning Authorities and an Bord Pleanála on carrying out Environmental Impact Assessment.
- Environmental Protection Agency (2017) Guidelines on the Information to be Contained in Environmental Impact Assessment Reports (Draft).
- European Commission (EC) (2017) Environmental Impact Assessment of Project: Guidance on Screening.
- European Commission (2015) Interpretation of definitions of project categories of Annex I and II of the EIA Directive.
- National Roads Authority (2008) Environmental Impact Assessment of National Road Schemes – A Practical Guide.



### 1.3 Legislative context

The EIA Directive 2011/92/EU on the assessment of the effect of certain public and private projects on the environment, as amended by Directive 2014/52/EU, sets out the process by which the likely significant effects of a project on the environment are assessed. The EIA Directive divides potential EIA projects into two lists:

- Annex I specifies categories of projects where EIA is mandatory
- Annex II lists those projects where EIA is necessary when a proposed development is likely to be associated with significant effects on the environment, based on development thresholds set at national level or a case-by-case examination of development below such thresholds.

In Ireland, Annex I of the EIA Directive has been transposed as Part 1 of Schedule 5 to the Planning and Development Regulations 2001-2021 (herein after referred to as the 'P&D Regulations').

Annex II has been transposed as Part 2 of Schedule 5 to the Planning and Development Regulations 2001-2021. Within Part 2, the text of the Directive has been supplemented by a series of national thresholds which if exceeded, require that an EIAR be prepared.

Schedule 7 of the P&D Regulations sets out relevant criteria to inform this screening process. Schedule 7 directly transposes the criteria specified in Annex III of the EIA Directive.

#### 1.3.1 Screening of sub-threshold developments

Projects of a type listed in Part 2 of Schedule 5 of the P&D Regulations which do not exceed the associated thresholds are classed as "*sub-threshold development*". Article 92 of the P&D Regulations defines this as:

*"Development of a type set out in Part 2 of Schedule 5 which does not equal or exceed a quantity, area or other limit specified in that Schedule in respect of the relevant class of development."*

Class 15 in Part 2 of Schedule 5 requires that certain sub-threshold projects will be subject to EIA:

*"Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7."*

For sub-threshold development, it is necessary for a planning authority to undertake a case-by-case examination of the likelihood of significant effects on the environment to determine if the project should be subject to EIA and require the submission of an EIAR.

For a local authority project, sub-threshold development is governed by Article 120 of the P&D Regulations.

#### *Article 120*

- (1)(a) *Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.*
- (b) *Where the local authority concludes, based on such preliminary examination, that—*
  - (i) *there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,*

- (ii) *there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or*
- (iii) *there is a real likelihood of significant effects on the environment arising from the proposed development, it shall— (I) conclude that the development would be likely to have such effects, and (II) prepare, or cause to be prepared, an EIAR in respect of the development.*

### 1.3.2 Roads Acts 1993-2015

As the project involves the improvement of public roads, the provisions of the Roads Acts 1993-2015 are also considered for the purposes of this report. Section 50(1)(e) of the Roads Acts requires that the likelihood of significant effects of a road project be assessed, having regard to Annex III of the EIA Directive. (As noted previously, Annex III of the EIA Directive is transposed directly in Schedule 7 of the P&D Regulations.)

## 1.4 Screening methodology

The screening methodology undertaken for this report involved the following main steps:

1. The project was reviewed against the classes specified in Part 1 of Schedule 5 of the P&D Regulations in order to screen for whether mandatory EIA was warranted (Section 4.1.1).
2. The project was then reviewed against the classes of development specified in Part 2 of Schedule 5 of the P&D Regulations (Section 4.1.2).
3. The information to be provided by the developer for the purposes of screening sub-threshold development for EIA is set out in Schedule 7A of the P&D Regulations. This information is documented within the report and a checklist for this information is included in Appendix A. The likelihood of significant environmental effects due to the project has been assessed, having regard to the 2017 *EC Guidelines Environmental Impact Assessment of Project: Guidance on Screening*.
4. The information required under Schedule 7A above has been compiled with regard to the criteria for determining whether sub-threshold development should be subject to EIA, as set out in Schedule 7 of the P&D Regulations. A checklist for the examination of Schedule 7 criteria is included in Appendix B.
5. The project was also reviewed against the mandatory criteria for EIA of road projects set out under Section 50(1) of the Roads Act 1993-2015 and by the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019<sup>2</sup> (Section 4.1.3).

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<sup>2</sup> S.I. No. 279/2019

### **1.5 Report structure**

This report contains the following main sections:

- Section 1 Introduction
- Section 2 Characteristics of Proposed Development
- Section 3 Location of Proposed Development
- Section 4 EIA Screening
- Section 5 Conclusion
- Appendix A Schedule 7A Checklist
- Appendix B Schedule 7 Checklist



## 2 Characteristics of the Proposed Development

### 2.1 Project Overview

CCC is proposing to redevelop Cobh Town Centre including the Cobh Business District, to enhance the public realm and outdoor living. The redevelopment is split into six zones as detailed within the Cobh Town Centre Urban Design Plan (CCC, 2021) and covers a total area of 2.8 hectares (ha).

A core principle of the project is to enhance and strengthen the existing town centre, focused on the seafront area at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach. This area is intended to serve as the focus for the town and the centre of the community.

To achieve this, the economic and retail functions of the town need to be strengthened and vacancy reduced in order to enhance the vitality of the town centre. In addition, the potential of the Waterfront needs to be maximised and further investment is required for improvement of the public realm and the quality of the urban environment, coupled with strengthening of linkages between the town centre / Waterfront and the rest of Cobh town.

The public realm upgrades proposed will substantially address this need and are intended to catalyse further investment in the Town Centre. Residential uses also need to be encouraged, particularly within the Town Centre, to address population decline and to ensure vibrancy in the evening time.

The proposed project will seek to reinforce and, where possible, enhance the different uses and characteristics of Cobh Town Centre, particularly in terms of the layouts of streets (footpath and roadway width); the extent of provision for vehicles (traffic management and parking); the incorporation of heritage features (for example, the relocation of the Annie Moore Statue from its current location adjacent to the access to the Cruise Terminal, to the northern end of the redeveloped Annie Moore Plaza), the rationalisation of street clutter and road markings and the introduction of appropriate streetscape elements (including surfacing, lighting, furniture and trees).

The project area is shown on Figure 1 and is divided into six zones, which will be developed at varying stages depending on funding availability/approval. The development proposed for each zone is further described in the following sections.

The proposed works will include reconfiguration of traffic movements to facilitate improved pedestrian and cyclist accessibility, and overall improvements to the public realm and visitor experience. The upgrade or replacement of underground services and structures may also be required. A detailed description of the proposed works, including both construction and operational phases, is included in Sections 2.2-2.4.



*Figure 1 - Overall project area*





### 2.2.2 Zone 2 Kennedy Park and Westbourne Place

In Zone 2, the redevelopment of Kennedy Park and Westbourne Place is proposed. Keeping within the existing footprint, proposals include the removal and reconfiguration of car parking spaces and street furniture, tree and shrub planting and installation of new trees. Screened seating areas are proposed, which will also function as Sustainable Urban Drainage (SuDS) solutions in the form of rain gardens. Stepped seating areas are included as part of the new landscaping strategy. Lighting will be installed to highlight the features of the park during hours of darkness.



*Figure 3 - Proposed Zone 2 development – Kennedy Park and Westbourne Place*

### 2.2.3 Zone 3 Casement Square and Pearse Square

In Zone 3, the redevelopment of Casement Square and Pearse Square is proposed to introduce pedestrian areas, a one-way system on Casement Square and soft landscaping.



*Figure 4 - Proposed Zone 3 development – Casement Square and Pearse Square*

### 2.2.4 Zone 4 West View Park

In Zone 4, the project involves the proposed redevelopment of West View Park and the southern half of Lower Middleton Street as it leads north from Pearse Square. At West View Park, proposals include the removal and treatment of invasive species (Japanese Knotweed), replacement of existing park furniture, planting of trees and shrubs and re-landscaping the park to allow uninterrupted views to the 'Deck of Cards' houses on West View and to St. Colman's Cathedral beyond. An existing small tractor shed used by CCC will be demolished and the area turned into a 'Pocket Park' with clear access to steps leading up to St. Colman's Cathedral.



Figure 5 - Proposed Zone 4 development – Lower Middleton Street and Pocket Park

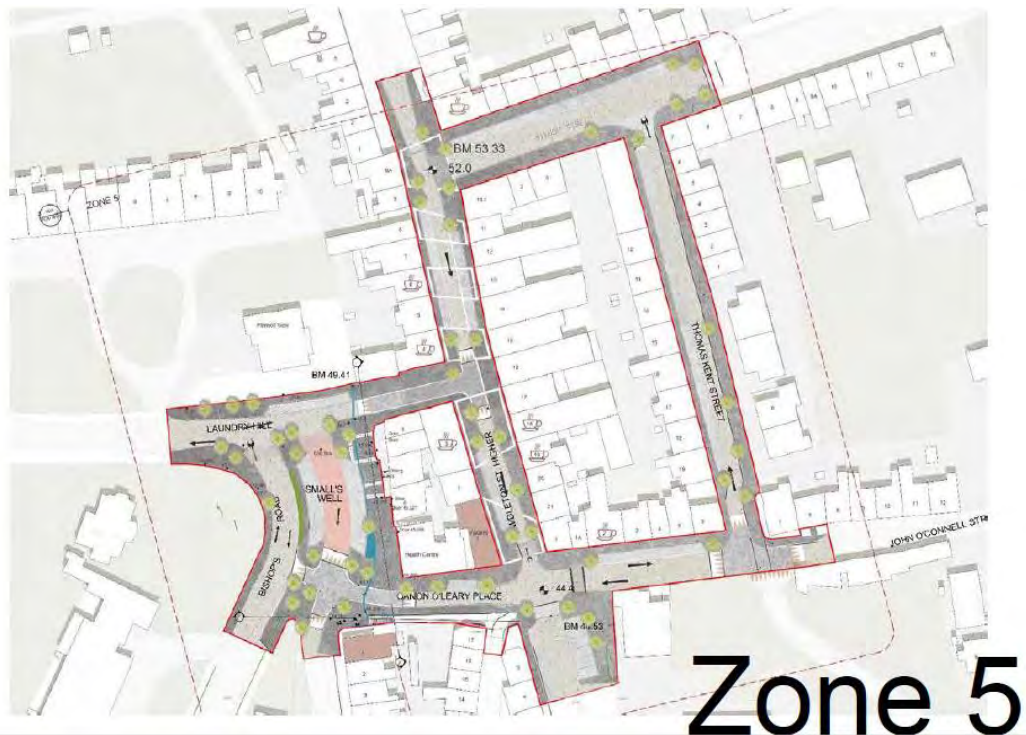


Figure 6 - Proposed Zone 4 development – West View Park



### 2.2.5 Zone 5 Laundry Hill and surrounds

Zone 5 is in a predominantly residential area and it is proposed to redevelop the streetscape around Laundry Hill, Bishop's Road, Park Lane, Middleton Street Higher, Canon O'Leary Place, Park View, Thomas Kent Street and Small's Well. Works will involve replacement of the carriageway surface, planting of trees, and creation of a pedestrianised area around Small's Well to promote active travel and improve safety in the vicinity of the nearby schools.



*Figure 7 - Proposed Zone 5 development – Laundry Hill and Surrounds*

### 2.2.6 Zone 6 West Beach Road and East Beach

In Zone 6, the redevelopment of the West Beach Road and East Beach is proposed. At West Beach Road, it is proposed to create wider footpaths and pedestrianised areas with tree planting. At East Beach, it is proposed to reprofile the current slipway with purpose built precast concrete steps to provide seating areas along the waterfront. Permanent canopies will be installed. Trees and shrubs will be planted and lighting provided to light the area during hours of darkness. The existing cobbled slipway to the east of East Beach will remain.



*Figure 8 - Proposed Zone 6 development – West Beach Road and East Road*

## **2.3 Construction phase**

### **2.3.1 Construction Activities**

Construction works required for the project include:

- Removal and partial relocation of existing street furniture;
- Relocation of overground services to underground trenches;
- Removal of existing road surface dressings and replacement with either red chip asphalt, stone, concrete or tarmac;
- Repaving or remodelling of pedestrianised areas;
- Installation of sustainable urban drainage systems (SuDs) in the form of rain gardens;
- Landscaping including the planting of trees and shrubs;
- Installation of new street furniture and street lighting.

No works are required to existing drainage infrastructure.

The precise locations of certain features, for example, the SuDs rain gardens and new street furniture will be determined during the detailed design phase.

During construction, appropriate safety measures in the form of barriers, signage and if required, hoardings will be in place to restrict access to active construction areas and key controls will be detailed in the project's Construction Environmental Management Plan (CEMP). The CEMP will be developed to detail best practice measures such as pollution control, the management of waste, reduction of noise, vibration and air quality emissions, procedure in the event of archaeological finds and emergency response measures for the construction phase of the project. Any planning conditions associated with the construction of the project will be incorporated into the CEMP.

The CEMP will also contain a Waste and Resource Management Plan. If waste materials are generated, it will be a requirement that they are taken off-site by a permitted contractor and managed at a suitably permitted/licensed facility.

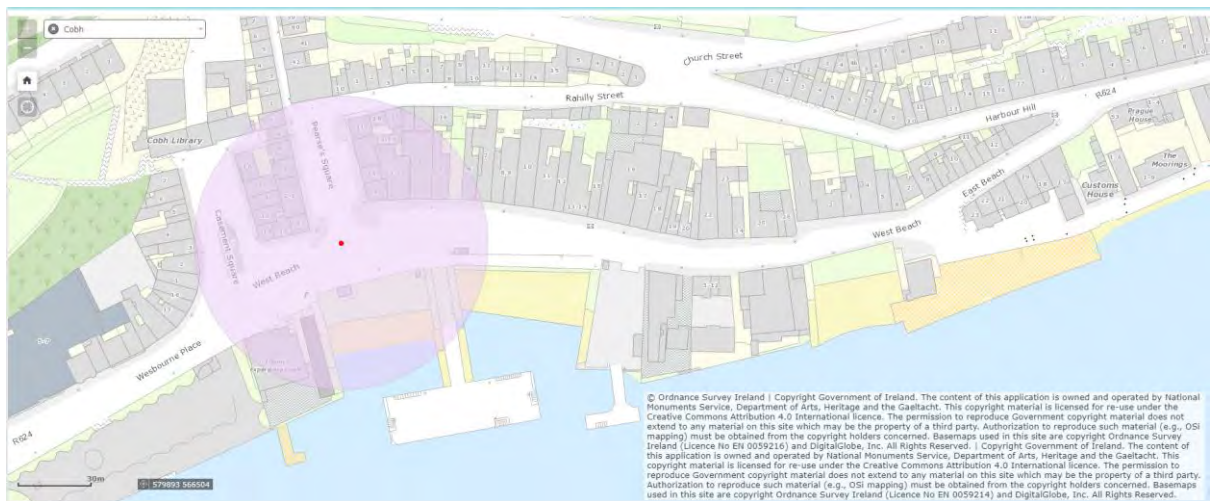
An Ecological Clerk of Works will monitor work practices and implementation of the CEMP, with particular focus on construction activities along the Waterfront and East Beach area.



Temporary traffic diversions and traffic management may be required during construction of the project. A Traffic Management Plan (TMP) will be provided to detail access to and from working areas, compounds and material storage, local diversions and temporary traffic management. The TMP will also form part of the CEMP, if not developed as a stand-alone document.

Part of the project (Zone 3 Casement Square and Pearse Square) occurs within a 'Zone of Notification'<sup>4</sup>. This Zone of Notification is shown in Figure 8 and is associated with the buried remains of the Ceall Garbhain-St. Garbhan's Church and graveyard (Record of Monuments and Places (RMP) registration numbers C0087-077 (church) and C0087-0079 (graveyard)), located south of Pearse Square.

While there will be no direct works to this RMP and activity in this area will be limited to stripping of road tarmac (depth of roadworks required estimated to be 250mm<sup>5</sup>), a licensed archaeologist will monitor construction activities in this area, in consultation with the National Monuments Service (NMS) and CCC.



*Figure 9 - Zone of Notification for the remains of Ceall Garbhain-St. Garbhan's Church and graveyard (image from Government of Ireland Historic Environment Viewer)*

### 2.3.2 Demolition

Demolition required as part of the project includes some excavation of existing footpaths and carriageways, the removal of street and park furniture and the demolition of one CCC owned, small storage shed and associated tarmac driveway located at the southern end of West View.

### 2.3.3 Construction programme

As referenced earlier, the completion of the works within each Zone will be dependent on funding approval. Consequently, it is anticipated that the proposed public realm enhancements will be carried out on a phased basis, with only certain Zones likely to be progressed together, as summarised in Table 2.

<sup>4</sup> A Zone of Notification is intended to identify for the purposes of notification under Section 12 of the National Monuments Acts 1930-2004, that details of the proposed works are to be submitted to the National Monuments Service a minimum of 8 weeks prior to works commencing.

<sup>5</sup> Based on a proposed pavement brick size of 100mm, with allowance for a 50mm sand base and 100mm sub-base hardcore material.

Table 2 - Anticipated construction durations

Zone	Duration
Zone 1 (Lower Road and Westbourne Place)	6-12 months
Zone 2 (Kennedy Park and Westbourne Place)	Zones 2 and 3 are proposed to be redeveloped at the same time, with an estimated construction duration of 18-21 months.
Zone 3 (Casement Square and Pearse Square)	
Zone 4 (West View Park)	6-9 months
Zone 5 (Laundry Hill and surrounds)	12-15 months
Zone 6 (West Beach Road and East Beach)	9-12 months

Normal construction working hours will be from 08:00 to 17:30, Monday to Friday. As noted previously, the works will be subject to a construction stage temporary Traffic Management Plan, to be agreed with CCC and An Garda Síochána, and some tasks may require night-time works.

## 2.4 Operational phase

### 2.4.1 Operation of the project

Once completed, the project will revitalise and redistribute space across the project development zones as summarised below.

**Zone 1 (Lower Road and Westbourne Place)** will provide a large pedestrianised and landscaped area (Annie Moore Plaza), enhancing access to the Cruise Liner terminal and the Cobh Heritage Centre. In addition, bus, taxi, set down and less able parking will be provided to the north of Annie Moore Plaza. The Annie Moore Statue will be relocated to the north east of the Plaza. Bicycle stands will be provided along Westbourne Place.

**Zone 2 (Kennedy Park and Westbourne Place)** will provide a more open and less cluttered Kennedy Park. There will be concrete steps leading down to a promenade installed with SuDS rain gardens and soft landscaping, with the Bandstand remaining in its current location. On Westbourne Place, footpaths will be widened, car parking will be reduced and trees will be planted. Bicycle stands will be provided along Westbourne Place.

**Zone 3 (Casement Square and Pearse Square)** Casement Square will be turned into a one-way street, with a pedestrianised central area, providing performance and gathering terraces and bicycle stands. Ramped access will also be provided and trees planted. Pearse Square will remain a two-way road, with taxi set down area and parking, and further pedestrianised areas and tree planting.

**Zone 4 (West View Park)** West View Park will be regraded with soft and hard landscaping areas, to provide a series of stepped terraces, giving uninterrupted views across West View and the 'Deck of Cards' houses to St. Colman's Cathedral. There will also be an amphitheatre and commemoration area. In addition, Lower Midleton Street will be resurfaced and the new Pocket Park to be created will allow pleasant and easy access to the steps between Lower Midleton Street and Cathedral Place. It is proposed for electric bicycle stands to be available in the Pocket Park and outside of St. Colman's Cathedral.

**Zone 5 (Laundry Hill and surrounds)** will provide repaved and in some areas, widened footpaths and resurfaced roads, with tree planting. In addition to the existing roads, at Small's Well, pedestrian terrace, electric bicycle and car parking zones will be provided, along with a gathering zone.

**Zone 6 (West Beach Road and East Beach)** along West Beach Road will provide widened footpaths, tree planting and improved access to East Beach. East Beach will have purpose built concrete terraces and permanent canopies installed up to the high-water line to provide outdoor seating areas. Bicycle stands are proposed at the eastern end of East beach.

#### 2.4.2 Maintenance

Once the project has been completed and is opened to the public, maintenance will be carried out by CCC consistent with the existing programme of general town centre maintenance. Examples of maintenance activities include street cleaning, emptying of rubbish bins, grass cutting, cleaning of public toilets, tree maintenance, road surface maintenance, painting, etc. The proposed project will not change the existing maintenance routine or result in significant new maintenance activities.

### 2.5 Use of natural resources

#### 2.5.1 Land

The project involves the enhancement of existing, built-up town centre lands. No new greenfield areas will be developed as a result of the project i.e. no new land take. As described previously, the project is consistent with the land use objectives for the town centre set out in the Cobh TDP 2013. Land use in the context of the project location is further considered in Section 3.1.1.

#### 2.5.2 Soil

Limited disturbance of soil beneath the existing built-up area will occur during construction works. No bulk excavation of materials (soil) will be required to facilitate the proposed works. No significant quantities of material import to the site or export of excavated materials from the project area are foreseen.

#### 2.5.3 Water

The project does not result in additional demand for water supply or the use of new / additional water resources.

#### 2.5.4 Biodiversity

An Ecological Impact Assessment Report (EclAR) was prepared for the project by Mary Tubridy & Associates. The project area covers a variety of habitats, with the majority of the project zones being classed (according to Fossitt habitat classification<sup>6</sup>) as BL3 (buildings and artificial areas). Kennedy Park (Zone 2), in addition to BL3, contains the habitat areas GA2 (Amenity grassland, improved) and BC4 (flower beds and borders). Zone 4 (West View Park) in addition to BL3, GA2 and BC4, is surrounded by areas of scrub (WS1), immature woodland (WS2) and Ornamental/non-native shrubs (WS3).

Walkover surveys of the proposed project area were conducted in November 2020 and April 2021 (by Mary Tubridy & Associates). These surveys confirmed the absence of protected species of flora and fauna and it was reported<sup>7</sup> that the biodiversity of the project area is of 'low local' importance.

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<sup>6</sup> Fossitt J.A. (2000). A Guide to Habitats in Ireland. Heritage Council, Kilkenny

<sup>7</sup> Ecological Impact Assessment Report: Cobh Landscaping Scheme 2021, Mary Tubridy & Associates, May 2021

The EclAR concludes as follows:

*“This review showed that the proposed sites for landscaping in Cobh do not comprise any protected areas nor are they connected to them. AA screening concluded that the development would not have a significant negative impact on the qualifying interests of the Natura sites.*

*Fieldwork confirmed that important semi-natural habitats or protected species are not currently found at the sites proposed for landscaping. The parks and streets principally support common habitats. Despite searching in April and November no rare plants were found.*

*The official rating for all sites is of Low Local Importance”.*

It is reported that Zones 1-6 are of ‘low local’ importance for biodiversity. The proposed landscaping (including new tree and shrub planting) will result in long term, positive impacts for biodiversity in the area. In terms of the use of natural resources and biodiversity, there will be no areas of significant biodiversity value removed or severed as a result of the project. Existing town parks will be retained and enhanced.

In summary, no significant effects are considered likely to occur due to the use of natural resources.

A Stage 1 Screening for Appropriate Assessment Report has been prepared separately (Mary Tubridy & Associates, May 2021), considering Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive. Further details are included in Section 3.1.3.

## 2.6 Waste and residues

Waste produced as a result of the project will primarily comprise construction and demolition (C&D) waste. The quantities of waste material arising are expected to be relatively limited based on the construction activities listed in Section 2.3.1. Road works proposed are largely superficial (repaving / remodelling) with no requirement for bulk excavation. No new buildings or large structures are proposed. A number of overhead services will be laid in underground trenches. In this instance, most of the excavated material may readily be reused for backfilling with minimal quantities for offsite management. Demolition works are limited to a single, small shed structure.

Based on the foregoing, no significant effects are considered likely to occur due to the production of waste or the residues expected as a result of the project.

## 2.7 Emissions, pollution & nuisance

### 2.7.1 Emissions

As with all constructions works, the construction phase of the project has potential to result in short term, emissions including noise and vibration, dust and surface water runoff. Based on the nature and scale of the proposed development, it is considered that the effects of any construction phase emissions are likely to be localised and best practice construction measures will ensure appropriate controls to avoid pollution and nuisance. These measures will be incorporated in the Construction Environmental Management Plan (CEMP).

During the operational phase, there will be no new or additional sources of emissions. No source of trade effluent or new sources of foul effluent are associated with the use of Zones 1-6. Surface water runoff from paved areas will drain to the existing surface water drainage network. The enhanced facilities proposed for pedestrians and cyclists are intended to promote active travel and reduce vehicle use. This will support a reduction in transport related emissions to air within the town centre. There are no new sources of noise emissions associated with the operational phase of the project.

Based on the limited, short-term and localised nature of emissions associated with the project (construction phase), no significant effects related to such emissions are considered likely.

### 2.7.2 Pollution

During construction, there is the potential for runoff of construction materials (e.g. fuel, oil etc.) into Cork Harbour during the development of Kennedy Park and East Beach. Such runoff may also occur during maintenance works in this area also. However, the use of such materials will be short-term. Best practice construction measures (pre-fabrication/casting off-site) for the storage and use of materials along with the control of any run-off will be used to minimise impact and prevent pollution.

The operational phase of the project will be consistent with existing uses of the area with no significant sources of pollution associated with use of public areas within the town centre.

### 2.7.3 Nuisance

Potential sources of nuisance during construction include noise and vibration, dust, lighting, waste / litter, vermin and visual impacts. These are typical of almost all construction works. However, it will be possible to minimise such sources of potential nuisance through the implementation of a CEMP, Waste & Resource Management Plan and Traffic Management Plan. As noted previously, the works for each of the Zones 1-6 will likely be phased in line with funding. As such, construction activities will be limited to one or two zones at a given time which will minimise the potential for nuisance.

In the event of nuisance associated with construction works, this will be short-term.

During the operational phase, no new or additional sources of emissions to air (including odour and noise) will arise due to the project. The town centre currently features street lighting and appropriate design of new/replacement lighting can ensure that light pollution is prevented. Litter can be a common nuisance in urban centres, however the provision of bins and existing street cleaning routines will ensure such nuisance is controlled to the greatest possible extent. In tandem with street cleaning and maintenance of bins, existing pest control measures will ensure the control of vermin.

## 2.8 **Risk of major accidents / disasters**

The project does not involve the use of hazardous materials in significant quantities, which could give rise to the risk of major accidents or disasters.

Development in Ireland is afforded the general benefit of very low risk due to seismic/volcanic activity and extreme weather events e.g. hurricane.

Zones 1, 2, 3 and 6 of the proposed development are located along the waterfront, adjacent to the waters of Cork Harbour. Within the project area, surface water runoff is directed to the existing sewer infrastructure.

As described further in Section 3.2.2, the areas of Cobh at risk of coastal flooding have been reviewed based on available flood mapping. Most of Cobh town is outside defined flood zones, though limited areas along the immediate waterfront are at high risk of coastal flooding. As noted in the Cobh TDP 2013 for such high risk areas, *“only water compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation would be considered appropriate in this zone”*. The project works in this area retain the existing waterside areas for amenity / open space and comprise water compatible development. As such, the risk of a major accident or disaster due to flooding, in terms of the project, is considered not significant.



## **2.9 Risks to human health**

The project seeks to improve the general quality of life within Cobh town centre by enhancing the public realm. Improved pedestrian and cyclist facilities are consistent with the promotion of active travel and a reduction in the use of vehicles through the town centre. As such, the project will provide opportunities for improved human health by way of reduced transport emissions over the long term. A reduction in transport related emissions will contribute to improved air quality and lower noise levels, with resulting benefits for human health.

The risk to human health posed by construction activities (e.g. noise, emissions to air including dust) is considered low. The construction and demolition works required (Section 2.3) mainly involve paving, landscaping and the installation of street furniture. As such, the construction works are relatively minor in their nature and scale e.g. when compared to major infrastructure projects such as new roads or large building/structural works. Notwithstanding the low risk, best practice construction measures and the preparation of a CEMP will ensure construction phase emissions are appropriately controlled.

## **2.10 Cumulation with other existing and/or proposed projects**

There are no other significant development proposals by CCC for the town centre area, which could give rise to cumulative effects. Similarly, there are no known third-party developments of significance.

It is expected that routine development proposals for modification to and alteration of privately owned premises within the town centre (including possible changes of use) will continue to arise by way of planning applications to the planning authority. In the context of EIA, such development proposals are likely to be relatively minor in nature and no potential for cumulative effects of significance are foreseen.

### 3 Location of the Proposed Development

Consistent with the requirements of Schedules 7 and 7A of the P&D Regulations, the location of the proposed development is described below, with particular regard to the environmental sensitivity of the geographical area likely to be affected. Further information on local environmental conditions is included in Section 3.2.

#### 3.1 Environmental sensitivity

##### 3.1.1 Land Use

Cobh is the second largest of the Metropolitan Cork Towns with a population of 12,800 persons according to the 2016 census. Cobh is located approximately 20 km south east of Cork City, with the town located on the south of Great Island with views over Cork harbour. The town has a rich maritime and military heritage, with tourist attractions such as Spike Island, Haulbowline and Camden Fort Meagher in the immediate surrounds. Cobh has the only dedicated cruise liner berth in the country with numerous cruise liners visiting the town every year.

Zones 1, 2, 3 and 6 of the project are located within Cobh Town Centre as defined in the Cobh Town Plan 2013, with the majority of the premises within these zones consisting of commercial, retail or mixed commercial/residential and residential as shown on Figure 10.

The project areas (Zones 1-6) lies within the town centre areas which are zoned 'TC-01' and 'TC-02' in the Cobh Town Plan 2013, with the following zoning objectives reflecting the approved land uses:

##### **TC-01 Town Core – Mixed Uses**

*To protect and enhance the special physical and social character of the existing core retail area and to provide for new and improved town centre facilities and an expansion of comparison retailing uses in particular.*

##### **TC-02 Middleton Street – Secondary Town Centre Area**

*To protect and enhance the special physical and social character of this secondary town centre area and to provide for new and improved town centre facilities.*

A number of the project areas including the existing town parks and squares are zoned as open space for recreational and amenity use.

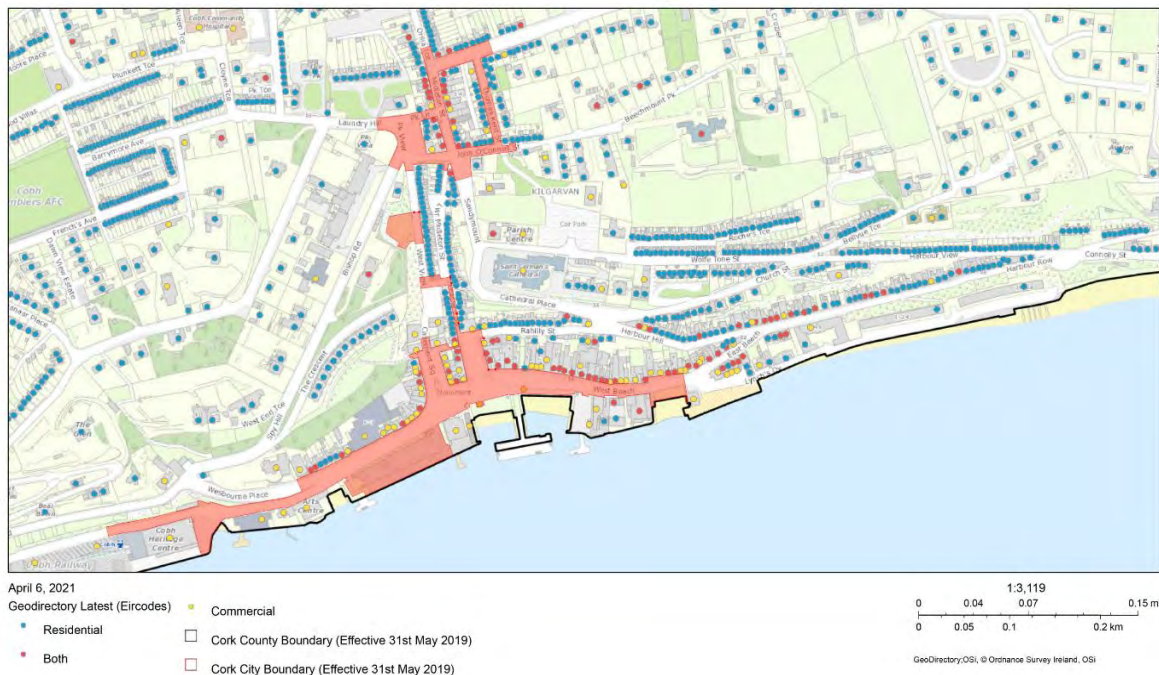
The project is intended to support and achieve several of the objectives for Cobh Town Centre detailed in the Cobh Town Plan 2013. Within this plan, Objective TCW-08 also addresses design, access and safety of the town centre as follows:

*"It is an objective to improve the quality of civic design and hard and soft landscaping within the town centre, to promote improved pedestrian, cyclist & public transport access along with enhanced movement and safety throughout the town centre."*

Regarding open spaces, Objective TCW-20 further states:

*"It is an objective of the Council to protect and enhance the quality of public open spaces, such as parks and squares within Cobh."*

Sections 6.4-6.9 of the Cobh Town Plan 2013 include further detailed objectives related to open space, recreation, amenity and civic space.



*Figure 10 - Extent of project area (in red) and property type (use) in Cobh Town Centre*

### 3.1.2 Natural Resources

The use of natural resources as a result of the project is limited overall, as described previously in Section 2.5. The public realm improvements will serve an existing built-up area with no resultant impact on the availability, abundance or quality of land in the wider area. There are no discharges to ground as a result of the proposed development (excluding rainwater runoff in green / park areas) which could impact on soil or groundwater quality. There will be no bulk excavation or removal of soil from the area nor any groundwater abstraction. The project does not result in additional demand on water resources.

### **Biodiversity**

The project area covers a variety of habitats, with the majority of the project zones being classed (according to Fossitt habitat classification<sup>8</sup>) as BL3 (buildings and artificial areas). Kennedy Park (Zone 2), in addition to BL3, contains the habitat areas GA2 (Amenity grassland, improved) and BC4 (flower beds and borders). Zone 4 (West View Park) in addition to BL3, GA2 and BC4, is surrounded by areas of scrub (WS1), immature woodland (WS2) and Ornamental/non-native shrubs (WS3).

Walkover surveys of the proposed project area were conducted in November 2020 and April 2021 by Mary Tubridy & Associates. These surveys confirmed the absence of protected species of flora and fauna and it was reported<sup>9</sup> that the biodiversity of the project area is of low local importance.

Existing areas of open space, including the town parks, are to be retained and enhanced with new tree and shrub planting. As such, the landscaping proposals will contribute favourably to local biodiversity.

In summary, it is considered that the abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground will not be significantly affected by the proposed development.

<sup>8</sup> Fossitt J.A. (2000). A Guide to Habitats in Ireland. Heritage Council, Kilkenny

<sup>9</sup> Ecological Impact Assessment Report: Cobh Landscaping Scheme 2021, Mary Tubridy & Associates, May 2021

As noted previously, a Stage 1 Screening for Appropriate Assessment Report has been prepared separately (Mary Tubridy & Associates, April 2021), considering Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive. Further details are included in Section 3.1.3, paragraph (v).

### 3.1.3 Absorption capacity of natural environment

Having regard to paragraph 2(c), Schedule 7 of the P&D Regulations, the absorption capacity of the natural environment in the context of the project is considered under the following headings (i)-(viii).

#### (i) **Wetlands, riparian areas, river mouths**

There are no significant rivers within the Cobh town area. While the project location is coastal, no wetlands occur within the built-up area of Cobh.

#### (ii) **Coastal zones and the marine environment**

Cobh is a coastal town directly adjoining Cork Harbour. The project is limited to the enhancement of the existing built-up area of Cobh town centre. No discharges to the harbour are associated with the project and as such it will not impact upon the absorption capacity of the harbour or marine environment. Construction phase activities will be controlled according to a CEMP.

#### (iii) **Mountain and forest areas**

There are no mountain or forest areas in the vicinity of Cobh town centre.

#### (iv) **Nature reserves and parks**

Nature reserves are designated pursuant to Sections 15 and 16 of the Wildlife Acts 1976 to 2018. All nature reserves in Ireland are also designated as Natural Heritage Areas (NHAs) and some are designated as Special Areas of Conservation (SAC) pursuant to the Habitats Directive. There are no National Parks or similar nature reserve areas in the vicinity of Cobh town centre. The project involves the retention and enhancement of existing town park areas including Kennedy Park and West View Park.

#### (v) **Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive**

The Stage 1 Appropriate Assessment (AA) Screening Report completed in April 2021 (Mary Tubridy & Associates) identifies two Natura 2000 sites within 15 km of Cobh town centre:

- Great Island Channel Special Area of Conservation (SAC), 2.4 km to the north
- Cork Harbour Special Protection Area (SPA), 3.5 km to the south.

This report concluded that *“the proposal will not have a significant negative impact on the Natura 2000 network. Therefore an NIS is not required.”*

The EclAR for the project also reviewed the location of Natural Heritage Areas (NHAs) and proposed Natural Heritage Areas (pNHAs) within 15 km of Cobh town centre. The nearest of these areas is the Cuskinny Marsh pNHA (site code 001987), approx. 2km east of the town. This area of wetlands has no connectivity to the area of the project.

**(vi) Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure**

The groundwater body beneath Cobh is known as 'Knockadoon West', which has 'Good' status overall and is meeting the required standards based on the most recent cycle of the Water Framework Directive (WFD) groundwater monitoring programme (2013-2018).

The coastal waters adjacent to and south of Cobh town form part of the wider 'Cork Harbour' coastal water body, for the purposes of water quality standards (and WFD). For the 2010-2015 WFD monitoring cycle, the status of this water body was 'Good'. In the most recent monitoring cycle (2013-2018), the status of the Cork Harbour water body decreased from Good to 'Moderate' and the water body is currently 'At Risk' of not achieving its 2027 objective of achieving 'Good' status. This is attributed to hydromorphological pressures and chemical conditions (oxygenation) in the wider harbour. Cork Harbour is recognised as a 'Heavily Modified Water Body' (HWMB) due to the presence of port facilities.

**(vii) Densely populated areas**

The European Commission and OECD defines a 'densely populated area'<sup>10</sup> as having at least 50% of the population living in high-density clusters i.e. contiguous grid cells of 1 km<sup>2</sup> with a density of least 1,500 inhabitants per square kilometre and a minimum population of 50,000.

Based on the 2016 Census, Cobh town has a population of 12,800 and is not a densely populated area in the context of EIA.

**(viii) Landscapes and sites of historical, cultural or archaeological significance**

Cobh has a rich Victorian architectural heritage reflected in its 370 Protected Structures within the town and five Architectural Conservation Areas (ACAs). The proposed project is located within the ACA for Cobh Town. There are numerous entries on the National Inventory of Architectural Heritage (Figure 11). The most prominent of these is St. Colman's Cathedral, which is located approximately 60 m east of Zone 3.

There is a Sites and Monuments Record (SMR) associated with Ceall Garbhain-St. Garbhan's Church and graveyard (Record of Monuments and Places (RMP) registration number C0087-077 (church) and C0087-0079 (graveyard)) (Figure 9), the buried remains of which are located south of Pearse Square within Zone 3.

The works are largely confined to the existing footprint of roads, footpaths and parks, with the exception of a 20<sup>th</sup> century garage being demolished which will result in a positive impact on the views to Cobh Cathedral from this area. Monitoring by a licensed archaeologist of works in the vicinity of the remains of Ceall Garbhain-St. Garbhan's Church and associated graveyard will be necessary.

Overall, the project works comprise enhancement of existing built features (roads/footpaths), open spaces and park areas with no disturbance of building/structures of architectural significance within Cobh town. No impacts on sites of historical, cultural or archaeological significance are foreseen.

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<sup>10</sup> 'DEGURBA' classification (<https://ec.europa.eu/eurostat/web/degree-of-urbanisation/background>)



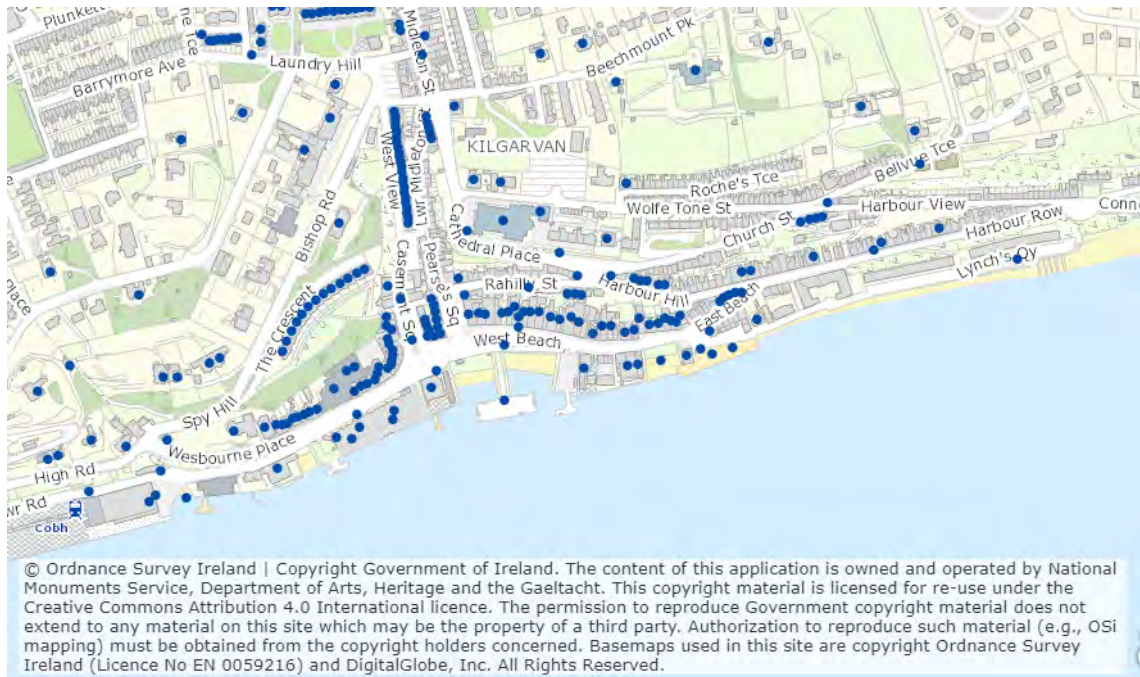


Figure 11 - Cobh Town entries on the National Inventory of Architectural Heritage (Source National Monuments Service)

### 3.2 Local environmental conditions

#### 3.2.1 Geology and Soils

The Cobh area is underlain by flaser bedded sandstone and mudstone of the Kinsale Formation. Given the existing urban nature of the project area, it is expected that significant areas are underlain by Made Ground, with the Geological Survey of Ireland Spatial Resources<sup>11</sup> also highlighting occasional areas of bedrock exposed at ground level. Five soils samples (from Zones 1 to 4 and 6) taken by Bernard Seymour Landscape Architects confirm the presence of made ground or fill material.

#### 3.2.2 Hydrology, Hydrogeology & Water

Zones 1, 2, 3 and 6 of the proposed development are located along the waterfront, adjacent to the waters of Cork Harbour. Within the project area, surface water runoff is directed to the existing sewer infrastructure.

Further to the flood maps contained in the Cobh TDP 2013, the latest flood maps online<sup>12</sup> show the areas at risk of coastal flooding for low, medium and high probability flood events<sup>13</sup>. The available flood maps demonstrate that most of Cobh town is outside defined flood zones. As noted in the Strategic Flood Risk Assessment (SFRA) accompanying the Cobh TDP 2013, the topography of the wider Cobh area limits the impacts of flooding to a “small flat area adjoining the coastline”. As referenced above, the latest flood mapping shows the limited areas along the waterfront which are at risk of coastal flooding.

<sup>11</sup> <https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228>

<sup>12</sup> [www.floodinfo.ie](http://www.floodinfo.ie)

<sup>13</sup> Low probability: 1 in 1000 year or Annual Exceedance Probability (AEP) = 0.1%;  
Medium probability = 1 in 200 year event or AEP = 0.5%  
High probability = 1 in 10 year event or AEP = 10%

As noted in the Cobh TDP 2013 for areas at high risk of coastal flooding (flood zone A), “*only water compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation would be considered appropriate in this zone*”.

### 3.2.3 Air Quality

For the purposes of air quality monitoring and further to the requirements of EU and Irish air quality legislation, Cobh is located within Zone D (Rural Ireland). The EPA’s most recent annual air quality report<sup>14</sup> identified that air quality in Ireland is generally good. Particulate matter and nitrogen dioxide (NO<sub>2</sub>) were highlighted as problem pollutants, associated with emissions from burning of solid fuel and transport emissions in urban areas respectively.

The project does not concern development or activities involving the combustion of solid fuel which may contribute to the emission of particulate matter. The project proposes a number of enhancements and measures for active travel, with potential benefits for air quality whereby existing transport emissions may be reduced in future by increased pedestrian and cyclist trips through Cobh town centre.

### 3.2.4 Landscape and Visual

Although there are no protected views or scenes within the project area, there are multiple vistas which demonstrate the rich architectural heritage and history of the Town. The Draft Landscape Character Assessment prepared by CCC in 2007 identifies Cobh as being within a landscape categorised as ‘City Harbour and Estuary’, which is described as a landscape of very high value, very high sensitivity and of national importance. Objectives for this landscape type include the promotion of sustainable growth in Cobh and maintaining and enhancing views of the harbour.

### 3.2.5 Transport and Roads

Cobh is located within the ‘Cork Metropolitan Area Transport Strategy’ (CMATS) area, for which a co-ordinated land use and transport strategy applies. The town is accessed by the regional road R624 and Belvelly Bridge to connect Great Island to the national road network (N25 Cork to Waterford national primary road).

Regular bus services between Cobh and Cork city are operated by Bus Eireann and Cobh Connect.

Cobh is also serviced by a rail service from Kent Station in Cork City with a stop located at Rushbrooke to the west of the proposed project.

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<sup>14</sup> Air Quality in Ireland 2019, EPA, 2020

## 4 EIA Screening

### 4.1 Mandatory EIA

#### 4.1.1 Schedule 5, Part 1

The project was reviewed against the classes specified in Part 1 of Schedule 5 of the P&D Regulations in order to screen for whether mandatory EIA was warranted.

**The project does not fall under any of the relevant classes as set out in Part 1 of Schedule 5.**

#### 4.1.2 Schedule 5, Part 2

The project was further reviewed against the classes of development specified in Part 2 of Schedule 5 of the P&D Regulations.

The following relevant sub-classes were identified:

Class 10. Infrastructure projects	
(b)(iv)	<p><i>Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i></p> <p><i>(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)</i></p>

#### **Business District (2 ha threshold)**

Further to consultation with CCC personnel, it was confirmed that the following areas of the proposed public realm improvements are located within the business district of Cobh town (i.e. where predominant land use is retail/commercial):

- Zone 1 (Lower Road/Westbourne Place);
- Zone 2 (Kennedy Park/Westbourne Place) excluding Kennedy Park;
- Zone 3 (Casement Square and Pearse Square);
- Zone 6 (West Beach Road, East Beach).

These areas amount to a total of 1.62 ha, which is below the threshold of 2 ha in the case of a “business district”.

#### **Other Parts of a Built-Up Area & Elsewhere (10-20 ha thresholds)**

The term “built up area” is defined in Article 3 of the P&D Regulations as meaning “a city or town (where “city” and “town” have the meaning assigned to them by the Local Government Act 2001) or an adjoining developed area”. Cobh is among the local government areas that were statutorily defined previously as ‘towns’ within Schedule 6 of the Local Government Act of 2001. It is noted that Schedule 6 of the Local Government Act of 2001 was repealed<sup>15</sup> further to the abolition of town councils and the introduction of municipal districts in 2014. The boundary of Cobh town is currently defined in the Cobh TDP 2013. The Cobh TDP of 2013 is due to be succeeded by the Cork County Development Plan (CCDP) 2022-2028, which is currently at draft stage.

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<sup>15</sup> Local Government Reform Act 2014 (No. 1 of 2014)

The project area comprises Zones 1-6 (Section 2.2) which are located within this town boundary. The total area of proposed development is 2.86 ha. This is below the thresholds of 10 ha in the case of “other parts of a built-up area” and 20 ha in the case of urban development “elsewhere”.

**The project does not exceed the thresholds for EIA under Part 2 Class 10(b)(iv) of Schedule 5.**

<b>Class 13. Changes, extensions, development and testing</b>	
(a)	Any changes or extension of development already authorised, executed or in the process of being executed (not being a change or extension referred to in Part 1) which would: <ul style="list-style-type: none"> <li>(i) result in the development being of a class listed in part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and</li> <li>(ii) result in an increase in size greater than – <ul style="list-style-type: none"> <li>- 25 per cent, or</li> <li>- an amount equal to 50 per cent of the appropriate threshold, whichever is greater.</li> </ul> </li> </ul>

In the case, of the Cobh Public Realm project, the appropriate thresholds for increase in size are 2 ha in the case of business district and 10 ha in the case of other built-up areas.

There will be no increase in the size of the urban area as a result of the project. All proposed works will occur within the existing footprint of the urban area i.e. town boundary of Cobh.

**The project does not exceed the thresholds for EIA under Part 2 Class 13(a) of Schedule 5.**

#### 4.1.3 Roads Acts 1993-2015

The project was reviewed against the mandatory criteria for EIA of road projects set out under Section 50(1) of the Roads Act 1993-2015 and by the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019<sup>16</sup>. This review is documented in Table 3.

Table 3 - EIA screening of the project under the Roads Acts 1993-2015

<b>Roads Acts Ref.</b>	<b>Mandatory Criteria</b>	<b>Mandatory Criteria Met?</b>
50(1)(a)	(i) the construction of a motorway;	No
	(ii) the construction of a busway;	No
	(iii) the construction of a service area;	No

<sup>16</sup> S.I. No. 279/2019

Roads Acts Ref.	Mandatory Criteria	Mandatory Criteria Met?
	(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely -  The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500m or more in length in an urban area; or  The construction of a new bridge or tunnel which would be 100 metres or more in length.	No  No
50(1)(d)	In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on -	
	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),	No
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),	No
	(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or	No
	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,	No

The proposed improvements to public roads do not involve a motorway, busway or service area. Similarly the project does not involve the provision of four or more lanes greater than 500 m in length, nor the provision of any bridge or tunnel. Therefore, the proposed improvements to public roads as part of the project do not exceed any of the thresholds in the Roads Acts.

**The project does not meet the mandatory criteria for EIA under the Roads Act 1993-2015, as amended.**

## 4.2 Sub-threshold screening for EIA

The following assessment has been completed using the criteria in Schedule 7 of the P&D Regulations and the Screening Checklist provided in the 'Environmental Impact Assessment of Projects, Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU)' (EC, 2017) in order to determine if the project requires an EIA.

The criteria used are as listed below and detailed further in Tables 4 to 7.

- 1) Characteristics of the project
- 2) Location of the project
- 3) Characteristics of potential impacts



### 4.3 Characteristics of the project

Results of the screening of the characteristics of the project are detailed in Table 4.

Table 4 - Characteristics of the project

Screening question	Yes/No	Is this likely to result in a significant impact? (Yes/No)
1. Will construction, operation, decommissioning or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes	No  The scale of the development is in keeping with the scale of Cobh Town Centre and within the existing town boundary. No new lands will be developed.
2. Will construction or the operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or are in short supply?	Yes	No  These materials are not in short supply.
3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Yes	No  Best construction practices will be implemented during the proposed works to protect human health and the receiving environment.
4. Will the Project produce solid wastes during construction or operation or decommissioning	Yes	No  A Waste & Resource Plan incorporating the waste hierarchy will be implemented as part of the CEMP.  During construction, excavation and land re-shaping will be modest. C&D waste will arise from the demolition of a single small shed. All waste will be separated and collected by a suitably permitted hauler and sent to appropriately permitted/licensed waste or materials recovery facilities.  During operation, waste arising from periodic maintenance works will be sorted and collected by a suitably permitted hauler and sent to appropriately permitted waste or materials recovery facilities.

Screening question	Yes/No	Is this likely to result in a significant impact? (Yes/No)
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	Yes.	No  The project is not considered to be of the size or scale of project that will give rise to significant emissions.  Construction phase emissions will be short-term and construction best practices will be used to minimise impacts and prevent pollution. No significant water or air-borne emissions will occur as a result of the project.
6. Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes	No  The generation of noise, vibration and light will be short-term and construction best practices will be used to minimise impact to ensure compliance with construction limits.
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes	No  The use of materials will be short-term and construction best practices for the storage and use of materials along with the control of any run-off will be used to minimise impact and prevent pollution.
8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	No	No  The proposed construction works will employ best practice methodologies (such as ground penetrating radar surveys to confirm existing utilities) and be subject to appropriate Health and Safety legislation.
9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes	No  The purpose of the project is to improve the public realm in an existing urban area and will be consistent with the existing and planned land use in the area. It will result in a positive impact on social infrastructure.
10. Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	No.	No  There are no factors relating to the project that when combined with other development proposals would result in significant cumulative effects.

#### 4.4 Location of the project

Results of the screening of the location of the project are detailed in Table 5.

Table 5 - Location of the project

Screening question	Yes/No	Is this likely to result in a significant impact? (Yes/No)
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	Yes	<p>No</p> <p>The Stage 1 AA Screening report (Mary Tubridy &amp; Associates) concluded that no significant negative impacts on the designated sites are anticipated in relation to:</p> <ul style="list-style-type: none"> <li>• Great Island Channel Special Area of Conservation (SAC), 2.4 km to the north</li> <li>• Cork Harbour Special Protection Area (SPA), 3.5 km to the south</li> </ul> <p>Works in the vicinity of the buried remains of Ceall Garbhain-St. Garbhan's Church and graveyard (Record of Monuments and Places (RMP) registration number C0087-077 (church) and C0087-0079 (graveyard)) will be monitored by a licensed archaeologist.</p>
12. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	Yes	<p>No</p> <p>Construction best practices (pre-casting off-site, storage and use of materials, collection of run-off) will be used during construction to minimise impact and prevent run-off from entering Cork Harbour at the East Beach location. The floating steps will be installed above the exiting concrete plinth, which will avoid excavation in the area.</p>
13. Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	No.	<p>No</p> <p>The EclAR (Mary Tubridy &amp; Associates) site survey results detail the existing habitats to be of low to medium biodiversity interest. No sensitive species of flora or fauna were identified.</p>

Screening question	Yes/No	Is this likely to result in a significant impact? (Yes/No)
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	Yes	<p>No</p> <p>The Stage 1 AA Screening Assessment (Mary Tubridy &amp; Associates) concluded that no significant negative impacts on designated sites are anticipated.</p> <p>Construction best practices for the storage and use of materials will be used during construction to minimise impact and prevent run-off from entering Cork Harbour at the East Beach location.</p>
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	Yes	<p>No</p> <p>The design has ensured sensitive consideration of the surrounding landscape and cultural features. The design will result in positive impacts on local setting, amenity and historic views from areas within Cobh town.</p> <p>Cobh Town Centre is an Architectural Conservation Area however with the exception of the demolition of a 20<sup>th</sup> Century garage at the southern end of West View, no other buildings are impacted.</p>
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes	<p>No</p> <p>The project will result in positive impacts for pedestrians, cyclists and recreational users of the upgraded park and pedestrianised areas.</p> <p>Groundworks will include new pavements, kerbing and soft landscaping. These works may result in temporary local access constraints during construction.</p> <p>A TMP will be implemented for the duration of the construction works to minimise any disruption to traffic flow and to minimise potential impacts to retail, commercial and tourist activity.</p>

Screening question	Yes/No	Is this likely to result in a significant impact? (Yes/No)
17. Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	No	<p>No</p> <p>The proposed project seeks to improve mobility and promotes sustainable transport such as walking and cycling forms.</p> <p>Transportation improvements will be made as a result of the project. There are no significant arterial road networks within the works area.</p>
18. Is the Project in a location in which it is likely to be highly visible to many people?	Yes	<p>No</p> <p>The project is intended to improve the public realm and enhance the town centre through reduction in vehicular traffic, improved amenity areas and access routes for sustainable modes of transport. Once operational, it will result in a positive impact on the landscape and visual setting for users.</p>
19. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes.	<p>No</p> <p>The works are largely confined to the existing footprint of roads, footpaths and parks, with the exception of a 20th century garage proposed for demolition which will result in a positive impact on the views to Cobh Cathedral from this area. Monitoring by a licensed archaeologist of works in the vicinity of the buried remains of Ceall Garbhain-St. Garbhan's Church and associated graveyard will be required.</p>
20. Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	No	<p>No</p> <p>The project is located within an existing urban area. There is no development of greenfield land proposed.</p>



Screening question	Yes/No	Is this likely to result in a significant impact? (Yes/No)
21. Are there existing land uses within or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Yes	<p>No</p> <p>Construction impacts on residential, commercial, public open space and tourism facilities will be short-term. Use of construction best practice will reduce the impact on local receptors.</p> <p>Public access to residences, businesses and community facilities will be maintained during construction and enhanced once operational.</p> <p>Once operational, there will be positive impacts on public open space and the streetscape of Cobh Town.</p>
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	No	No
23. Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	Yes	<p>No</p> <p>Although Cobh Town is built up, the use of lands for the project will be confined to existing roads, footpaths and parks.</p> <p>Construction impacts on built-up areas will be short-term. Use of construction best practice will reduce the impact on local receptors.</p> <p>No significant operational impacts will occur.</p>
24. Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	Yes	<p>No.</p> <p>Access will be maintained to all facilities during construction and operation. Use of construction best practice will reduce the impact on local receptors.</p>
25. Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	No	No

Screening question	Yes/No	Is this likely to result in a significant impact? (Yes/No)
26. Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	Yes	No  Japanese Knotweed will be treated/eradicated in advance of any works commencing on the redevelopment of West View Park.
27. Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	No.	No  The areas of the project that are immediately adjacent to the shoreline of Cobh Town Centre have a low risk of coastal flooding but are classified as 'water compatible' developments under flooding guidelines <sup>17</sup>

#### 4.5 Type and characteristics of potential impacts

Results of the screening of the characteristics of potential impacts are detailed in Table 6.

Table 6 - Type and characteristics of potential impacts

Screening question	Yes/No	Is this likely to result in a significant impact? (Yes/No)
28. Would a large geographical area be impacted as a result of the project?	No	No  The project totals an area of 2.8ha.
29. Would a large population of people be affected as a result of the project?	No	No  The project is within a developing urban area and is consistent with the existing and planned land use pattern of Cobh Town.
30. Are any transboundary impacts likely to arise as a result of the project?	No	No
31. Would the magnitude of impacts associated with the project be considered significant?	No	No  The project will provide improvements to the public realm within Cobh Town both for residents and visitors to the area.

<sup>17</sup> The Planning System and Flood Risk Management- Guidelines for Planning Authorities (2009)

Screening question	Yes/No	Is this likely to result in a significant impact? (Yes/No)
32. In considering the various aspects of the environment, would the impacts of the proposed development be considered complex?	No	No  The project comprises upgrades to the public realm and impacts will be short-term in nature and associated largely with the construction phase of the development.
33. Is there a high probability that the effects will occur?	No	While short-term effects relating to construction phase impacts are likely to occur, these will not be significant. Given that the project will be delivered on a phased basis, any effects will be localised.
34. Will the effects continue for a long time?	No	No long-term or permanent significant adverse effects are foreseen. The project will result in long-term positive impacts on land use, landscape, the human environmental and sustainable transport modes.
35. Will the effects be permanent rather than temporary?	No	No  Construction impacts will be short-term. No permanent significant adverse effects as a result of the project are foreseen.
36. Will the impacts be irreversible?	No	No  Construction impacts will be short-term. No permanent significant adverse effects as a result of the project have been identified.
37. Will there be significant cumulative impacts with other existing and/or approved projects?	No	No  In the absence of significant known third-party development in the local area, the project is not likely to result in significant cumulative effects.
38. Will it be difficult to avoid, or reduce or repair or compensate for the effects?	No	No  Construction best practice and pollution prevention methodologies will be implemented via a project specific CEMP.

#### 4.6 Aspects of environment and potential effects

Further to paragraph 2 of Schedule 7A of the P&D Regulations, Table 7 contains an examination of aspects of the environment potentially affected by the proposed development.

Table 7 - Aspects of the environment considered

Environmental Aspect	Aspect likely to be significantly affected? (Yes/No)
Air Quality and Climate	<p><b>No.</b></p> <p>During construction, potential dust emissions may arise during certain activities. These emissions will be localised and short-term in nature. Construction best practice measures, including the implementation of a dust management plan will reduce these emissions and therefore they will not be significant.</p> <p>There are no new sources of emissions to air associated with the operational phase.</p> <p>The proposed active travel measures and enhancements for pedestrians and cyclists are consistent with reducing vehicular traffic emissions, which would result in a positive contribution to air quality and climate change mitigation at the local level.</p>
Biodiversity	<p><b>No.</b></p> <p>The ecological appraisal conducted of the project area (May 2021) concluded that the existing biodiversity within the project area is of low to medium value and that no significant impacts as a result of the project would occur. Due to the nature and scope of the proposed project, a positive impact on biodiversity will occur due to the enhancement of planting (semi-mature trees and native species) and the introduction of new habitats and pollinating species.</p> <p>At West View Park, it is proposed to landscape the area within the existing footprint. As Japanese Knotweed is present in its environs, work at this site will not proceed until this population has been eradicated.</p> <p>Two Natura 2000 sites were identified within 15 km of the proposed project in Cobh town centre, namely Cork Harbour SPA and Great Island Channel SAC. The Stage 1 AA Screening report concluded that <i>“the proposal will not have a significant negative impact on the Natura 2000 network. Therefore an NIS is not required.”</i></p>
Landscape and Visual	<p><b>No.</b></p> <p>It is likely that there will be short-term localised negative effects on the immediate surrounding landscape and visual setting during the construction phase of the proposed development. These will arise from the erection of hoarding/barriers, excavation and removal of existing surface materials, repaving and construction vehicle movements etc.</p> <p>Once operational, the proposed development is likely to result in positive, long term effects as it will enhance public areas and street layouts, rationalise street clutter (signage in particular) and road markings; introduce appropriate streetscape elements, including surfaces, lighting and furniture and trees.</p>

Environmental Aspect	Aspect likely to be significantly affected? (Yes/No)
Land and Soils	<p><b>No.</b></p> <p>There will be some excavation of soils to facilitate the redevelopment of Kennedy Park, West View Park and for the creation of Pocket Park. Further excavation of existing roads will also be required. According to the GSI, the project area is underlain by areas of made ground, however deep excavations are not proposed with a significant portion of work relating to the replacement of existing road surfaces.</p> <p>While soil contamination is not expected to arise from the construction phase of the proposed development, if excavated soil cannot be reused on-site, it will be transported off-site for management at an appropriate facility.</p> <p>Consideration will also be given to the import of topsoil for landscaping purposes to ensure that no invasive species are introduced to the area. This will form part of the Invasive Species Management Plan for the project.</p> <p>No significant negative effects on land and soils are therefore predicted during the construction phase of the proposed development.</p> <p>The operational phase of the proposed development is predicted to have an overall neutral long-term effect on the land and soils within the study area.</p>
Noise and vibration	<p><b>No.</b></p> <p>Short-term noise and vibration emissions will be generated during the construction of the proposed development due to traffic and machinery in the area, however this will be managed through best practice measures. There are no new sources of noise or vibration emissions associated with the operational phase of the development.</p>
Materials Assets	<p><b>No.</b></p> <p>The project will be undertaken within an existing built-up setting. There is no requirement for construction of foul water infrastructure, as there is no new source of foul water generation associated with the operational phase.</p> <p>Surface water drains will connect to the existing surface water drainage network and there will be some relocation of overground services to underground trenches. This may result in some short-term disruption to selected services while they are relocated from above ground to below ground.</p> <p>With regard to traffic movements, there will be some disruption during construction that will be mitigated via temporary diversions. Local access to residential areas will be maintained.</p> <p>Overall, there will be no significant negative effects on material assets during the construction and operational phase of the proposed project.</p>
Waste Management	<p><b>No.</b></p> <p>During the construction phase, quantities of construction and demolition (C&amp;D) waste will be produced. Any construction waste generated will be treated in line with the Waste and Resource Management Plan contained within the CEMP.</p>



Environmental Aspect	Aspect likely to be significantly affected? (Yes/No)
	There will be no significant negative effects associated with waste as a result of the proposed project.
Cultural Heritage	<p><b>No.</b></p> <p>There are various historic buildings and sites around Cobh Town Centre including one SMR (site of former Ceall Garbhain-St. Garbhan's Church and associated graveyard – no visible remains) to the south of Pearse Square (Zone 3). Works in the vicinity of this SMR will include resurfacing of Pearse Square. To ensure that there is no significant adverse effects, these works will be supervised by a licensed archaeologist.</p> <p>During the operational phase, positive impacts on cultural heritage settings will arise from the improved streetscape and ambience created by the proposed public realm improvements.</p>
Water	<p><b>No.</b></p> <p>Surface water runoff from the project will be directed to existing drainage infrastructure. SuDs in the form of rain gardens will be constructed in Zone 2 (Kennedy Park) which will control the release of surface water to existing drainage. There is no requirement for foul water drainage as a result of the project.</p> <p>Good construction site practices will be in place to prevent any risk of pollution, e.g. from earthmoving works or chemicals used in construction such as hydrocarbons and cement-based products, running off the site. With suitable drainage incorporated into the design and construction works, the potential for significant run-off of pollutants will be greatly reduced, if not eliminated. No significant effects on the water environment are anticipated.</p>
Population and Human Health	<p><b>No.</b></p> <p>There are various residential and commercial properties along with local amenities within the project boundary. During the construction phase of the proposed development, there will be some localised disruption to nearby residents, retail and commercial activities, road users and pedestrians, as well as potential for noise, vibration and dust emissions. This may result in short-term slight negative effects. However, best construction practice measures which will be included in the CEMP will be implemented to ensure that emissions will be kept within standard construction limits. A Traffic Management Plan will be implemented for the duration of the construction works to ensure maintenance of local access and minimal disruption.</p> <p>When completed, the proposed development will result in a positive, long term effect for the population and visitors of Cobh Town.</p>

## 5 Conclusion

This project is not a development for which there is a mandatory requirement for EIA either under Part 1 or Part 2 of Schedule 5 of the P&D Regulations or Section 50(1) of the Roads Acts 1993 to 2015.

This screening report has considered the nature, size and location of the project and having regard to the criteria set out in Schedule 7 of the P&D Regulations, concludes, that there is no real likelihood of significant effects on the environment arising from the proposed development and that EIA is not required. This is based on the following:

- The proposed project is of a relatively small scale (2.8 ha) comprising public realm enhancements within an existing town centre and involves normal routine construction works in an existing built up area. No new lands will be developed.
- Any potential negative effects are associated with the construction phase of the project, will be short-term in duration and localised given that the project is likely to be developed in phases. Standard best practice construction and pollution prevention methods will be in place to minimise risks to the surrounding environment and ensure that any potential negative effects are limited and localised (e.g. construction phase noise). The operational phase of the project will result in positive, long term effects for the population of and visitors to Cobh.
- The proposed project will not adversely affect any Natura 2000 sites or sensitive habitats either on its own or in combination with other projects.

The information provided within this report is to assist CCC, as the competent authority, in reaching its EIA Screening determination.

## Appendix A – Schedule 7A Checklist

Schedule 7A Ref.	Criterion	Response
1.	A description of the proposed development, including in particular—	
(a)	a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works	Section 2 (Details of demolition at Section 2.3.2)
(b)	a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected	Section 3
2	A description of the aspects of the environment likely to be significantly affected by the proposed development	Section 4.5
3	A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—	
(a)	the expected residues and emissions and the production of waste, where relevant	Sections 2.6-2.7
(b)	the use of natural resources, in particular soil, land, water and biodiversity	Section 2.5
4	The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7	See Appendix B

## Appendix B – Schedule 7 Checklist

Schedule 7 Ref.	Criterion	Response
<b>1. Characteristics of proposed development</b>		
The characteristics of proposed development, in particular—		
(a)	the size and design of the whole of the proposed development	Section 2.2
(b)	cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	Section 2.10
(c)	the nature of any associated demolition works	Section 2.3.2
(d)	the use of natural resources, in particular land, soil, water and biodiversity	Section 2.5
(e)	the production of waste	Section 2.6
(f)	pollution and nuisances	Section 2.7
(g)	the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge	Section 2.8
(h)	the risks to human health (for example, due to water contamination or air pollution)	Section 2.9
<b>2. Location of proposed development</b>		
The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—		
(a)	the existing and approved land use	Section 3.1.1
(b)	the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	Sections 3.1.2
(c)	the absorption capacity of the natural environment, paying particular attention to the following areas:	
(i)	wetlands, riparian areas, river mouths	Section 3.1.3 (i)
(ii)	coastal zones and the marine environment	Section 3.1.3 (ii)
(iii)	mountain and forest areas	Section 3.1.3 (iii)
(iv)	nature reserves and parks	Section 3.1.3 (iv)

Schedule 7 Ref.	Criterion	Response
(v)	areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive	Section 3.1.3 (v)
(vi)	areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure	Section 3.1.3 (vi)
(vii)	densely populated areas	Section 3.1.3 (vii)
(viii)	landscapes and sites of historical, cultural or archaeological significance	Section 3.1.3 (viii)
<b>3. Types and characteristics of potential impacts</b>  The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account—		
(a)	the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	Table 6 (Q.28-29), Section 4.5
(b)	the nature of the impact	Table 6 (Q.28-38), Section 4.5
(c)	the transboundary nature of the impact	Table 6 (Q.30), Section 4.5
(d)	the intensity and complexity of the impact	Table 6 (Q.31-32), Section 4.5
(e)	the probability of the impact	Table 6 (Q.33), Section 4.5
(f)	the expected onset, duration, frequency and reversibility of the impact	Table 6 (Q.34-36), Section 4.5
(g)	the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	Table 6 (Q.37), Section 4.5
(h)	the possibility of effectively reducing the impact	Table 6 (Q.38), Section 4.5





# Comhairle Contae Chorcaí Cork County Council



## **Planning and Development Act 2000 (as amended) – Part XI Planning and Development Regulations 2001 (as amended) – Part 8**

### **COBH PUBLIC REALM ENHANCEMENT PROJECT (CPREP)**

### **ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCREENING DETERMINATION**

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Pursuant to the requirements of the above, Cork County Council is proposing to carry out public realm improvement works in the town centre of Cobh comprising footpath widening and reconfiguration, provision of wider and safer pedestrian crossing facilities, upgrade of carriageway, signage, road markings and drainage, undergrounding of services, traffic calming measures, provision of new street furniture, upgrade of public lighting and demolition of existing council owned shed at the south end of West View. A detailed description of the proposed development has been provided in Section 2.1 of the Environmental Impact Assessment Screening Report with drawings provided with the Part 8 application.

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in: *“Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development”* (published by the Department of Environment, Heritage and Local Government in 2003); *“Environmental Impact – Assessment of Projects – Guidance on Screening”* (published by the European Commission in 2017); *“Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment”* (published by the Department of Housing, Planning and Local Government in 2018); and on the basis of the objective information provided in the Part 8 drawings and details including the Screening Report carried out by Sweco Ireland Limited dated 20<sup>th</sup> June 2021, which concluded that the proposed development is a sub-threshold development that is unlikely to have significant environmental affects in the relevant areas, Cork County Council, as the Competent Authority, must determine whether this project individually, or in combination with other plans and projects requires an Environmental Impact Assessment.

In making a determination, consideration must be given to the EIA Directive and in particular to Annex I, II and III of that Directive, which set out requirements for mandatory and sub-threshold EIA. It is considered that the Screening Report, has been carried out giving full consideration to the EIA Directive and to Annex I, II and III of that Directive.

As the Scheme is sub-threshold, it has therefore been assessed on a case-by case basis in accordance with the Criteria for Determining Whether or Not a Development Would or Would Not be Likely to have Significant Effects on the Environment as outlined within Annex III of the EIA Directive.

Having reviewed and considered the EIA Screening Report and having regard to:-

- The nature and scale of the proposed development which relates to environmental improvement works, public realm and street enhancement measures which are under the threshold in respect of Class 10(b)(iv) of Part 2, Schedule 5 of the Planning and Development Regulations, 2001 as amended;
- The urban location of the proposed development within the established built up area of Cobh Town;
- The existing pattern of development and existing services in the vicinity of the proposal;
- The assessment and conclusions of the Habitats Directive Appropriate Assessment Screening Report and Screening Determination that the proposed works, individually or in combination with other plans / projects, are not likely to have a significant effect on a European site (Natura 2000 site);
- The criteria set out in Article 120(4)(a) of the Planning and Development Regulations, 2001 as amended;
- The mitigation measures proposed in the report to inform the environmental impact assessment screening of the proposed development, including the implementation of an approved CEMP, Waste & Resource Management Plan and Traffic Management Plan,

It is considered that there is no real likelihood of significant effects on the environment arising from the proposed development and it is determined that an Environmental Impact Assessment is not required.



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**NIALL Ó DONNABHÁIN**  
Senior Planner

Date: 5<sup>th</sup> July 2021

# Landscaping works in Cobh, Co. Cork

## Appropriate Assessment (Screening)

In accordance with the requirements of  
Article 6(3) of the EU Habitats Directive  
(92/43/EEC)

Prepared by  
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Date April 2021

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### **References**

# 1 Introduction

## 1.1 Background

This report has been written at the request of Cork County Council and Bernard Seymour and Associates to provide an Appropriate Assessment of landscaping plans which are proposed for Cobh, Co Cork.

Appropriate Assessment is required under the Habitats Directive and has been undertaken in accordance with Section 177U of the Planning and Development Act, 2000, (as amended by the Act of 2010, and by SI 473 of 2011); guidance produced by the National Parks and Wildlife Service, DOEHLG (2009), and documents produced by the EU 'Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites – Methodological Guidance on the Provisions of Article 6(3) and 6(4) of the 'Habitats' Directive 92/43/EEC produced by the European Commission in November 2001.

Dr Mary Tubridy, MIPI and MCIEEM has prepared the report.

The development involves landscaping within the town of Cobh in the general areas highlighted in the maps below. Fig. 1 indicates the zones being considered for landscaping and Fig. 2 indicates particular sites of interest.

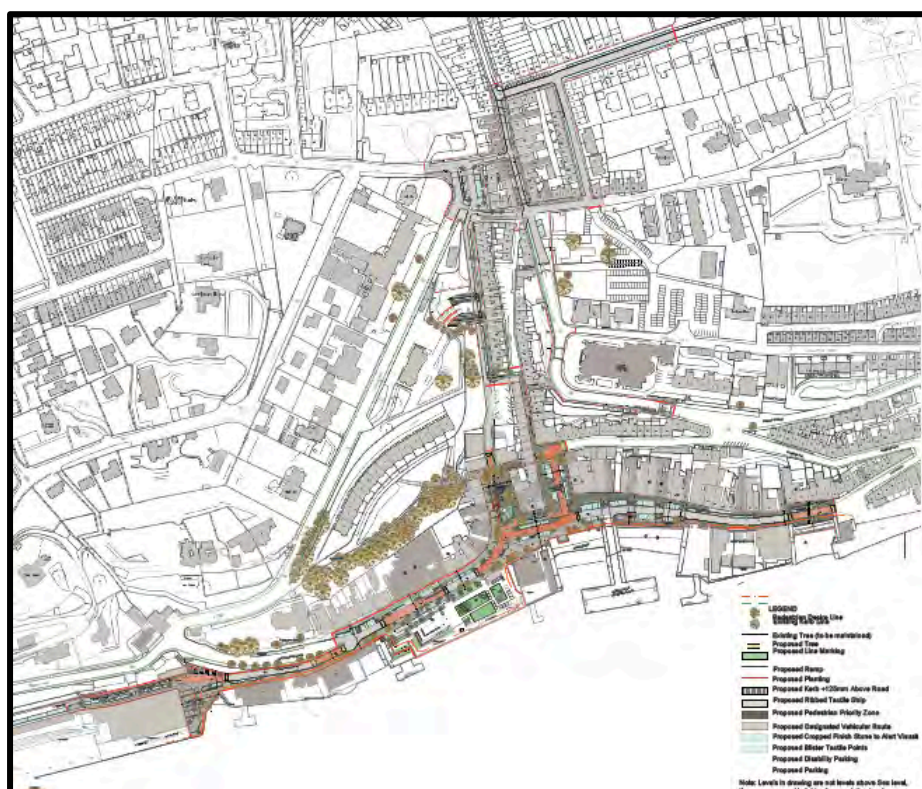


Fig. 1 Areas subject to landscaping scheme



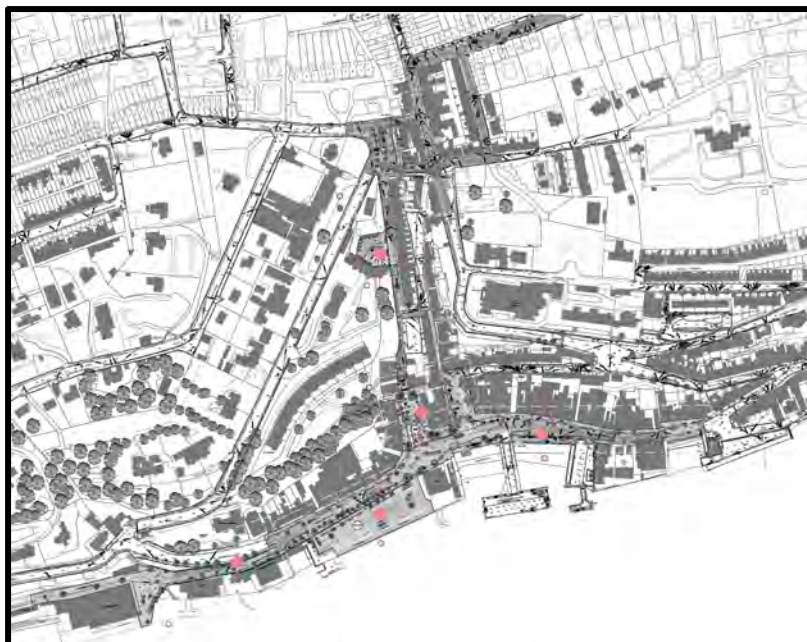


Fig. 2 Areas of particular potential (sites for soil analysis)

## 1.2 Legislative and Policy Context

Appropriate Assessment was introduced by the EU Habitats Directive as a way of determining during the planning process whether a plan or project is likely to have a significant effect on the Natura 2000 sites so far designated (i.e. the candidate SAC's and SPA's), or their conservation objectives.

Article 6(3) states“ Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to *appropriate assessment* of its implications for the site in view of the site's conservation objectives. In light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public.”

Article 6(4) states ‘If, in spite of a negative assessment of the implications for the [Natura 2000] site and in the absence of alternative solutions, a plan or project must nevertheless be carried out for imperative reasons of overriding public interest, including those of a social or economic nature, Member States shall take all compensatory measures necessary to ensure that the overall coherence of Natura 2000 is protected. It shall inform the Commission of the compensatory measures adopted. Where the site concerned hosts a priority natural habitat type and/or a priority species the only considerations which may be raised are those relating to human health or public safety, to beneficial consequences of primary importance for the environment or, further to an opinion from the Commission, to other imperative reasons of overriding public interest”

The methodology for Appropriate Assessment also has regard for the following legislation and guidance produced by the EC and Irish government:

Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites – Methodological Guidance on the Provisions of Article 6(3) and 6(4) of the Habitats' Directive 92/43/EEC produced by the European Commission in November 2001.

Section 177U of the Planning and Development Act, 2000, (as amended by the Act of 2010, and by S.I. 473 of 2011)

Guidance produced by the National Parks and Wildlife Service, DOEHLG (2009).

### **1.3 Methodology**

Guidance produced by the National Parks and Wildlife Service, DOEHLG (2009), clarified the four stages required by an AA.

#### **Stage 1: Screening**

This stage identifies the likely impacts upon Natura 2000 sites of the plan either alone or in combination with plans, and considers whether these impacts are likely to be significant. Screening for Appropriate Assessment includes the following:

- Description of the project and its relevance to the management of Natura sites within 15km radius.
- Characterisation of the Natura 2000 sites and protected species potentially affected.
- Identification and description of individual and cumulative impacts likely to result.
- Assessment of the significance of the impacts identified on site integrity.

If this report suggests that impacts are not likely to be significant the Appropriate Assessment is completed by this stage and a Screening Report is produced and submitted.

If the Screening Report suggests otherwise the following stages are carried out.

#### **Stage 2: Preparation of a Natura Impact Statement**

A Natura Impact Statement is prepared which considers the impact on the integrity of the Natura 2000 site of the plan, either alone or in combination with plans, with respect to the site's structure and function and its conservation objectives. Additionally, where there are adverse impacts, an assessment of the potential mitigation of those impacts. This is provided to the planning or regulatory authority, which then conducts an assessment of the information supplied. Examples of significant effects are loss of area of designated habitats, fragmentation of these habitats, disturbance to designated species at the site and along ecological corridors and indirect effects such as changes in water quality.

### Stage 3: Assessment of alternative solutions

This stage of the analysis which also forms part of the NIS examines alternative ways of achieving the objectives of the plan that avoid adverse impacts on the integrity of the Natura 2000 site.

### Stage 4: Assessment where adverse impacts remain

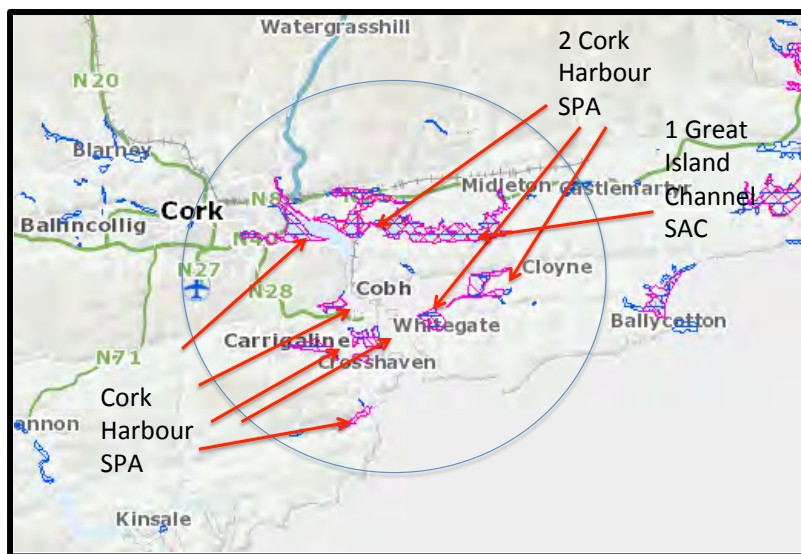
An assessment of compensatory measures may also form part of the NIS, where, in the light of an assessment of Imperative Reasons of Overriding Public Interest (IROPI), it is deemed that the plan can proceed by reasons of public interest.

This report covers AA Screening only.

## 2 Assessment Criteria

### 2.1 Nearby Natura sites

Fig. 3 shows the location of relevant Natura sites within 15km of Cobh. Table 1 provides information on the important habitats and species associated with those sites.



**Fig. 3** Natura sites within 15km of Cobh

**Table 1** Characteristics of Natura sites within 15km of Cobh

Site Name and Code	Distance (km)	Qualifying interests
001058 SITE_NAME Great Island Channel SAC*	2.4	Mudflats and sandflats not covered by seawater at low tide [1140]  Atlantic salt meadows ( <i>Glauco-Puccinellietalia maritima</i> ) [1330]
SITECODE 004030 SITE_NAME Cork Harbour SPA**	3.5	Little Grebe ( <i>Tachybaptus ruficollis</i> ) [A004]  Great Crested Grebe ( <i>Podiceps cristatus</i> ) [A005]  Cormorant ( <i>Phalacrocorax carbo</i> ) [A017]  Grey Heron ( <i>Ardea cinerea</i> ) [A028]  Shelduck ( <i>Tadorna tadorna</i> ) [A048]  Wigeon ( <i>Anas penelope</i> ) [A050]  Teal ( <i>Anas crecca</i> ) [A052]  Pintail ( <i>Anas acuta</i> ) [A054]  Shoveler ( <i>Anas clypeata</i> ) [A056]  Red-breasted Merganser ( <i>Mergus serrator</i> ) [A069]  Oystercatcher ( <i>Haematopus ostralegus</i> ) [A130]  Golden Plover ( <i>Pluvialis apricaria</i> ) [A140]  Grey Plover ( <i>Pluvialis squatarola</i> ) [A141]  Lapwing ( <i>Vanellus vanellus</i> ) [A142]

		<p>Dunlin (<i>Calidris alpina</i>) [A149]</p> <p>Black-tailed Godwit (<i>Limosa limosa</i>) [A156]</p> <p>Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157]</p> <p>Curlew (<i>Numenius arquata</i>) [A160]</p> <p>Redshank (<i>Tringa totanus</i>) [A162]</p> <p>Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179]</p> <p>Common Gull (<i>Larus canus</i>) [A182]</p> <p>Lesser Black-backed Gull (<i>Larus fuscus</i>) [A183]</p> <p>Common Tern (<i>Sterna hirundo</i>) [A193]</p> <p>Wetland and Waterbirds [A999]</p>
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\*A candidate Special Area of Conservation is designated under the EU Habitats Directive (92/43/EEC) for the protection of certain habitats and species as listed in the Directive i.e. Annexed habitats and species

\*\*A Special Protection Area is designated under the EU Birds Directive (79/409/EEC) for the protection of birds as listed in the Directive i.e. annexed species.

Cork Harbour is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl. Designated sites within the harbour are principally the intertidal areas which provide food and roosting sites for these birds. The site supports internationally important populations of Black-tailed Godwit and Redshank, while a further 20 non-breeding water bird species occur in numbers of national importance. The Annex I species Common Tern has a breeding population in the harbour. Cork Harbour is also a Ramsar Convention site and part of Cork Harbour SPA is a Wildfowl Sanctuary.

While the general objective of conservation management at all Natura sites is to maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the Natura site has been selected: NPWS have also specified particular priorities for Cork Harbour SPA (NPWS, 2014).



These are

**Objective 1:** *To maintain the favourable conservation condition of the non-breeding water bird Special Conservation Interest species listed for Cork Harbour SPA.*

**Objective 2:** *To maintain the favourable conservation condition of the wetland habitat at Cork Harbour SPA as a resource for the regularly-occurring migratory water birds that utilise it.*

Because of the importance of Cork Harbour to wintering waterfowl counts of birds are regularly carried out by surveys (sponsored by the NPWS) involving the environmental NGO BirdWatch Ireland. The counts involve mainly trained local volunteers and the result from this monitoring is communicated through research reports produced by BirdWatch Ireland.

While the SAC has been designated for the presence of the rare and important habitats Tidal Mudflats and Sandflats and Atlantic Salt Meadows it is also important for birds. The site is considered to contain three of the top five areas within Cork Harbour, namely North Channel, Harper's Island and Belvelly-Marino Point.

According to NPWS reports the greatest threats to the conservation significance of Natura sites in Cork Harbour are from road works, infilling, sewage outflows and possible marina developments.

## **2.2 Existing Environment at the Site**

Biodiversity was assessed through desk research and fieldwork. Desk research primarily involved an examination of environmental data sets, examination of historic mapping and aerial photography.

Fieldwork by Drs Mary Tubridy and Betsy Hickey in November 2020 involved the characterization of the habitats present at each of the sites proposed for landscaping, a floristic examination of the principal species present including invasive species, general reconnaissance of habitats and plant biodiversity in the environs of Cobh and assessment of potential of suitable habitats to support bat roosting i.e. PBR's.

An examination of historic mapping showed little signs of development around Cobh until the 19<sup>th</sup> century. In the mid 19<sup>th</sup> century Westview Park was a green space (possibly a quarry) and Westbourne Place had not been developed. The principal semi-natural habitats of interest in the town were exposed rock faces and planted tree lines of which many have still survived.

Habitats associated with areas proposed for landscaping were of generally low to medium biodiversity interest. Grassland was identified as the type GA2 (Amenity grassland (improved)) (Fossitt, 2000). Existing shrubberies were generally dominated by species of low biodiversity value for pollinators and trees were generally non-native species.

## **2.3 Development Proposal**

The proposal involves landscaping in many areas within the centre of Cobh including two sites adjacent to the harbour.

At Kennedy Park within the footprint of the existing park it is proposed to develop new grassland areas, carry out tree planting, provide car parking and a performance area. Planters associated with stepped seating areas will also function as SUDS. Lighting will be provided to highlight the features of the park at nighttime. There will be no change to the boundary of this park with the harbor.

To the east of the park (East Beach) an area adjacent to the sea which only supported the habitat BL3 will be reprofiled to provide stepped seating. This will involve the installation of a purpose built concrete based structure above the cobbled area. The cobbled area will remain. Particular precautions will be taken during construction to prevent any solid or liquid materials disturbed by construction from entering the water. Trees and shrubbery will be planted for the first time in this area.

Westview Park will be landscaped to include grass, shrubs and trees. The shrubbery adjacent to it which is dominated by invasive species will be removed after suitable treatment of the Japanese knotweed.

Considerable tree planting will occur in squares and numerous streets. These trees will be established in pits which will also function as SUDS. Few of the existing trees will be retained.

## **2.4 Assessment of environmental impact of proposed scheme**

Features of the scheme which will significantly improve biodiversity / Green Infrastructure values are:

- The planting of trees and shrubs; the value of which (to biodiversity\*) will depend on the species planted. All tree planting will improve Green Infrastructure values (carbon storage and cultural values).
- The use of tree pits / rain gardens for trees and planters will improve Green Infrastructure values (for water regulation functions, carbon storage and cultural values).
- The removal of the population of Japanese knotweed beside Westview Park.

Planting should support biodiversity by providing suitable species for pollinators and food and nesting sites for birds.

The redevelopment in East Beach will improve biodiversity and Green Infrastructure values in that area.

## 2.5 Significance of impacts

### **Loss or fragmentation of habitat area**

The proposed development will not lead to a reduction or loss of any habitats within the Natura sites or annexed habitats outside it as none of the annexed habitats are present in Cobh.

### **Loss or fragmentation of area used by annexed species**

The proposed development will not lead to the loss or fragmentation of areas used by annexed species as these principally use intertidal areas.

### **Impacts of changes in key indicators of conservation value e.g. water quality**

The proposed SUDS measures will enhance the potential of the local drainage network to deal with surface water drainage.

### **Duration of construction, operation, decommissioning**

It can be assumed that construction works will take the minimum time possible to protect amenity values.

### **Climate change**

It is estimated that climate change will result in more extended but less frequent wet and dry periods and warmer water temperatures, as rainfall patterns in Ireland are changing. This could result in precipitation increases of over 10% in the winter months, and decreases of approximately 25% in the summer, and annual temperature increases. Potential local impacts will be managed through the various SUDS type measures which are being proposed.

## 2.6 Other plans and projects

Other plans and projects relevant to the town's biodiversity and Natura sites are:

### 1 Regional Planning Guidelines (South West Regional Authority) 2010-2022

Relevant policies are:

6.7.7. It is an objective to continuously improve the quality of life for residents of and visitors to the region and to create an increased awareness of sense of place.

6.7.9. It is an objective to encourage local authorities to protect and enhance public open space and recreational facilities in a sustainable manner and recognise the importance of protection of urban wildlife corridors and sites of nature conservation importance.

### 2 Cork County Development Plan 2014

Relevant policies are

HE 2-3: Biodiversity outside Protected Areas

Retain areas of local biodiversity value, ecological corridors and habitats that

are features of the County's ecological network, and to protect these from inappropriate development. This includes rivers, lakes, streams and ponds, peatland and other wetland habitats, woodlands, hedgerows, tree lines, veteran trees, natural and seminatural grasslands as well as coastal and marine habitats.

It particularly includes habitats of special conservation significance in Cork as listed in Volume 2 Chapter 3 Nature Conservation Areas of the plan.

#### HE 2-5: Trees and Woodlands

- a) Protect trees the subject of Tree Preservation Orders.
- b) Preserve and enhance the general level of tree cover in both town and country. Ensure that development proposals do not compromise important trees and include an appropriate level of new tree planting and where appropriate to make use of tree preservation orders to protect important trees or groups of trees which may be at risk or any tree(s) that warrants an order given its important amenity or historic value.
- c) Where appropriate, to protect mature trees / groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders.

### 3 Cork County Biodiversity Action Plan 2009-2014

Objectives are:

- To review biodiversity information for County Cork and to prioritise habitats and species for conservation action;
- To collect data and use it to inform conservation action and decision making;
- To incorporate positive action for biodiversity into local authority actions and policy;
- To promote best practice in biodiversity management and protection;
- To facilitate the dissemination of biodiversity information;
- To raise awareness of County Cork's biodiversity and encourage people to become involved in its conservation.

### 4 Cobh Municipal District Local Area Plan 2017

A principal objective of the local area plan (LAS-01) is

*Maintain where possible important features of the landscape which function as ecological corridors and areas of local biodiversity value, wetlands and features of geological value within this planning area in accordance with HE 2---3, 2---4, 2---5, and 2---6 of the County Development Plan 2014.*

### 3 Finding of no significance impacts matrix

<b>Name of project or plan</b>	Landscaping Scheme Cobh, Co Cork
<b>Name and location of Natura 2000 sites</b>	SITECODE 004030 SITE_NAME Cork Harbour SPA  Site Code 001058 SITE_NAME Great Island Channel SAC
<b>Description of the project or plan.</b>	Landscape two existing parks; convert a small area with hard surface adjacent to the harbour into an amenity area and plant trees in squares and along roads.
<b>Is the project or plan directly connected with or necessary to the management of the sites (provide details)?</b>	No
<b>Are there other projects or plans that together with the project or plan being assessed could affect the sites?</b>	Other plans have been examined. All of which have been subject to AA.
<b>Describe how the project or plan (alone or in combination) is likely to affect the Natura 2000 sites.</b>	No impact likely
<b>Explain why these effects are considered significant</b>	NA
<b>List of agencies consulted: (provide contact name and telephone or email)</b>	NA
<b>Data Collected to Carry Out the Assessment</b>	Desk research covering maps, aerial photos and preliminary fieldwork in November 2020.
<b>Who carried out the assessment?</b>	Dr. Mary Tubridy
<b>Level of Assessment</b>	AA screening
<b>Where can the full results of the assessment be accessed and viewed</b>	Attached report
<b>Overall conclusion</b>	Stage 1 Screening indicates that the proposal will not have a significant negative impact on the Natura 2000 network. Therefore an NIS is not required.

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VERSION 1

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**Habitats Directive Appropriate Assessment  
Screening Determination**

**Project: Cobh Public Realm Enhancement Plan**



**Cork County Council**  
Comhairle Contae Chorcaí

**Completed by Tony Nagle**  
**Cork County Council**

**Date: 22/04/2021**

This document contains the Habitats Directive Screening Determination of Cork County Council in respect of a proposal to redevelop public spaces in Cobh. The determination is based on information provided in the Habitats Directive Screening Assessment Report which has been prepared by Mary Tubridy & Associates for Bernard Seymour Landscape Architects on behalf of Cork County Council and which is appended to this document. This screening determination should be read in conjunction with that report.

**Name of the project.**

Cobh Public Realm Enhancement Plan (CPREP)

**Description of the project.**

The Cobh Public Realm Enhancement Plan (CPREP) contains proposals to enhance the quality of life in Cobh by focussing on improvements to the physical environment that will include: road resurfacing, the provision of new and extended footpaths, reducing vehicular speed, increasing pedestrian crossing facilities, tree planting, rain gardens, provision of modern street furniture, improved bicycle parking and upgrades to street lighting at the following locations:

- Lower Road (part)
- Westbourne Place
- Casement Square
- Pearse Square
- Lower Middleton Street (part)
- West Beach (Road)
- East Beach
- West View Park
- West View (part)
- Middleton Street
- Thomas Kent Street
- Bishop Street (part)
- Park Lane
- Canon O’Leary Place
- Small’s Well
- Laundry Hill (part)
- Bishop’s Road (part)
- John O’Connell Street
- Sandymount (part)

The scheme will incorporate a substantial amount of tree and shrub planting as well as a sustainable drainage system (SuDS) involving the use of rain gardens to intercept rainwater in the town.

<p><b>Name and location of Natura 2000 sites identified for screening.</b></p> <p>The Great Island Channel Special Area of Conservation (SAC) is located 2.4 km overland to the north of the proposed development site and approximately 6 km via the hydrological connection of Cork Harbour.</p> <p>Cork Harbour Special Protection Area (SPA) is located at various locations around Cork Harbour and the closest sections of the SPA to the proposed development site are situated 2.7 km to the south (Lough Beg) and 2.8 km to the southwest (Monkstown Creek) of the site.</p> <p>No other EU sites have been identified with ecological connectivity to the proposed development site.</p>
<p><b>Is the project directly connected with or necessary to the management of the sites listed above?</b></p> <p>No.</p>
<p><b>Describe how the project (alone or in combination) is likely to affect the two Natura 2000 Sites.</b></p> <p>The submitted screening report considers potential impacts on the SAC and SPA as follows:</p> <ul style="list-style-type: none"> <li>• Potential for the project to give rise to direct loss or fragmentation of habitat within the Great Island Channel SAC (Mudflats and sandflats not covered by seawater at low tide [1140], Atlantic salt meadows (<i>Glauco-Puccinellietalia maritima</i>) [1330]) and Cork Harbour SPA (Wetland and Waterbirds [A999])</li> <li>• Potential for the project to give rise to disturbance related impacts to species which are qualifying interests of the SPA (Little Grebe (<i>Tachybaptus ruficollis</i>) [A004], Great Crested Grebe (<i>Podiceps cristatus</i>) [A005], Cormorant (<i>Phalacrocorax carbo</i>) [A017], Grey Heron (<i>Ardea cinerea</i>) [A028], Shelduck (<i>Tadorna tadorna</i>) [A048], Wigeon (<i>Anas penelope</i>) [A050], Teal (<i>Anas crecca</i>) [A052], Pintail (<i>Anas acuta</i>) [A054], Shoveler (<i>Anas clypeata</i>) [A056], Red-breasted Merganser (<i>Mergus serrator</i>) [A069], Oystercatcher (<i>Haematopus ostralegus</i>) [A130], Golden Plover (<i>Pluvialis apricaria</i>) [A140], Grey Plover (<i>Pluvialis squatarola</i>) [A141], Lapwing (<i>Vanellus vanellus</i>) [A142], Dunlin (<i>Calidris alpina</i>) [A149], Black-tailed Godwit (<i>Limosa limosa</i>) [A156], Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157], Curlew (<i>Numenius arquata</i>) [A160], Redshank (<i>Tringa totanus</i>) [A162], Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179], Common Gull (<i>Larus canus</i>) [A182], Lesser Black-backed Gull (<i>Larus fuscus</i>) [A183], Common Tern (<i>Sterna hirundo</i>) [A193], Wetland and Waterbirds [A999])</li> <li>• Potential risk of activities associated with the construction phase impacting negatively on water quality in the Great Island Channel SAC and Cork Harbour SPA</li> <li>• Potential risk of negative effects on water quality in the post construction phase associated with surface water and wastewater discharges</li> <li>• Potential effects of climate change.</li> </ul> <p>There will be no direct interventions within the SAC and SPA and accordingly the potential for the project to give rise to direct impacts on habitats and species which are qualifying interests of the SAC and SPA is screened out.</p>

No risk of disturbance-related impacts on waterbirds (see above) are identified, taking account of the distance of the site to significant concentrations of any of the qualifying interests of both the SAC and SPA.

Activities causing increases in nutrient, silt and/or toxic contaminant inputs could have the potential to impact negatively on qualifying interest habitats and species. These include:

- Mudflats and sandflats not covered by seawater at low tide [1140]
- Atlantic salt meadows (*Glaucopuccinellietalia maritima*) [1330]
- (Little Grebe (*Tachybaptus ruficollis*) [A004], Great Crested Grebe (*Podiceps cristatus*) [A005], Cormorant (*Phalacrocorax carbo*) [A017], Grey Heron (*Ardea cinerea*) [A028], Shelduck (*Tadorna tadorna*) [A048], Wigeon (*Anas penelope*) [A050], Teal (*Anas crecca*) [A052], Pintail (*Anas acuta*) [A054], Shoveler (*Anas clypeata*) [A056], Red-breasted Merganser (*Mergus serrator*) [A069], Oystercatcher (*Haematopus ostralegus*) [A130], Golden Plover (*Pluvialis apricaria*) [A140], Grey Plover (*Pluvialis squatarola*) [A141], Lapwing (*Vanellus vanellus*) [A142], Dunlin (*Calidris alpina*) [A149], Black-tailed Godwit (*Limosa limosa*) [A156], Bar-tailed Godwit (*Limosa lapponica*) [A157], Curlew (*Numenius arquata*) [A160], Redshank (*Tringa totanus*) [A162], Black-headed Gull (*Chroicocephalus ridibundus*) [A179], Common Gull (*Larus canus*) [A182], Lesser Black-backed Gull (*Larus fuscus*) [A183], Common Tern (*Sterna hirundo*) [A193], Wetland and Waterbirds [A999])

Consideration is given to potential for impact on these qualifying interests in the screening report. Risk of the proposed project giving rise to significant negative effects on these habitats and species are ruled out for the following reasons:

- Construction phase: During the construction phase, surface water in the construction site will percolate to ground or will be directed to existing drains. There will be no pathway for release of silt or toxic contaminants to surface watercourses. Construction work at East Beach will involve the use of prefabricated structures that will be put in place with minimal on-site construction and excavation.
- Post construction phase: A significant proportion of Surface water will be passed through SuDS-type drainage systems prior to discharge to drains which will be sized to ensure discharge of all surface water to ground. Both of the Natura 2000 sites are located at significant distances from the proposed development site (2.7 km and 2.8 km at the closest points with hydrological connectivity) and the risk of contamination from any pollution event is insignificant.

Potential for the proposed development to give rise to negative effects on habitats and species which are qualifying interests of the SAC and SPA are screened out on the basis of their lack occurrence within close proximity and the distance of the nearest known occurrence of qualifying habitats and species to the proposed development. These include:

- Mudflats and sandflats not covered by seawater at low tide [1140]
- Atlantic salt meadows (*Glaucopuccinellietalia maritima*) [1330]
- (Little Grebe (*Tachybaptus ruficollis*) [A004], Great Crested Grebe (*Podiceps cristatus*) [A005], Cormorant (*Phalacrocorax carbo*) [A017], Grey Heron (*Ardea cinerea*) [A028], Shelduck (*Tadorna tadorna*) [A048], Wigeon (*Anas penelope*) [A050], Teal (*Anas crecca*) [A052], Pintail (*Anas acuta*) [A054], Shoveler (*Anas clypeata*) [A056], Red-breasted Merganser (*Mergus serrator*) [A069], Oystercatcher (*Haematopus ostralegus*) [A130],

Golden Plover ( <i>Pluvialis apricaria</i> ) [A140], Grey Plover ( <i>Pluvialis squatarola</i> ) [A141], Lapwing ( <i>Vanellus vanellus</i> ) [A142], Dunlin ( <i>Calidris alpina</i> ) [A149], Black-tailed Godwit ( <i>Limosa limosa</i> ) [A156], Bar-tailed Godwit ( <i>Limosa lapponica</i> ) [A157], Curlew ( <i>Numenius arquata</i> ) [A160], Redshank ( <i>Tringa totanus</i> ) [A162], Black-headed Gull ( <i>Chroicocephalus ridibundus</i> ) [A179], Common Gull ( <i>Larus canus</i> ) [A182], Lesser Black-backed Gull ( <i>Larus fuscus</i> ) [A183], Common Tern ( <i>Sterna hirundo</i> ) [A193], Wetland and Waterbirds [A999]
<p><b>Explain why these effects are not considered significant.</b></p> <p>No potential for negative effects on any qualifying interest habitats or species has been identified.</p>
<p><b>Are there other projects or plans that together with the project being assessed that could affect these sites (provide details)?</b></p> <p>No potential for impacts identified. Consequently, the risk of this project contributing to cumulative negative impacts to water quality, when considered in combination with other projects, is screened out.</p>
<p><b>List of agencies consulted</b></p> <p>The AA Screening Report and this determination will be circulated to Statutory Consultees and will be available for review as part of the consultation documents.</p>
<p><b>Who carried out this assessment?</b></p> <p>Tony Nagle, Ecology Office, Capital Projects Implementation Unit.</p>
<p><b>Sources of data</b></p> <p>Scheme drawings, AA Screening Report, NPWS Website.</p>
<p><b>Level of assessment completed</b></p> <p>Screening.</p>
<p><b>Where can the full results of the assessment be accessed and viewed?</b></p> <p>Part 8 Documents are available online and at <a href="https://www.corkcoco.ie/en/planning/part-8-development-consultation">https://www.corkcoco.ie/en/planning/part-8-development-consultation</a></p>
<p><b>Overall conclusion</b></p> <p>In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the objective information provided in this report, it is concluded beyond reasonable scientific doubt that the proposed works, individually or in combination with other plans/projects are not likely to have a significant effect on any European site (Natura 2000 site). It is therefore considered that a Stage 2 Appropriate Assessment under Section 177V of the Planning and Development Act 2000 (as amended), is not required.</p>

**Explain how the overall conclusion that there are no significant effects on European sites was arrived at**

- No interventions are proposed within any European site.
- The site is located at a sufficient distance from the North Channel SAC to be satisfied that there is no risk of activities associated with the project causing disturbance to habitats that are qualifying interests of the SAC.
- The site is located at a sufficient distance from Cork Harbour SPA to be satisfied that there is no risk of activities associated with the project causing disturbance to habitats and species that are qualifying interests of the SPA.
- Surface water run-off during the construction phase is to be directed to existing drains on site, therefore there is no hydrological linkage to the North Channel SAC and Cork Harbour SPA.
- Surface water run-off in the post construction phase will be managed through a SuDs system, and all surface water is to be directed to ground. There will be no direct hydrological connection to the North Channel SAC and Cork Harbour SPA.





# Comhairle Contae Chorcaí Cork County Council



**FROM :** NIALL Ó DONNABHÁIN, SENIOR PLANNER, PLANNING & DEVELOPMENT  
LOUISE AHERN, EXECUTIVE PLANNER, PLANNING & DEVELOPMENT

**TO :** GIULIA VALLONE, SENIOR ARCHITECT, CAPITAL PROJECTS IMPLEMENTATION  
UNIT, COUNTY ENGINEER DIRECTORATE

**DATE :** 7<sup>th</sup> JULY 2021

**RE :** PART 8 PROPOSAL FOR COBH PUBLIC REALM ENHANCEMENT PLAN

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## DEVELOPMENT DESCRIPTION

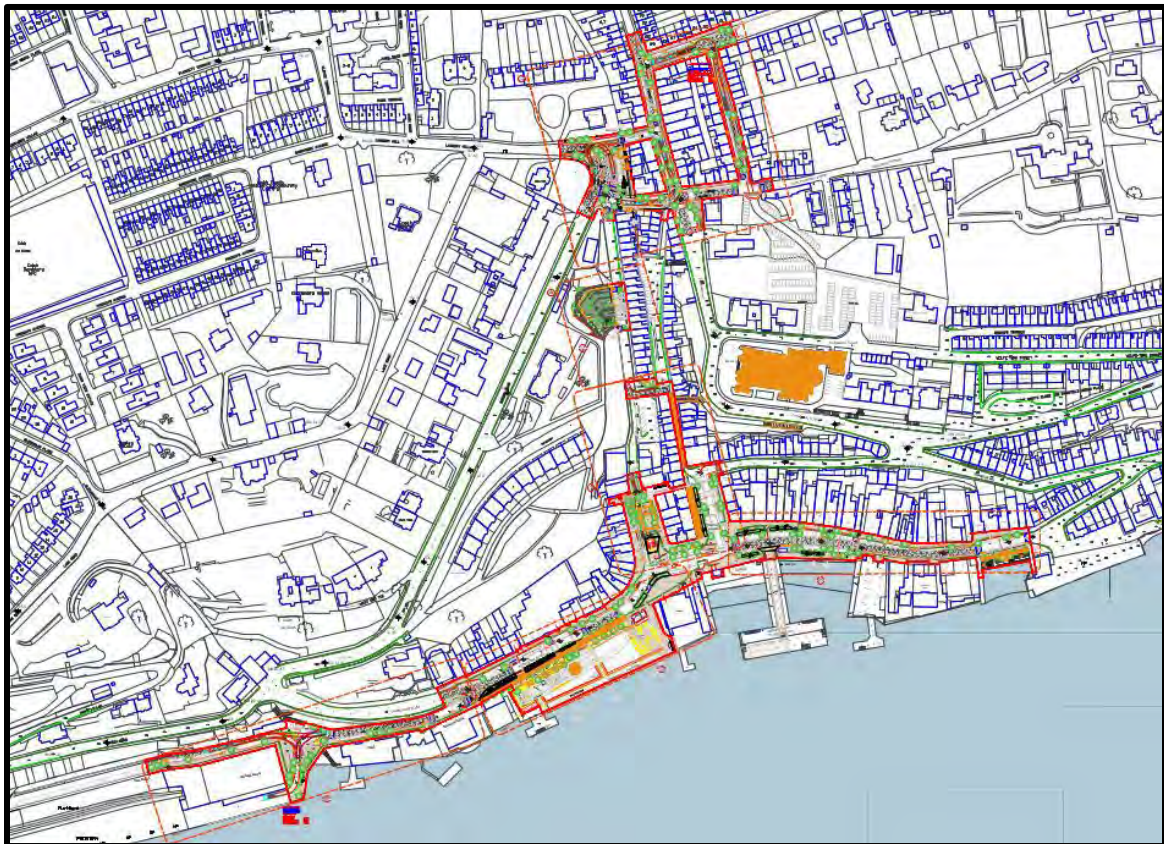
Cork County Council is proposing to redevelop Cobh Town Centre to enhance the public realm and outdoor living environment. The proposed works will include reconfiguration of traffic movements to facilitate improved pedestrian and cyclist accessibility and overall improvements to the public realm and visitor experience. The redevelopment is split into six zones as detailed within the accompanying Urban Design and Public Realm Plan Report and covers a total area of 2.8 hectares (ha). The project will benefit from the Urban Regeneration and Development Fund (URDF) and these zones will be developed at various stages depending on funding availability / approval. The core principle of the project is to enhance and strengthen the vitality of the existing town centre and to maximise the potential of the waterfront. It is further intended that these public realm works will catalyse further investment in the Town Centre.

The works will consist of:

- Environmental improvement works and enhancement of public realm and outdoor living;
- Enhanced pedestrian connectivity and accessibility by widening and reconfiguring footpaths;
- Provision of wider and safer pedestrian crossing facilities including courtesy crossing tables at Westbourne Place, Casement Square, Pearse Square, East Beach; Canon O'Leary Place, Park Lane and Small's Well, West View;
- Upgrade of carriageway, signage, road marking and drainage including Sustainable Urban Drainage;
- Undergrounding of overhead services and upgrade of service providers;
- Traffic calming through vertical and horizontal measures in accordance with DMURS;
- Enhanced street living to include inclusive street furniture (universal), cycle parking, rain gardens, trees and shrubs and permanent canopies at East Beach;
- Upgrade of public lighting and other ancillary works;
- Pedestrianisation of the Eastern carriageway on Casement Square;

- The Western carriageway on Casement Square is to become one way southbound;
- Alteration of junction priority at the junction of Canon O’Leary Place and Bishop’s Road;
- Demolition of existing council owned single storey shed located at south end of West View;
- Creation of new exit at the Southern end of Small’s Well Carpark, creating a through road, North to South, exiting onto Canon O’Leary Place.

A detailed description of the proposed development has been provided in Section 2.1 of the Environmental Impact Assessment Screening Report and Sections 2.2-2.4 of the Urban Design and Public Realm Plan Report.



*Figure 1 – Overall Project Area*

## **SITE DESCRIPTION**

The extent of the site is illustrated in *Figure 1* above. The site extends from Lower Road and Westbourne Place westwards as far as West Beach and East Road and extends northwards from Casement Square and Pearse Square to Midleton Street. The total area of the six zones combined is 2.86 ha. Zones 1, 2, 3 and 6 are all located within the Town Centre area and the Architectural Conservation Area as per the Cobh Town Development Plan 2013. Zones 5 and 6 are located within the Existing Built Up Area which comprises a mixture of residential and commercial uses.

## POLICY CONTEXT

### NATIONAL POLICY

**Project Ireland 2040: National Planning Framework, (Feb, 2018)** The NPF is the overarching policy and planning framework for the social, economic and cultural development of the country.

**Regional Spatial and Economic Strategy (RSES) for the Southern Region** The RSES sets out the strategic regional development framework for the Region. The primary aim of the RSES is to implement *Project Ireland 2040 – the National Planning Framework*, at the regional tier of Government and to support NPF policy for achieving balanced regional development.

The RSES includes the **Cork Metropolitan Area Strategic Plan (MASP)** which is a high level and long term strategic vision and which identifies critical priorities for the sequencing and delivery of growth of the City and the wider Metropolitan area.

**Design Manual for Urban Roads and Streets, (DECLG, 2013).** This document provides guidance in relation to the design of urban roads and streets and seeks to support and encourage more sustainable travel patterns in urban areas.

**The Planning System and Flood Risk Management – Guidelines for Planning Authorities and technical Appendices (2009)** These guidelines require the planning system at national, regional and local levels to avoid development in areas at risk of flooding, adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk and incorporate flood risk assessment into the process of making decisions on planning applications and appeals.

### LOCAL POLICY

#### *Cobh Town Development Plan 2013*

The site is located within the Cobh Town Development Plan Area. The following policy objectives are relevant to the subject site:

#### **Cobh Town Development Plan Objectives**

<b>TC-01</b>	Town Core – Mixed Uses
<b>TC-02</b>	Midleton Street – Secondary Town Centre Area
<b>TCW-03</b>	Town Centre
<b>TCW-08</b>	Design, Access & Safety: Town Centres
<b>TCW-12</b>	Cobh Waterfront
<b>TCW-19 - TCW-20</b>	Public Realm within Architectural Conservation Areas
<b>SCF-13</b>	Pocket Park
<b>SCF-15</b>	Green Infrastructure
<b>SCF-16</b>	Open Space Zoning Objective

<b>U-02</b>	Waterfront Amenity Walkway
<b>HE-13 – HE18</b>	Landscape, Seascape, Views, Visual and Scenic Amenity
<b>HE-27 – HE-31</b>	Architectural Conservation Areas

*Cork County Development Plan 2014*

The following are relevant policies from the 2014 CDP:

**TCR 2-1: TOWN CENTRE**

g) Encourage the preparation of targeted public realm strategies and other strategies in a general and specific sense for individual towns over the lifetime of the plan, particularly where a need has been identified through the local area plan process.

**TO 7-1 Walking / Cycling and Greenways**

Promote the development of walking and cycling routes throughout the County as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.

**TM 2-2 Cycling**

a) Encourage and facilitate a safe walking and cycling route network and a culture of walking and particularly cycling in the county, as a viable alternative travel choice. Local Area Plans will set out Active Travel Strategies (cycling and walking) for individual towns and their hinterlands.

b) Improve the streetscape environment for pedestrians, cyclists and those with special mobility needs while seeking to provide facilities which enhance safety and convenience. The Design Manual for Urban Roads and Streets (DMURS) is a useful guidance tool.

c) Ensure that development in urban areas, towns and villages is well located, permeable and prioritises walking, cycling and access to public transport and other important amenities. The Design Manual for Urban Roads and Streets (DMURS) is a useful guidance tool.

d) Promote the development of an integrated and coherent local and countywide cycle network to form part of the wider National Cycle Network. Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites.

*Draft Cork County Development Plan*

The Draft Cork County Development Plan was issued on Wednesday 21<sup>st</sup> April 2021. It is intended that the new Cork County Development Plan 2022 will be the first consolidated Plan for the entire functional area of Cork County Council and relates to the new administrative boundary of the County. The new County Development Plan will replace not just the current County Development

Plan (as varied) but also the current 8 Municipal District Local Area Plans made in 2017 as well as the existing Town Development Plans.

The following draft CDP Objectives are relevant:

<b>PL 3-1:</b>	Building Design, Movement and Quality of the Public Realm
<b>PL 3-3:</b>	Delivering Quality and Inclusive Places
<b>TCR 9-1</b>	Town Centres
<b>TM 12.1:</b>	Integration of Land Use and Transport
<b>TM 12.2:</b>	Active Travel
<b>HE 16-15:</b>	Architectural Conservation Areas
<b>TO 10-3:</b>	Tourism Opportunities
<b>TO 10-5:</b>	Protection of Natural, Built and Cultural
<b>CH-GR-04:</b>	Kennedy Park. Maintain quayside park
<b>CH-GR-06:</b>	Maintain open space
<b>CH-GR-07:</b>	Maintain open space
<b>CH-GR-08:</b>	Maintain open space
<b>CH-T-03:</b>	Neighbourhood centre and public realm enhancement to create a more attractive, functional, sense of place, maximizing the opportunity for active travel.

Volume 4, Section 2.4.22 of the Draft CDP outlines and supports the Cobh Public Realm Enhancement Scheme.

## **ASSESSMENT**

The proposed development relates to environmental improvement works and enhancement of public realm and outdoor living in Cobh Town Centre. The project seeks to revitalise the town core, improve pedestrian connectivity and reintroduce soft landscaping into the townscape creating a more attractive environment.

The project comprises of:

- A series of traffic tables at key crossing points to facilitate safe crossing along pedestrian desire lines;
- A reduction in excessive road widths to increase pedestrian priority in accordance with DMURS;
- The reconfiguration of car parking throughout the town core;
- The redesign of the town plaza in front of the library to facilitate outdoor living and safe pedestrian gatherings;
- The introduction of SUDs throughout the scheme to encourage biodiversity in the town centre;

- More accessible routes and improved wayfinding throughout the town to serve a more inclusive community;
- The addition of an overall lighting strategy for the town to help promote a thriving night economy;
- The addition of soft landscaping, trees and modern, inclusive street furniture where possible in the town;
- The reconfiguration of the town park to better facilitate the needs of the community today.

A detailed description of the proposed development has been provided in Section 2.1 of the Environmental Impact Assessment Screening Report and Sections 2.2-2.4 of the Urban Design and Public Realm Plan Report.

From a land use planning perspective, the proposed development is located on public lands within the Town Centre / Mixed Use Area and the Existing Built Up Area of Cobh Town as per the Cobh TDP 2013. It is an objective of the Plan to seek to optimise the potential of the Waterfront and its contribution to the revitalisation and future development of the town. It is also an objective of the Council to protect and enhance the character of the Architectural Conservation Area as part of any public realm improvements or public infrastructure schemes and to protect and enhance the quality of public open spaces, such as parks and squares within Cobh. Objective U-02 of the Plan seeks the provision of a 10m wide amenity route or boardwalk to achieve a continuous linked amenity route within the town. It is noted that this amenity route has been altered under the Draft County Development Plan to run along the main street rather than the waterfront. Volume 4, Section 2.1.22 of the Draft CDP refers to the Cobh Public Realm Enhancement Plan and supports the proposed development as described. The proposed development provides for connectivity and pedestrian priority throughout the scheme providing a continuous linked amenity route within the town centre which is consistent with the local policies and objectives of the Cork County Development Plan 2014, the Draft CDP 2021 and the Cobh TDP 2013.

The proposed development has taken a DMURS design approach, improving permeability and access, providing shared spaces, decluttering streets / roads and implementing SUDs principles.

Zones 1, 2, 3 and 6 are located within the Cobh Town Architectural Conservation Area. The Conservation Officer has been consulted throughout the design process.

#### *Zone 1 – Annie More Place*

Annie More Place is the arrival point for tourists on cruise liners, those parking in the 5 foot way car park and those arriving by train. Proposed works within this zone include rationalization of bus and car parking, traffic calming measures and pedestrian priority through surface finishes, decluttering of space and creation of clear legible pedestrian routes reflecting desire lines for



pedestrians. The proposed development will offer safer pedestrian connections and spaces and create more flexible space for community festivals and gatherings of visitors.

#### *Zone 2 – Westbourne Place and Kennedy Park*

Westbourne Place is the main thoroughfare to the town and Kennedy Park is the town garden. Currently there is a lack of legibility of the streetscape at this location, poor heritage legibility, visual and segregation of Kennedy Park from the adjacent public footpaths, poor lighting, randomly organised street furniture and high exposure to wind and noise. As a result the park is underused during winter. The proposed development will enhance the visual connections to Casement and Pearse Squares, introduce traffic table on the main street for pedestrian priority, improve visibility and increased number of accessible pedestrian entrances to Kennedy Park and create a safer and more vibrant environment at night through improved lighting. Works within this zone also include avenues of trees, reorganisation of street car parking and road widths creating a more attractive and safer pedestrian friendly environment.

#### *Zone 3 – The Town Squares*

The town squares will offer a space for community events, local businesses and tourists to enjoy and use. It will offer covered areas with spaces for seating, a structured planter surrounding the Lusitania Memorial, increased trees and soft landscaping, improved lighting to facilitate an increased night economy and safer pedestrian connections. The squares are currently car dominated and cluttered within inadequate pedestrian space and poor legibility. The reorganisation of these spaces will include the introduction of a one-way traffic system through Casement Square, a new outdoor terrace for the public library including the potential for re-activation of ground floor access to improve passive surveillance and wider footpaths for improved accessibility and attractive walking routes.

#### *Zone 4 – Westview Park*

Westview Park is currently hidden behind a wall with no passive surveillance through space, poor lighting standards and poor legibility for pedestrians. The scheme proposes increased entrances to allow better pedestrian permeability, enhanced layout through soft landscaping and terracing as well as improved lighting making it safer, more attractive and useable and a new stage for community events and groups to enhance social interaction.

#### *Zone 5 – top of the Hill*

The 'Top of the Hill' in the scheme aims to establish a stronger sense of place and create a safer pedestrian environment. The project seeks to transform the Top of the Hill zone from a car orientated, congested site with little to no space for communities to gather, to a more generous, community focused space. The scheme proposes to reveal the history of the site, particularly focusing on Smalls Well. It seeks to restore the key elements back into the zone and redefine new uses within the space. Proposed works include pedestrian priority through introduction of

courtesy crossings, reduction of car parking to strengthen pedestrian safety, improved lighting and soft landscaping and introduction of street furniture to strengthen place making at Top of the Hill.

#### *Zone 6 – Eastern Streetscape*

The Eastern Streetscape zone which also houses East Beach strives to reactivate the eastern section of the town. East Beach, which is one of the few direct access points to the water in the town centre, will become a gathering point, offering access and clear views to the harbour and waterside. The proposed development will include reconfiguration and rationalisation of car parking, new street furniture and improved accessibility for pedestrians and vulnerable users, traffic calming measures and soft landscaping. The proposed development will increase pedestrian space to enable social interactions, increased footfall and vibrancy at this location.

The project also seeks to demolish the Cork County Council owned flat roof shed at the bottom of West View housing. A pocket park is proposed in place of the shed offering views of the Cathedral and a place of sanctuary for pedestrians.

Overall, the proposed development is considered to represent a long-term and permanent positive impact in terms of the improvements to the public realm within Cobh Town. The town has a rich maritime, military and ecclesiastical heritage, which combined with proposed developments at Spike Island, Haulbowline and Camden Fort Meagher, affords the town significant potential for tourism development to be a strong feature of its economic growth. Cobh also has the only dedicated cruise liner berth in the country and cruise liners visiting the town each year offer the potential for spin-off trade. The urban design plan will be strategic in attracting further investment into the town amenities and services while simultaneously strengthening Cobh's central position within the Cork harbour. The proposed development will generate an increased footfall through the streetscape and Town Squares, strengthen the 'hilly town' topography as an opportunity to enhance a new public realm frame of town vistas as a tourist attraction, connect town centre arrival points and reinforce the heritage connection with the Irish Navy and the Cork Harbour. The proposed development has the potential to attract higher density development, create a strong sense of place and facilitate enhanced pedestrian permeability, making Cobh a more attractive place to work, live, visit and invest.

As well as contributing to an attractive sense of place, the inclusion of trees and landscaping within the public realm of the town centre will perform climate change mitigation and adaptation functions.

Having reviewed the policy context for the area and the plans and particulars received, I consider the proposed development is consistent with the broad objectives of the National Planning Framework and the Regional Spatial and Economic Strategy for the Southern Region. The proposed development conforms to the policies and objectives of the Cork County Development

Plan 2014 and the Draft Cork County Development Plan 2021 enhancing the quality of public realm to create a more attractive, functional, sense of place, enhancing natural, built and cultural heritage, maximizing the opportunity for active travel and generating business and tourism opportunities. The proposal is also consistent with the local policy objectives of the Cobh Town Development Plan 2013 maximising the waterfront, enhancing amenity routes and spaces and creating a safer more accessible town centre.

## **FLOOD RISK AND SURFACE WATER MANAGEMENT**

Zones 1, 2, 3 and 6 of the proposed development are located along the waterfront, adjacent to the waters of Cork Harbour. Within the project area, surface water runoff is directed to the existing sewer infrastructure. In order to facilitate the efficient collection of surface water new gullies will be provided as part of the proposed development and SUDs will be provided which will ensure maximum flow width is achieved upstream of all pedestrian crossings.

The Cork Lower Harbour Sewerage Scheme includes separation of foul and storm water, new pipelines and new pumping stations resulting in a significant improvement in water quality in the harbour.

The Draft CDP notes that flood risk is not a significant issue for Cobh apart from an element of coastal flood risk at Rushbrook dockyard. Most of Cobh Town is outside defined flood zones, though limited areas along the immediate waterfront are at high risk of coastal flooding. As noted in the Cobh TDP 2013 for such high risk areas, *“only water compatible development, such as docks and marinas, dockside activities that require a waterside location, amenity open space, outdoor sports and recreation would be considered appropriate in this zone”*. The project works in this area retain the existing waterside areas for amenity / open space and comprise water compatible development only.

## **ENVIRONMENTAL IMPACT ASSESSMENT SCREENING**

The project was reviewed against the classes specified in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations in order to screen for whether mandatory EIA was warranted. The following relevant sub-classes were identified:

### *Class 10. Infrastructure Projects*

- (b)(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.*

*(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)*

The following areas of the proposed public realm improvement development are located in what can be described as the business district of Cobh Town (i.e. where predominant land use is retail / commercial):

- Zone 1 (Lower Road / Westbourne Place);
- Zone 2 (Kennedy Park / Westbourne Place) excluding Kennedy Park;
- Zone 3 (Casement Square and Pearse Square);
- Zone 6 (West Beach Road, East Beach)

These areas amount to a total of 1.62ha, which is below the threshold of 2ha in the case of a “business district”. Furthermore, the proposed development relates to environmental improvement works / upgrade of an existing streetscape and public realm. There will be no new infrastructure or structures. It is therefore concluded that the scheme is under the threshold in respect of Class 10(b)(iv) of Part 2, Schedule 5 of the Planning and Development Regulations, 2001 (as amended) and mandatory EIA is not required.. As the Scheme is sub-threshold, it has therefore been assessed on a case-by case basis in accordance with the Criteria for Determining Whether or Not a Development Would or Would Not be Likely to have Significant Effects on the Environment as outlined within Annex III of the EIA Directive.

Having reviewed and considered the Environmental Impact Assessment Screening Report and having regard to:-

- The nature and scale of the proposed development which relates to environmental improvement works, public realm and street enhancement measures which are under the threshold in respect of Class 10(b)(iv) of Part 2, Schedule 5 of the Planning and Development Regulations, 2001 as amended;
- The urban location of the proposed development within the established built up area of Cobh Town;
- The existing pattern of development and existing services in the vicinity of the proposal;
- The assessment and conclusions of the Habitats Directive Appropriate Assessment Screening Report and Screening Determination that the proposed works, individually or in combination with other plans / projects, are not likely to have a significant effect on a European site (Natura 2000 site);
- The criteria set out in Article 120(4)(a) of the Planning and Development Regulations, 2001 as amended;
- The mitigation measures proposed in the report to inform the environmental impact assessment screening of the proposed development, including the implementation of an approved CEMP, Waste & Resource Management Plan and Traffic Management Plan,

It is considered that there is no real likelihood of significant effects on the environment arising from the proposed development and it is determined that an Environmental Impact Assessment is not required.

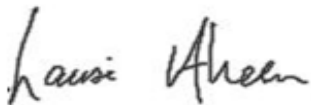
### **APPROPRIATE ASSESSMENT**

The application is accompanied by an Appropriate Assessment Screening Report which concludes that the proposed works, individually or in combination with other plans / projects, are not likely to have a significant effect on a European site (Natura 2000 site) and an AA Screening Determination has been made by Cork County Council as the Competent Authority.

### **CONCLUSION**

The core principle of the project is to enhance and strengthen the vitality of the existing town centre and to maximise the potential of the waterfront as well as the amenity and heritage value of the Town. It is further intended that these public realm works will catalyse further investment in the Town Centre. The urban design plan will be strategic in attracting further investment into the town amenities and services while simultaneously strengthening Cobh's central position within the Cork harbour and generating significant potential for tourism development to be a strong feature of its economic growth. The proposed development will produce social, economic and environmental / physical benefits with the potential to attract higher density development, create a strong sense of place and facilitate enhanced pedestrian permeability, making Cobh a more attractive place to work, live, visit and invest.

Having reviewed the policy context for the area, based on the attached plans and particulars, the proposed development is considered to be in accordance with the proper planning and development of the area. The proposal is consistent with the national strategic objectives of the National Planning Framework, the Regional Spatial and Economic Strategy for the Southern Region and is consistent with the local policies and objectives of the Cork County Development Plan 2014, the Draft Cork County Development Plan 2021 and the Cobh Town Development Plan 2013.



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**Louise Ahern**  
**Executive Planner**



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**Niall Ó Donnabháin**  
**Senior Planner**



# Preliminary Design Statement Report Cobh Town Centre Public Realm Enhancement Plan

*unlocking the opportunities  
by putting people first.*

Artist's Impression of Queenstown Hotel and Promenade (now the Commodore Hotel and Kennedy Park)



Tionscadal Éireann  
Project Ireland  
2040



Comhairle Contae Chorcaí  
Cork County Council



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## COBH PUBLIC REALM ENHANCEMENT PLAN

The purpose of this report is to outline the design objectives and principles of the scheme. It is envisaged that this report is read in conjunction with the drawings to gain a full understanding of the overall scheme.

### Part 8 Process

Public consultation is a fundamental element of the 'Part 8' planning application process. After the expiration of the period during which submissions or observations may be made, a report is presented to the members of the Council. This report recommends whether or not the proposed development should be proceeded with as proposed or amended.

### Overview

*Cobh Public Realm Enhancement Plan* encompasses the minimum strategic area that will achieve the required change under Project Ireland 2040 and the URDF (Urban Regeneration Development Fund) Funding to promote compact growth in the town centre.

This scheme aims to address active mobility and well-being, attracting more people to live and work in Cobh. The outcome of this will result in addressing vacancy and dereliction in the historical town centre, placing the local community and cultural heritage at the core of the design.

The project strives to achieve worthwhile change for Cobh, to act as a base for future investment in the town as well as making it a more attractive place for people to live, work and visit.

The scheme has been designed in house by a multidisciplinary team within Cork County Council (CCC). The proposal is the outcome of a 20-month long engagement process including input from CCC cross-departmental resources, elected members, external stakeholders, the local community as well as specialist consultants.



#### Consultants include:

- Fourem Architects - Conservation Architect
- BSLA - Bernard Seymour Landscape Architects
- ARUP - Lighting
- Fionnuala Rogerson - Accessibility Consultant
- TII- DMURS Consultants
- Mary Tubridy - Ecologist
- SWECO - Environmental Consultants



Comhairle Contae Chorcaí  
Cork County Council

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**Cobh Public Realm Enhancement Plan  
is an urban design project consisting  
of 6 key character zones**



**Zone 1-** Annie Moore Place celebrates an important point of arrival to the town. It is the gateway to the beautiful town centre of Cobh, with its many attractions, cafe's, restaurants, and shops to explore.

**Zone 2-** draws you along the waterfront via a new tree lined Westbourne Place leading to a reimagined, fully accessible, and playful Promenade.

**Zone 3-** incorporating Casement and Pearse Square will be the epicentre of the day and night-time economy, with space for everyday street dining and a new stage for community events.

**Zone 4-** The intimate, universally accessible West View Park, and pocket park captures the stunning views of the iconic "Deck of Cards" and St Colman's Cathedral.

**Zone 5-** at the Top of The Hill will be transformed into a safer, pedestrian priority neighbourhood with a fresh reclaimed place for Cobh's community and businesses to thrive.

**Zone 6-** a greener more accessible streetscape leads to East Beach, whose character of relaxed outdoor living, builds connections to the harbour beyond and encourages people to linger longer.



## INTRODUCTION

This report outlines the design proposal that has been developed for the project known as '*Cobh Public Realm Enhancement Plan*'. The purpose of this project is to deliver on the recommendations contained in the URDF (Urban Regeneration and Development Fund) and Project Ireland 2040, to make Cobh a more attractive town to live, visit and work in.

Now, more than ever, as a result of the COVID 19 pandemic and a desire to support healthier lifestyles, people are moving outside major cities. *Cobh Public Realm Enhancement Plan* contains proposals to support walking and cycling as well as enhancing the public transport systems already existing in the town. This plan seeks to support healthier lifestyles, strengthen Cobh's local economy, reduce traffic congestion and improve the local environment.

Significant construction works have been, and continue to be undertaken in Cobh over the past 2 years. These are primarily down to the Cork Lower Harbour Main Drainage Project (Irish Water). This has generated construction traffic which has impacted the quality of road pavement and footpaths while simultaneously limiting the opportunities to undertake resurfacing works. As a result, the main streets of Cobh are in need of improvement.

## COBH PUBLIC REALM ENHANCEMENT SCHEME

In 2017, Cork County Council commenced *Cobh Public Realm Enhancement Plan*. The original plan was to deliver a public realm enhancement scheme focused primarily on the lower main street after the water works were completed. When the call for URDF came in 2019, the project scope expanded, incorporating a more holistic approach to ensure the town and its context developed more sustainably. A first round of stakeholder consultations took place at early design stage in early 2020. The central aim of this consultation was to identify the potential opportunities increasing the scope of works would have on the town. Based on this first engagement, the feedback, previous proposals, studies and site assessments were included to develop a more integrated and future-proofed scheme.

A second round of public engagement took place in November 2020, which included the Christmas lighting plan. The purpose of this was to help highlight the town's assets and potential. Since this, there has been stakeholder engagement consisting of virtual meetings and walk-about with local groups to better understand the needs and wants of the community.

The *Cobh Public Realm Enhancement Plan* was presented formally to the Elected Members of the Council's Cobh Municipal District Committee in June 2021. It was then published on 9th July 2021 for Part 8.



Christmas 2020 in Cobh

## COBH PUBLIC REALM ENHANCEMENT PLAN PROPOSAL:

This proposal is the first step in the URDF for Cobh Town. URDF's purpose is to increase the liveability of towns and villages, making them safer and more enticing places to live. *Cobh Public Realm Enhancement Plan* seeks to revitalise the town core and improve the gateways to the town. The scheme is an urban design masterplan that provides a holistic phased vision with the opportunity for the project zones to go to construction as funding becomes available.

The plan comprises of:

- *A series of traffic tables at key crossing points to facilitate safe crossing along pedestrian desire lines;*
- *A reduction in excessive road widths to increase pedestrian priority in accordance with DMURS;*
- *The reconfiguration of car parking throughout the town core;*
- *The redesign of the town plaza in front of the library to facilitate outdoor living and safe pedestrian gatherings;*
- *The introduction of SUDs and increased number of trees throughout the scheme to encourage biodiversity in the town centre;*
- *More accessible routes and improved wayfinding throughout the town to serve a more inclusive community;*
- *The addition of an overall lighting strategy for the town to help promote a thriving night economy;*
- *The addition of soft landscaping, trees and modern, inclusive street furniture where possible in the town;*
- *The reconfiguration of the town park to better facilitate the needs of the community today.*

This proposal fully encompasses the scheme objectives with respect to traffic calming and pedestrian safety and comfort in the town core. It provides wider footpaths and mitigates excessive road widths. All planting and trees that are included in this proposal are in compliance with Cork County Council's County Development Plan and TII's A Guide to Landscape Treatments for National Road Schemes in Ireland. Materials chosen for this scheme will be consistent and related to setting and function.

## OBJECTIVES:

1. Connect the town centre to its arrival points [train, car, sea] through the promotion of active mobility;
2. Enhance pedestrian permeability in the town centre in offering attractive, accessible and safe routes for both residents and tourists;
3. Implement an urban green strategy by introducing SUDs, soft landscaping and trees into the townscape;
4. Generate a lighting strategy to enhance the townscape, promote greener energy, respect natural habitats and support a safe and thriving night economy;
5. Maximize the legibility of the pedestrian routes through reimagined and improved way finding;
6. Strengthen the 'hilly town' topography as an opportunity to enhance a new public realm, framing town vistas as a touristic attraction;
7. Address traffic calming measures using DMURS, place-making principles and establishing a sense of place;
8. Reinforce the heritage connection with the Irish navy and Cork Harbour;
9. Reimagining the Promenade with a strong connection to the original historical plan, the proposed streetscape and the sea;
10. Maximize on authentic tourism through sense of community and place-making - enhance services for farmers' markets and events;
11. Rebrand the town centre as a destination to spend more than a day in, to dine at night, to stay longer;
12. Making the town a stage for community and a more attractive place to work, live and invest. [Adding to the local economy year round as well as helping to improve the already established cruise liner business and tourism]





## APPROACHES OF THE COBH PUBLIC REALM ENHANCEMENT PLAN INCLUDE:

### Filling in the **GAPS** in Cobh

#### **Green Spaces**

- Over 80 New Trees throughout the scheme
- Rain gardens to act as SUDs (Sustainable Urban Drainage) throughout the town centre.



Sample of Rain Gardens

#### **Active Spaces**

- Improved way finding;
- Creation of attractive walking and cycling routes;
- Introduction of integrated 'free' play spaces.



Sample of Free Play Elements - Clonakilty

#### **Pro-Social Spaces**

- Spaces that serve the community, enabling socialising;
- Strengthening the sense of community;
- Adaptable spaces that cater for a variety of events,



Asna Square

#### **Safe Spaces**

- Overall lighting strategy that encourages a thriving night economy and safer town centre into the evening;
- Improved way finding through to the evening;
- Enhanced public realm to encourage passive surveillance for longer periods.



Lighting Masterplan Strategy

### **Conservation led approach with particular focus on Three Principles:**

**REVEAL** the historic setting;  
**RESTORE** the zones by removing the clutter;  
**REDEFINE** through sensitive design a modern townscape that serves and strengthens the community.



West Beach, National Library



The Promenade, National Library



# 01 Principles



Project Objectives alignment with current & emerging Policy at EU, national , regional and local level.

EXTRACT FROM CCC CDP PRELIMINARY DRAFT

[ Town Centre first & Placemaking- Protect & Enhance the retail core through Development Management]

“A core principle of this Plan is to enhance and strengthen the existing town centre, centred on the seafront at Westbourne Place, Casement Square, Pearse Square and extending along West Beach and East Beach, as the focus for the town and the centre of the community. In order to achieve this, the economic and retail functions of the town need to be strengthened and vacancy reduced in order to enhance the vitality of the town centre. In addition, the potential of the Waterfront needs to be maximised and further investment is needed in improving the public realm and the quality of the urban environment and in strengthening linkages between the town centre / Waterfront and the rest of the town.

The planned public realm upgrade (see Placemaking above) will substantially address this and will catalyse further investment in the town centre. Residential uses also need to be encouraged, particularly within the Town Centre, to address population decline and to ensure vibrancy in the evening time”.

## PROJECT IRELAND 2040

Project Ireland 2040 is the overarching, long-term strategy, setting out this Government's infrastructure priorities for future growth and development for the country. The strategy reforms how public investment is planned and delivered, explicitly aligning Ireland's spatial planning with a capital investment plan, in order to provide the right infrastructure in the right places to cater for our growing population.

By 2040, there will be an extra one million people living in our country. Project Ireland 2040 aims to accommodate this growth in a balanced and sustainable way. It also strives to put in place the investment required to enable such prosperity. It is promoting compact growth in our regions throughout the country, ensuring that people are living close to the infrastructure and services they need. Project Ireland 2040 is particularly focused on promoting the growth of our regional cities and urban centres outside of Dublin, in order to counteract the unrestrained growth of the capital and spread the effects of economic strength more evenly throughout Ireland. There will be a 50% to 60% increase in population in Cork, as a result, Cork will experience considerable change.

Other key pieces of legislation that have determined in relation to *Cobh Urban Design Plan's* Development are:

### CORK COUNTY DEVELOPMENT PLAN:

#### Core Strategy Summary:

Cork County Development Plan is fully aligned with Government/Ministerial Guidelines and the South West Regional Planning Guidelines 2010/2022. In particular, the National Spatial Strategy 2002/2020, Smarter Travel – A Sustainable Transport Future, the National Climate Change Strategy 2007/2012, all guide and direct the national and regional policy framework for housing, settlement, retail, employment and transport strategies,

which in turn have influenced the policies of this plan.

All of the detailed policies and objectives of this plan are intended to contribute to the delivery of a number of key aims for the county as a whole. They are as follows:

- Enhanced quality of life for all, based on high quality residential, working and recreational environments and sustainable transportation patterns;
- Sustainable patterns of growth in urban and rural areas, that are well balanced throughout the county reflecting the need to reduce energy consumption and green house gas emissions, reduce use of non-renewable resources while taking account of the need to plan for the effects of climate change;
- Sustainable and balanced economic investment, in jobs and services, to sustain the future population of the county together with wise management of the county's environmental, heritage and cultural assets;
- An effective physical and community infrastructure supporting living, economic recovery, enterprise and social integration;
- A high quality built environment, integrating the conservation of County Cork's built heritage with best practice modern architecture and urban design;
- A network of enhanced natural resources of clean water, biodiversity, nature conservation areas, landscape, coastline, greenbelts, parks and open spaces, and agricultural land;
- Responsible guardianship of the county so that it can be handed on to future generations in a healthy state.

### SUMMARY OF KEY POINTS FROM CORK COUNTY DEVELOPMENT PLAN AND COBH LOCAL AREA PLAN THAT APPLY TO COBH:

- Strengthen the town centre, by making it a dynamic, attractive and inclusive environment;
- Encourage the arts, creativity and activity within

town centres, through providing public spaces for different public events and activities;

- Sustain tourism by providing diverse and vibrant town centres;
- Encourage and facilitate markets in town centres, these benefit the local economy as well as attracting tourists;
- Protect the rich architectural and urban heritage of Cobh, through careful design and place making;
- Provide people-focused movement and public realm strategy which defines the gateways/ sense of arrival within the town; enhances connectivity and permeability between the town centre and housing/ employment growth areas and the train station; rationalises on street parking on the main streets; widens and improves the quality of the pavement within the defined retail core; introduces traffic calming measures and additional safe pedestrian crossing points at key locations (near schools etc.);
- Enhance pedestrian permeability through the town centre architectural landmarks with attractive, accessible and safe walkability for both residents and tourists of all ages and abilities;
- Strengthen the 'hilly town' topography as an opportunity to enhance a new public realm frame of town vistas as a touristic attraction;
- Connect town centre arrival points [train, car, sea] by active mobility mode priority;
- Address traffic calming measures through placemaking and establishing a sense of place;
- Reinforce the heritage connection with the Irish navy and the Cork Harbour;
- Enhance the diaspora heritage experience to deliver a stronger connection for tourists and stronger destination product.

## DETAILED OBJECTIVES FOR COBH URBAN DESIGN PLAN FROM THE CORK COUNTY DEVELOPMENT PLAN ARE:

### 1. Pedestrian Permeability

Enhance Pedestrian Permeability throughout the town centre by:

- Providing gateways to the town, creating or enhancing pedestrian links between civic buildings, public amenities, green spaces, commercial areas and residential areas;
- Increasing widths of pavements to improve accessibility for pedestrians of all abilities;
- Maximising urban permeability for schools, the town square, the town park etc. to facilitate pedestrian movement across streets, particularly for vulnerable pedestrians.

### 2. Social Interaction

Facilitate Social Interaction by:

- Providing green infrastructure, i.e. parks with a variety of amenities and activities for all ages;
- Providing areas for year around public events, festivals and activities, which also support the arts.

### 3. Economic Activity

Facilitate Economic Activity by:

- Providing spaces for economic opportunities. This includes spaces suitable for farmer's markets and Christmas markets;
- Providing ample and attractive way finding infrastructure to promote buying and staying local;
- Widening pavements to facilitate outdoor seating for cafes and pubs as well as facilitating increased footfall;
- Providing areas for live music and performances outside pubs and cafes.

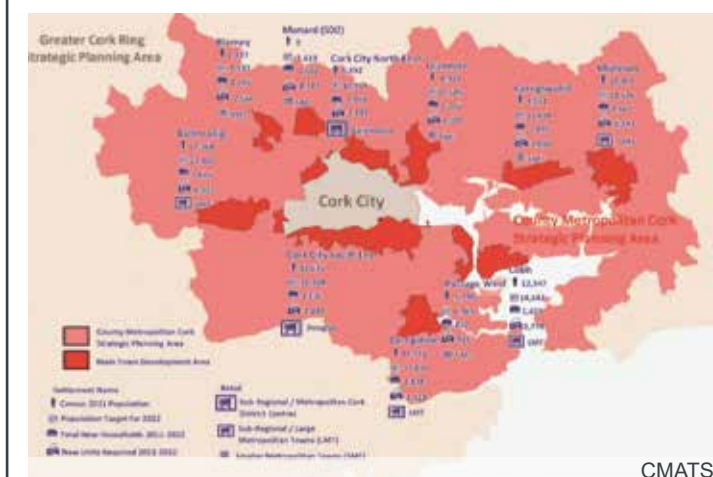
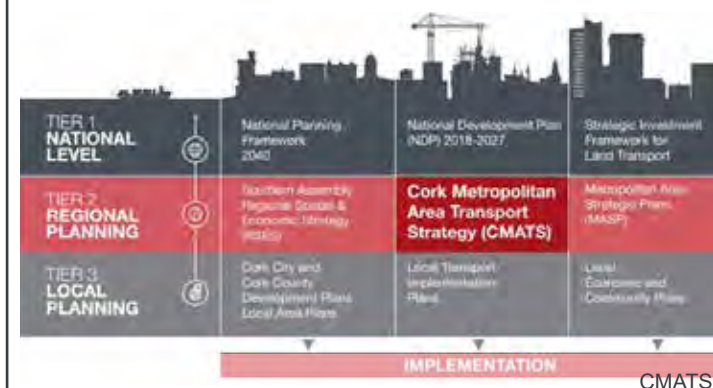
### 4. Heritage

Support Heritage by:

- Where Protected Structures are owned by the council, consider the subtle highlighting of such protected structures, through signage, public realm interventions and lighting;
- Integrating heritage features into the public realm with best practice modern architectural and urban design.

Cork County Development Plan/ Local Area Plans that apply to Cobh include:

- *“Provide a people-focused movement and public realm strategy which defines the gateways/ sense of arrival within the town;*
- *enhances connectivity and permeability between the town centre and housing/employment growth areas and the train station;*
- *rationalises on street parking on the main streets;*
- *widens and improves the quality of the pavement within the defined retail core;*
- *introduces traffic calming measures and additional safe pedestrian crossing points at key locations (near schools etc).”*



CMATS



## THE TOWN CENTRE FIRST APPROACH

The Town Centre first approach recognises town centres' role at the core of community and economic life. The approach prioritises a Town Centres First collaborative and strategic approach to the regeneration of our villages and towns, using the Collaborative Town Centre Health Check (CTCHC) framework to gather data and lead actions. The Government has indicated that it is committed to this approach and it is anticipated that further policy at a national level will be developed in this area over the lifetime of the plan. At its simplest the principle asks that the public sector put the health of town centres at the heart of proportionate and best value decision making; that it adopts a collaborative approach which supports a longer-term vision and plan for each town centre.

This will mean that, where practical and beneficial, public services like education, health and government offices should be located in town centres, adding to the overall mix of facilities, amenities and activities which are on offer and attracting in different types of footfall. The principle therefore focuses considerations around the potential impacts of relocating public services to a town centre's long-term health and vitality. It is about open, measured and transparent decision making that takes account of medium to longer-term impacts on town centres. It also recognises that town centre locations are not always suitable, but requests that the rationale for locating elsewhere is evidenced and transparent.

Locating Public Services in Town Centres Offers a Number of Benefits Because it:

- Provides ready access to joined up public services;
- Generates regular footfall which can support local businesses;
- Supports the town centre's role as civic and social centre – and the stronger the attachment that people feel with their local town centre, the more they will use it; and
- Can make them more accessible to all, as well as lessen reliance on the car.



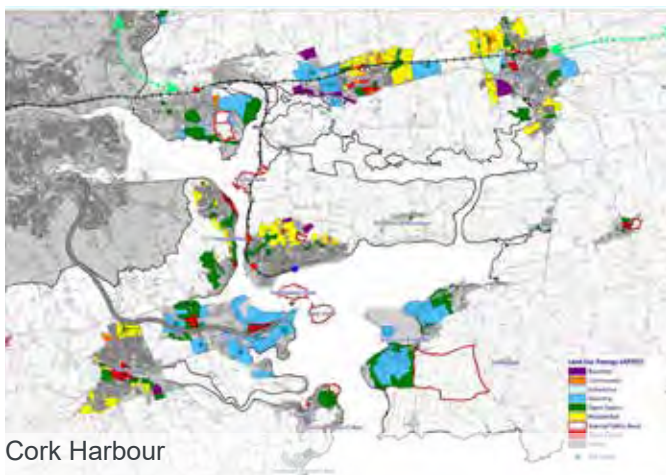
## CORK HARBOUR ECONOMY

Cork Harbour Economy plays a key role in ensuring the longevity of Cobh's success. It houses the cruise liner and industrial businesses that help to feed the Cobh economy.

Cork harbour is a unique global spatial and economic entity with Cobh at its centre. The urban design plan for Cobh will be strategic in attracting further investment into the town amenities and services while simultaneously strengthening its position within the harbour.



Cork Harbour



Cork Harbour

### The Purpose



## 2040

To ensure that it is a specific focus of Ireland 2040 Project Board

To build and achieve recognition for the CHE as a unique global spatial and economic entity

To build and deliver a greater level of awareness and confidence among investors and communities that CCC has planned for this opportunity

To build on current delivery models through enhanced collaboration/operating models that can:

Drive joint projects  
Be agile and responsive

But also continue to strategically fit with 2040 vision and outcomes

### Overall Findings & Vision

#### GLOBAL NETWORK



CHE is linked to a high performing global network of value chains, which potential to generate an additional €7.5bn in productivity and an additional 21,000 jobs to 2040

#### SPATIAL ASSET



Cork Harbour Economy is a significant spatial asset defined and linked by its population, physical infrastructure and economic structure. It has shared assets & opportunities

#### NATIONAL INTERNATIONAL



The economic potential of Cork Harbour Economy will be leveraged through hard and soft interventions locally and international engagement globally

#### SUSTAINABLE GLOBALISATION



Cork Harbour Economy has the potential to emerge as a global leader in sustainable development



## ANALYSIS: CONNECTIVITY/LINKS CORK HARBOUR INTEGRATED MANAGEMENT STRATEGY:

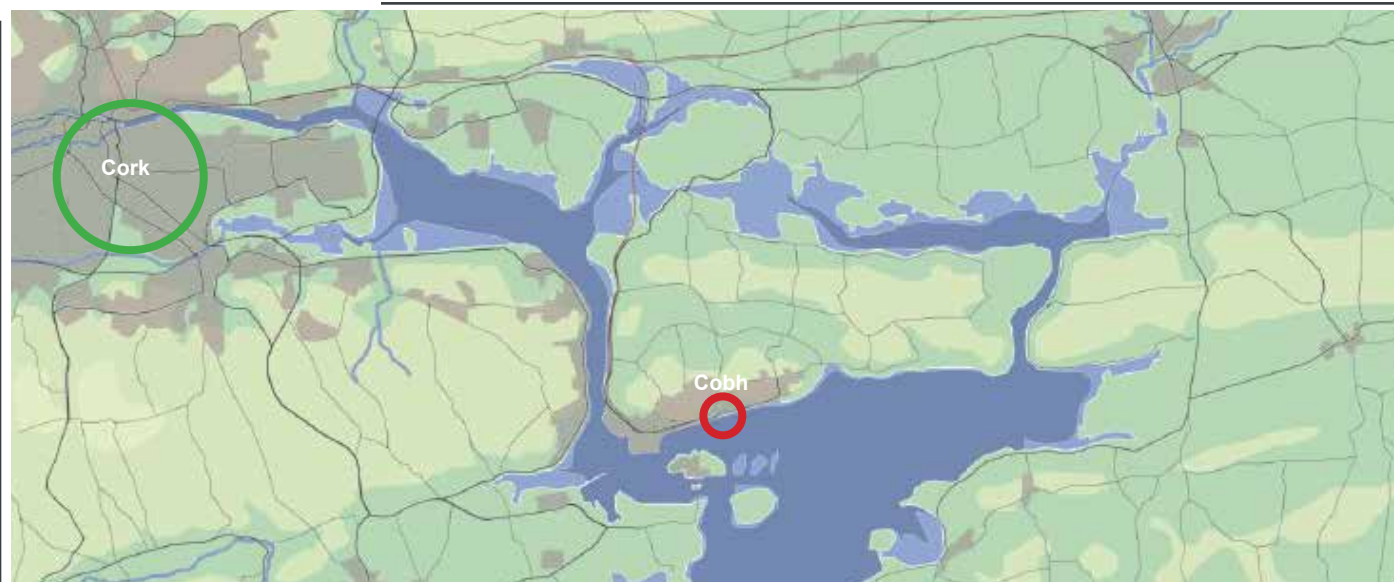
A new approach to coastal management in Cork Harbour was established in 2008. Cork Harbour is a unique resource and presents management challenges associated with, for example, flooding, water quality, industrial expansion, environmental protection, marina development and recreational usage. This strategy is based on a voluntary partnership between key management agencies and local stakeholders including Port of Cork, Irish Naval Service, Local Authorities, Government Departments, Chamber of Commerce, Fáilte Ireland, community development agencies and the IDA.

The aim of the strategy is to bring all those involved in the development, management and use of Cork Harbour together in a framework which encourages the integration of their interests and responsibilities to achieve common objectives in a sustainable manner. Development of the strategy and its subsequent implementation will put Cork Harbour at the forefront of coastal management practice in Ireland.

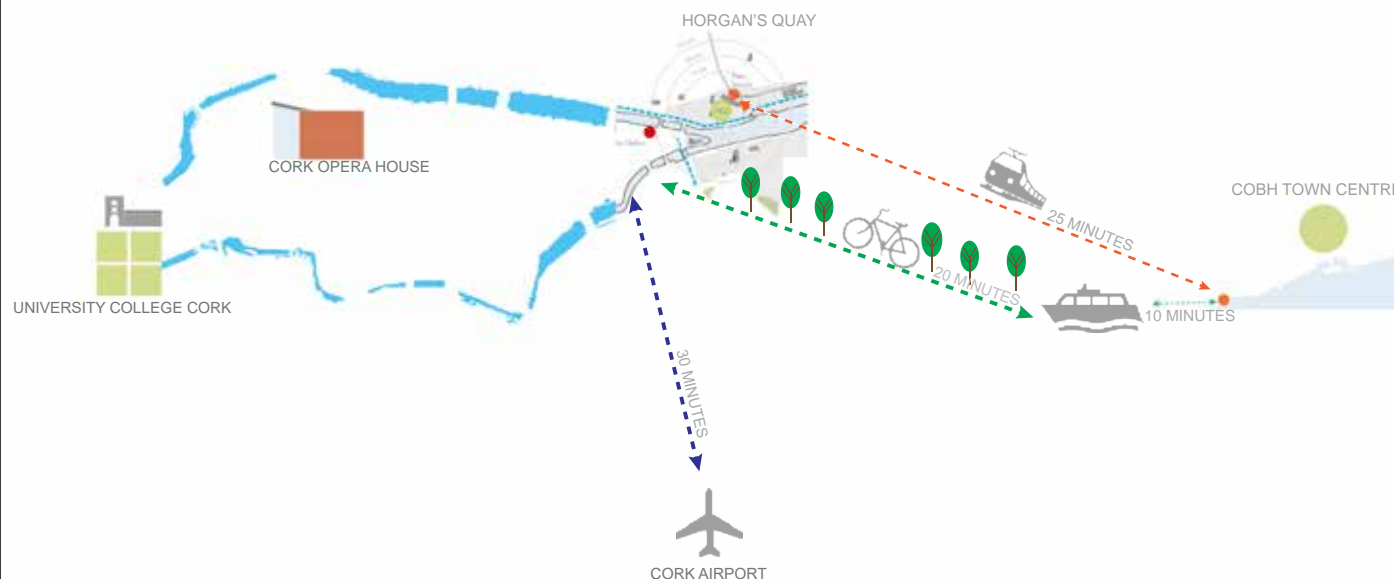
### CONNECTIVITY

Cobh offers a number of transport methods linking directly to Cork City. These include the train route to the city centre, the Cross-River Ferry and the greenway that connects Great Island to Passage West and subsequently to the city.

Cobh Train Station offers routes directly to Cork City and to Midleton. In time, Iarnród Éireann are hoping to offer routes directly to Mallow and Dublin, however at the moment, this journey is offered via Kent Station. Cobh has potential to become a key area for people to reside while working in Cork City. With many modes of transport to offer, the town of Cobh can serve many as a commuter town while also offering the opportunity for families to live, work and play within the town itself.



Map of Cork Harbour



Cobh's Connection to Cork City and Surrounds

## 10 Healthy Street Indicators™



### HEALTHY STREETS DESIGN APPROACH: (By Lucy Saunders)

IN ORDER TO MAXIMISE HEALTH AND WELLBEING, the healthy streets design approach has been implemented throughout the *Cobh Public Realm Enhancement Plan*.

The following 10 indicators have been implemented:

1. Everyone feels welcome through attractive and safe town entrances
2. People choose to walk and cycle through urban permeability to reflect pedestrian desire lines
3. People feel relaxed through innovative and comfortable street furniture
4. Easy to cross through shared space with courtesy crossings
5. Clean air through urban trees and emphasis on bio diversity
6. Not too noisy through slow traffic filtered by a green street
7. Places to stop and rest through bespoke seating areas to enjoy views of area
8. People feel safe through reduced car traffic in lieu of pedestrian priority
9. Things to see and do through legibility of architecture and place
10. Shade and shelter through landscape strategy

## PEDESTRIAN PRIORITY ADDRESSING SAFETY AND PLACEMAKING

- CREATION OF **AUTHENTIC** PLACES WHERE PEOPLE FEEL INVESTED
- OR HAVE AN INVITATION TO INVEST AND BE PART OF A COLLECTIVE.
- AUTHENTICITY COMES FROM COMMUNITY AND HERITAGE



### TOOLS FOR URBAN PLACEMAKING:

- DESIGN FOR THE MOST VULNERABLE AND EVERYONE ELSE IS COVERED
- **START/MAKE EVIDENT THE SOCIAL HISTORY AND CULTURE**
- **DESIGN FOR INCLUSIVITY OF CONTEMPORARY CULTURAL CHANGE**
- **PROTECT HERITAGE ASSETS**
- **ACTIVATE THEM THROUGH A NEW LAYER OF CONTEMPORARY DESIGN**



### FAILTE IRELAND TOWN DESTINATION INDICATOR

- Place identity
- Authenticity
- Multi discipline and collaborative approach
- People focused
- Public realm led strategy
- Story telling
- Animation
- Play focus design [attracting any age]
- Legibility
- Interpretation
- Neighbourhood
- Community and sense of place



## DMURS LED DESIGN APPROACH

### Key principles from DMURS in the context of Cobh: *Reclaiming Streets from Roads*

- Focal emphasis on the place function for streets and roads;
- Greater consideration for a pedestrian priority environment including shared space;
- Emphasis on filtered permeability and connections for pedestrians and cyclists, especially to places of employment, education and public transport stops;
- The strategic location and role of urban trees and soft landscaping with Sustainable Urban Drainage (SUDs) together with shared space acting as passive traffic calming and home zone measures;
- Advice against over-provision of signs, minimise signage in lieu of self regulating design, pedestrian priority and enhanced sense of place.

### DMURS key principles applied in *Cobh Public Realm Enhancement Plan*:

#### Traffic Calming:

Raised traffic tables to reduce car speed. Cars and pedestrians interact on the same level surface. These spaces are designed to invite people to sit and enjoy public life while ensuring drivers reduce speeds further. Lines of trees frame these new areas creating a 'safe zone', enclosure and a sense of place. Street furniture acts as measure to ensure cars don't park illegally while also becoming a place of refuge and way finding for more vulnerable users.

#### Road Width:

The carriageway width has been reduced to the minimum of 3.3m for one way streets and 6.0m for two way traffic in accordance with DMURS.

#### Road Surface Materials:

Road surface changes of material and colour clarifies street hierarchies and creates the perception of

pedestrian priority. The indicative palette of materials are outlined further in the document (see p. 72/73). Materials will be confirmed at detail design stage.

#### Urban Trees:

Soft landscaping will consist of trees, shrubs and flowers. Specific trees have been selected by the landscape consultants to ensure that there is a 2m clear stem, not to obstruct pedestrian visibility or block shop fronts or heritage buildings. Proposed trees will act as water filters through specifically designed tree pits. Trees will be planted in-line and are a crucial measure to passively calm traffic along the streets. As Cobh is a town, with local narrower streets, a smaller species of tree, with a canopy spread of 2m - 6m will be most suitable. Lower level planting will be provided within parks and built-in rain gardens that will serve to protect pedestrian areas and shared areas from vehicular traffic as well as acting as SUDs, enriching the urban context's natural habitats and bio-diversity.

#### Shared Space:

The main town square in Cobh has been designed to establish pedestrian priority to reflect the ACA heritage curtilage and best practice architectural conservation objectives. The shared space design approach helps to implement the visual perception of pedestrian priority. The shared space encourages social activities, such as increased economic footfall, outdoor dining, passive surveillance and creates a community stage for events. Casement Square, has adopted a similar set of principles as Asna Square in Clonakilty, where cars and pedestrians share the surface, increasing footfall and economic regeneration. Safety is addressed through soft landscaping, improved way finding and traffic calming.

#### Placemaking Measures:

One crucial objective of the scheme is to build in playful experiences throughout the public realm. An enclosed playground will be replaced with a free play design approach, created to attract both children and adults and to facilitate play in the streets.



Main Street, Clonakilty



Courtesy Crossing, Clonakilty

## DMURS LED DESIGN APPROACH

Urban Trees in  
incorporated into  
streetscape.



Places to linger,  
to be terraced on  
sloped square.



### Shared Space:

The shared space design approach helps with implementing the visual perception of pedestrian priority.

### Road Width:

The carriageway width has been reduced to the minimum of 3.3m for one way streets and 6.0m for two way traffic.

### Rain Gardens:

Rain gardens are strategically placed throughout the scheme to direct pedestrians towards the safest crossing points as well as encouraging biodiversity in the town centre.



Casement Square

Lines of trees frame these new terraces creating a home zone, enclosure and a sense of place. Street furniture acts as measure to prevent parking and also help visual impaired users to navigate the space.

Specific trees selected by landscape consultants ensure that the trees don't visually obstruct shops or heritage buildings. The trees are planted in lines and are a crucial measure to calm traffic in main streets in Cobh, Casement and Pearse Squares and Westbourne Place.



## DMURS LED DESIGN APPROACH

### Public Lighting:

A bespoke lighting strategy will include public lighting poles at appropriate locations, heights and scale, uplights to buildings, integrated lighting in soft landscape contexts like the park. LED energy saving products will be selected in accordance with DMURS specification and CCC lighting strategy.

### Underground Services:

One of the objectives of this project is to declutter the street and the footpaths of utility service boxes and poles by undergrounding the services. In order to future proof the streets for public events and farmer markets, service outlets will be integrated into the design at strategic points for maximum flexible use of the public space. This will enable events such as: food markets, and community festivals in the streets. Exact locations of such services will be specified at detail design stage.

### Sustainable Urban Drainage, Rainwater Harvesting Gardens:

A multidisciplinary design team, with landscape architects and ecologists, have implemented the principles of SUDs throughout the scheme through rain gardens, these will be further designed at detail design stage. This approach will be also used as an educative project through interaction with schools and local community groups such as Tidy Towns. A green amenity walkway along the waterfront has been identified as one of the LAP town objectives. This project will provide a sustainable design approach with connections to the water to help reactivate the water's edge and will integrate soft landscaping where possible.

### Street Furniture:

Contemporary and innovative street furniture will be crucial to attract users of all ages. USB charging points can be provided in street benches. Innovative wayfinding elements and bike racks will also be integrated into the design. The strategic placing of

the furniture will act as measure to avoid illegal car parking in context of shared space as well as offering pedestrians places of refuge.

### Declutter of Barriers, Signage and Road Marking:

Road markings will be omitted where possible, bollards reduced to a minimum with removable or retractable features where necessary. This will be similar to Clonakilty town centre where the space can be altered to host community events. The Traffic Signs Manual warns against the overprovision of signs as there is a limit to how many alerts and hazards a driver can absorb in a short period. The scheme strives to minimise signage in lieu of self regulating design pedestrian priority (DMURS).

### Permeability and Access:

The footpath width at minimum pinch points is 1.8m wide. High effort is put in place to enhance pedestrian permeability by providing uninterrupted walkability on the desire lines of all users. Pedestrian comfort zones have been designed throughout the scheme, to ensure the comfort and safety of the most vulnerable users. Trees and street furniture are located outside these pedestrian desire lines. Between the building edges and footpaths, clear semi-private threshold zones will be provided, to address rational paving materials. Paving materials will use the minimum amount of off-cuts and there will be an efficient cost management of all surface specifications.

### Traffic Signs and Road markings:

All regulatory, warning and directional signage to be provided will be in accordance with the Traffic Signs Manual. Road markings will be in accordance with Chapter 7 of the Traffic Signs Manual. It should be noted that the scheme has been designed in line with DMURS principles to act as self-regulating streets. A self-regulating street has a reduced reliance on road signage and road markings, instead it uses the physical features of the street, such as the carriageway width, to direct or instruct road users. This philosophy will be implemented where appropriate at detail design stage.



Main Street, Clonakilty



Asna Square, Clonakilty



Asna Square, Clonakilty

### Sustainable Urban Drainage, Rainwater Harvesting Gardens:

A multidisciplinary design team developed a design implementing the principles of SUDs through the scheme. A green amenity walkway along the waterfront has been identified as one of the LAP town objectives. This project will provide a sustainable design approach to connections with water and will also reactivate the water's edge.

### Parking and Road Widths:

Parking along the streetscape will be rationalised and grouped to provide a safer and more permeable town centre for pedestrians.

Road widths will be kept to a minimum to ensure traffic speeds are low in the town centre.



Eastern Streetscape

### Permeability and Access:

Considerable effort has been put in place to enhance pedestrian permeability by providing uninterrupted walkability along desire lines of vulnerable users.



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## 02 Analysis



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## COBH'S BACKGROUND:

Cobh is prominently positioned on the south of Great Island, commanding spectacular views over the western harbour, as well as, providing impressive views from the harbour framed by its attractive architectural heritage. The town has a rich maritime, military and ecclesiastical heritage. These combined with proposed developments at Spike Island, Haulbowline and Camden Fort Meagher, affords the town significant potential for tourism development to be a strong feature of its economic growth. Cobh also has the only dedicated cruise liner berth in the country and hundreds of cruise liners visit the town every year offering the potential for spin-off trade. The town is also on the Cork suburban rail corridor.

In previous decades, the town relied heavily on the Irish Steel plant on Haulbowline Island and Irish Fertilisers at Marino Point for employment. However, since the closure of these plants in 2001/2002 many of the population now commute off Great Island for work to Cork City, Ringaskiddy or other locations in the metropolitan area. The Irish Navy headquarters and naval base is located on Haulbowline. The main point of sea access to the Naval Base is from Cobh. Cobh also has a strategic dry dock facility at Rushbrooke which is an important economic asset for the town.

Cobh is identified as a metropolitan town in the County Metropolitan Strategic Planning Area in the overall strategy of the Cork County Development Plan 2014, as detailed in Volume 1, Chapter 2 of that Plan.

In the Metropolitan retail hierarchy, Cobh is categorised as Level 2 (Cork City centre being Level 1) and as a Large Metropolitan Town.





## HISTORICAL CONTEXT:

Cobh is an attractive and unique seaside town in east Cork, approximately 23km from Cork City. It is linked to Cork City by road, rail and bus. Cobh is located on the south coast of the Great Island, one of the six islands in Cork's great harbour.

Until 1800, Cobh was a small fishing village. The Napoleonic Wars (1803 – 1815), meant that Cork Harbour became an important refuelling and assembly point for the British Navy. From this time onwards, Cobh began to grow from a small fishing village to a town. Queen Victoria visited in 1849 and Cobh was temporarily renamed Queenstown in her honour, by an affluent, ascendancy minority.

Cobh became an important port along the transatlantic route from Europe to America. The first steam powered ship, *the Sirius*, to cross the Atlantic to America, began her voyage in Cobh in 1838. In 1912, Cobh was the Titanic's last port of call on her tragic maiden voyage.

Due to famine and desperate poverty, between 1848 and 1950, 2.5 million Irish men, women and children emigrated from Cobh. Cobh was Ireland's largest port for emigration. We see evidence of this, in the form of a statue of Annie Moore. She travelled to America with her two younger brothers in 1892 and was the first person to be processed in Ellis Island, New York.

In Cobh, the town was greatly enriched by significant and monumental architecture and planning. The Market House and Library is a notable monument in the town centre. Following from an earlier town plan from the 18th and 19th Century, part of the seafront and Casement Square were replanned by Decimus Burton who studied under John Nash and John Soane, all highly accomplished and significant architects of their day. The redesign was promoted by Lord Midleton.



Map of Cobh, 1837



## ARCHITECTURE OF COBH:

Cobh has an impressive architectural heritage, with many buildings on the Register of Protected Structures. Cobh's built form is unique, in that it is built onto the side of a steep slope. It expanded rapidly after the Napoleonic Wars and during the Victorian era (1837 - 1901). Many of the town's most notable buildings date from this time, include:

- The Sirius Art Centre is an Italianate building was built in 1854, by Anthony Salvin. Anthony Salvin was an English architect, known for Gothic style country houses, work on Windsor Castle and the Tower of London. It was originally a yacht club for members of the British Navy. The Sirius was purchased by a group of local people and after restoration, opened as an arts centre in 1995.
- Westbourne Place, is an attractive terrace of Neoclassical buildings, designed by Decimus Burton. Decimus Burton, a Victorian architect, worked on notable projects such as Hyde Park Corner London, the Athenaeum Club, Wellington Arch, Tunbridge Wells, St Leonards-on-the Sea, Dublin Zoo and the Phoenix Park.
- The Commodore Hotel is another example of a Neoclassical building with some Italianate influences, this is seen in the pronounced cornice and arched windows.
- St Colman's Cathedral was designed by Edward Pugin and it is designed in the Gothic Revival style. This was a movement that rejected elements of the industrial revolution and sought to return to the craftsmanship and individuality of the Middle Ages. The Gothic Revival style is associated with Catholicism, when used to design church buildings. Another proponent was the architectural theorist, Ruskin. A local material, Midleton marble is used in the decoration of St. Colman's Cathedral.



St. Colman's Cathedral, Cobh



Old Town Hall, Cobh



Sirius Arts Centre, Cobh



Commodore Hotel, Cobh



West View Houses, Cobh



## TOURISM IN COBH:

Cobh is part of the 'Ancient East', as defined by Board Failte.

*"Ireland's Ancient East is a region with plenty of historical twists and turns! From Viking invaders and Norman knights to high kings, monks and fleeing emigrants; visit places that boast of great legends, strange tales and mighty battles. With experiences to entertain and delight the whole family; start your next adventure now and draw inspiration from our stories."*

Cobh is mentioned on Bord Failte's website as part of Ireland's Maritime Gateway. Bord Failte has defined Ireland's Maritime Gateway as:

*"The story of Ireland's Maritime Gateway – its South East coast – is one of constantly changing times and tides, of sunlight and shadow. Of friendly and less friendly landings, and of poignant farewells. Viking long ships and Norman cargo vessels. Spaniards and Barbary pirates. Convict ships bound for Australia and emigrant ships to America. Trading vessels taking hides, butter and beef from Ireland's lush green fields and Golden Vale out across the world. Or bringing in wine, hops and spices."*

Ireland's Maritime Gateway includes Waterford and Cork. Specific references to Cobh are: Annie Moore and the Titanic. Cobh Heritage Centre is also part of this.



Cruise Ship in Cobh



## ANALYSIS - CONNECTIVITY, LINKS

Analysis indicates that there are a series of transport modes available day to day.

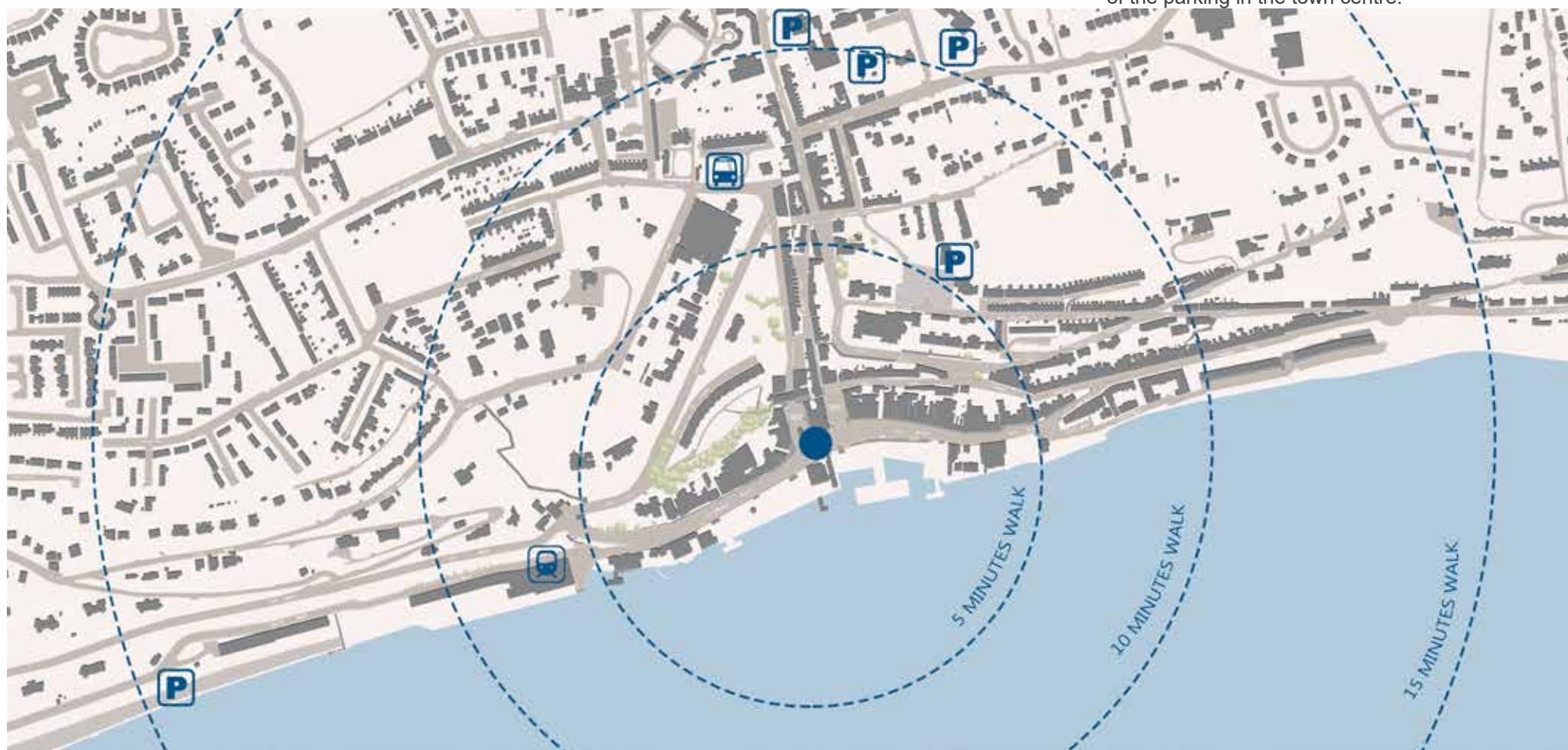
- *Cobh Connect* offers a bus service at the north of the town that boasts hourly journeys to Cork City.
- *Cobh Train Station* to the south west of the town offers an hourly service going directly to Kent Train Station in Cork City Centre or Midleton, as well as offering opportunities to Mallow, Dublin and Limerick via Kent Station.

- *Cross River Ferry* connects Cobh to Passage West, crossing frequently all year round.
- There is a *greenway* from Cork City to Passage West that can be continued along via the ferry to Cobh.

While Cobh has a variety of public transport methods, the primary mode of transport within the town continues to be cars. Cobh offers two main car parks on the outskirts of the town, one at the *Five Foot Way Car Park* and the second at the Cathedral. While each of the car parks are within walking distance of the town

centre, many continue to park in the commercial core. During the summer, these car parks do not suffice in terms of numbers. The scheme aims to promote public transport to help relieve and provide alternatives to the car parking issue.

- *Car Parking*: The town centre car parking strategy priorities accessible parking, short term parking, taxi ranks, set down, deliveries and permit holders. A large number of bicycle parking is included within the plan with charging points for e-bikes where possible. Periphery car parks will be relined to increase capacity to counteract the reconfiguration of the parking in the town centre.

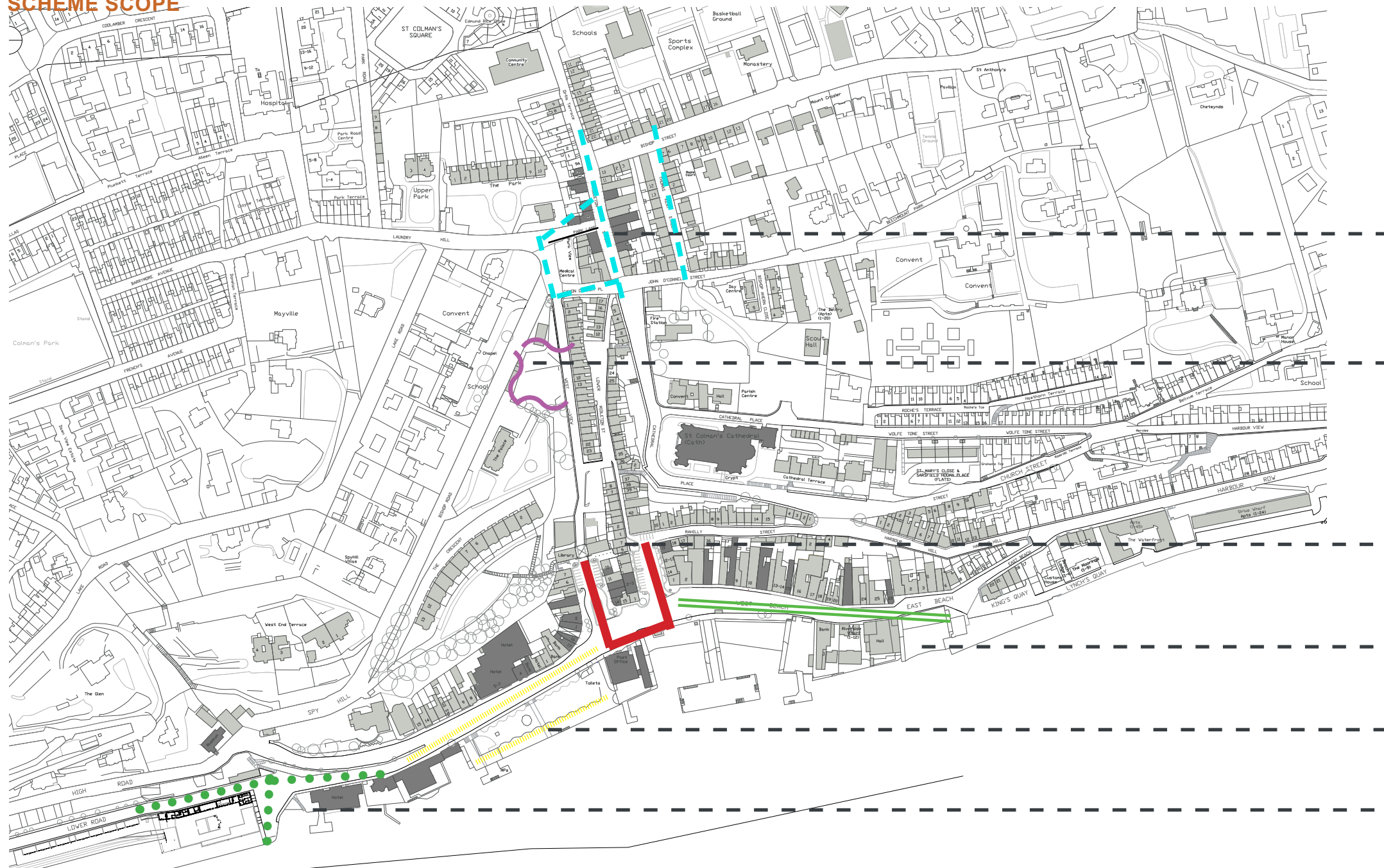


## 03 Design Development





# SCHEME SCOPE



ZONE 5 - KEY PRINCIPLES INCLUDE:

- Pedestrian Focused Neighbourhood
- Safe Crossing Points
- Place Making Features



ZONE 4 - KEY PRINCIPLES INCLUDE:

- Rationalised Programme
- Improved Biodiversity
- Improved Pedestrian Permeability



ZONE 6 - KEY PRINCIPLES INCLUDE:

- SUDS
- Place Making Features
- Additional Trees
- Safe Crossing Points



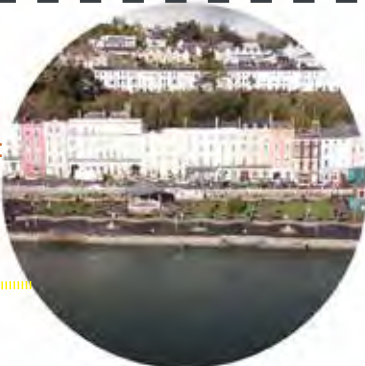
ZONE 3 - KEY PRINCIPLES INCLUDE:

- Improved Pestrrian Zone
- Additional Trees and SUDS
- Terraces on Square



ZONE 2 - KEY PRINCIPLES INCLUDE:

- Additional Green to Park
- Rationalisation of Park
- Increased seating in the Park
- Enhanced Streetscape
- SUDS



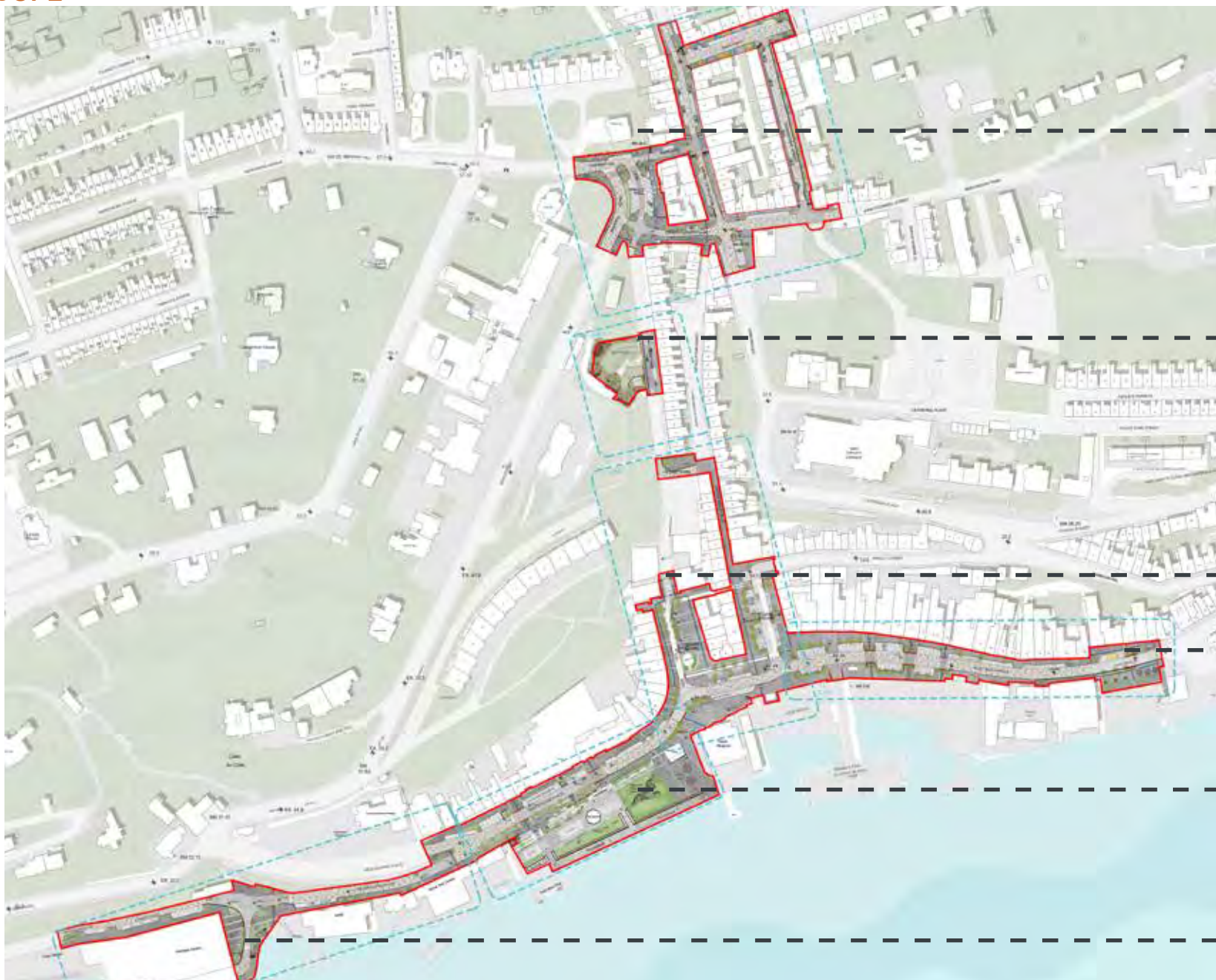
ZONE 1 - KEY PRINCIPLES INCLUDE:

- Pedestrian Focused Arrival Point
- Safe Connectivity to Town
- SUDS





## SCHEME SCOPE





ZONE 5



ZONE 4



ZONE 3



ZONE 6



ZONE 2



ZONE 1



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## ZONE 1 - Annie Moore Place

Annie Moore Place is the arrival point for tourists on cruise liners, those parking in the 5 foot way car park, those arriving from the city via the greenway and those arriving by train.

It will offer safer pedestrian connections, bike stands and a safer, more attractive zone for the Annie Moore statue.



## **ZONE 1** - Annie Moore Place, *The Arrival Point* - VISUAL AUDIT

This is one of the key arrival points for many locals and tourists alike. However, at the moment, as the space functions it is unsafe and cluttered. Having analysed historical photos of the site, it was evident it was once a place people would wave ships off, gather and promenade along. The scheme strives to re-establish this space as a safe and attractive zone for people to gather and spend time. It marks one of the gateways to the town centre, setting the tone for the rest of the scheme.

**RESTORE** the heritage

**REVEAL** the historical context



Historical Photo of Zone 1





## ZONE 1 - Annie Moore Place, The Arrival Point - VISUAL AUDIT



Aerial of Zone 1



Plan of Proposal Indicating Key Elements



Annie Moore Place



View Towards Westbourne Place



Entrance to Train Station

Google

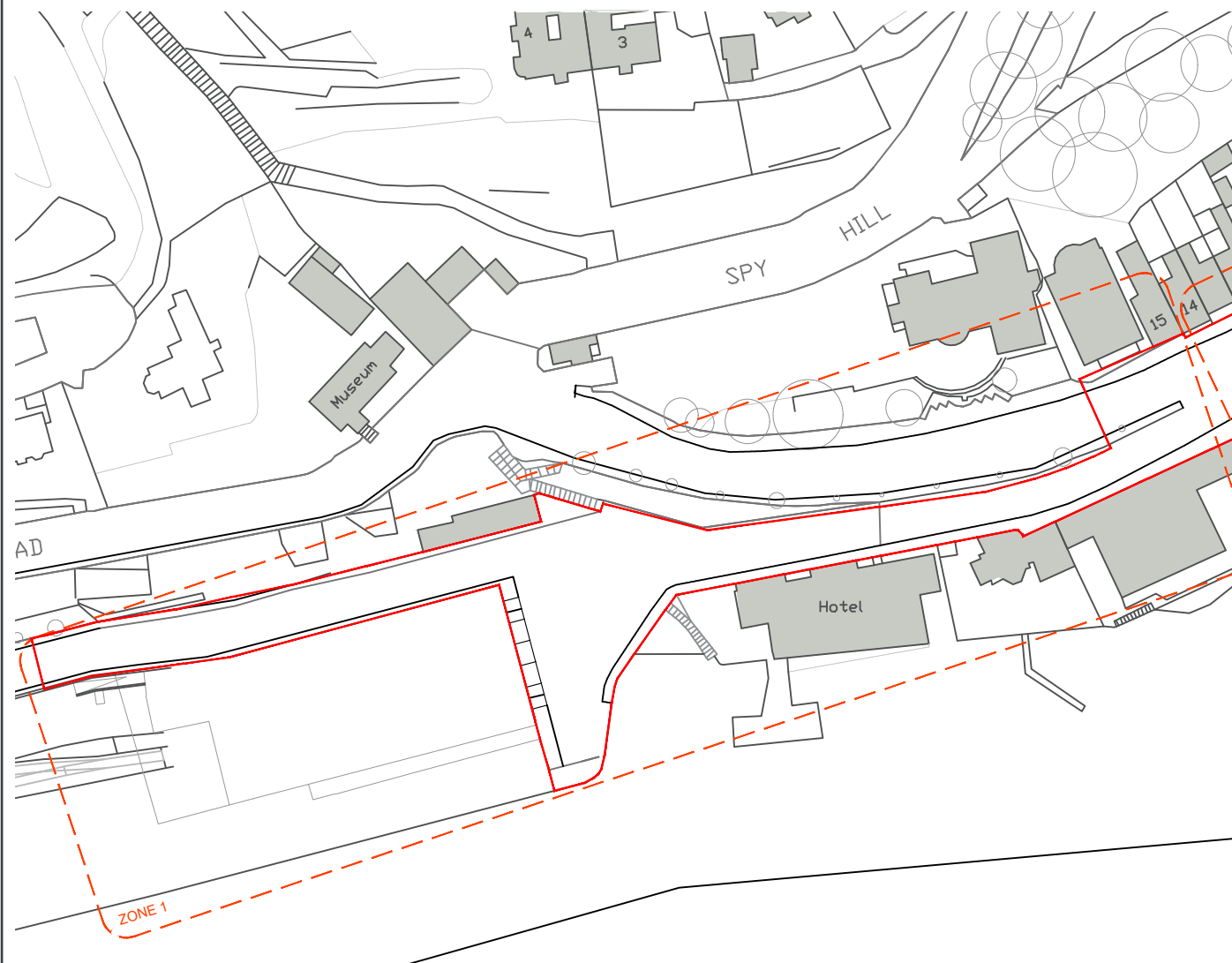
## ZONE 1

### Annie Moore Place, *The Arrival Point*

#### The Existing Site - **CHALLENGES:**

(not exhaustive)

- Car dominated space with a hostile environment for pedestrians, particularly vulnerable users;
- The historic facade of the Heritage Centre is visually obstructed due to parked cars directly in front;
- Lack of legibility of pedestrian desire lines resulting in pedestrians crossing at unsafe points;
- Bus parking along the side of the Heritage Centre creates a dark and unsafe perception of arrival route to and from Cobh Train Station;
- Bus traffic impinges on pedestrian desire lines;
- Bus turning compromises pedestrian safety;
- Lack of safe crossings for pedestrians;
- Lack of legibility of Annie Moore Statue.





**ZONE 1****Annie Moore Place, *The Arrival Point***

The Proposed Scheme - **OPPORTUNITIES:**  
(not exhaustive)

**REDEFINE**

- Rationalization of parking: Relocation of bus and car parking;
- Raised traffic table to slow car speeds and increase visibility for vulnerable users;
- Address pedestrian safety and priority through surface finishes and passive traffic calming;
- Enhance the architectural heritage of Cobh Heritage Centre by improved way finding and information;
- Addition of SUDs and increased trees to create a greener and safer environment;
- Improved lighting to improve passive surveillance and increase pedestrian safety;
- Clear legible, pedestrian routes reflecting desire lines for pedestrians including safe crossing points;
- Re-location of the Annie Moore Statue to enhance and brand the space, in a similar manner to the Molly Malone statue in Dublin;
- A flexible space for community festivals and gatherings of visitors.



## ZONE 2 - Westbourne Place and Kennedy Park

Westbourne Place is the main pedestrian thoroughfare to the town. It will become an expanded tree lined promenade that houses soft landscaping, rain gardens and seating.

Kennedy Park is fondly referred to as the Prom, the new approach offers a simplified design with integrated play elements and increased seating.





## ZONE 2 - Westbourne Place and Kennedy Park, The Town Garden - VISUAL AUDIT



Westbourne Place



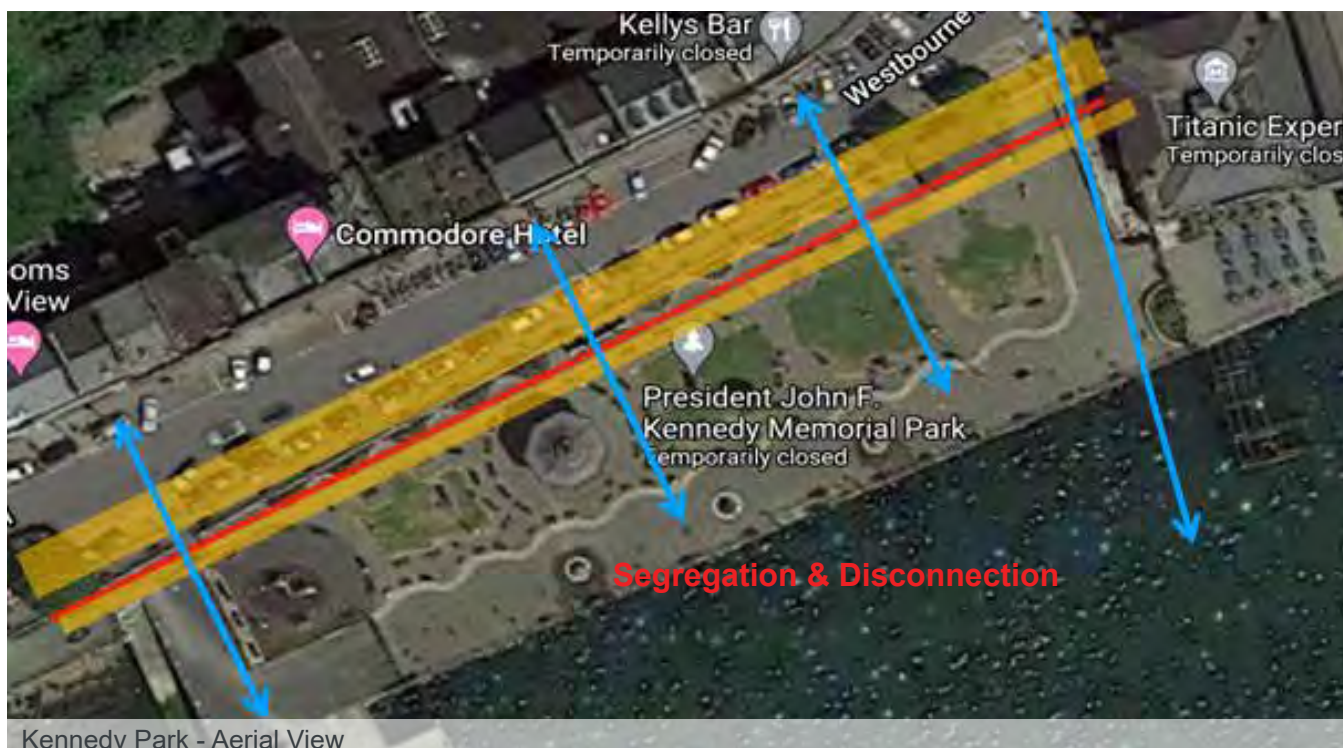
Westbourne Place



Westbourne Place



Westbourne Place



Kennedy Park - Aerial View

A design approach with a focus on accessibility and legibility



Westbourne Place

Inadequate footpath width to the pedestrian volume



Kennedy Park - Historical Image



Kennedy Park - Historical Image



Kennedy Park - Historical Image

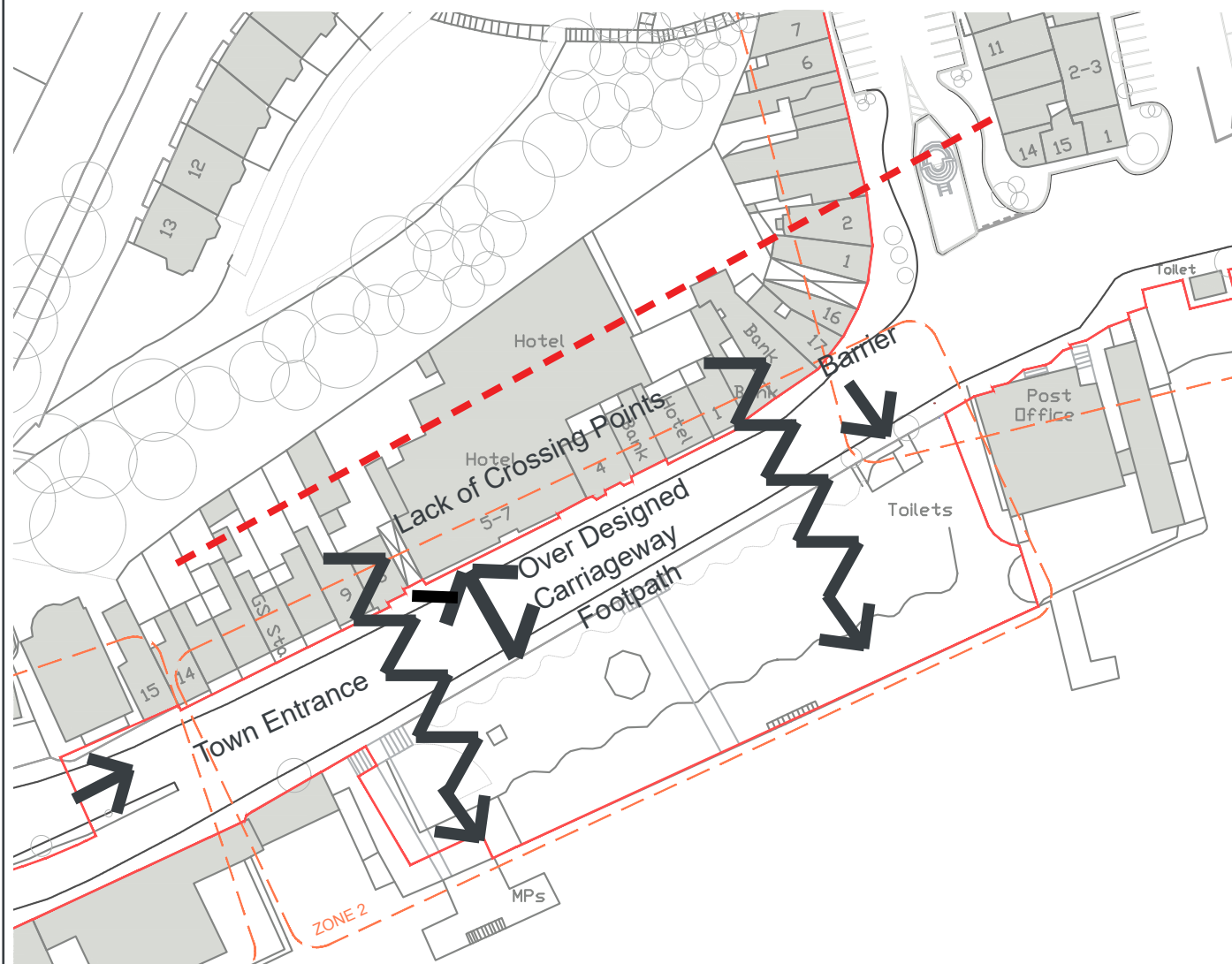
## ZONE 2

### Westbourne Place and Kennedy Park, *The Prom*

#### The Existing Site - **CHALLENGES:**

(not exhaustive)

- Car focused road design creates an unsafe and unattractive urban environment;
- Footpath not adequate for the high volume of pedestrian traffic;
- Lack of legibility of the streetscape;
- Limited opportunities for pedestrian crossings, due to the high volume of on-street carparking;
- Visual and physical segregation of Kennedy Park from adjacent public footpaths;
- The entrance to the eastern side of Kennedy Park is not accessible to vulnerable users;
- Park underutilised during winter;
- Poor lighting, inconsistent lighting typologies;
- Kennedy Park is visually cluttered, making it difficult with those with access needs to navigate and lacks legibility.
- Random placing of street furniture in the park, constitutes a risk to vulnerable users access through the space;
- High exposure in the park to wind and noise;
- Lack of urban green;
- Poor legibility of heritage and other monuments.





## ZONE 2

### Westbourne Place & Kennedy Park, *The Prom*

#### The Proposed Scheme - **OPPORTUNITIES:** (not exhaustive)

- New ramped access at Western entrance to the park acting as a new entrance for all to increase footfall and well-being throughout the year;
- Pedestrian priority addressed by the introduction of traffic table on the main street;
- Sea view terraces to offer a vantage point for people to overlook the park and enjoy the sea view;
- Improved visibility and increased number of accessible pedestrian entrances to Kennedy Park;
- Introduction of courtesy crossings through shared space;
- Avenues of trees to avoid illegal car-parking and reestablish the heritage;
- Reduce car speed through narrowing of road along Westbourne Place;
- SUDs incorporated along the street through rain gardens;
- New vibrancy at night, with enhanced and safe environment through improved lighting;
- Enhanced visual connections to Casement and Pearse Squares from Kennedy Park;
- New integrated tiered seating for everyday activities and events, 55% increase in seating capacity;
- Additional seating can be added when events take place;
- Adaptable spaces near the bandstand offer a more multifunctional space;
- Reorganisation of parking along the street to improve pedestrian way finding and safety;
- Addition of underground service points at market place for markets and events;
- Addition of water feature and free play elements throughout park;
- Dedicated area for flag saluting ceremonies;
- Wider footpaths and new street furniture for improved walkability and accessibility.
- All memorials will be slightly relocated to be enhanced and be more legible.



## ZONE 2

### Westbourne Place and Kennedy Park, *The Prom* REVEAL



Historical Plan of Kennedy Park



**ZONE 2****Westbourne Place and Kennedy Park, *The Prom*****RESTORE**

Existing Plan of Kennedy Park

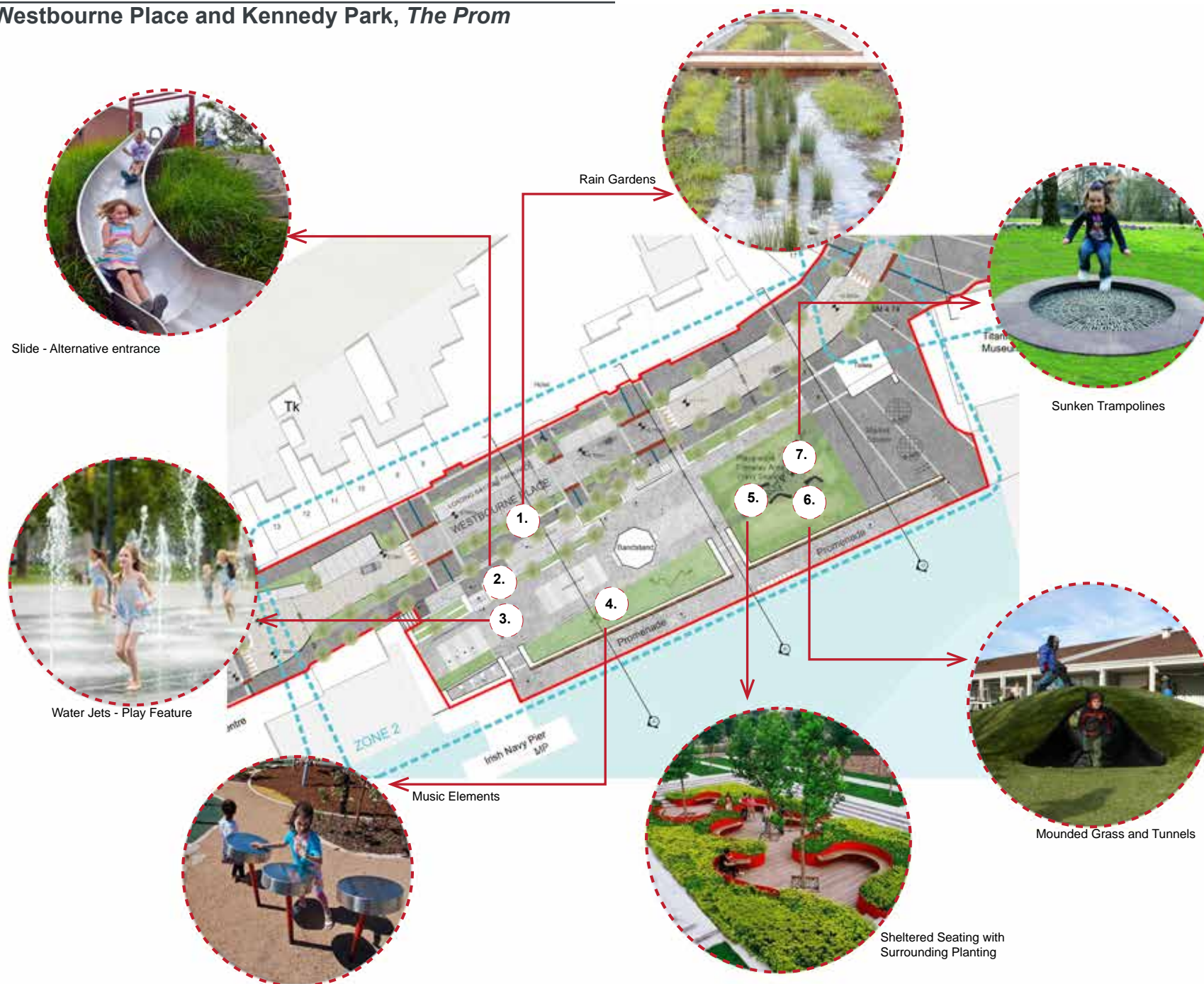
**REDEFINE**



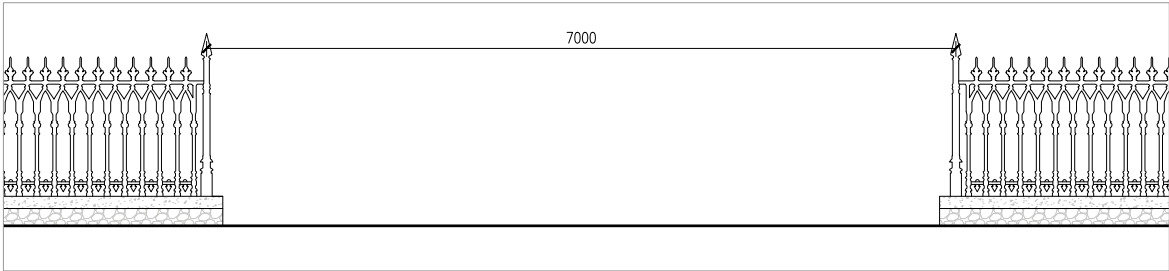
Illustrative plan only, please refer to technical drawings for details



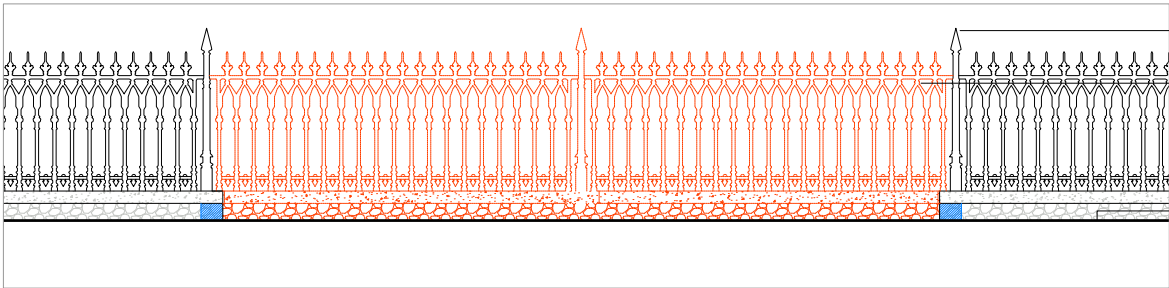
## ZONE 2 - Westbourne Place and Kennedy Park, *The Prom*



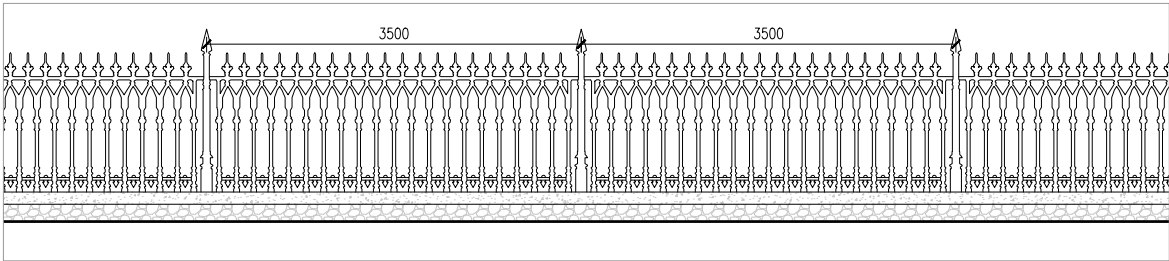
**ZONE 3 - Westbourne Place and Kennedy Park, *The Street Balcony***



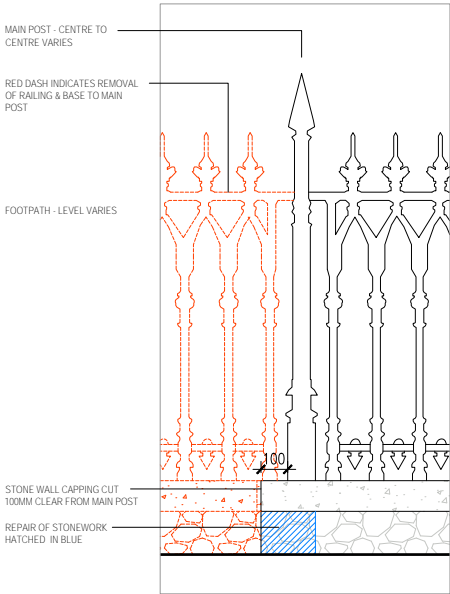
Sample Railing Elevation 1:50 - Example of Railing Elevation after Removals and Repairs



Sample Railing Elevation 1:50 - Example of Railing Removal, refer to plans for location and extent of removal

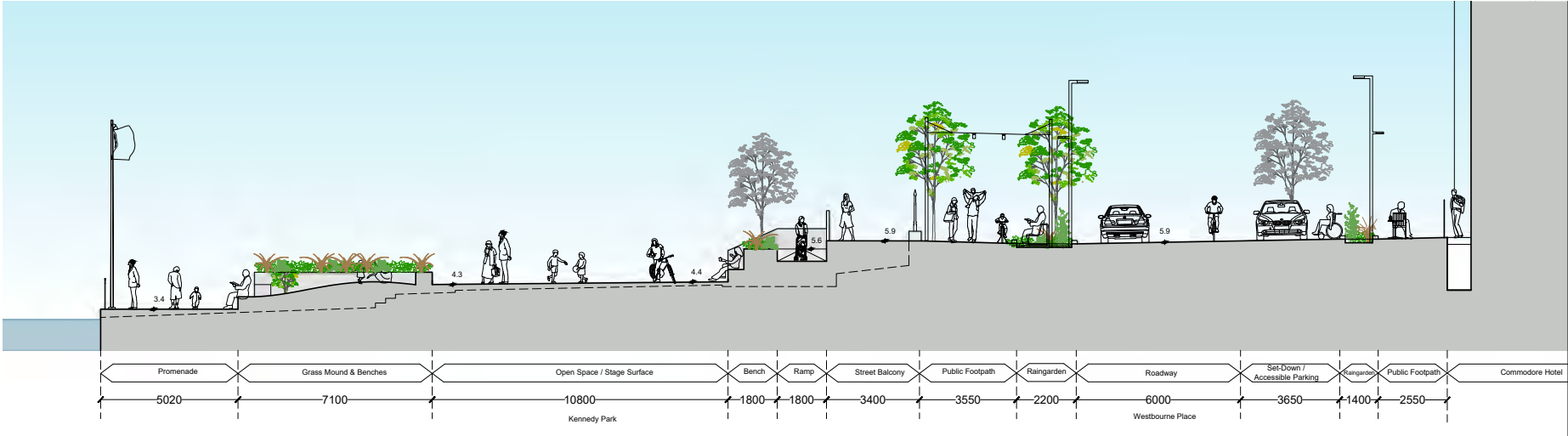
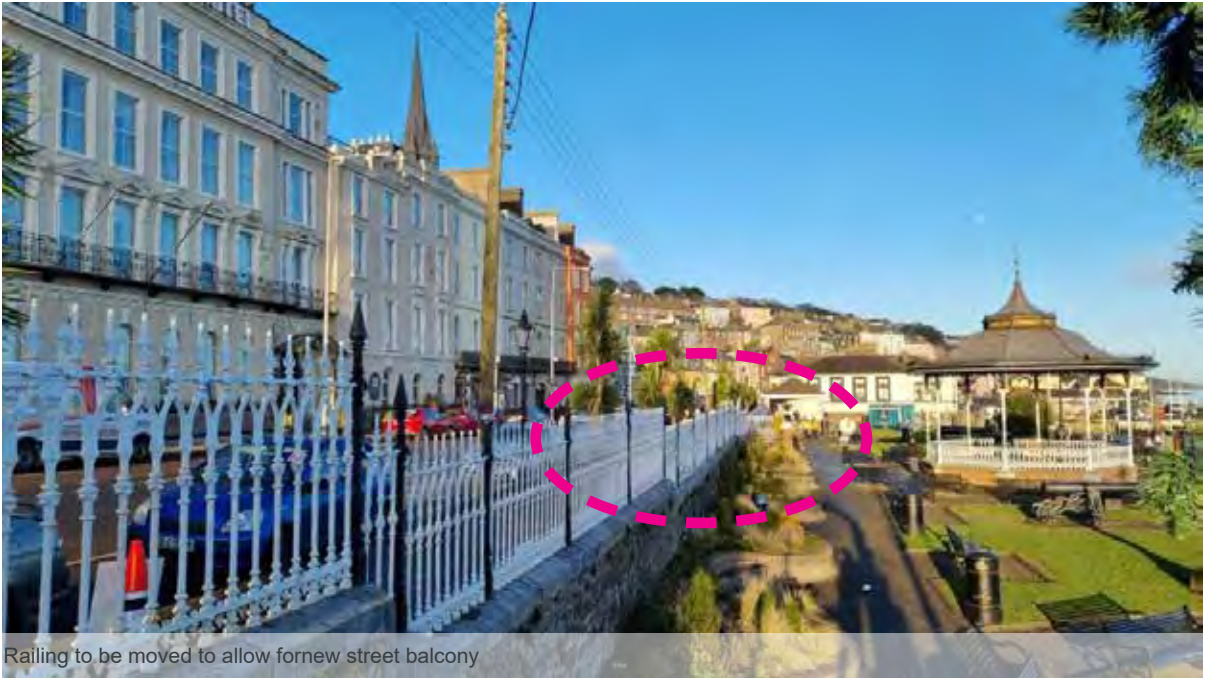


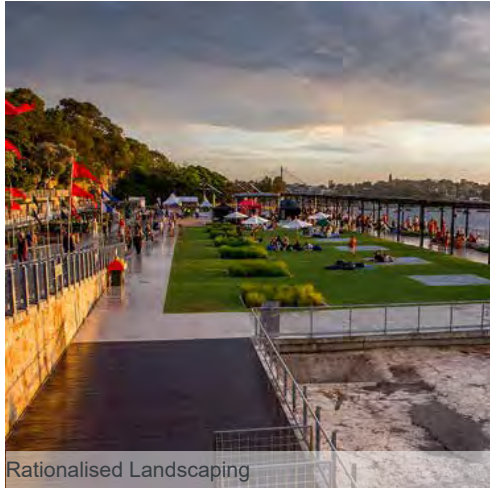
Sample Railing Elevation 1:50 - Example of Existing Railing



Sample Railing Detail 1:20







Illustrative images only, please refer to technical drawings for details



**ZONE 2 - Westbourne Place and Kennedy Park, *The Town Garden***



Kennedy Park - Proposed (Day Time)



Kennedy Park - Proposed (Night Time)

Illustrative images only, please refer to technical drawings for details

## ZONE 3 - The Town Squares

The town squares will offer a space for community events, local businesses and tourists to enjoy and utilise.

It will offer covered spaces with seating, planting surrounding the Lusitania Memorial, increased trees and soft landscaping, improved lighting to facilitate an increased night economy and safer pedestrian connections. The traffic through Casement Square will be reduced to one way southbound.





## ZONE 3 - The Town Squares, The Town Core - VISUAL AUDIT



Historical Photo of West Beach and Pearse Square



View from Kennedy Pier



Bus Parking at South of Casement



Pearse Square Taxi Rank



Casement Square Illegal Loading Bay



West Beach

## ZONE 3

### The Town Squares, *The Town Core*

#### The Existing Site - **CHALLENGES:**

(not exhaustive)

- A car-dominated environment, both in terms of parking, traffic and pedestrian safety;
- Conflict between reversing buses and pedestrian crossing;
- Lack of legibility for pedestrians and lack of crossings along pedestrian desire lines to enable pedestrians to cross the squares safely;
- Clutter in squares including signage, bins, bollards, planters, etc. as well as poor lighting standards create physical barriers for pedestrians;
- Inadequate pedestrian space including footpath widths and build outs that enable social interactions, such as furniture, markets and festivals;
- Poor legibility and visual clutter at Lusitania Memorial as well as two lanes of traffic surrounding causing unsafe pedestrian connectivity;
- Lack of pedestrian permeability;
- Lack of footpaths reflecting pedestrian desire lines;
- Poor wayfinding of key public buildings and services in squares due to high level of street clutter;
- Vacancy and dereliction in squares;
- Lack of legibility to Middleton street as a key desire line to the Cathedral.





## The Proposed Scheme - OPPORTUNITIES: (not exhaustive)

- Pedestrian priority addressed by the introduction of one way traffic through Casement Square;
- New stepped terraces to address space for social interactions and economic activities;
- Removal of all car parking in Casement Square to strengthen pedestrian safety;
- Introduction of courtesy crossings through shared space and lines of trees to avoid illegal car-parking;
- All monuments and statues to be enhanced and integrated into the scheme;
- Reduce car speed through narrowing of road in Casement Sq and Pearse Sq.;
- Enhanced area surrounding the Lusitania memorial through soft landscaping and improved lighting;
- Introduction of new, legible early morning loading bay screened by trees;
- Through place making principles such as branding, Casement and Pearse Squares will become a destination;
- Bus set down parking in front of Titanic Experience;
- Area in front of Titanic Experience is kerbed to guide the driver along the main street;
- New vibrancy at night, with enhanced and safe lighting strategy;
- Increase the legibility of Middleton St. towards the Cathedral;
- Enhanced visual connections from Casement and Pearse Squares to Kennedy Park;
- A new outdoor terrace for the public library, including the potential for re-activation of ground floor access to improve passive surveillance;
- Reorganisation of taxi rank and parking;
- Wider footpaths for improved accessibility and attractive walking routes.





**ZONE 3 - The Town Squares, *The Town Core***



Existing Photo of Casement Square from the Library



Proposed Photo of Casement Square from the Library



Existing Photo of Casement Square



Proposed Photo of Casement Square at Night, Lively Night Economy

Illustrative images only, please refer to technical drawings for details



## ZONE 4 - Westview Park



**The Site Existing - CHALLENGES:**

(not exhaustive)

- Single entrance to the park;
- Lack of legibility for pedestrians;
- Absence of crossings along pedestrian desire lines to enable pedestrians to cross to the park safely;
- Poor lighting standards creates unpleasant and 'unsafe' place in evening for pedestrians;
- Poor legibility from street as park is hidden behind wall with no footpath on that side;
- Lack of pedestrian permeability;
- Lack of passive surveillance through space.



## ZONE 4

### Westview Park

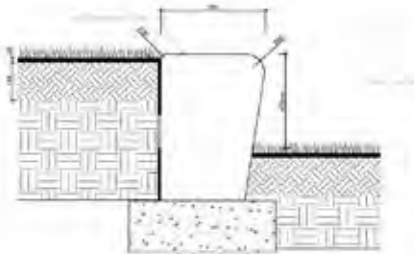
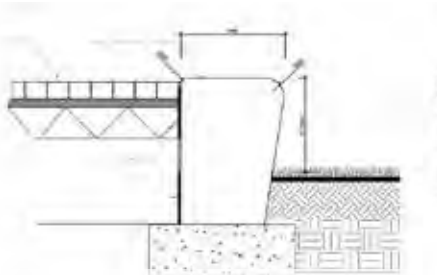
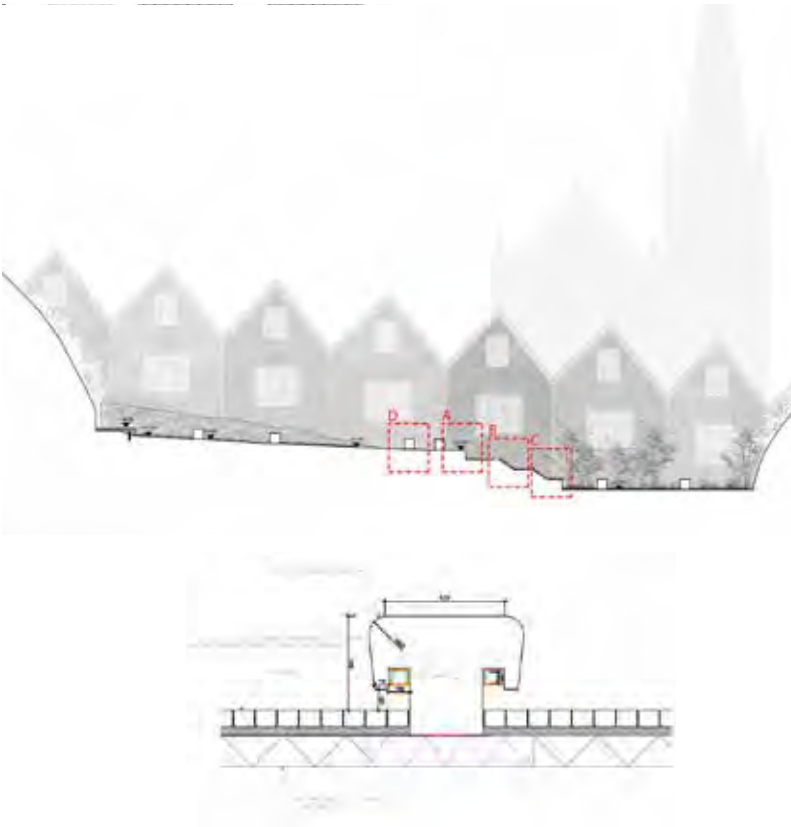
#### The Proposed Scheme - OPPORTUNITIES: (not exhaustive)

- Pedestrian priority addressed by material finishes and courtesy crossing at park entrances;
- New accessible entrances into the park to allow for better pedestrian permeability;
- Reduced car speed through slight narrowing of the road and courtesy crossings along West View;
- Sensory garden at southern end that houses edible planting;
- Space for 1916 commemoration elements;
- Enhanced park layout through soft landscaping and terracing;
- Enhance retaining features i.e. the existing fencing etc;
- Through place making, make West View park a destination;
- Enhanced visual connections to frame the views of the Cathedral through a new accessible timber ramp;
- New entrances and improved crossings, offer increased opportunities to walk through the park, thus providing passive surveillance through the site;
- Improved lighting inside the park to increase sense of safety and intimacy.





West View Section



Sample Details



## ZONE 5

### Top of the Hill

The 'Top of the Hill' in the scheme aims to establish a stronger sense of place and create a safer pedestrian environment both during the day and after dark. Traffic tables will slow traffic and help to establish pedestrian priority. The addition of green trees and the undergrounding of service lines will help to enhance vistas of the cathedral





## ZONE 5

### Top of the Hill - VISUAL AUDIT

#### REVEAL (the cultural heritage)



Small's Well - Historical Image

The project seeks to transform the Top of the Hill zone from a car orientated, congested site with little to no space for communities to gather, to a more generous, community focused space.

The scheme proposes to reveal the history of the site, particularly focusing on Smalls Well. It seeks to restore the key elements back into the zone and redefine new uses within the space.



Historical and Present Overlays

## RESTORE



Khyber Pass - Existing



Khyber Pass - Existing



Khyber Pass - Existing



## ZONE 5

### Top of the Hill - VISUAL AUDIT



Smalls Well - Existing



Smalls Well - Existing



Smalls Well and Park Lane - Existing

## ZONE 5

### Top of the Hill

#### The Existing Site - **CHALLENGES:** (not exhaustive)

- A car-dominated environment, both in terms of parking, traffic and pedestrian safety;
- Conflict between buses, loading bays and pedestrian crossings;
- Lack of legibility for pedestrians and lack of crossings along pedestrian desire lines to enable pedestrians to cross safely;
- Cluttered public space due to overhead services, substations, bins, signs etc. creating physical barriers for pedestrians;
- Inadequate pedestrian space including footpath widths and build outs that can enable social interactions;
- Lack of pedestrian permeability;
- Lack of footpaths reflecting pedestrian desire lines;
- Lack of legability to lower part of the town.





## ZONE 5

### Top of the Hill

#### The Proposed Scheme - OPPORTUNITIES: (not exhaustive)

- Pedestrian priority addressed by the introduction of courtesy crossings and traffic tables throughout the zone;
- Reduction of car parking on Midleton Street to strengthen pedestrian safety;
- Reduce car speed through narrowing of road to 3.3m in Midleton Street and Cannon O'Leary Place;
- Enhanced area around Small's Well through soft landscaping and improved lighting while maintaining much of the carparking;
- Introduction of street furniture in Smalls Well area to strengthen placemaking at Top of the Hill;
- Introduction of water feature at Small's Well using SUDs principles;
- New vibrancy at night, with enhanced and safe environment through a holistic lighting strategy;
- Enhanced visual connections from Midleton Street to Cathedral as well as from Smalls Well to West View;
- A gathering area in Smalls Well for the community to enhance social interactions;
- Opening Smalls' Well car park as a through road, allowing it to operate more efficiently as a potential drop off point for schools and parking for locals to shop.
- Reducing the carriageway in Park Lane to increase pedestrian safety.





Middleton Street - Proposed by Day



Middleton Street - Proposed by Night

Illustrative images only, please refer to technical drawings for details





Smalls Well looking East - Existing



Smalls Well looking East- Proposed



Smalls Well looking North - Existing



Smalls Well looking North - Proposed

## ZONE 6 - EASTERN STREETScape

The Eastern Streetscape also houses East Beach. The scheme strives to reactivate the eastern section of the town. East Beach will become a gathering point, offering access and clear views to the harbour and waterside.





## ZONE 6 - Eastern Streetscape - VISUAL AUDIT



East Beach



East Beach



Eastern Streetscape



Aerial of East Beach



East Beach looking towards Original Town Hall

(not exhaustive)

- A car-dominated environment, both in terms of parking and traffic;
- Narrow footpath and lack of safety for the most vulnerable street users;
- Lack of legibility for pedestrians: few controlled or uncontrolled crossings, along pedestrian desire lines to enable pedestrians to cross roads safely;
- Lack of street furniture and abundance of clutter, such as inconsistent lighting poles, signage, bins etc. create physical barriers for pedestrians, particularly vulnerable users;
- Lack of pedestrian space to facilitate social interactions;
- Lack of pedestrian space to enable economic activity and footfall;
- Heritage: the historic buildings are not highlighted.





## ZONE 6

### Eastern Streetscape

#### The Proposed Scheme - OPPORTUNITIES: (not exhaustive)

- Wider footpaths, particularly at East beach to allow for space for street furniture and increased pedestrian footfall;
- Reduce carriageway to minimum safe width;
- Establish pedestrian priority, in order to reestablish the hierarchy of the street;
- Reconfiguration and rationalisation of car parking;
- Create legibility for pedestrians through courtesy crossings along pedestrian desire lines to enable pedestrians to cross roads safely;
- New street furniture, reduce clutter to improve accessibility for pedestrians, particularly vulnerable users;
- Offer uninterrupted views of the water with access to the water's edge at East Beach;
- Terraced seating at East beach to allow people to sit in a more secluded and attractive area at the waterside;
- Addition of street trees and rain gardens to reintroduce soft landscaping into the street as well as acting as passive traffic calming measures;
- Increase pedestrian space to enable social interactions, increase footfall and vibrancy;
- Enhance architectural heritage such as historic buildings and features like railings, through lighting and address legibility and wayfinding.



## ZONE 6 - Eastern Streetscape

East Beach offers one of the few direct access point to the water in the town centre.

The scheme strives to improve a sense of place at East Beach, improved connection, facilities to linger and enjoy the views of Cork Harbour.



Illustrative images only, please refer to technical drawings for details



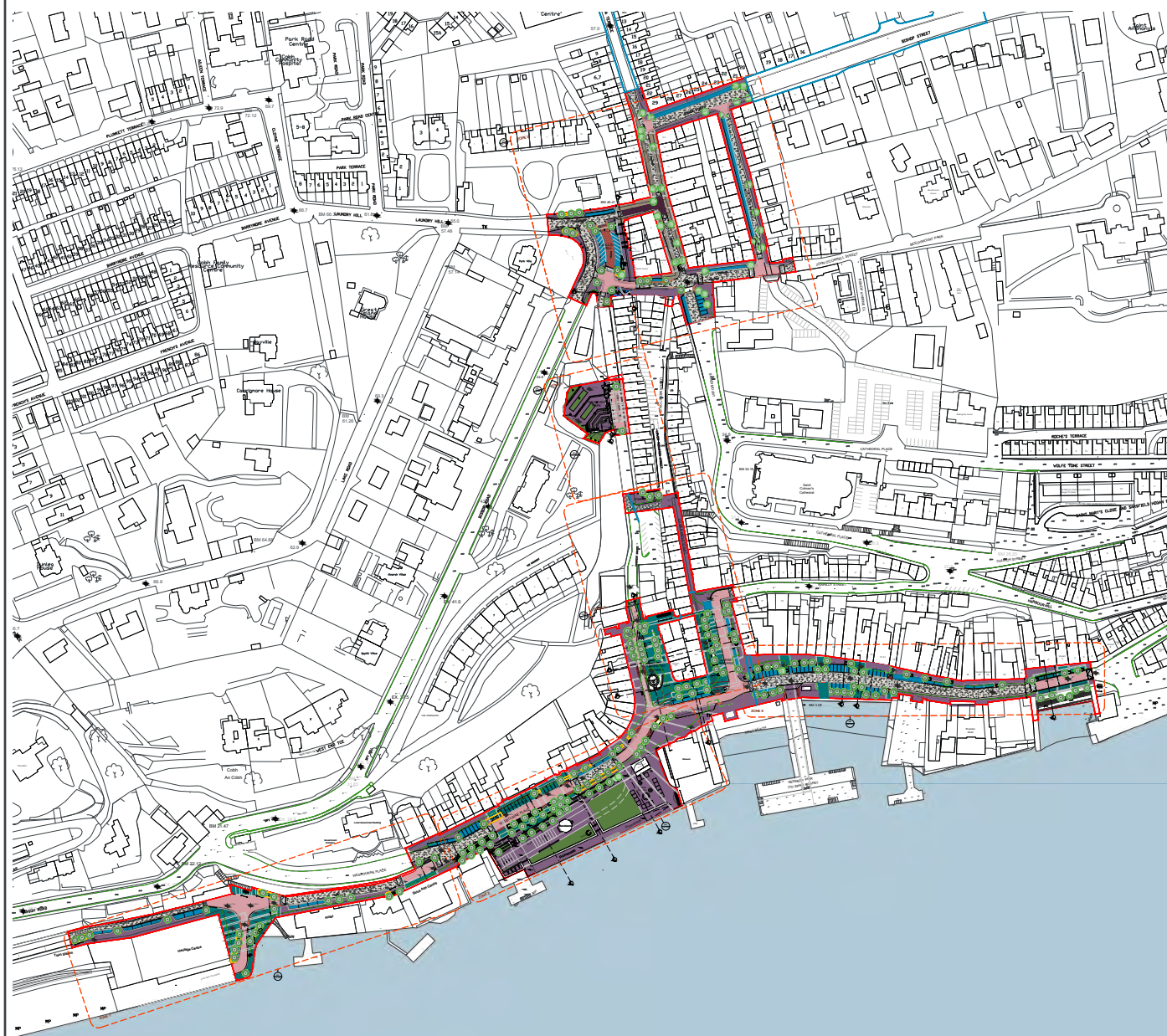
## 04 Design Focus








THE BEACH, QUEENSTOWN, 10571 W.L.

Materials proposed have been chosen with a conservation architect consultant. Materials chosen will be ACA appropriate to ensure it is sensitive to the area. Materials will be durable and ensure materials are environmentally appropriate.

To give the scheme uniformity, and tie together the various hierarchy areas, a consistent stone kerbing will be used. Repeated design elements, such as strips of setts, planting and street furniture will also help to create a unique, well recognizable character.



-  Key Places
-  Nodes
-  Car Parking
-  Raised Tables
-  Landscaping

*Please note material choices are subject to change pending funding.*



## MATERIALITY IN COBH PUBLIC REALM ENHANCEMENT PLAN

### Paving 1 - Key places

#### Option 1

- Natural Stone



#### Option 2

- Printed Asphalt



#### Option 3

- Exposed Aggregate



### Paving 2 - Nodes

#### Option 1

- Exposed Aggregate



#### Option 2

- Precast Pavers with Granite Aggregate



### Car Parking Spaces

#### Option 1

- Refer to Paving 1

#### Option 2

- Hot Rolled Asphalt with Colour Chipping



### Kerbing

#### Site Wide

- Stone Kerbing



### Table Tops

#### Option 1

- Refer to Paving 1

## LANDSCAPE DESIGN STRATEGY

Bernard Seymor Landscape Architects were tasked with developing a landscape strategy for the overall town. Four goal statements structure the approach to the *Cobh Public Realm Enhancement Plan* and define a framework for design that equally prioritises access, equity, ecology, and identity.

The proposal comprises of low level planting and rain gardens in combination with grassy verges and trees. The trees in the town are to be retained where possible and new trees are to be added. An ecology screening has been undertaken to ensure the proposal doesn't interfere with any sensitive protected species.

### History and Culture

Cobh is a shared historic, economic, cultural and ecological resource of extraordinary value for County Cork, Cork Harbour and the world.

### Connection and Access

Maintaining the existing contextual desire lines; exploring possible new connections where opportunities permitted, such as new pedestrian and bike routes proposed through the town; public gathering spaces; as well as integrated, 'free' play elements placed within the public realm component of the scheme.

### Community

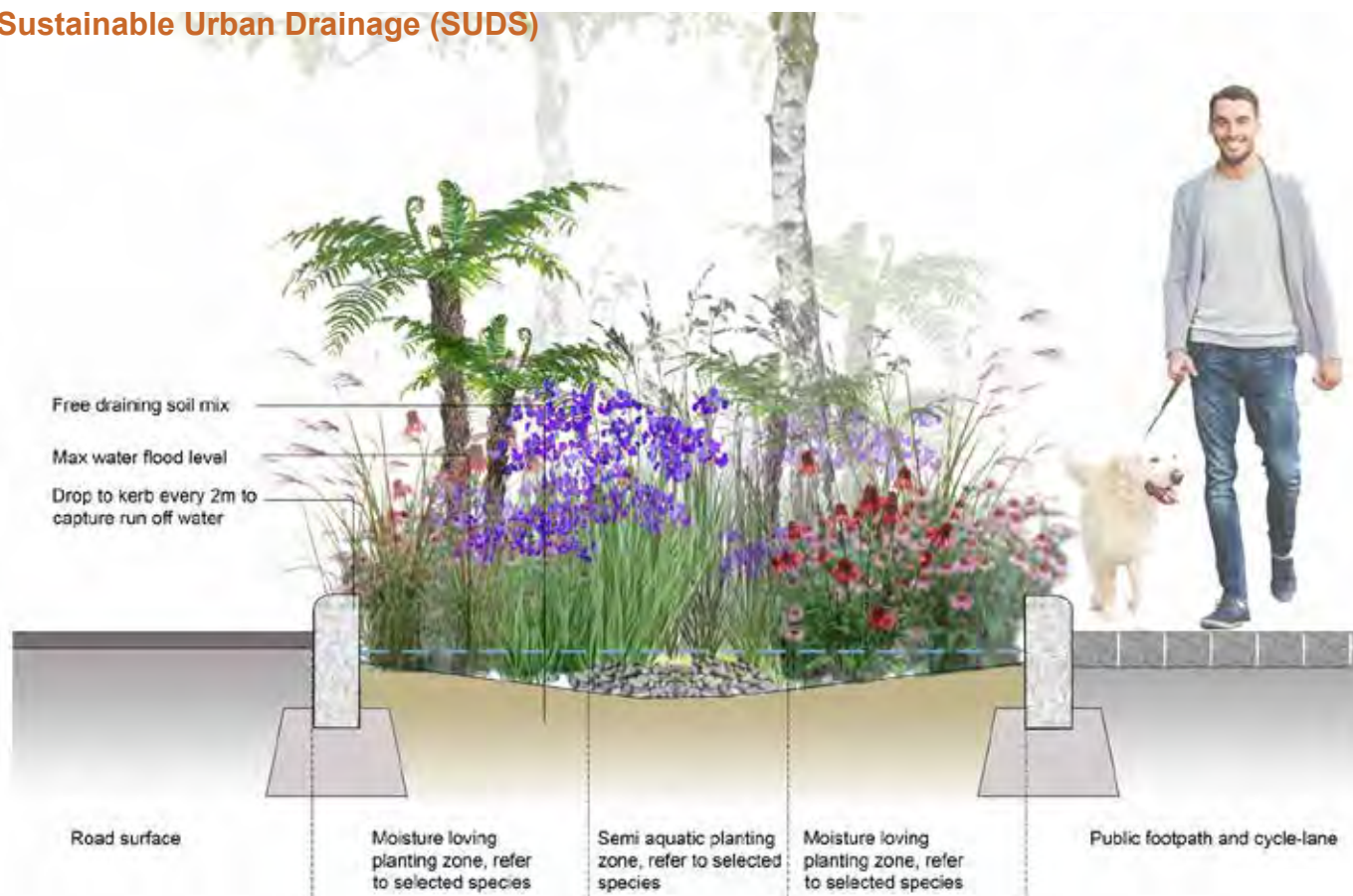
The *Cobh Public Realm Enhancement Plan* is a generational project that establishes a new, positive identity for the wider Cobh area. Unfolding and evolving over many decades, it will interpret the rich social and ecological history. Thus introducing an adaptive template that will guide regional planning decisions around growth, conservation, and stewardship.

### Sustainability and Biodiversity

The BSLA Landscape design strategy will improve the ecological health of Cobh Town Centre. Additional trees along with different type of species, further planting belts, rain gardens, SUDs, development standards, and other tools will provide strategic and holistic approaches for protecting sensitive species and ecosystems, reducing habitat fragmentation, improving water quality, and promoting the long-term revival of biodiversity.



## Sustainable Urban Drainage (SUDS)





## LANDSCAPE STRATEGY

### RAIN GARDENS THROUGHOUT THE SCHEME

Rain gardens are shallow landscaped depressions which capture run-off water and reduce pollution. Implemented as part of a design, rain gardens reduce rainfall runoff and surface water acting as sustainable urban drainage.

These planted areas capture and store rainfall, allowing it to soak into the ground and/or release it slowly back into the piped network. When rain gardens are incorporated into a streetscape, they help reduce flood risk and improve water quality, biodiversity and public appreciation of an area. Included in this, rain gardens give the opportunity to include an array of new planting species to a space.

Each type of planting has an individual benefit;

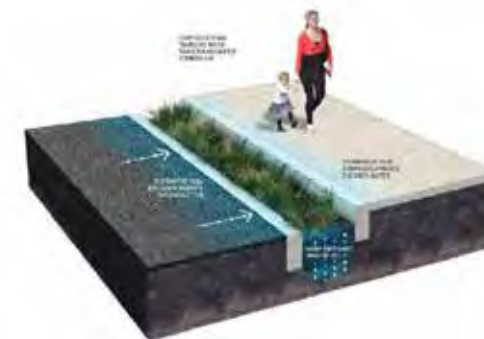
- Shrubs - plants with a woody structure and roots that enhance soil stability.
- Perennial flowering plants – long-lived plants that bloom each year adding seasonal colour to a space
- Grasses – these range from standard turf to taller ornamental grasses that can be particularly effective at filtering pollutants from water runoff.
- Wildflower seed – comprises meadow species that contain perennial and annual flowers, often mixed with grasses; these are low maintenance and improve the biodiversity of urban spaces.
- Marginal plants – such as reeds, rushes and sedges, these are suited to damp or waterlogged conditions and help absorb water.



Sample of Rain Gardens with Pedestrian Bridges



Sample of Rain Gardens



How rain gardens work

# LANDSCAPE STRATEGY - TREE PLANTING



## LEGEND

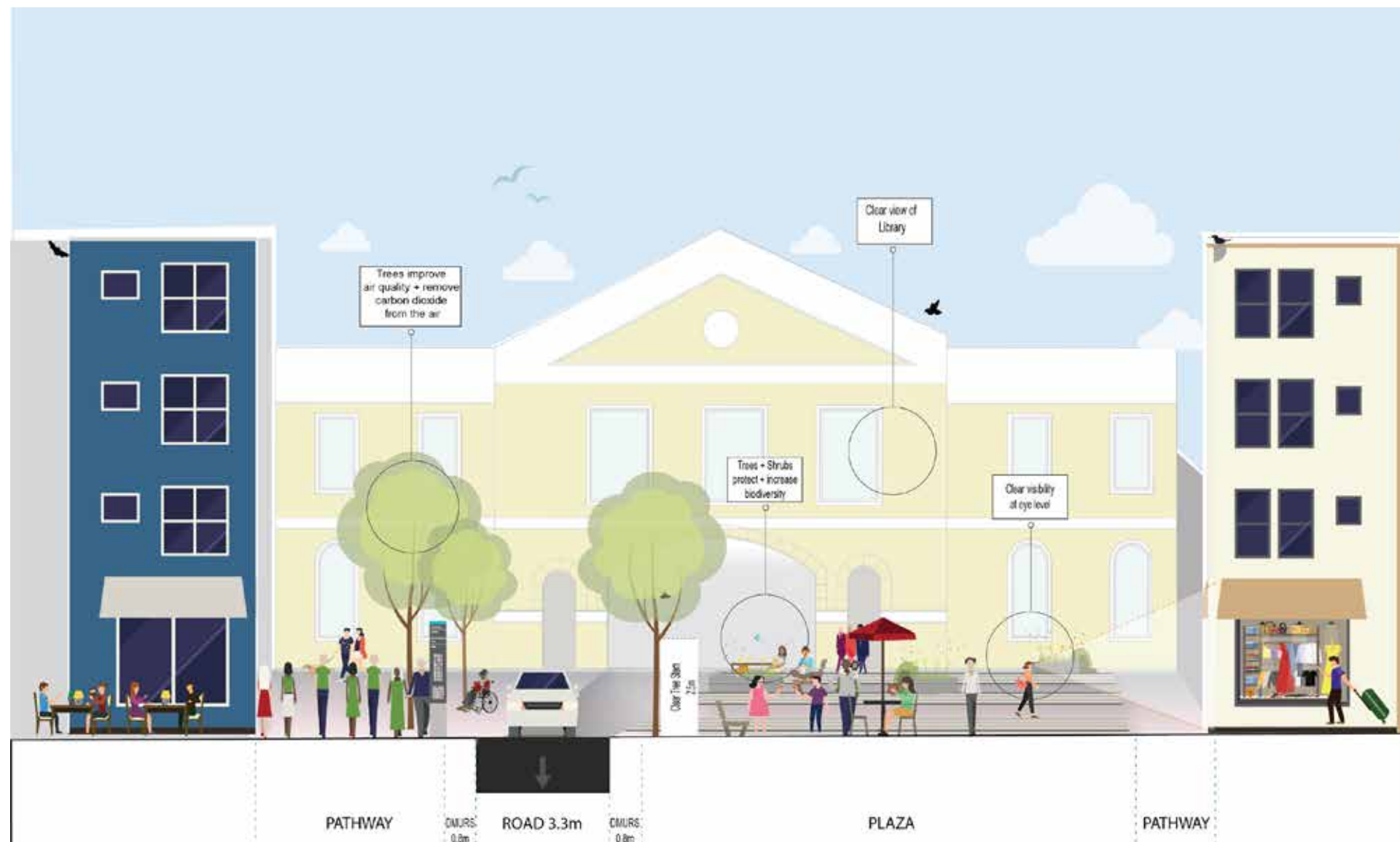
1. Kennedy Park
2. Westbourne Place
3. Casement Square
4. Pearse Square
5. West Beach
6. East Beach
7. Westview Park
8. Small's Well
9. Pocket Park

- Existing tree proposed to be retained, refer to the tree survey and report prepared by the tree arborist
- Street Tree: *Tilia cordata*, rootballed 20-22cm girth, min 5m high, min 1.8m clear stem
- Street Tree: *Pinus sylvestris*, rootballed, 25-30cm girth, min 5m high, min 1.8m clear stem
- Street Tree: *Betula pendula*, rootballed 20-22cm girth, min 5m high, min 1.8m clear stem
- Street Tree: *Cercus peltata*, rootballed 25-35 cm girth, min 6m high, min 2m clear stem
- Street Tree: *Robinia pseudoacacia* 'Sandraudiga', rootballed 20-22 cm girth, min 5m high, min 1.8m clear stem
- Street Tree: *Liquidambar styraciflua*, rootballed 20-22 cm girth, min 4.5m high, min 1.8m clear stem
- Park Tree: *Prunus avium*, rootballed, multistem, min 3m high, min 3 breaks from base
- Street Tree: *Malus* 'Evereste', rootballed 20-22 cm girth, min 4m high, min 1.8m clear stem
- Street Tree: *Crataegus monogyna*, rootballed 20-22 cm girth, min 4m high, min 1.8m clear stem
- Small tree: *Tamarix ramosissima*, min 30l pot, min 2.5m multistem, min 3 breaks from base
- Small tree: *Chamaerops humilis*, min 30l pot, min 2m, min 2 trunks
- Small tree: *Albizia julibrissin*, min 30l pot, min 2.5m multistem, min 3 breaks from base
- Small tree: *Arbutus unedo*, min 30l pot, min 2m multistem, min 3 breaks from base

## NOTES:

- Tree pit structural soil specification subject to contract
- All Street trees to be min 1.8m clear stem at planting
- If Tree planting commence between March-October then procured trees need to be ringsprayed

## LANDSCAPE STRATEGY





## LIGHTING STRATEGY

The existing lighting within Cobh does not achieve the requirements of today's standards. The aim of the strategy is to provide lighting within the project areas and an overall approach to achieve an integrated solution throughout the town where possible.

The holistic approach to the urban lighting for Cobh was undertaken by ARUP and strives to create vibrant, prosperous, safe and inclusive places for those who live, work and play in the area at all hours.

A driving ambition of the overall masterplan is to promote site connectivity. Considered lighting can positively impact urban integration, reinforcing urban design principles, enhancing cultural experiences and encouraging social interaction.

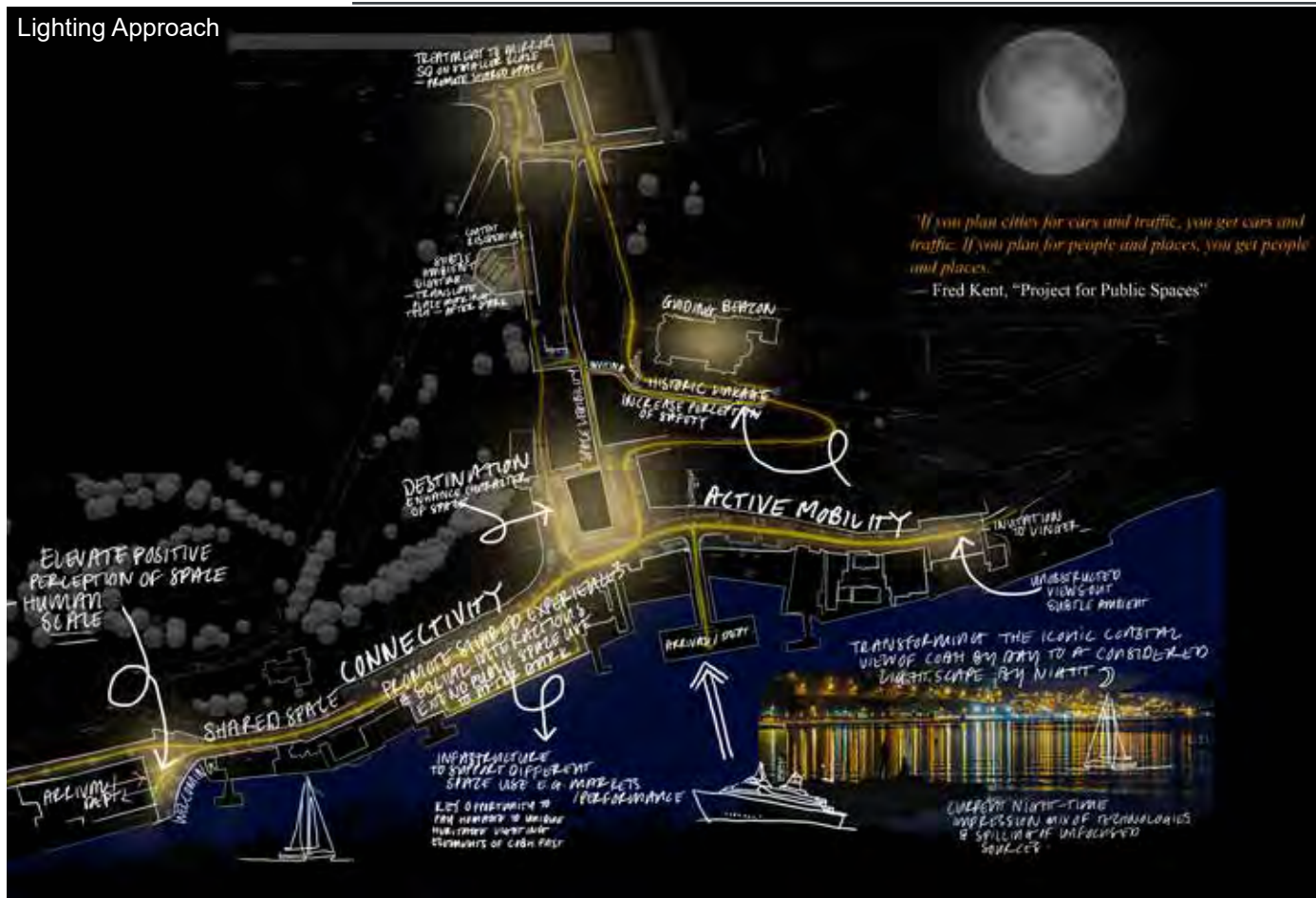
The approach to strategic planning and design of the night-time environment focuses on lighting as a tool used to enhance wider site integration and achieve a thriving night economy.

Engagement with the wider site context aids social cohesion, benefits the local people, inherits character and encourages active mobility - pedestrian and cycle movement through the town.

The strategy consists of a layered lighting approach, which features a palette of lighting typologies employed in key areas to create distinct character and destinations. This will be balanced against the widespread application of street lighting methods, all maintainable by the local authority.

The location and type of luminaires are highlighted on the scheme drawings.

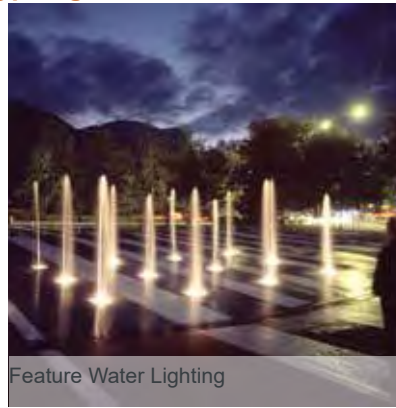
### Lighting Approach



### Sample Lighting Typologies



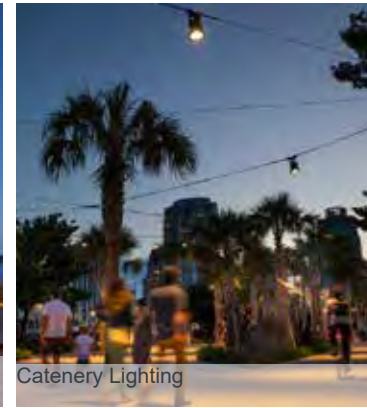
Double Arm Lighting



Feature Water Lighting



Projector Lighting



Catenary Lighting

## LIGHTING STRATEGY THE PRINCIPLES

### Perception of Safety

Considered lighting will encourage a sense of security and comfort for visitors and residents by improving facial recognition and defining pathways and perimeters, such as the waters edge. The lighting approach towards safety focuses on a balanced combination of the lighting metrics; horizontal, vertical and semi-cylindrical illuminance.

### Sustainability & Energy

Energy efficient luminaires and effective lighting control systems (including sensors and astronomical time clocks as appropriate) will be utilised to minimise energy consumption.

### Heritage and Identity

The lighting strategy identifies a select opportunity at the promenade to reveal a trace of history and fuel the collective memory of the town with the repurposing of the genuine heritage lighting columns where deemed viable, supported by the study undertaken by the appointed Heritage Architect.

### Placemaking, Space Legibility & Wayfinding

The lighting strategy provides visual clarity, avoids clutter, and assists in wayfinding by enhancing the character of different areas aiding visual differentiation. Creating a pleasing, fresh and stylish ambience encouraging positive ownership of Cobh's public realm.

### Coherency - Colour Temperature

The lighting strategy will implement a warm light quality range (2700K-3000K) in consideration with the environmental requirements of a coastal region, as well as to support a warmwelcoming atmosphere.

### Ecology

Obtrusive lighting, commonly called light pollution, will be minimised by selection of light levels appropriate to use and function and high quality lighting equipment

with minimal upward light component. The lighting strategy will be compliant with the ILP GN1 : for the reduction of obtrusive light 2020.

### Inclusive Design

The built environment contributes to a more equal, inclusive and cohesive society when the places where we live, our neighbourhoods and meeting places are designed to be accessible and inclusive. Lighting plays a key role in making spaces enjoyable for everyone. The lighting strategy acknowledges the diversity in user experience and needs, with an understanding that people experience the public realm differently according to who they are; their age group, social, cultural, and economic background.

### The Night-time Economy

The evening time and hours after dark are often when people have the most leisure time, presenting an opportunity for businesses to promote trade. The lighting strategy entices people to engage with the public realm after dark, creating a sense of community and vibrant night-time environment, this in turn will facilitate and encourage economical growth.

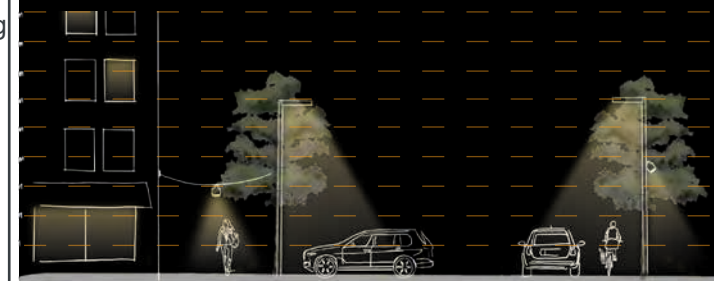
### Lighting Controls

Use of integrated or intelligent lighting controls that allow for variable illuminance, depending on the principal function and level of activity of an area, will further enhance the energy efficiency of the lighting systems and allow for more effective operations and maintenance.

## Lighting Typologies



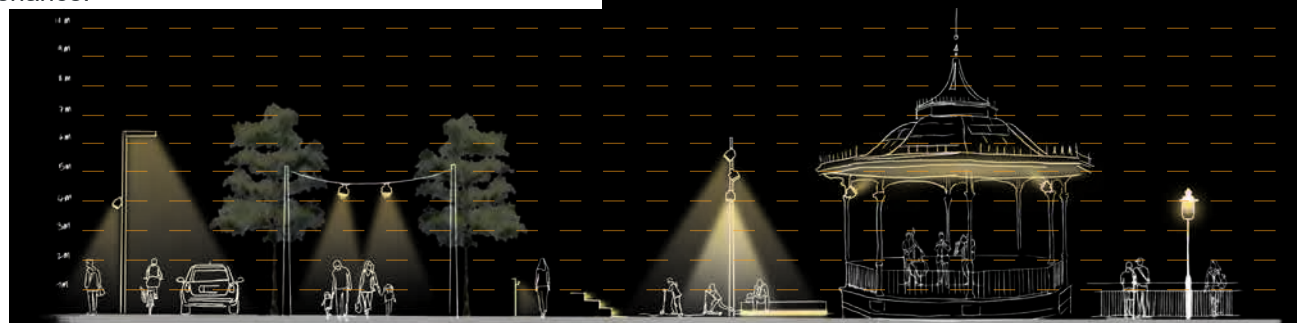
**Cathedral Steps /  
Khyber pass      Zone 6 - East Beach**



**Zone 3 - Pearse sq.**

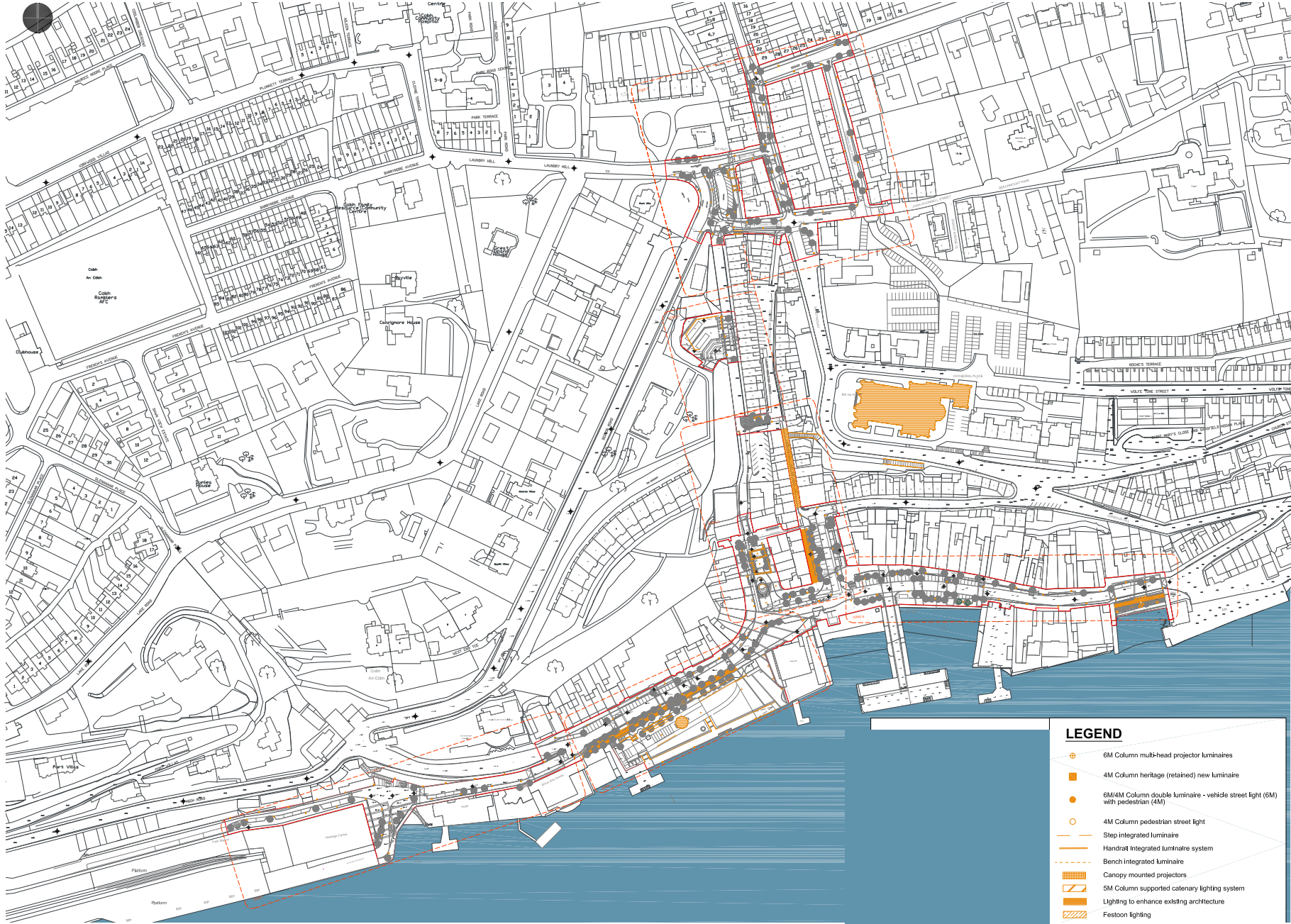


**Zone 3 - Middleton St. Lower (2 options)**



**Zone 2 - Westbourne rd. / Promenade**





This is a strategic future vision for the overall town, any lighting proposed outside scope of works does not part of this part 8. Plan for illustrative purposes only, lighting will be specified at detail design stage.



## WAY FINDING AND HEALTHY TRAVEL

*Cobh Public Realm Enhancement Plan* seeks to incorporate and promote healthy modes of transport. The proposal will include bike stands to serve the needs of tourists and locals alike. The scheme will include bike stands strategically placed throughout, offering over 200 bike spaces. Bike stands will offer charging points for electric bicycles where possible.

The project seeks to establish a clear pedestrian priority with improved way finding. Way finding will be enhanced through the use of material finishes, improved signage and guidance strips. Additional measures of Navilens (see p. 81) may be included to strengthen the pedestrian routes. These navilens are being tested with those with access needs in the NCBI training centre. Pending a successful outcome in the training centre, these elements will offer the opportunity to direct the users along designated routes as well as offering information about the area. These tiles have the potential to act as a tool to orientate people with access needs as well as tourists visiting the town.



## ACCESSIBILITY STRATEGY

The *Cobh Public Realm Enhancement Plan* consisted of an accessibility audit and recommendation report by the accessibility consultant Fionnuala Rogerson.

The accessibility report and project takes into account the following legislation:

- Inclusive Urban Design – A guide to creating accessible public spaces, written by David Bonnett & Associates published by BSI
- Building for Everyone: A Universal Design Approach published by the Centre for Excellence in Universal Design (CEUD) / National Disability Authority (NDA)
- Guidance on the Use of Tactile Paving Surfaces – published by DETR
- Design Manual for Urban Roads and Streets – published by Govt. of Ireland
- Shared Space, Shared Surfaces and Home Zones from a Universal Design Approach for the Urban Environment in Ireland – research by Trinity Haus for CEUD / NDA
- BS 8300: 2018 Design of an accessible and inclusive built environment Part 1: External environment – Code of practice
- EN 17210: 2021 Accessibility and Usability of the built environment – Functional Requirements
- EN 17621: 2021 Accessibility and usability of the built environment – Technical performance criteria and specifications

The accessibility report is intended to identify any issues with the proposed development which could potentially impact on the accessibility and usability of the implemented scheme as well as highlighting good practice in accessible and inclusive urban design.

The report states that: *'It is evident that the Design Team has promoted inclusivity as an inherent principle and has made very notable efforts to consult widely with a very broad cohort of stakeholders whilst developing the design proposals. Further user consultation post planning stage will be necessary including with representatives of organisations representing older people and people with a wide range of disabilities to ensure that all potential issues are being captured.'*

*Cobh Public Realm Enhancement Plan* has mitigated many issues that are important from an inclusive design perspective. Decluttering the streets, reducing traffic speed, rationalizing and improving car parking, widening pavements, improving lighting, working towards achieving an autism friendly environment and one that was easier to navigate by older people, people with sight loss, mobility impairments, children and others are all central to the design.

As the design progressed and evolved, the European Functional Standard for Accessibility and Usability Recommendations have been included where appropriate:

- “Gateways” to identify the beginning and end of shared space including both visual contrast and tactile surfaces on both the footpath and carriageway;
- Pedestrian priority throughout;
- Speed restrictions, traffic calming, and where necessary space for only one-way traffic;
- Designated parking for people with disabilities;
- Suppression of passing traffic particularly heavy vehicles;
- Visual narrowing of the street, trees, cycle parking, street furniture and public art to influence driver behaviour and encourage use of the street;
- Signage to define the zone and direct people to “comfort zones”;

- Tactile guidance where necessary;
- Avoidance of kerbs preferably, or, if used, kerbs to be minimum 60mm;
- Pedestrian crossings at regular intervals between “Comfort Zones”.

A number of accessible parking bays have been identified in each zone throughout the scheme. These parking bays are pitched for individuals with access needs such as elderly people, wheelchair users, parent/guardian and child, visually impaired and people with limited mobility. Exact parking numbers designated to accessible parking, blue badge holders, family parking and age friendly car parking will be defined at detail design stage.

Street furniture will be placed regularly throughout the scheme to also offer those with access needs points of refuge to rest.

Consistent use of tactile will be implemented throughout the scheme to ensure users are able to navigate their surroundings with comfort and ease.

European Standards will be met throughout the scheme at detail design and the associated Technical Report will be used as a guide to meet the standards.

## ACCESSIBILITY STRATEGY - ADDITIONAL MEASURES

It has been agreed between NCBI and Cork County Council to implement a Pilot Project for Cobh to investigate the use of “Sound Tiles” as a means of distinguishing the Gateways to shared space areas by vision impaired users.

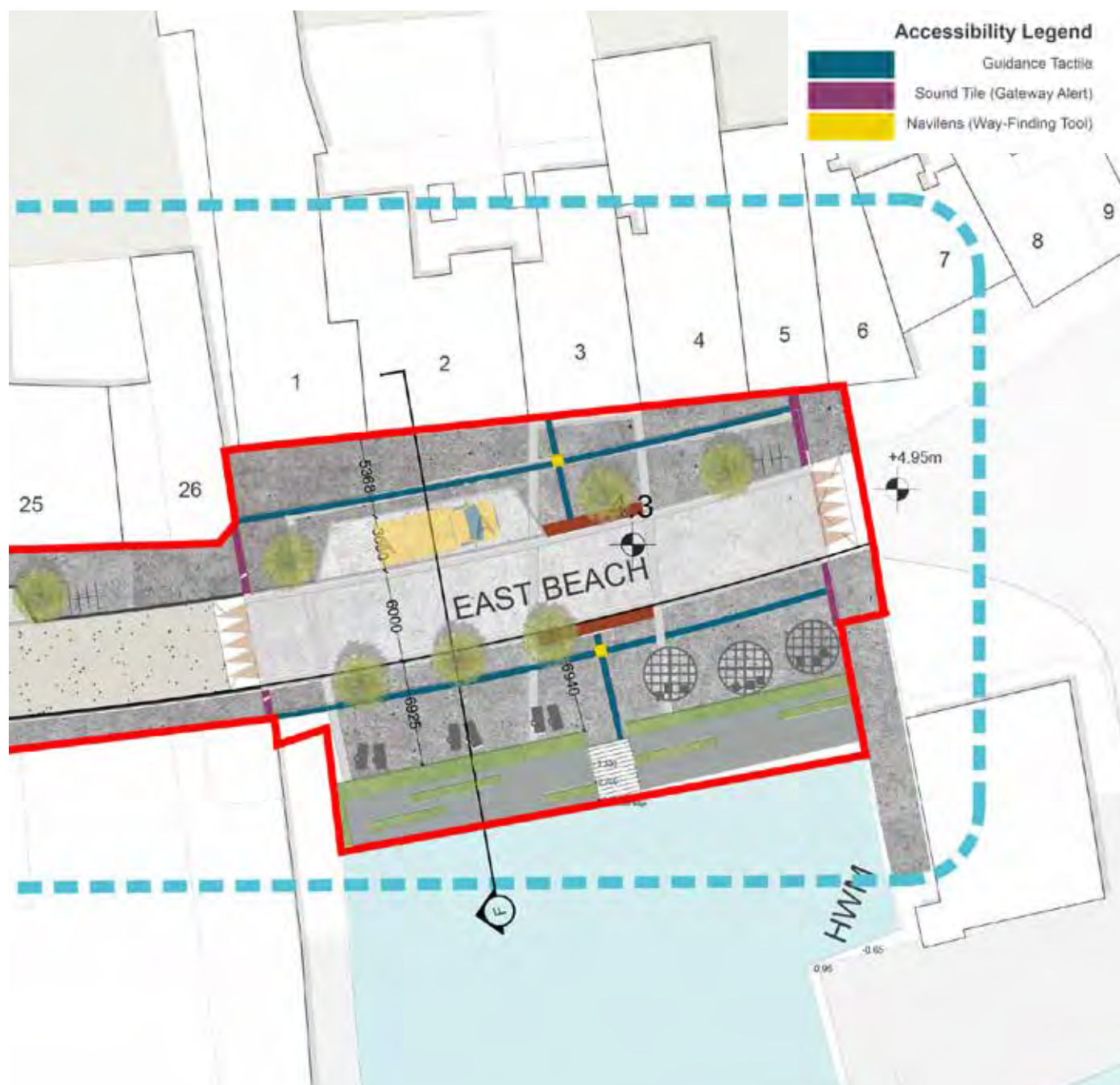
In addition it has been agreed that NCBI will investigate the use of a code and app which can provide navigational and locational information through a mobile phone. If both are found to be successful it is intended that they may be rolled out in the development as a means of enhancing the experiences of people with sight loss, in addition to the other wayfinding features included in the proposal. The navigational code and app can also be developed to assist visitors unfamiliar with the area to locate buildings, facilities and amenities, and to provide information about them.



Navilens



Sound Tile for Gateways to Shared Space



Example of Gateway Strategy - Sound Tiles at Entry and Exit Points of Shared Surfaces

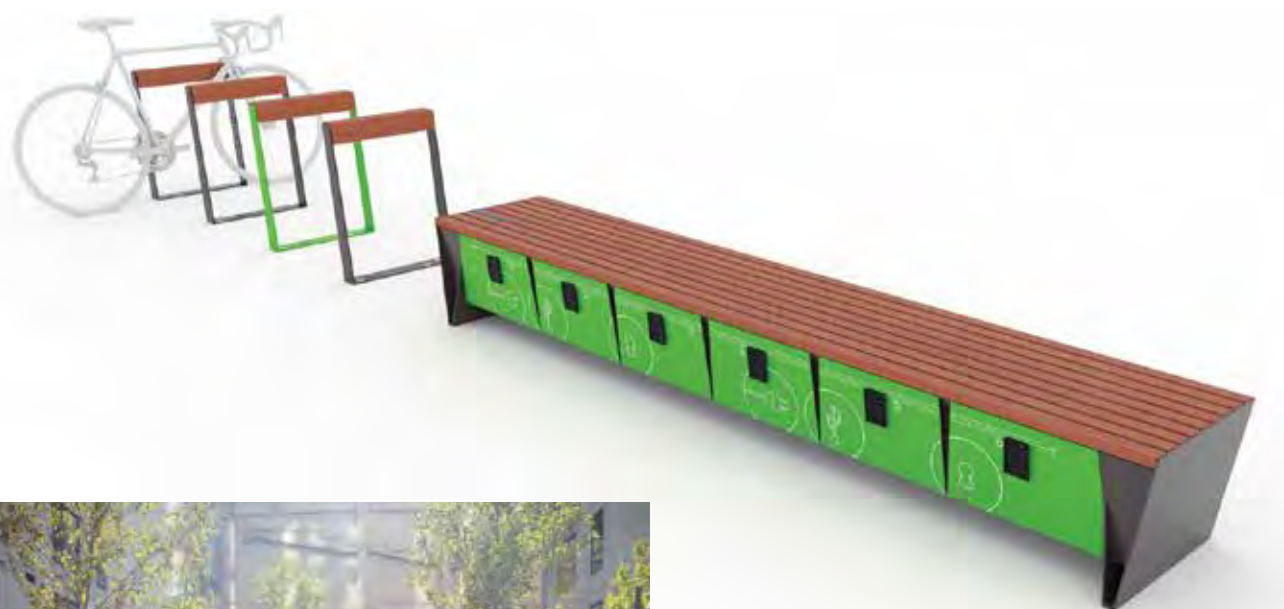


## STREET FURNITURE STRATEGY

Street furniture in *Cobh Public Realm Enhancement Plan* will take cognisance of all users, while contributing to the wider visual qualities of the town environment. The use of street furniture that caters for all ages and abilities will help to enhance the streetscape in Cobh.

The placement of street furniture should be clustered to provide spaces for people to gather. The location of these clusters should be determined by shelter, views and surrounding context.

Seating will be provided at regular intervals where possible. This will be planned to ensure that regular resting points are defined along desire lines for vulnerable users. Examples of street furniture are outlined in the images below:



Integrated storage and seating for bike charging and cycle stands

Modern seating at larger spaces

Integrated seating with soft landscaping



## STREET FURNITURE STRATEGY

In the park, seating will be built-in into the proposal to improve accessibility, walkability and increase seating capacity by 55%. Along the streetscape, seating will be placed strategically, clear of the main pedestrian flow. Built in seating in the park will include integrated lighting, back and arm rests to improve the experience for all users.

Targeting the younger generation and smart-work, street furniture will incorporate smart features where possible i.e. usb charging points and WiFi hot spots. This, coupled with ensuring all furniture is universally accessible, will attract people of all ages and abilities to linger and inject more life back into the town centre.

Furniture can include back and arm rests to ensure those with access needs can utilise these comfortably and safely. Taking the most vulnerable users into account from the outset of the design, ensures a more universally inclusive space. Street furniture will be located to frame views, act as a safe harbour from noise pollution, in areas of higher air quality and to promote social interactions.



Seating with arm and back rests can be added on top of walls



Lounger style seating near waterside, smart features can be added



Modern style bin with modern wooden panelling



Modern seating can be incorporated into landscaping, arm rests can be added



Shelter with integrated charging stations

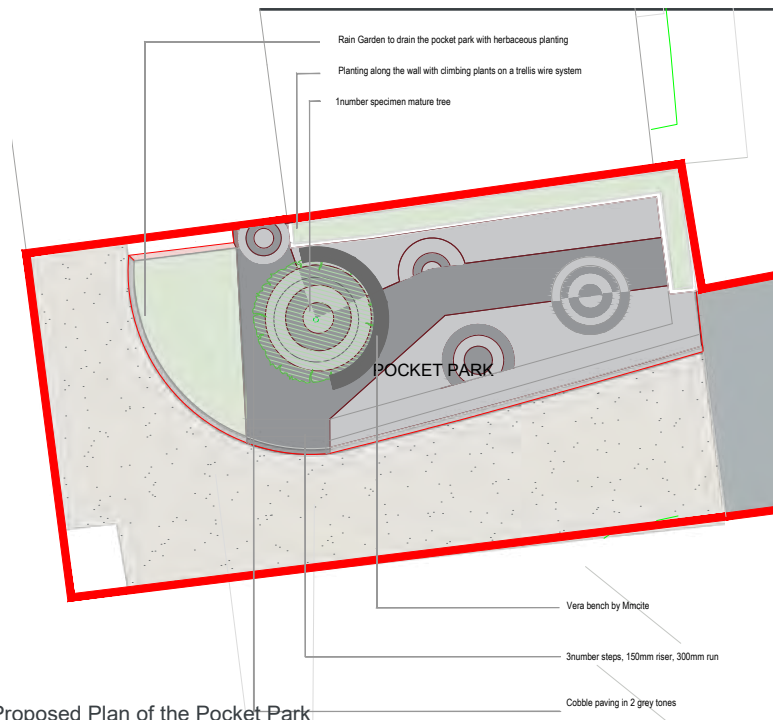


Elements can be added to make furniture more accessible

## DEMOLITION

The project seeks to demolish the Cork County Council shed at the bottom of West View housing. Adjacent properties to be made good after demolition with regards to structure, drainage, finishes etc.

In place of the shed will be a 'pocket park', offering views to the Cathedral and a place of sanctuary for pedestrians.



Proposed Plan of the Pocket Park

## DRAINAGE

The existing drainage system consists of a 'kerb and gully' arrangement that connects to a drainage network and outfalls to the receiving environment. The works require the realignment of kerb lines to create wider footpaths therefore, new gullies will be provided along the new kerb lines. The existing drainage network will be maintained with added SUDs through rain gardens. The proposed drainage system will replicate the existing drainage system for the project. The project will be constructed within the existing carriageway boundaries. In order to facilitate the efficient collection of surface water new gullies will be provided in accordance with DN-DNG-03067. To achieve a compliant design ensuring comfort for the end user, gullies and SUDs will be provided at the correct spacing to ensure the maximum flow width is achieved, upstream of all pedestrian crossings



Sample Images of Planting and Branding

to ensure the end user is not stepping onto a stream of water and double gullies at low points in the carriageway to ensure water does not collect at key locations.

## UTILITIES

*Cobh Public Realm Enhancement Plan* will include works to existing services within the project scope of works. Service providers will be contacted as the project advances. Cork County Council contacted the following public utility providers to determine if they had existing services located within the extents of the project:

- ESB Networks
- Irish Water
- Eir
- Bord Gais Energy
- 

The Irish Water project is partially constructed and will be completed in advance of the *Cobh Public Realm Enhancement Plan*.





# Preliminary Design Statement Report Cobh Town Centre Public Realm Enhancement Plan

*unlocking the opportunities  
by putting people first.*



Comhairle Contae Chorcaí  
Cork County Council



FOUREM

BSLA

Lighting  
ARUP

SWECO

TII

Fionnuala Rogerson Architects  
Access Consultant

grovy

MAGNAPARTE