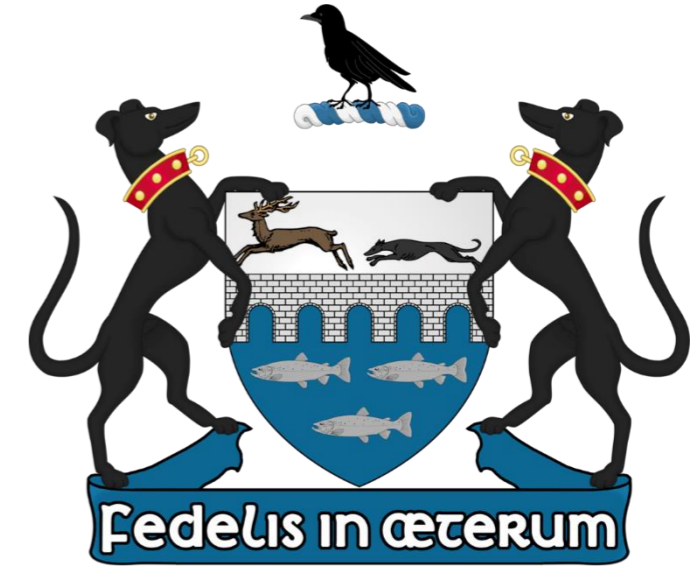


CLONMEL URBAN DESIGN PROJECT

Part VIII Planning Report



Comhairle Contae Thiobraid Árann
Tipperary County Council



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1 INTRODUCTION

This report supports a Part VIII application for the Clonmel Urban Design Project which proposes a range of enhancements to the existing public realm within Clonmel Town Centre. The nature and extent of the proposed works and the design proposals are described herein.

The proposed scheme focuses on improving the existing public realm within the central, primary retail core and adjacent linkages, whilst respecting the existing historical context and key buildings within the town centre. The proposed public realm scheme will provide a new, transformative layout for Clonmel Town Centre which focuses on improving pedestrian and cyclist circulation and facilities, but which also includes improvements to parking provision for the mobility impaired.

The proposed public realm improvements acknowledge and build upon the historical context of Clonmel, with high quality paving, natural stone kerbing, architectural and functional street lighting, bespoke street furniture (incorporating smart technology; opportunities for amenity planting) and taking design cues from existing buildings and features, such as The Main Guard and West Gate.

Modifications to traffic management and car parking arrangements, together with utility diversions/works (including undergrounding of overhead ESB cables) will improve the overall visual aesthetics of the town centre whilst enhancing views and vistas towards the Main Guard and West Gate.

1.1 Key Objectives

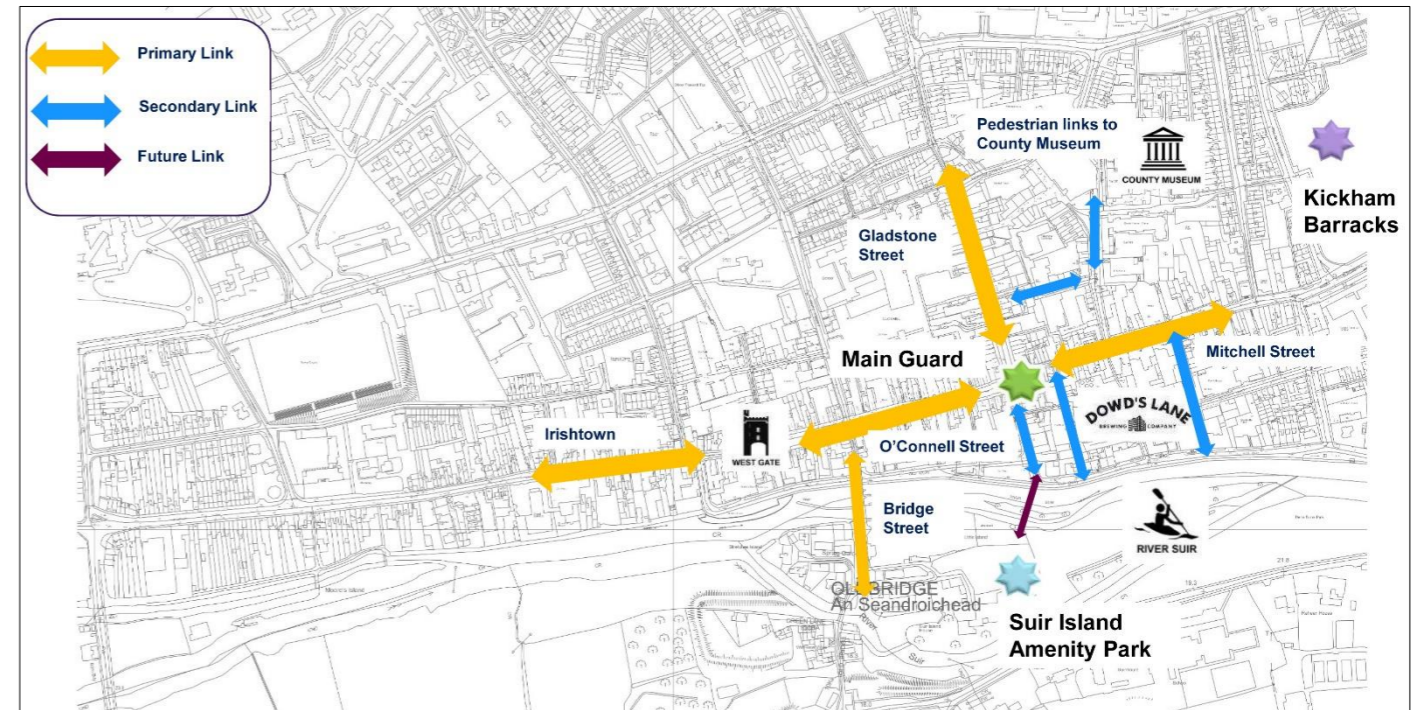
The overarching objectives of the Clonmel Urban Design Project are to;

- Transform Clonmel Town Centre making it more attractive to its population and citizens for the next 50 years
- Provide a new 21st century canvas upon which retail and other urban uses appropriate to modern town centre requirements can be enabled to flourish, develop and progress
- Create a new town centre environment which is attractive to residents and businesses whilst enhancing the visitors experience, confirming Clonmel's reputation as a destination town
- Retain as many shoppers and recreational users as possible, and maximise this to the greatest possible extent
- Create new opportunities for businesses – including new night life opportunities, new event spaces, new eating and socialising spaces, a café culture, new pop-up market spaces etc
- Enhance the surrounding environment to showcase the town's rich historical heritage

These objectives will be achieved by:

- Providing a bespoke, modern public realm design which compliments and respects the existing historical heritage and strengths of Clonmel Town
- Creating additional public realm space, achieved by increasing footpath widths, creating new multi-functional public realm space at key locations, which aim to make the public realm safer and more inclusive for all users (modifying surfaces for the visually impaired and disabled users)
- Making the public realm area more appropriate to the needs of users (smart technology)
- Making it easier to circulate around the town with good access to parking and facilities within easy reach
- Improving identified linkages between the town centre with tourist and heritage sites within Clonmel, such as the Museum, West Gate, the proposed Suir Island Amenity Park, the River Suir, and Dowd's Lane (location for proposed future Bulmer's Visitor Centre). A map showing these linkages and the heritage sites is provided in **Figure 1-1**.

Figure 1-1 Town Centre Linkages and Tourist/Heritage Sites



The Part VIII application is proposed by Tipperary County Council (TCC) who have worked closely with the design team (RPS) in developing the design proposals.

Historical and heritage cues utilised within the public realm and associated elements of design include;

- Incorporating elements of the Clonmel Coat of arms e.g. bespoke cycle stands
- Referencing the Irish meaning of Clonmel - 'honey meadow' by incorporating amenity planting throughout the project area, both in regard to potential SUDS intervention and within bespoke seating options
- Incorporating bands/strips of paving within the public realm design that are reflective of the columns and arches of the Main Guard and River Suir Bridges (refer General Arrangement drawing – **Appendix A**)
- Reflecting waves and ripples of the River Suir within bespoke elements of street furniture
- Reflecting bee and apple themes within street furniture elements. Bee and apple themed feature lighting columns, bins and bollards used throughout the project area.

1.2 Need for Works/Justification for the Project

Clonmel Town Centre is considered to be in need of public realm and traffic management improvements, together with enhancements and increases in the provision of amenity, recreation, leisure and cultural space.

This project will contribute to Clonmel Town's competitiveness and liveability both by influencing the image of the town outside the county and by transforming Clonmel into a more attractive and vibrant place.

The project aims to create a new public realm environment to attract footfall to Clonmel Town Centre through the construction of improved footpath widths and plaza areas at key nodal locations, which can be used to host civic events equipped with new modern street furniture and aesthetic features unique to Clonmel. It is envisaged that these improvements will encourage retailers to use the increased public realm space for 'spill out' and to encourage a new 'café culture', and new eating and socialising spaces, thus increasing the attractiveness of the town centre and in-turn boost business for existing and potential future retailers within Clonmel Town Centre.

This project will tie in with tourist attractions proposed for Clonmel, such as; the proposed Dowd's Lane/Bulmer's Visitor Centre, the proposed new hotel at the site of the old Clonmel Arms and the promotion of the Flights of Discovery as a tourist attraction for Clonmel.

The public realm design is sympathetic to the rich cultural heritage of the area, with high quality paving and materials reflective of those used within the adjacent building materials. The proposals capture the pivotal locations of both the West Gate and the Main Guard by enhancing the vistas along O'Connell St., Gladstone St. and Sarsfield St. towards these landmark historical buildings, and by providing the opportunity for increased civic space adjacent.

It is also recognised that throughout Ireland there is a need for streetscapes to be upgraded to meet the required standards for vulnerable users. This project will address the needs of all users and enhance the environment for vulnerable and less able-bodied users.

This is particularly relevant in the current environment in light of social distancing measures required to combat the spread of Covid-19, and the challenge to ensure that streets and transport networks can safely operate.

The overriding purpose of this project as set out by Tipperary County Council in the project brief is to; *"improve the town centre for the people of Clonmel by creating a pedestrian and cycle friendly environment and a far more attractive and safer place in which to shop, visit, do business, and pass the time of day"*.

1.2.1 Previous Studies

This project has taken cognisance of;

- The Clonmel Traffic Management Study 2006 – Updated in 2018
- The Clonmel and Environs Development Plan 2013 (and variation 2017)
- Clonmel Parking Strategy 2013-2020
- Clonmel Traffic Counts 2018
- Clonmel Town Walls Conservation and Management Plan 2009

Prior to the Part VIII application RPS had put forward a total of 10 no. traffic management proposals, each specifying reductions in road space for moving traffic and with particular focus on the Main Guard, and the streets approaching this historic central location.

Elements from these initial traffic proposals that were considered feasible and satisfied the scheme objectives were combined and refined to form a shortlist of 3 no. Options: Option 1, Option 2 and Option 3 (**Figure 1-2, Figure 1-3, and Figure 1-4**).

Figure 1-2 Option 1

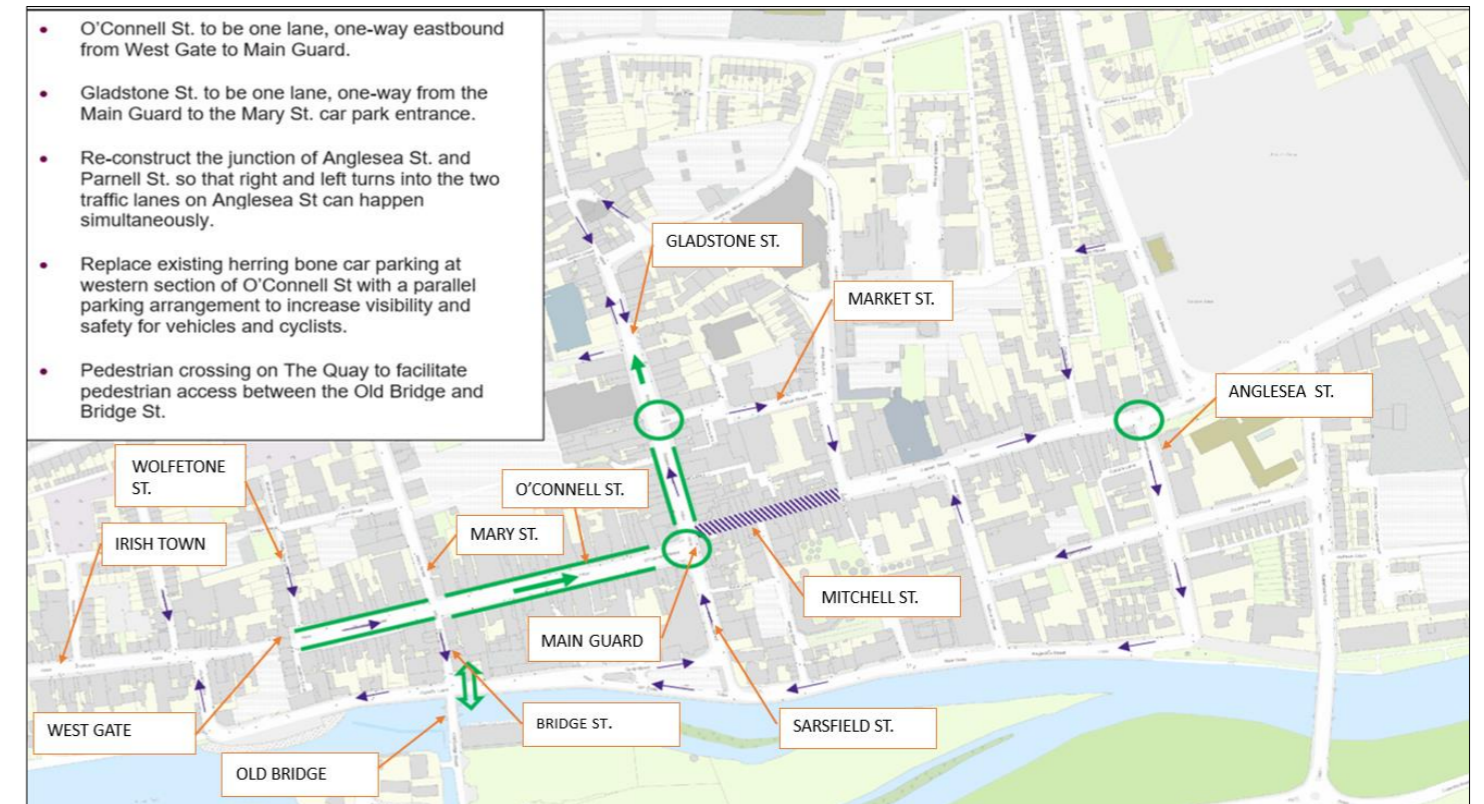


Figure 1-3 Option 2

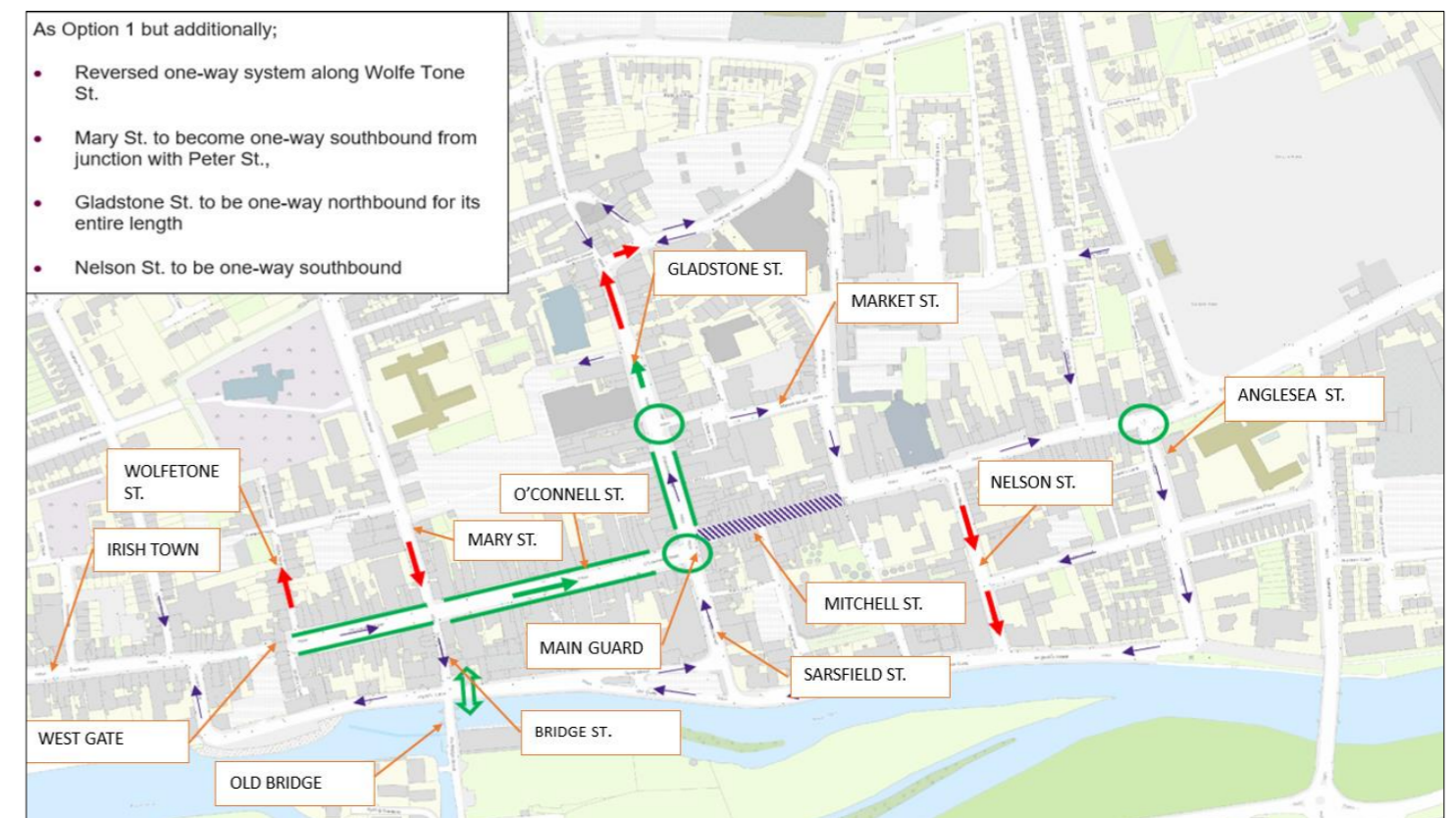
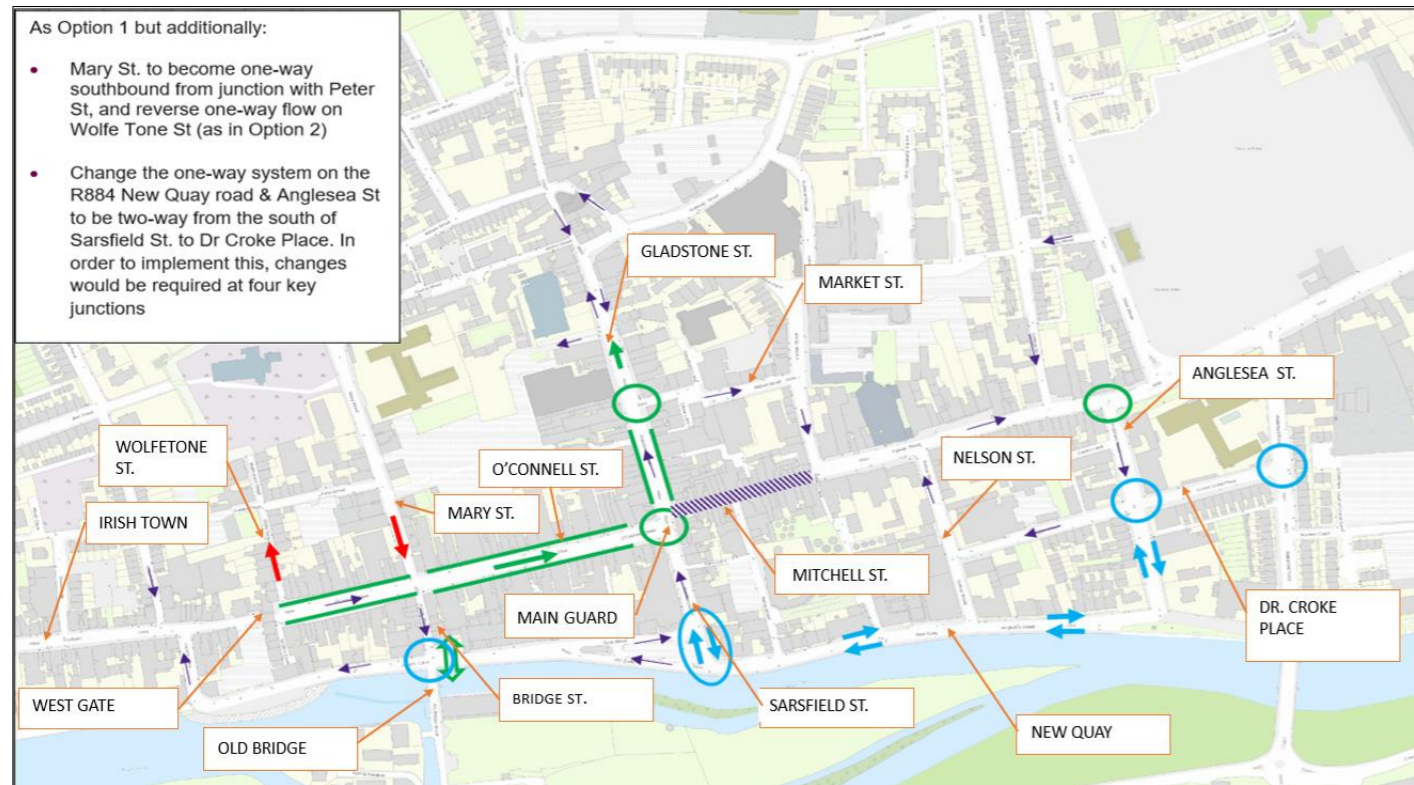


Figure 1-4 Option 3



A Multi-Criteria Analysis (MCA) was carried out comparing these options to each other to inform a preferred option to be brought forward for Part VIII Planning. A parking study was also undertaken to validate the removal of parking spaces to provide increased footpath and public realm space and quantify the capacity of the off-street car parks in the vicinity of the Study Area.

The analysis included detailed traffic analysis and assessed the proposed improvements of each of the 3 options under the following criteria;

- Economy
- Integration
- Safety
- Access & Social Inclusion
- Environment & Ecology

Findings were reported in the Options Selection Report (April 2020) undertaken by RPS in consultation with Tipperary County Council.

Option 1 was concluded as the preferred option. Urban realm improvements combined with the traffic management proposals for this option are considered to be the most feasible and beneficial for Clonmel in consideration of engineering, environmental, and archaeological constraints together with economic considerations in terms of funding possibilities.

This proposal has been further refined and is illustrated in the General Arrangement drawings (refer **Appendix A**) being brought forward for Part VIII planning.

2 POLICY CONTEXT

A policy review was undertaken to demonstrate how the proposed urban realm improvement works for Clonmel aligns with national, regional and local policies to provide further justification for this scheme.

2.1 National Planning Framework (NPF)

The National Planning Framework (NPF) is a long term plan which will shape spatial, social and economic policy in Ireland for the coming decades. The NPF sets out policy objectives which this project aims to satisfy;

National Policy Objective 4 – “Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being”

National Policy Objective 6 – “Regenerate and rejuvenate cities, towns and villages of all types and scale as environmental assets, that can accommodate changing roles and functions, increased residential population and employment activity and enhanced levels of amenity and design quality, in order to sustainably influence and support their surrounding area”

National Policy Objective 7 – “Reversing the stagnation or decline of many smaller urban centres, by identifying and establishing new roles and functions and enhancement of local infrastructure and amenities”.

The Regional Spatial Economic Strategy (RSES) for the Southern Region provides the Framework through which the NPF vision and related government policies and objectives can be delivered. Clonmel is identified as a key town under the RSES, being the main centre in a linear network of towns in South Tipperary and having a regional settlement structure and availability of land capacity for employment related development and future housing. To this end, key objectives are:

RPO 17

Clonmel

<p>a. To support Clonmel as a self-sustaining regional economic driver and as a key location for investment and choice in the region, to support the enhanced development of Clonmel based on its strategic location relative to Limerick-Shannon, Cork and Waterford MASP areas, as well as its role as a centre of employment and economic activity within the region;</p> <p>b. To develop Clonmel's economic synergies and potential within the Limerick Waterford east west axis through improvements and upgrading of the N24 Waterford Limerick strategic route and improvements in public transportation;</p> <p>c. To strengthen 'steady state' investment in existing rail infrastructure and seek investment for improved infrastructure and services to ensure its continued renewal and maintenance to high level in order to provide quality levels of safety, service, accessibility</p>	<p>and connectivity including improved frequency and journey times;</p> <p>d. To support planned place-making initiatives identified - redevelopment of Kickham Barracks and Clonmel Flights of Discovery;</p> <p>e. To support the continued development of Clonmel as a Tourist Centre in Ireland's Ancient East and Munster Vales;</p> <p>f. To support the delivery of the infrastructural requirements identified for Clonmel subject to the outcome of the planning process and environmental assessments;</p> <p>g. It is an objective to continue to realise the potential economic benefits of higher education activity in Clonmel and to support existing higher education providers—noting also the potential collaboration with the future TUSE—in further enhancing the impact of higher education on the town and wider region.</p>
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2.1.1 South Tipperary County Development Plan 2009 – 2015 (as varied) Edition: December 2017

Clonmel is identified in this Development Plan as top of the Settlement Hierarchy within the Core Strategy. This Core Strategy aims to grow the population of Clonmel by 2022. Improving the urban realm will have a positive impact on achieving the population growth targeted in the Development Plan.

This Development Plan also sets out the following aims and policies which this project aims to satisfy:

- In relation to Retail and Town Centre Management it is a **Core Aim** - “To promote strong, competitive retail centres in accordance with the settlement and retail hierarchy of the county and to enhance and revitalise town centres as a vibrant and viable place in which to live, work and visit.”

- Policy SS2: Growth and Development in Urban Centres** – “The Council will support, drive and facilitate the growth of urban centres in a balanced and sustainable manner in line with their role in the settlement hierarchy as set out above and in accordance with the Core Strategy.”
- Policy RTC7: Design and Innovation in the Town Centre** – “It is the policy of the Council to require new town centre developments to respect the character, visual quality and context of its setting, enhance permeability, protect residential amenity and offer the best solution to its successful integration into the town centre. The Council will expect high quality design and finishes in accordance with the Retail Planning Guidelines for Planning Authorities, – Retail Design Manual (DECLG 2012) and any amendment thereof.”

2.1.2 Clonmel and Environs Development Plan 2013 (and Variation 2017)

The Clonmel and Environs Development Plan 2013 sets out a range of local planning policies, themes and vision for the Clonmel region. From this document this project aims to satisfy;

- Vision for Clonmel** – “To realise Clonmel's potential as the County Town of Tipperary through balanced development that showcases its natural and manmade heritage, enhances its infrastructure, and promotes it as the primary location for third level education, industry, retail and services in Tipperary and its Waterford hinterland; while ensuring that residential accommodation, environmental quality and recreational provision surpass expectation”
- Theme 1** – “The consolidation of Clonmel town centre as the retail centre for the town and its hinterland, the enhancement of the commercial mix, functions and services within an improved public realm and the fulfilment of Clonmel's role as the Primary Service Centre in the County Retail Hierarchy.”
- Policy TC3: Enhancing the Town Centre Mix** – “It is the policy of the Council to strengthen the retail, commercial, residential and recreational functions of the town centre, to work with stakeholders to improve retail mix, the occupation of vacant units/floors and improve the vitality and vibrant of Clonmel”
- Policy TC4: Amenity and Public Realm** – “It is the policy of the Council to implement and/or seek the provision and improvement of public and civic spaces in the town centre and the implementation of a joint Public Realm Plan and Traffic Management Plan as funding becomes available and/or as part of proposed developments over the lifetime of this Plan”

In accordance with the provisions of the Urban Regeneration and Housing Act 2015, it is an objective of TCC to promote the appropriate development of renewal areas that are in need of regeneration in order to prevent adverse effects on existing amenities, urban blight/decay, or anti-social behaviour.

2.1.3 Project Ireland 2040

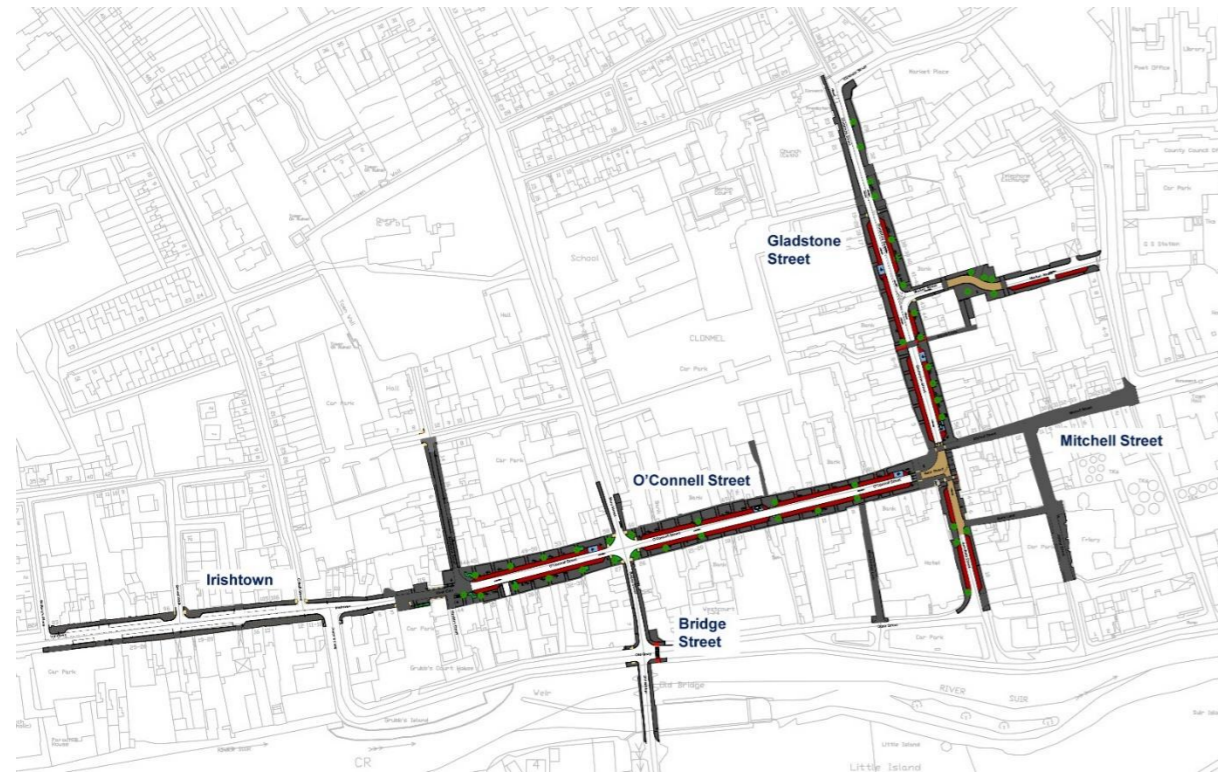
Project Ireland 2040 is the government's long term overarching strategy to make Ireland a better country for all of its people in terms of how investment is made in public infrastructure. The Urban Regeneration and Development Fund (URDF) is a key part of Project Ireland 2040. The aim of the URDF is to stimulate new residential and commercial development in our larger cities and towns. New services and amenities will support these new developments and help achieve the 'compact growth' that was set out in Project Ireland 2040. Clonmel is a successful recipient of Project Ireland 2040 funding. Previously funded projects and their current status are listed below;

- Kickham Barracks Phase 1** - This project involves construction of a new civic plaza and public realm area on the former Kickham Barracks military barracks site. The tender competition for full project construction has been issued.
- Sports Hub** - The Sports Hub, on the Limerick I.T. Campus on the Frank Drohan Road, will include a mix of athletics and cycling facilities, outdoor recreational amenities and a range of shared facilities including 400m athletics track; bicycle trail; playground; skateboard park; perimeter walkway / running / cycling track; and pavilion building to accommodate cycle storage, workshop/training space and toilet facilities. The tender competition for full project construction has been issued.
- Davis Road Car Park** - Contractor currently on site and works have commenced.

3 DESCRIPTION OF SCHEME

The Primary Retail Area is located along O'Connell Street, Mitchell Street, Gladstone Street and Market Street. The proposed enhancement works are located primarily within this core retail area and the interconnected streets in Clonmel Town (Refer **Figure 3-1**).

Figure 3-1 Public Realm Area



The key component of the public realm proposal is that it will reduce the width of the operating carriageway whilst maintaining traffic flow through targeted junction improvements. This will serve to increase the amount of public open space available for pedestrian usage.

Key changes to the current scenario which will make this possible are:

- O'Connell St. to become a single lane, one-way eastbound from West Gate to Main Guard.
- Gladstone St. to become single lane, and remain one-way from the Main Guard to the Market St. junction
- Single lanes to increase to 4.5m width to mitigate risk of congestion and improve cycling environment
- The existing herring bone car parking arrangement at the western section of O'Connell St will be removed and a parallel parking arrangement introduced to increase visibility and safety for vehicles and cyclists. This will improve safety compared to the existing situation as currently vehicles must reverse on to the carriageway to leave parking bays.

The above will allow for footpaths to be widened using space taken from the road following the reduction to one lane.

The General Arrangement drawings for the scheme are contained in **Appendix A**. Key elements are summarised below and are described in further detail in **Section 5** of this report.

- A pedestrian crossing will be improved on the Quay to facilitate pedestrian access between the Suir Island Car Park and Bridge St. These footpath improvements will be continued to O'Connell St.
- Tactile paving and dropped kerbs will be installed at safe crossing locations with cognisance of pedestrian desire lines
- Footpath materials will be upgraded
- Road carriageway will be upgraded
- Irishtown footpath surfacing will be upgraded
- The West Gate area will have surfacing upgraded to natural stone materials, footpaths will be widened, and new civic area created
- Wolfe Tone St. will become a shared surface for vehicles, cyclists and pedestrians. Materials will be upgraded to natural stone materials
- Mary St. will have footpath surfacing upgraded to natural stone materials and footpaths widened where possible
- Bridge St. and Old Bridge will have footpath surfacing upgraded to natural stone materials and footpaths widened where possible
- Sarsfield St. will have footpath surfacing upgraded to natural stone materials and footpaths widened where possible
- Mitchell St. will have footpath surfacing upgraded to natural stone materials and a new canopy installed at junction with Abbey St.
- Abbey St., Bank Lane, Flag Lane, Blue Anchor Lane and Elbow Lane will have footpath surfacing upgraded to natural stone materials
- Market St. will have footpath surfacing upgraded to natural stone materials and footpaths widened where possible
- New street furniture and landscaping will be installed throughout the scheme, replacing the existing
- Overhead cables will be undergrounded where possible
- Road carriageway surfacing will be upgraded. Parking spaces to have red chippings used and raised tables to use buff coloured chippings to give greater definition.
- Street lighting throughout will be upgraded and new installed. Building mounted lighting will be used where there are significant constraints to footpaths widths.

4 TRAFFIC AND PARKING IMPACT ASSESSMENT

4.1 Traffic Management

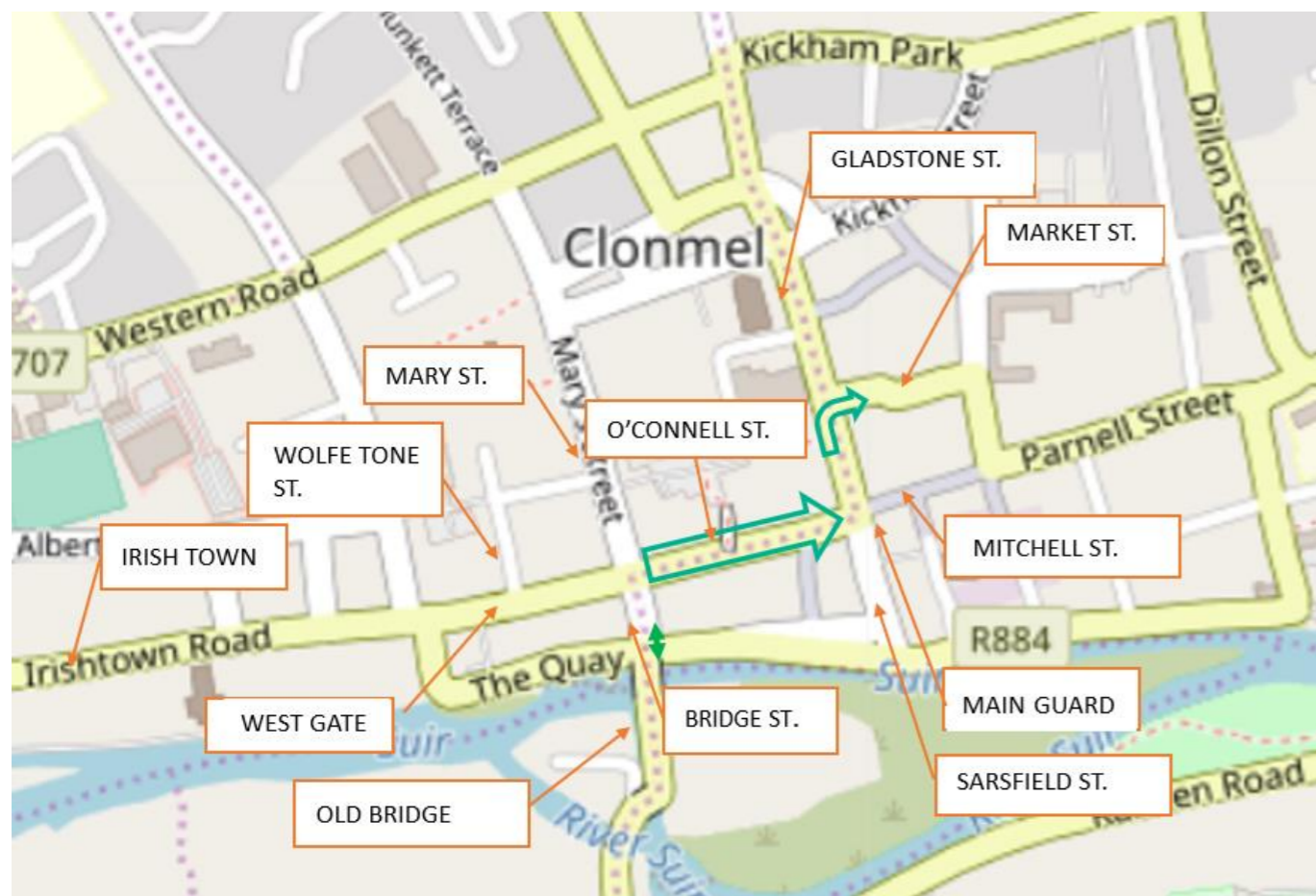
Re-imagining the town centre and improving it for both pedestrians and road users are the key objectives of this scheme. To assist achieving these objectives, a range of traffic management alterations have been proposed to assist traffic flow through the town centre whilst increasing the space for pedestrians through carriageway reduction and footpath widening.

These are:

- Reducing traffic lanes on O’Connell St. from the West Gate to the Main Guard from two lanes to a single 4.5m lane eastbound. This will require the removal/restriction of left turn movements from Sarsfield St. to O’Connell St.
- Reducing traffic lanes on Gladstone St, from two lanes to a single lane from the Main Guard near to its junction with Market St. There will be 2 lanes at the junction with Market St. to assist traffic flow turning right from Gladstone St. to Market St.

Figure 4-1 illustrates the changes to traffic flows following implementation and construction of the proposals

Figure 4-1 Changes to Traffic Flow (see green arrows)



A detailed traffic analysis of these proposals is contained in the Options Selection Report (April 2020) undertaken by RPS.

- The proposed traffic management alterations were assessed based on an existing traffic model, created using Paramics Microsimulation Software, and provided to RPS by TCC in April 2019. This traffic model was based on

surveys carried out on Tuesday 8th May 2018, over an 11-hour period between 07:30 to 18:30 and using Automatic Number Plate Recognition cameras.

- A significant review and upgrade of the existing model was undertaken by RPS and the model was verified as being a satisfactory representation of base year conditions. A future year scenario was developed (for 2024/2025) and considered to be a ‘Do Nothing’ future scenario. This illustrated that likely levels of traffic congestion in Clonmel would be quite high in the absence of traffic management measures being applied in the Town Centre.
- The traffic management measures proposed for the urban realm were applied to the model and the trip destinations changed to represent the proposals and their effect on traffic congestion.
- No adverse traffic congestion was recorded as a result of the traffic management measures proposed.
- Further detail on this traffic analysis (as extracted from the Options Selection Report) is contained in **Appendix B**.

4.2 Traffic Impact

There are no traffic signals other than push button pedestrian demand crossing points within the scheme. Consequently, measurement of delay time may vary from day to day as it is uncontrolled. The potential traffic impact of the proposed scheme was therefore measured in terms of queuing length rather than time. Traffic modelling of the scheme proposals showed no adverse impact.

Table 4-1 and Table 4-2 illustrate the extent of queuing recorded in the traffic model of the proposed scheme. In each case there are two measures of queuing, each of which is summed over the whole of the modelled network and averaged over each hour of the modelled day. The software reports, for each modelled half-hour, the typical length of queue (50th percentile) and the length of queue that is only occasionally exceeded (95th percentile). Queue lengths are in metres. For example, in the future Do-Nothing, the typical queue length (50th percentile) is 10.3m, approximately two car-lengths.

Percentage changes are relative to the future year Do-Nothing situation.

Table 4-1 Overall Scheme Queuing Comparison

	Average queue length (metres)	50th Percentile	95th Percentile
Do Nothing	Average Queue Length	10.3	16.5
Proposed Scheme	Average Queue Length	9.95	15.3
	% change on Do Nothing	-3.2%	-7.35%

Table 4-2 Overall Scheme Queuing Comparison at Key Junctions

	Do-Nothing		Proposed Scheme – 50 th Percentile		Proposed Scheme – 95 th Percentile	
	Queue Length (m)	Queue Length (m)	Change from Do-Nothing	Queue Length (m)	Change from Do-Nothing	Queue Length (m)
Irishtown/Joyce’s Lane						
Northbound (Joyce’s Lane)	23.7	21.5	-10%	32.2	-14%	
Eastbound (Irish Town)	25.0	24.9	0%	38.1	0%	
O’Connell St./Sarsfield St.						
Northbound (Sarsfield St.)	25.1	17	-32%	31.9	-28%	
Parnell St./Anglesea St.						
Westbound (Anglesea St.)	13.55	10	-26%	15.3	-32%	
Eastbound (Parnell St)	24.15	21.7	-10%	28.7	-15%	
Bridge St./The Quay/Old Bridge						
Southbound (Bridge St.)	15.5	16.2	5%	27.3	9%	
Westbound (The Quay Road)	17.35	17.9	3%	34.4	42%	
Northbound (Old Bridge)	8.5	8.1	-4%	16.2	-5%	

Table 4-1 and Table 4-2 illustrate that there will likely be a reduction in queuing lengths as a result of the proposed scheme and the traffic management measures it proposes. However, of note is that traffic modelling does not predict driver behaviour, poor driving or non-compliance with traffic management proposals.

4.3 Car Parking

To facilitate the above public realm and traffic management proposals, some on-street car parking spaces will be lost. Table 4-3 summarises the existing and proposed scenario in the core retail areas.

Table 4-3 On-Street Car Parking Provisions

	Existing Provision	Proposed Provision	Changes
O’Connell Street West (Between West Gate & Mary Street)	1 Nr. Disabled Space 1 Nr. Loading Bay 37 Nr. Parking Spaces (Angled & Parallel alignment)	1 Nr. Disabled Space 1 Nr. 14m Loading Bay 19 Nr. Parking Spaces (Parallel alignment, 1 Nr. of these to be Set Down space (Parallel alignment))	(-) 18 Parking Spaces
O’Connell Street East (Between Mary Street & Sarsfield Street) *	1 Nr. Disabled Space 1 Nr. Loading Bay 47Nr. Parking Spaces (Parallel Alignment)	2 Nr. Disabled Spaces 2 Nr. 10m Loading Bay 39 Nr. Parking Spaces (Parallel Alignment)	(+) 1 Loading Bay (+) 1 Disabled Spaces (-) 8 Parking Spaces
Sarsfield Street	1 Nr. Disabled Space 15 Nr. Parking Spaces	12 Nr. Parking Spaces (Parallel Alignment)	(-) 1 Disabled Space (-) 3 Parking Spaces
Gladstone Street*	3 Nr. Disabled Spaces 1 Nr, Loading Bay 2 Nr. Bus Bays 45 Nr. Parking Spaces (Parallel Alignment)	3 Nr. Disabled Spaces 1 Nr. Loading Bays 29 Nr. Parking Bays (Parallel Alignment)	(-) 16 Parking Spaces (-) 2 Bus Bays
Irishtown (Between St Mary’s Place & Joyce’s Lane) Existing parking arrangements are for banks of parking bays rather than identified spaces – Existing provision assumes 6m long parking bays	31 Nr. spaces	26 Nr. Parking Bays	(-) 5 parking Spaces

*Note that parking space provision is undefined, and numbers generated for existing provision are based on standard bay length of 6m

Enhancing safety along the streets linking car parks to the town centre is of high importance to the scheme, particularly the Bridge St. route to the Suir Island Car Park and the Wolfe Tone St. route to Gordon Place Car Park linkages. Further details on how this will be achieved (through resurfacing, widened footpaths, and street lighting) is provided in Section 5.

Bridge St. will be resurfaced, footpaths widened where possible and provision of building mounted street lighting will be used where space permits to enhance this linkage to the Suir Island car park and encourage usage of off-street car parking (Refer Section 5).

It is proposed to make Wolfe Tone St. a shared surface for pedestrians and vehicles. This will be achieved through raising the road surface using natural stone material to be flush with the footpaths on both sides. The footpaths and the road will be segregated using a dished channel of contrasting granite colour to assist partially sighted users. It is envisaged that creating extra space for pedestrians to use will make this a more attractive route. Wolfe Tone St. is primarily an egress route from Gordon Place car park and is lightly trafficked. Should Wolfe Tone St. become congested with pedestrian traffic, vehicular traffic can use Peter St. to egress without conflict for space with

pedestrians. Public lighting along Wolfe Tone St. will be building mounted. Should it be required, some lighting columns may be used.

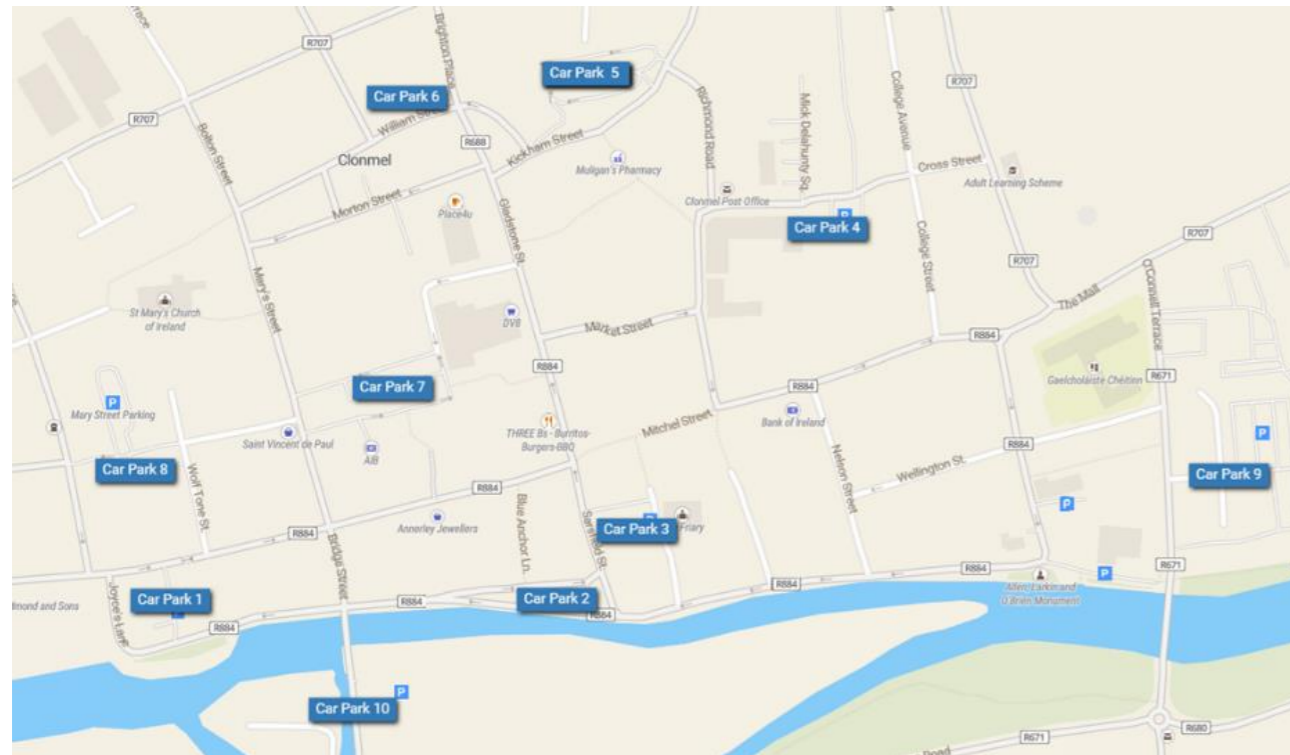
Bridge St. is not considered suitable for a shared surface treatment as traffic volumes are currently higher and likely to rise as the Suir Island car park becomes a more attractive place to park due to its high number of available spaces and potential future development of Suir Island as an amenity park.

4.3.1 Parking Analysis

A parking study was undertaken by RPS to investigate and quantify the capacity of the off-street car parks in the vicinity of the Clonmel Town Centre and to ensure the public there would still be adequate parking nearby, even in the event of the loss of on-street parking spaces, brought about by these public realm proposals.

This parking study was informed by a car parking survey which was commissioned and undertaken by Idaso Ltd. on the 14th June 2019 during the period from 07:00 to 19:00. The locations of the car parks surveyed are shown in Figure 4-2 and the results of this parking study are given in **Table 4-4** below.

Figure 4-2 Car Parks Surveyed



- Car Park 1: Lower Irish Town Car Park
- Car Park 2: Quays Car Park
- Car Park 3: Abbey St. Car Park
- Car Park 4: Mick Delahunty Square Car Park
- Car Park 5: Kickham St. Car Park
- Car Park 6: William St. Car Park (privately owned so capacity not considered)
- Car Park 7: Mary St. Car Park
- Car Park 8: Gordon Place Car Park

- Car Park 9: Greyhound Stadium Car Park
- Car Park 10: Suir Island Car Park

Table 4-4 Car Park Survey Results

Car Park	1 – Joyce’s Lane Car Park	2 – Quays Car Park	3 – Bank Lane Car Park	4 – Council Offices Car Park	5 – Kickham St. Car Park	6 – William St. Car Park	7 – Mary St. Car Park	8 – Gordon Place Car Park	9 – Greyhound Stadium Car Park	10 – Suir Island Car Park
Spaces Available at peak time	7	1	1	1	59	-	13	61	0	204
Max Observed occupancy	85%	97%	97%	100%	72%	-	98%	51%	100%	20%

The survey results demonstrate that there is sufficient capacity in the car parks surrounding the town centre and with some redundancy. Enhancing the public realm space does not compromise overall parking provisions in Clonmel town. There is a modal shift required in societal thinking on car parking spaces. The space resulting from the loss of on-street parking is put to better use as urban realm space.

For example, the two car parks operating at the least capacity are Car Park 8 – Gordon Place, which is approximately 210m (3min walk) from the centre of O’Connell St. and Car Park 10 – Suir Island, which is 120m (2min walk) from the centre of O’Connell St.

4.3.2 Deliveries

Existing delivery arrangements were observed by RPS during the morning peak period on 10th October 2019 throughout the primary retail area of Clonmel. It was noted that there is significant non-compliance with parking policies by delivery drivers. Goods vehicles were observed unloading in parking bays as well as in the existing designated loading bays with some unloading on the road carriageway causing blocking to traffic lanes.

Following these observations and consultations, a survey was circulated by TCC to businesses on O’Connell St. and Gladstone St. The purpose of this survey was to assess loading needs of the individual businesses and to gauge if there is any possibility to change their current delivery arrangements. This feedback would also inform a swept path analysis to ensure access to businesses will be unaffected as a result of the proposed urban realm improvements.

Survey feedback was that the deliveries take place at varied times throughout the day using mainly rigid vehicles. There are a smaller number of businesses which require deliveries via articulated lorry.

The following proposals have been put forward to address concerns with regards loading and unloading of deliveries;

- Provisions for delivery access will be achieved through both hard and soft engineering methods. Permanent loading bays will be provided at the same locations as the existing. A new loading bay will be provided on O’Connell St. as a hard engineering method. This new loading bay will be time restricted for loading between 7.00am and 10.00am and will revert to car parking after 10.00am.
- It is envisaged that there will be less reliance on on-street parking once linkages to off-street car parks are enhanced. As a soft engineering method, deliveries will be further accommodated through temporary loading in vacant parking bays. Traders will also be advised to schedule deliveries before 10:00 a.m. to ensure deliveries are not competing with customers.

- Construction works can be phased to ensure linkages to off-street car parks are enhanced and complete prior to the introduction of new loading arrangements.
- TCC will provide additional loading bays in car parks throughout the town

A swept path analysis has been carried out on the scheme to ensure goods vehicles can move through the town as required. These were informed by the survey feedback and the existing traffic data described in Section 4.1. Articulated lorry swept paths are allowed for along the existing routes taken by these vehicles as informed by the traffic data.

No formal loading bay is proposed on the northern section of Gladstone St. between Mary St. car park entrance and Kickham St. Loading will be carried out here at a section marked with a single yellow line with a timing restriction shown on a supplementary sign. Permanent loading and parking bays are not provided on this section to ensure ease of movement for vehicles using the Mary St. Car park with an aim to encourage usage of off street parking over on street parking.

4.3.3 Bus Bay

It is proposed to move the existing bus bay on Gladstone St. TCC are looking into more suitable locations on Kickham St., Emmet St. and The Quay.

5 URBAN REALM DESIGN

The design of the proposed urban realm enhancements adopts best practice and promotes a high quality and inclusive environment for all. It recognises the importance and diversity of its users and seeks to create an attractive, open, and user-friendly environment for the streets and how they are experienced.

For example, trees, lighting poles and seating are placed at strategic locations to define pedestrian movement through the street. The maintenance and durability of the materials has been considered to ensure that they are fit for purpose and their intended use. Kerbing and tactile paving has been proposed at suitable locations to assist partially sighted users.

The colour scheme of the proposed materials to be used has been chosen to compliment the existing historical backdrop of Clonmel, specifically the West Gate and the Main Guard. The vistas towards these historical structures will also be improved through appropriate tree planting, additional public realm space and the channelling of views towards them without obstruction. There will be no physical impact on heritage features.

Consideration may also be given to the opportunity for public art in adherence to the Government's 'Per Cent for Art Scheme' which states that 1% of the cost can be allocated to the commissioning of a work of art. This could be in the form of sculpture relating to Clonmel's heritage and history. The details of this will be developed at detailed design stage and in consultation with relevant departments within TCC. The location for this artwork will be chosen once it has been developed to ensure it is appropriate.

Specific enhancement details throughout the scheme are discussed in Section 5.1. It is noted that this scheme and the proposed enhancements are constrained by the existing built form within Clonmel, the need to maintain traffic flows and the requirements set out in The Design Manual for Urban Roads and Streets (DMURS). The design has taken cognisance of the surrounding heritage and seeks to enhance this through the use of themes, creation of space, colour scheming and enhancement of vistas.

Following the social distancing guidance issued by the government in response to the Covid-19 pandemic, a revision was made to DMURS and circulated on 23rd June 2020 to provide interim advice on how design can assist social distancing within the urban realm. The design of this scheme has been cognisant of this advice. The widening of footpaths and creation of larger pedestrian areas will assist social distancing. The final positioning of street furniture will also take cognisance of this advice.

5.1 Themes

Urban realm design for the scheme has incorporated a number of locally inspired themes which align with the heritage of Clonmel and current and future tourism initiatives. It is envisaged that the proposals in this Part VIII application will showcase the existing heritage sites in Clonmel through the enhancement of the surrounding environment and channelling the vista's along O'Connell St and Gladstone St towards the Main Guard and West Gate. It is also proposed to use wayfinding and paving plaques to create a heritage trail which will lead visitors to the existing heritage sites in the town centre (refer General Arrangement drawing – **Appendix A**).

The themes used in this project are;

- The Clonmel Coat of Arms
- The Irish meaning for Clonmel - 'Meadow of Honey'
- Clonmel Flights of Discovery
- The River Suir (rippling water)
- Archways of Main Guard and River Suir Bridges
- The Bee and the Apple Leaf

Enhancement works at the locations within the above Study Area are defined as;

5.2 Irishtown

Footpaths along both sides of Irishtown will be upgraded to a buff coloured material with granite kerbs. Due to the on-street car parking along this area and the potential negative effects of removing it, no increase in footpath width is proposed. Pedestrian crossing facilities will be upgraded to include standard dropped kerbs to enhance safety. Build outs will be provided at junctions along Irish Town that have been identified as having a significant visibility issues for both cars and pedestrians.

Figure 5-1 Irish Town (Looking West)



5.3 West Gate

Footpaths either side of the West Gate will be widened where possible and upgraded to a buff coloured natural stone material with granite kerbs. Due to the width constraint underneath the West Gate the footpath width on one side will be widened only. This will be the side of the nearby Joyce's Lane Car Park to the west of the West Gate to assist pedestrian movements and enhance the linkage from this car park to the town centre. The road carriageway will be kept to a minimum of 3.0-3.25m at this section to ensure maximum space for pedestrians can be achieved whilst maintaining traffic flow.

Figure 5-2 O'Connell St. West (Looking towards West Gate)



Figure 5-3 View of Plaza area at West Gate



5.4 O'Connell St.

Single lane traffic is proposed along O'Connell St. The existing 'herring bone' car parking arrangement at the western section will be re-orientated to provide parallel parking and loading facilities. This will enhance safety, particularly for cyclists. Parking bays will have tarmac with red chippings treatment to highlight parking locations and add colour to the scheme.

Footpath widths are to be widened and a 'plaza' area provided at the West Gate to encourage and create 'active frontages' and 'spill out' from existing shops/bars and encourage new development, a café culture and new socialising spaces. This will also enhance the vista from the eastern section of O'Connell St. to the West Gate as the view will be less obstructed by parked cars. At the eastern section of O'Connell St. at the Main Guard, a pedestrian crossing area is proposed. It is envisaged that this raised table area can be utilised should public events be held at the Main Guard which would require traffic to be diverted. This raised table will have tarmac with buff chipping treatment also. Pedestrian crossings along O'Connell St. will also be enhanced at linkage points to car parks.

Footpaths will be predominantly paved with a buff coloured natural stone material with granite kerbs. Strips of granite paving will be used to simulate the rippling of the water along O'Connell St. to align the River Suir theme. This will bring the significance of this natural feature of Clonmel to the town centre and showcase its importance to the town as both a scenic and recreational tourism feature aligning with the existing Blueway tourist attraction and potential future tourism developments along the River Suir.

New trees will be planted in place of the existing which compliment the proposals and enhance views. New trees will be set back from the kerbs at distances appropriate to ensure pedestrian movements and views of both the West Gate and the Main Guard are not obstructed. Locations will be confirmed at detailed design stage in co-ordination with underground service diversions. Additional floral planting to align the Clonmel Meadow of Honey theme will be used along O'Connell St. contained in bespoke planting boxes. These boxes will be shaped so as to further align with the rippling of the River Suir waters theme.

New feature lighting will be installed along the northern side of O'Connell St. Modern functional lighting will be used to provide sufficient lighting to the streetscape whilst bringing a sense of new to the town.

Figure 5-4 O'Connell St. Looking from West Gate to Bridge St./Mary St. Junction



Figure 5-5 Perspective View of O'Connell St. Looking from Mary St. towards the Main Guard



Figure 5-7 Perspective View of the Main Guard



Figure 5-6 Perspective View of O'Connell St. East (Looking at Vista towards the Main Guard)



Figure 5-8 O'Connell St. East (Looking at Vista towards the Main Guard)



5.5 Main Guard

The existing built form in the area of the Main Guard has been a design constraint, together with heavy traffic flows through the junction. The design has provided the maximum space possible for pedestrians at the Main Guard building through the reduction of traffic lanes from two to one, whilst maintaining the swept path required for larger vehicles in the northbound direction.

Outside the Main Guard, there is a raised table with 60mm kerb upstand and buff coloured chipping. The ratio of buff coloured chips to standard chippings will be formulated at detailed design to allow for sufficient contrast in colour from the footpath to the road whilst also being sympathetic to the surroundings and the desired plaza area ambiance. The kerb upstand is necessary to ensure pedestrians (in particular the visually impaired) are guided to designated pedestrian crossings and to also reduce the risk of vehicle overrun to pedestrian areas. The use of bollards and tactile surfaces were considered to allow for a flush surface between road and footpath at this plaza area but was ruled out due to the aesthetics of such measures required to ensure safety.

It is envisaged that this area, despite the requirement for a small kerb upstand, will be used as a plaza area which can host civic events should traffic be temporarily diverted away from the area. The widening of the pedestrian space at this location will provide for everyday minor civic, recreation or performance activities. This plaza area will extend to the junction of Bank Lane on Sarsfield St. which will give users of Sarsfield St. the feeling of entering an area of importance as the approach the Main Guard building and main plaza area.

The pedestrian crossing has been located specifically on the south side of the junction (Sarsfield St) to provide a clear definition to the 'plaza' area and taking cognisance of pedestrian desire lines.

5.6 Gladstone St.

Similar to O'Connell St., Gladstone St. from the Main Guard to its junction with Market St. will have the traffic lanes reduced to single lane. The section of Gladstone St. from Market St. to its junction with Kickham St. will remain as two lanes to help mitigate any traffic congestion. Footpaths will be predominantly paved with a buff coloured natural stone material with granite kerbs. Strips of granite paving will be also used along Gladstone St. to align with the River Suir theme.

Parking bays will have tarmac with red chippings treatment to highlight parking locations and add colour to the scheme. Footpath widths are to be widened to encourage and create 'active frontages' and 'spill out' from existing shops/bars and encourage new development, a café culture and new pedestrian spaces. Pedestrian crossings along Gladstone St. will also be enhanced at linkage points to car parks.

New trees will be planted which compliment the proposals and enhance views. These will replace the existing trees. New trees will be set back from the kerbs at appropriate distances to ensure pedestrian movements are not impeded. Additional floral planting to align the Clonmel Meadow of Honey theme will be used Gladstone St. contained in bespoke planting boxes. These boxes will be shaped to further align with the rippling of the River Suir waters theme.

New feature lighting will be installed along the western side of Gladstone St. Modern functional lighting will be used to provide sufficient lighting to the streetscape whilst bringing a sense of new to the town.

The existing bus stop will be moved to alternative areas yet to be agreed and currently under review by TCC (Kickham St., Emmet St. or The Quay).

Figure 5-9 Gladstone St. from Junction with Mitchell St.



Figure 5-10 Gladstone St. looking towards Market St.



Figure 5-11 Gladstone St. looking towards Mary St. Car Park



Figure 5-12 Gladstone St. North looking towards Main Guard



5.7 Market St. and Elbow Lane

Market St. will have its footpaths widened and resurfaced with a buff coloured natural stone material with granite kerbs. Granite paving will be used at pedestrian crossing areas and vehicle crossover areas to enhance their presence visually. Parking bays will have tarmac with red chippings to highlight parking locations and add colour to the scheme. New trees will also be planted in place of the existing which compliment the proposals and enhance views. New trees will be set back from the kerbs at distances appropriate to ensure pedestrian movements and views are not obstructed. A central area of the carriageway will be raised and paved in a smaller buff coloured natural stone unit to that being used in the footpaths. This raised area can be utilised for civic events should traffic diversions be in place.

Figure 5-13 Market St. looking east from Junction with Gladstone St.



Elbow Lane will be resurfaced with a buff coloured natural stone material and will have feature lighting in the form of strip lighting. Functional lighting will be building mounted.

5.8 Sarsfield St.

Sarsfield St. will have its footpaths widened and resurfaced with a buff coloured natural stone material with granite kerbs. New trees will also be planted in place of the existing which compliment the proposals and enhance views. Modern functional lighting will be used to provide sufficient lighting to the streetscape.

The buff coloured carriageway treatment used to highlight the Main Guard plaza area will be extended south on Sarsfield Street to just beyond Bank Lane. A contrasting red chipping will be used in the asphalt parking bays on Sarsfield St to aid definition to the parking spaces.

The Sarsfield link enhancement is constrained similarly by existing built form, parking and traffic flow. Consequently, there is not the space to provide elaborate urban realm proposals. It has been a design intention to retain areas where footpaths are narrow and free from extensive street furniture to ensure retention of maximum space for pedestrians.

Figure 5-14 Sarsfield St. looking south from Main Guard



5.9 Bridge St.

Bridge St. will have its footpaths resurfaced with a buff coloured natural stone material with granite kerbs. The eastern footpath only will be widened due to spatial constraints. A new pedestrian zebra crossing will be installed to the southern end to assist the safe movement of pedestrians from the Suir Island Car Park to the town centre and encourage usage of off street parking. New building mounted street lighting will also be installed along this linkage to increase safety further. The Old Bridge will have its footpath reduced on one side to create a single wider footpath. This will be on the eastern side of the bridge to allow ease of movement for pedestrians from the Suir Island Car Park to the town centre

Consideration was given to making Bridge St. a shared surface. However, it is not considered suitable for a shared surface treatment as traffic volumes are currently higher and likely to rise as the Suir Island car park may become a more attractive place to park due to its high number of vacant spaces and potential future development of Suir Island as a tourist destination.

Figure 5-15 is an interpretation of how Bridge St. will look post construction.

Figure 5-15 Bridge St. looking towards Old Bridge



5.10 Wolfe Tone St. and Mary St.

Wolfe Tone St. will have its footpaths resurfaced with a buff coloured natural stone material with granite kerbs. Mary St. footpaths will be widened and surfaced with a buff coloured natural stone material with granite kerbs. New lighting will also be installed along these linkages to increase safety for pedestrians using the Gordon Place Car Park. Lighting will be building mounted along Wolfe Tone St. and column and bracket type along Mary St.

It is proposed to make Wolfe Tone St. a shared surface for pedestrians and vehicles. This will be achieved through raising the road surface using contrasting coloured paving materials which will be flush with the footpaths on both sides. The footpaths and the road will be segregated using a dished channel, of shallow profile in contrasting colour to assist partially sighted users. Creating this extra space will make this a more attractive and safer route for pedestrians.

Wolfe Tone St. is mainly an egress route from Gordon Place car park and is lightly trafficked. Should the presence of pedestrians using the shared surface make this route less attractive to a driver, they can use Peter St. to egress without conflict for space with pedestrians. Public lighting along Wolfe Tone St. will be building mounted. Functional street lighting columns may be added if required.

Alterations will be made to the kerb line radius at the junction of Wolfe Tone St. and the Gordon Place car park to assist swept paths of vehicles and improve the visibility to the south of Wolfe Tone St. for vehicles existing Gordon Place car park.

Figure 5-16 shows the proposed treatment for Wolfe Tone St.

Figure 5-16 Shared Surface proposed for Wolfe Tone St.



Figure 5-17 Mitchell St. looking east from Main Guard



A temporary / removable canvas canopy cover is proposed at the junction of Mitchell St. and Abbey St (refer **Figure 5-18**).

5.11 Mitchell St., Abbey St. and Bank Lane

Mitchell St. and the northern section of Abbey St. will be resurfaced with a mixture of buff and grey coloured natural stone material with granite kerbs. Lighting will be a mix of functional and feature. Strip lighting will be used as feature lighting as shown located along the granite edging in **Figure 5-17** (narrow white strip) and functional lighting will be column and bracket type as shown in the drawings and in previous **Figure 5-9**. Building mounted lighting brackets, like that used on Bridge St., shown in **Figure 5-15** will be used should a spatial constraint be identified that prevents the use of lighting columns in these areas. The existing kerb upstands will be removed and replaced with flush kerbs creating more uniform levels along these streets.

Bank Lane will be resurfaced with granite stone pavements. Lighting will be provided in the form of building mounted lighting.

Figure 5-18 Mitchell St East Canopy Cover



5.12 Hopkins Lane and Blue Anchor Lane

Hopkins Lane and Blue Anchor Lane will be resurfaced with a buff coloured natural stone material with granite kerbs and will have feature lighting in the form of strip lighting. Functional lighting will be building mounted.

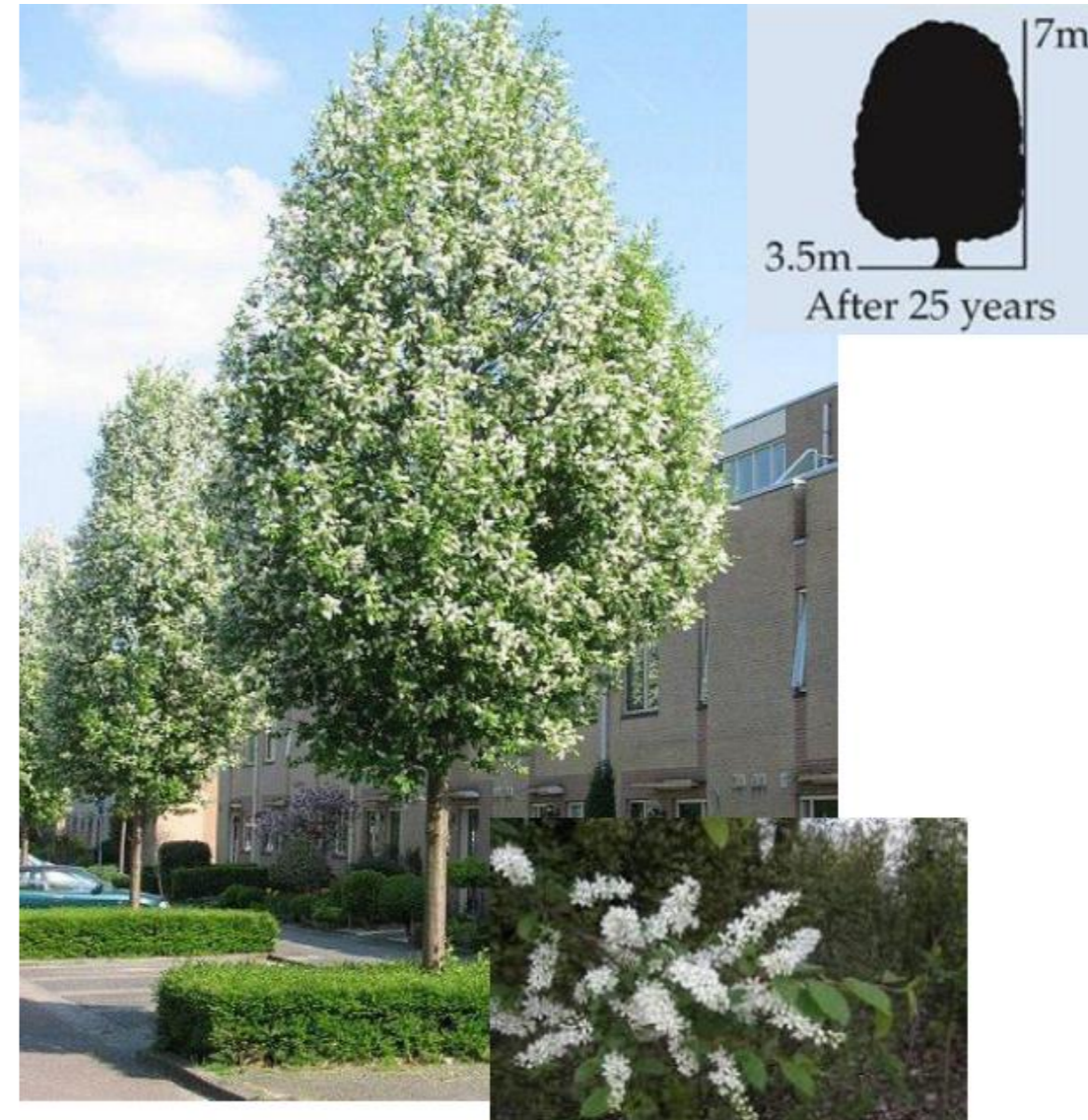
5.13 Landscaping

As kerb lines will be redefined to allow for greater footpath space, the existing trees and planting throughout the town will become obstructive to the clear throughway of footpaths which will require the existing trees to be removed. This gives opportunity to a new planting arrangement in the town. All existing trees will be removed and replaced with new trees located at a suitable offset from kerb lines to allow for a clear throughway of footpaths.

There are 2 options for new tree types to be planted. The final tree type will be determined at detailed design stage through consultation with the necessary departments in TCC, particularly the maintenance department.

Tree type 1 is the Bird Cherry. This tree will flower in springtime which will provide an injection of colour and align with the meadow of honey theme to the town for the beginning out the tourist season. It will grow to approximately 7m high with a girth of 3.5m as illustrated in **Figure 5-19**.

Figure 5-19 Proposed Bird Cherry Tree Option



Tree type 2 is the Ornamental Pear. Similar to the Bird Cherry, this tree will flower in spring. In the winter its leaves will colour to a yellow/red. It will grow to approximately 8m high with a girth of 3m as illustrated in **Figure 5-20**.

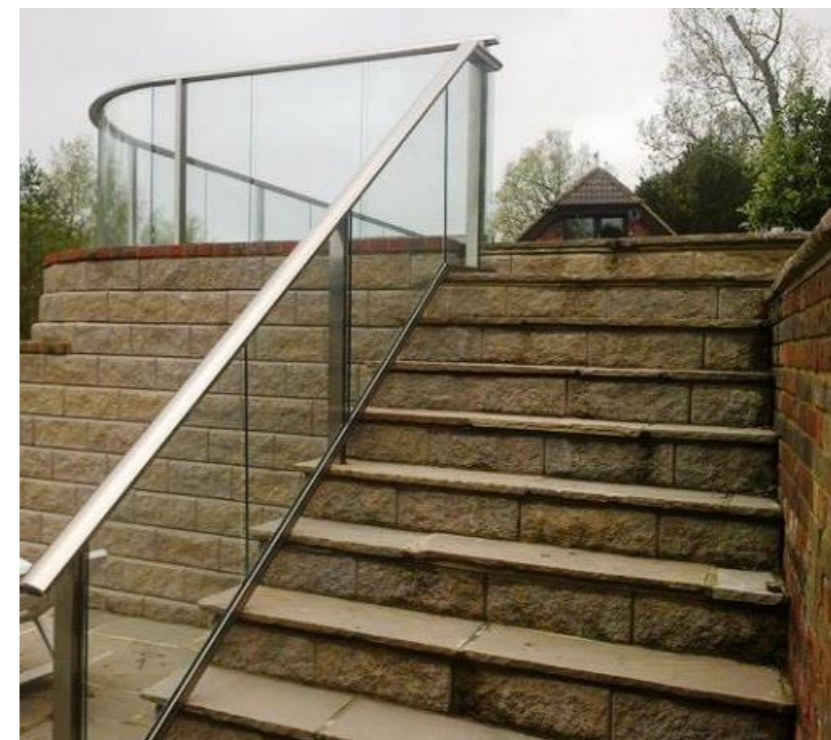
Figure 5-20 Proposed Ornamental Pear Tree Option



Figure 5-21 Proposed Wave Effect Bench



Figure 5-22 Example of Glass Handrail



5.14 Street Furniture

Bespoke street furniture such as bins, bollards, benches, cycle stands, and feature lighting will also be used to align with the overall project theme. These elements of street furniture will be used to display symbols relating to the themes. For example, planting boxes and benches will be shaped to simulate the rippling effect of the River Suir waters. Cycle stands will use the Clonmel Coat of Arms theme in the form of the hound's legs. The bee theme will also be used in cycle stands. Symbols such as the bee and the leaf will also be fixed to bins and railings to further align with these themes. Bins will have a small opening of 4 inch diameter or less to discourage large quantities of waste being deposited in them. Smart benches with phone charging and WIFI capabilities will also be proposed. Street furniture items will be common to all streets and will be located at the locations shown on the General Arrangement drawings in **Appendix A**. Wayfinding signage will be installed to assist pedestrian movement and guide people to various attractions within Clonmel. A full wayfinding strategy will be developed in consultation with Tipperary County Council and relevant stakeholders

Examples of proposed street furniture, wayfinding signage, lighting and planting are shown in **Figure 5-21 – Figure 5-32**.

Figure 5-23 Example of Glass Handrail with Illumination



A new handrail is proposed across from the Main Guard at the steps.

Figure 5-24 Cycle Stand Incorporating Bee Theme



Figure 5-25 Cycle Stand Incorporating Clonmel Coat of Arms Theme (hounds leg)



Figure 5-26 Paving Plaque Incorporating Clonmel Coat of Arms Theme



Figure 5-27 Paving Plaque Incorporating Bee Theme



Figure 5-28 Feature Light Incorporating Apple Leaf and Bee Themes (approx.. height of column: 12-14m)

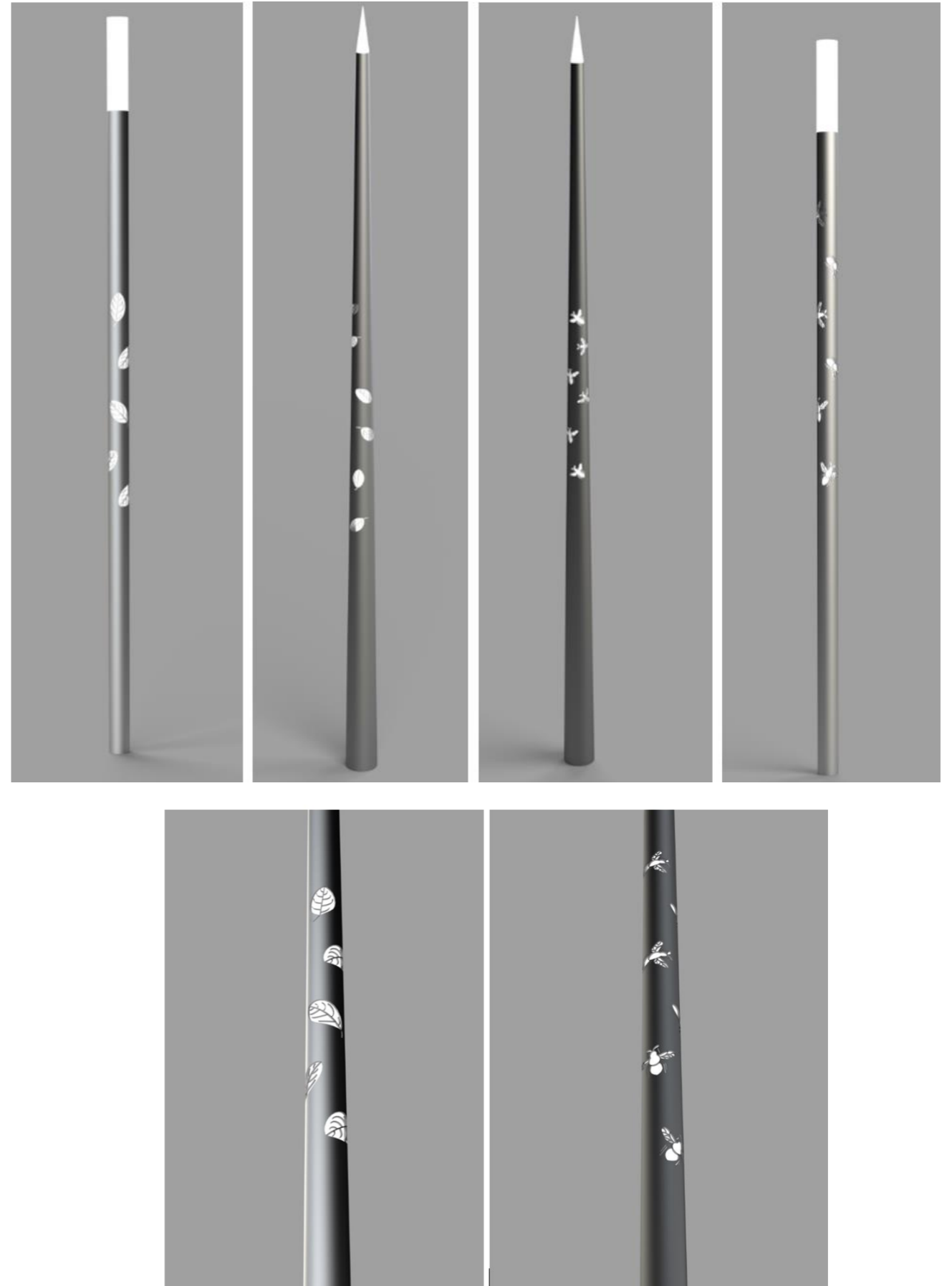


Figure 5-29 Examples of Strip Lighting

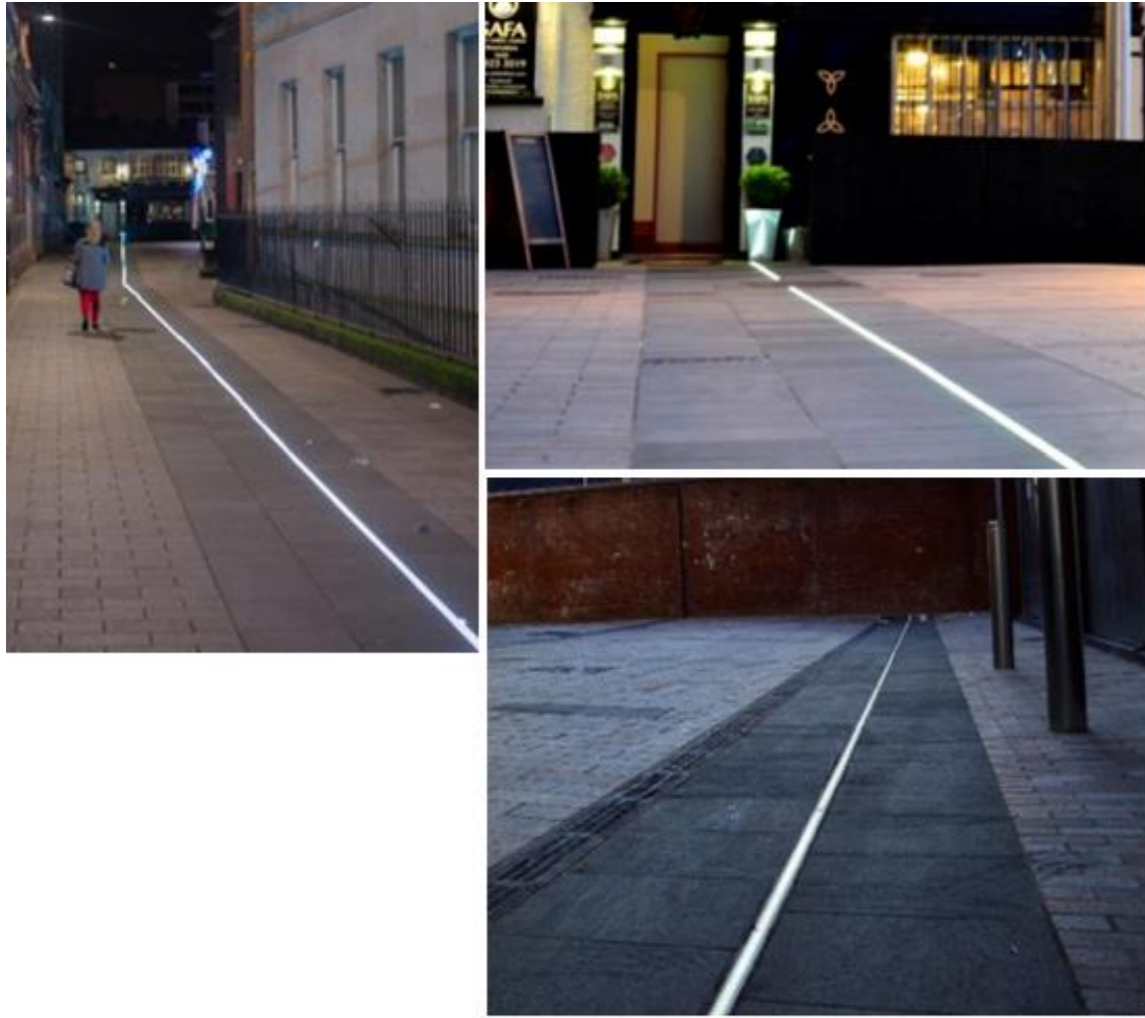


Figure 5-30 Proposed bespoke functional lighting column, bracket and low profile luminaire



Figure 5-31 Example of Smart Bench



Figure 5-32 Bespoke Litter Bin



Figure 5-33 Example Pop-up Power Supplier



Figure 5-34 Example Wayfinding/Information Signage



6 DESIGN STANDARDS AND APPROACH

6.1 Design Standards

The design standard adopted for this scheme follows the requirements of the Design Manual for Urban Streets (DMURS) (version 1.1 – 2019).

Other guidance documents which are relevant to this scheme include;

- Smarter Travel A Sustainable Transport Future (2012)
- The National Cycle Manual (2011)
- The National Cycle Policy Framework. (2009)
- DMURS Interim Advice Note – Covid-19

6.2 Design Approach

The project is currently at Preliminary Design Stage. Detailed design of the scheme will be undertaken on successful approval of the Part VIII application and in accordance with any conditions imposed.

6.2.1 Proposed Cross Section & Geometry

Footpath widths will vary throughout the scheme. They will be widened to achieve a minimum width of 1.8m where possible. This will be achieved by reducing road carriageway widths. Ideal widths are constrained by the existing built form and need for road space. Road carriageway widths proposed throughout the scheme are summarised below:

- O’Connell St.: 4.5m
- Gladstone St. south (between Main Guard and Market St.): 4.5m tapering to approx. 6.8m where right turn lane to Market St. is formed
- Gladstone St. north (from Mary St. car park entrance to Kickham St.): 5.5m
- Irish Town: Approx. 5.0 m
- Wolfe Tone St.: 2.75m (shared pedestrian/vehicle area)
- Mary St.: 5.2m tapering to 4.4m at junction with O’Connell St.
- Bridge St.: 2.9m tapering to approx. 4.4m at junction with The Quay road
- Old Bridge: 4.9m
- Sarsfield St.: 3.8m tapering to approx. 3.0m at Main Guard crossing.
- Market St.: 4.5m

Figure 6-1 – Figure 6-4 and the Typical Sections drawings in Appendix A show typical cross sections along the primary retail area of O’Connell St. and Gladstone St. (dimensions in metres);

Figure 6-1 Typical Cross Section of O’Connell St. West (from West Gate to Mary St Junction)

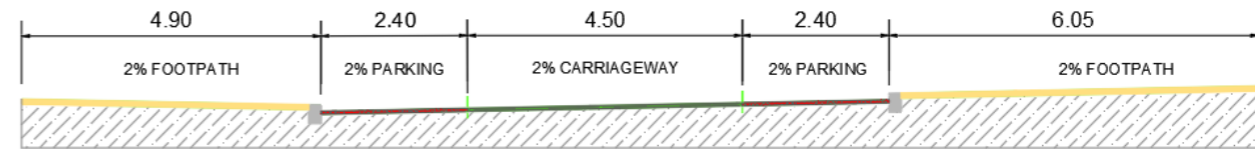


Figure 6-2 Typical Cross Section of O’Connell St East (from Mary St. junction to Main Guard)

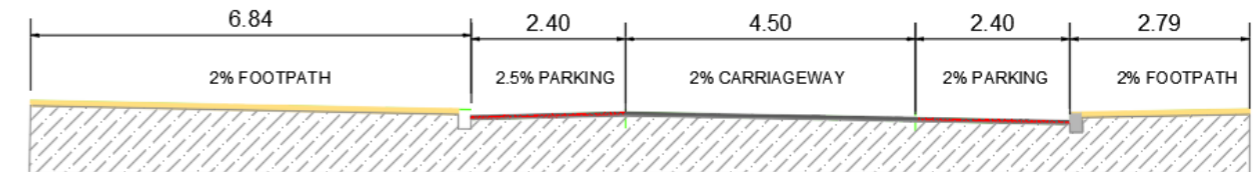


Figure 6-3 Typical Cross Section of Gladstone St South (from Main Guard to Junction with Market St.)

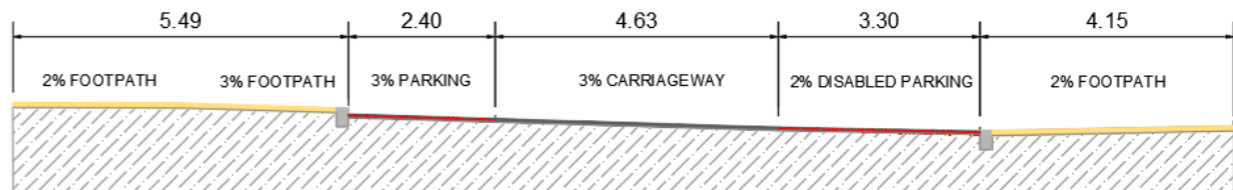
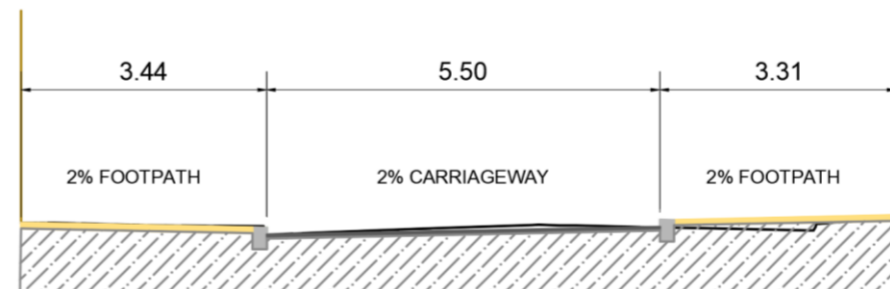


Figure 6-4 Typical Cross Section of Gladstone St North (from Junction with Mary St. Car Park to Junction with Kickham St.)



6.2.2 Junctions & Accesses

Corner radii have been designed in accordance with guidance set out in DMURS and following the swept path analysis previously described.

All existing accesses will remain in place. No new accesses are proposed.

6.2.3 Drainage

Currently there are combined, foul and storm sewers present. The majority of surface water is collected in gullies and distributed through these sewers. There are no issues with the existing sewer network and no increase to sewer capacity is anticipated.

Where possible new storm water sewers will be installed, and surface water gullies connected to it. This will assist any future sewer network improvements in the town should there be need to separate storm water from foul water within the sewer network. New storm sewers are proposed along O'Connell St, Irish Town, Mary St, Mitchell St. and a section of Market St. (refer to Drainage drawing in **Appendix A**)

There will be no increase to hard standing/impermeable areas as a consequence of these works.

SuDS elements are proposed where space permits, in the form of Hydro Planters. These planters take surface run-off from roads and footpaths and use it to irrigate plants. A gap is left in kerbing, either from the road or in a built surround from the footpath which allows water seep into the Hydro Planter. The Hydro Planter stores this water and uses it to irrigate plants. The unit then discharges excess water to the sewer networks (Refer **Figure 6-5**)

Figure 6-5 SuDS - Hydro Planter (source: Greenleaf Urban Tree Systems)



Roof run-off from downpipes can also be used as SuDS features where individual shop owners agree and is architecturally suitable. An example of this type of feature is shown in **Figure 6-6**

Figure 6-6 SuDS Feature to Capture Roof Run-off from Building Down Pipes



6.2.4 Watermains

There is a substantial network of existing watermains within the town centre. The existing watermains is over 100 years old and comprises cast iron pipework in the areas where public realm improvements are proposed.

The watermains shall be upgraded based on Irish Water commitment or approval at detailed design stage. Consultation will also be required with Irish Water to assess the need for future requirements of the sewer.

6.2.5 Road Pavement

The level of pavement construction will be dependent on site investigation results. Site investigations will be carried out prior to the detailed design of the scheme.

At this stage it is proposed that O'Connell St. and Gladstone St. undergo full pavement construction. This will allow footpath and parking bays to be constructed at shallow gradients. On side streets where the existing built form constrains significant widening of footpaths, the road surface will be planed off and resurfaced.

6.2.6 Footways Pavement

Footways along Irishtown will be paved with a composite stone and concrete pavers in a buff colour. These pavers lie on a sand bedding with a concrete foundation of approximately 150mm depth to provide robustness.

All other footways will be paved in a natural stone paving on a mortar bed with a foundation depth of 150mm in areas where pedestrian activity only is envisaged and a foundation depth of 225mm in areas where there is or likely to be vehicle usage. An 80mm depth paver will be used in areas where pedestrian activity only is envisaged and a 150mm paver where there is likely to be vehicle usage. The additional paver and foundation depth in vehicle areas will ensure robustness.

6.2.7 Other Utilities

A Ground Penetrating Radar Survey was carried out and completed on 21st November 2019 by Precision Utility Mapping on behalf of Tipperary County Council to locate existing utilities. This survey recorded a high presence of existing electrical, communication and fibre optic cabling at shallow depths within the study area. Efforts will be made where possible to lower and, in some cases, re-route these cables to comply with best practice standards.

All overhead cables and lines will be relocated underground, and poles removed. Consultations to date with utility providers have not recognised any need for additional supplies. This will be re-visited during detailed design stage of this project. Any additional service needs identified will be catered for and installed during the construction phase.

6.2.8 Other Works

All other works will be designed in accordance with TII Publications and the Specification for Roadworks suite of documents.

7 CONSULTATION

7.1 Presentation of Options

Three options for public realm improvements were presented to Clonmel Borough District elected members and members of the public over the course of two open days. These open days were held in the Main Guard in Clonmel on the 10th and 11th October 2019. Notice of the open days was given to retailers within the Study Area by means of a letter drop to their premises. Elected members were notified by means of email and the general public through local newspaper and radio advertisements.

This presentation took the form of two PowerPoint presentations daily and drawings made available for inspection. The RPS design team and TCC were present to meet with the general public to describe and discuss the proposals with them.

The elected council members and the general public were invited to express their views and feedback on the proposed options in writing through submission forms which were made available during the open days. These submission forms included an option to vote for which of the 3 Options were preferred.

The feedback received via the returned submission forms was collated and reviewed by RPS. The majority of feedback was positive and in favour of improving Clonmel public realm. The votes received for each option were collated and quantified by RPS during the option selection process. The proposals in this Part VIII application have taken due cognisance of this feedback and voting.

Further consultation was then sought from business owners on O'Connell St. and Gladstone St. to examine the loading needs for each business. This consultation was in the form of a questionnaire which was circulated to the businesses by Tipperary County Council. The information gathered was then used to inform the proposed design.

7.2 Presentation of Preferred Option to Tipperary County Council

Following the development of the emerging preferred design option, further presentations were given to TCC officials, the Clonmel Borough District elected members and the Town Forum. Where possible the feedback from these parties has been taken on board and addressed in the proposals within this Part VIII Application.

7.3 Statutory Bodies

The following statutory bodies shall be notified of this Part VIII application in accordance with Article 82 of the Planning and Development Regulations 2001 as amended:

- Minister for Environment, Community and Local Government
- The Heritage Council
- An Taisce
- Minister for Arts, Heritage & Gaeltacht
- Inland Fisheries Ireland
- Transport Infrastructure Ireland
- Minister for Communications, Energy and National Resources
- Irish Water
- Failte Ireland
- The Office of Public Works
- An Chomhairle Ealaíon

8 ARCHITECTURAL & ARCHAEOLOGICAL HERITAGE

The town has a rich heritage dating back to medieval times with both architectural and archaeological features throughout the town. The town centre has two areas designated Architectural Conservation Area (ACA) and is a zone of archaeological potential and features a town wall built during the medieval period. There is one National Monument in State Care, namely the Courthouse, which is located at the east end of O'Connell St. There are almost one hundred records which have been included in the statutory Record of Monuments and Places (RMP) within 500m to the proposed works. There are more than 200 National Inventory of Architectural Heritage (NIAH) sites within 500m to the proposed works, all of which are of regional and local heritage status.

The EIA Screening report (**Appendix C**) takes into account these cultural heritage constraints. In this screening assessment, it is stated that no elements of above ground built heritage will be altered as part of the works, although the unknown underground archaeological resources may be affected by the works. It is therefore recommended that an Archaeological Impact Assessment be carried out. This assessment was commissioned by TCC and the results are summarised in **Section 8.1** below. There were no specific recommendations with regard to architectural heritage.

The proposed works are cognisant of safeguarding the heritage value of the ACA. A condition survey will be undertaken prior to the construction of this scheme that includes records of buildings/shop fronts on all streets affected and at the interfaces with adjoining streets to assess the visual aspects of the buildings. This will be specified as part of the Employer's Requirements. There are no works proposed to be undertaken on the protected structures.

Figure 8-1 Historical Image of O'Connell Street



Figure 8-2 Historical Image of O'Connell Street and West Gate



8.1 Archaeological Heritage

An Archaeological Impact Assessment has been completed by Mary Henry Archaeological Services Ltd as commissioned by TCC. This report 'Archaeological Impact Assessment of the Proposed Clonmel Urban Design Project, Clonmel, Co. Tipperary' (March 2020) is contained in (**Appendix D**).

The impact assessment concluded as follows:

'The findings from these studies suggest the possibility of uncovering archaeological remains within the confines of the Zone of Archaeological Potential for Clonmel town and in particular within the medieval walled town ...'

It also states that Ministerial Consent is required due to the immediate proximity of two National Monuments, the Main Guard is most applicable for this Part VIII application, but also the medieval town defences.

It is stated that all ground works associated with the project will require a programme of guided archaeological testing to be undertaken pursuant to the granting of a Ministerial Consent by the National Monuments Service, Department of Culture, Heritage and the Gaeltacht. Locations for a number of investigative trenches are proposed.

The construction works and detailed design will be compliant with all recommendations from this assessment.

9 FLOOD RISK ASSESSMENT

A Flood Risk Assessment has been completed by Mr. Nash Samachetty Chartered Engineer as commissioned by TCC. The findings of this assessment are summarised below as provided to RPS.

The assessment shows that the proposed Clonmel Urban Design Project is within the benefiting areas of the Clonmel Flood Relief Scheme which includes for a flood protection of 1 in 100 year return period flood scenario. The new Clonmel Urban Design Project does not increase the existing run-off contributing area, that is currently serviced by the current flood management system. The design proposal to include paving stones provide more favourable run-off coefficient and is in line with Sustainable Drainage design guidance. The proposed Clonmel Urban Design Project will have a no impact on the current flood management systems.

10 ENVIRONMENTAL ASSESSMENT/CONSIDERATIONS

10.1 Screening for Appropriate Assessment

The natural setting around Clonmel includes the River Suir, which runs south of the town centre and brings a unique character to the town. The River Suir is a Natura 2000 Designated site - Lower River Suir SAC (002137).

A Screening for Appropriate Assessment was carried out by JBA Consulting Ltd. (JBA) and is contained in **Appendix C**. The Screening focussed on assessing the likely adverse effects of the project on the Lower River Suir SAC.

The assessment concluded;

“Following initial screening, and based upon best scientific judgement it is concluded that there will be no likely significant effects on the following Natura sites:

- *Lower River Suir SA”*

This implies that a Stage 2 Appropriate Assessment is not required.

10.2 EIAR Screening Report

An EIAR Screening Report was carried out by JBA Consulting Limited to identify whether there is a need, under the Planning and Development Act, as amended, to carry out an Environmental Impact Assessment Report (EIAR) for the proposed works (Refer **Appendix C**).

This report concluded that “an EIAR is not required or recommended for this project. The site is considered archaeologically sensitive and an Archaeological Impact Assessment has been carried out (Henry, 2020). All archaeological works will be carried out under a Ministerial Consent to be granted by National Monuments Service of the Department of Culture, Heritage and Gaeltacht. Archaeological monitoring during construction will ensure that appropriate strategies are adopted to resolve any uncovered deposits or features under the guidance of the National Monument Service. It is not predicted that the proposed development will have a significant impact on the designated European Natura 2000 site (Lower River Suir SAC)”

10.3 Archaeology

An Archaeological Impact Assessment has been commissioned by Tipperary County Council and accompanies this Part VIII application.

11 CONCLUSIONS AND RECOMMENDATIONS

This report demonstrates:

- There is a clear need for the scheme. The proposed development is in accordance with the proper planning and sustainable development of the area, and relevant policy documents including the Tipperary County Development Plan, The Regional Spatial Economic Strategy for the Southern Region and the National Planning Framework.
- The project will contribute to Clonmel Town's competitiveness and liveability both by influencing the image of the town outside the county and by transforming Clonmel into a more attractive and vibrant place.
- The proposed scheme will cater for increased footpath width, and improve the streetscape for vulnerable road users, and will enhance urban realm space in Clonmel and make Clonmel more aesthetically appealing.
- The scheme will provide safer road crossings and conditions for pedestrians and cyclists, and more attractive pedestrian links to off-street car parking facilities.
- This project will tie in with proposed tourist attractions for Clonmel town, such as; the proposed Dowd's Lane/Bulmer's Visitor Centre, the proposed new hotel at the site of the old Clonmel Arms and the promotion of the Flights of Discovery as a tourist attraction for Clonmel.
- The proposed works will substantially improve the quality of the public realm and pedestrian and cyclist provisions in the centre of Clonmel Town, thus meeting the scheme requirements and helping to achieve the vision for Clonmel as set out in the Clonmel & Environs Development Plan 2013.

It is envisaged that, should the proposals set out in this report be approved, they will;

- Transform Clonmel to make it more attractive to its population and citizens for the next 50 years
- Showcase existing historical buildings through the use of complimentary coloured materials and positioning of planting to enhance vistas towards these. This is seen as a way of protecting and enhancing the heritage of the town within the project brief.
- Provide a new 21st century canvas upon which retail and other urban uses appropriate to modern requirements can be enabled to flourish, develop and progress from
- Create a new town centre environment which is significantly attractive to residents, visitors, businesses and tourists
- Retain as many shoppers and recreational users as possible, and maximising this to the greatest possible extent
- Create new opportunities for businesses – including new night life opportunities, new event spaces, new eating and socialising spaces, new pop upmarket spaces etc

It is recommended that the scheme as described in this Part VIII Report and accompanying General Arrangement Drawings be approved by Tipperary County Council and be brought forward for detailed design and construction.