

Skibbereen Boardwalk Proposal

Design Statement



In Association With

SECAD 



voice
urging greener choices now!

1.0	INTRODUCTION	3
1.1	Skibbereen Flood Relief Scheme.....	3
1.2	Greenways, A National Strategy	4
1.3	What is a Greenway?	5
2.0	A LONG TERM STRATEGY FOR SKIBBEREEN.....	6
2.1	An Abandoned Masterplan	6
2.2	The Existing Infrastructure	7
2.2.1	The River Ilen	7
2.2.2	The Blueway	8
2.2.3	North Street.....	8
2.2.4	Existing Boardwalk.....	9
2.2.5	West Cork Hotel.....	10
2.2.6	Existing Riverside Walkway.....	10
2.2	A Three Step Approach	11
3.0	STAGE 1 – THE EAST SKIBBEREEN BOARDWALK	12
3.1	North Street & Main Street Boardwalk.....	12
3.2	Proposed Connection Strategy.....	12
3.3	Stage 1 – Connection 1 Existing Conditions	13
3.4	Stage 1 – Connection 1 Proposal.....	17
3.5	Stage 1 - Existing River Ilen Landscape.....	19
3.6	Stage 1 - Proposed River Ilen Walkway.....	20
3.7	Stage 1 – Connection 2 Existing Conditions	23
3.8	Stage 1 – Connection 2 Proposal.....	24
3.8	Stage 1 – Summary.....	25
4.0	STAGE 2 – COMMERCIAL INTEGRATION.....	26
4.1	Stage 2 – Introduction.....	26
4.2	Stage 2 – West Cork Hotel.....	27
5.0	STAGE 3 – WESTERN BOARDWALK	28
5.1	Stage 3 – Introduction.....	28
5.2	Stage 3 – Existing Infrastructure	28
5.3	Stage 3 – Proposed Boardwalk.....	30
6.0	REFERENCE DOCUMENTS	32

7.0 APPENDIX.....33

- 7.1 Stage Context Layout Plan
- 7.2 Stage Context Aerial Image Plan
- 7.3 Stage 1 Proposed Connection Locations
- 7.4 Inspiration Mood Board
- 7.5 Connection 1 – Existing
- 7.6 Connection 1 – Proposal
- 7.7 Connection 1 – Perspective
- 7.8. Connection 1 – Plan & Elevation
- 7.9 Connection 1 – Photomontage
- 7.10 Connection 2 – Existing
- 7.11 Connection 2 – Proposal
- 7.12 Connection 2 – Aerial Montage
- 7.13 Connection 2 – Photomontage
- 7.14 Stage 2 – Aerial Overview Central Connections
- 7.15 Stage 3 – Proposed Riverside Boardwalk Montage

Skibbereen Flood Relief Scheme

“Skibbereen (An Sciobairín) is a vibrant market town serving a large hinterland of West Cork. The thriving town is the centre for all the agricultural, industrial and tourist activities of a wide region.

Skibbereen town has had a long history of serious flooding, the most significant in recent years occurred in 2009. Flooding in Skibbereen is mainly caused by flows from the Ilen River, its tributaries and tidal influence which reaches the town from Roaring water Bay.

To address the issue of flooding the River Ilen (Skibbereen) Flood Risk Assessment & Management Study is currently being advanced by Cork County Council, as agents of, and in partnership with the Office of Public Works for the town of Skibbereen, Co. Cork.

The project, which commenced in February 2011, identified appropriate flood risk alleviation measures (Skibbereen Flood Relief Scheme) for Skibbereen Town and these measures received Ministerial Confirmation in January 2016.”

Extract above from Cork County Council Water Services, Coastal And Flood Projects which was issued at the commencement of the Skibbereen Flood Relief Scheme in 2011.



Image 1.1 – Progress Images from Skibbereen Flood Relief Update Flyers 6 & 7, 2017

This project completed in December 2018, and its effective implementation has left a potentially useful intervention to Skibbereen Town. The sheet piling which formed part of the OPW flood defence walls were constructed between 5 and 8 metres from the existing embankment and property walls. This has given rise to a new parcel of land that runs parallel with the river for over a kilometre from the Skibbereen Public Library on North Street on the East of the Town, to the West Cork Hotel in the West of the Town.

This document sets out to propose linking this strip of land to the public realm and streetscape to enhance the town of Skibbereen, and further serve the public by providing much needed Public Amenity Space in the heart of this West Cork Community.



Image 1.2 – River Ilen Skibbereen, Prior to the Flood Relief Intervention, 2011



Image 1.3 – Completion of the Flood Relief on the Eastern end of the Southern Bank 2018

1.2

Greenways, A National Strategy

In July 2018, prior to the completion of a number of flood relief measures in West Cork Communities such as Skibbereen, Bandon and Clonakilty, the Irish Government published a document known as *Strategy for the Future Development of National and Regional Greenways*, which sets out a general strategy for the country in a move towards sustainable public spaces and transport strategies, and references the *Realising our Rural Potential* document.



Image 1.4 – Objective 3 from the Realising our Rural Potential Document

What is a Greenway?

The Irish Government Greenway document defines a Greenway as *‘a recreational or pedestrian corridor for non-motorised journeys, developed in an integrated manner which enhances both the environment and quality of life of the surrounding area ... Greenways are for everyone ... they are used by pedestrians, wheelchair users, children in buggies as well as people on all types of bicycles. Greenways funded under this Strategy should meet the requirements of all users.’*

Greenways often focus on substantial distance of travelling, they also focus on connecting communities through travel networks. The governments Greenway strategy recommends 20 to 40 kilometres of a route to be considered a Greenway. The strategy for Skibbereen’s Greenway is to merge with the wider Wild Atlantic Way signposting, and better connect with the first divergent hub of possible directions on the national route.



Image 1.5 – Wild Atlantic Way Diverging routes at Skibbereen

To promote this vibrant hub of activity, a well serviced pedestrian friendly route should be a proud flagship ensuring connectivity for pedestrians, the disabled / ambulant disabled, tourists, locals, joggers, cyclists, walkers, children and shoppers.

2.1

An Abandoned Masterplan

Skibbereen has been the recipient of some wonderful interventions in recent years, particularly in relation to social and commercial developments that are conducive to the Governments long term strategies, and sustainable and environmental growth. The Hub shared & remote working has been a consistent success, The Skibbereen Rowing Club putting the town on an International Sporting platform, and Iconic Architecture such as the Uillinn West Cork Arts Centre in the centre of the town pioneering sustainable materials such as Corten steel cladding.

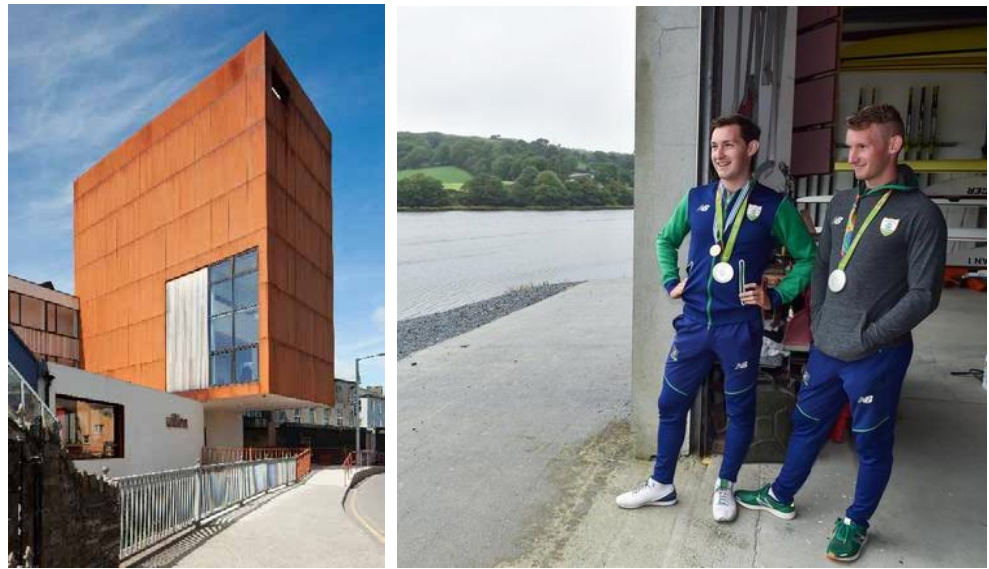


Image 2.1 - Uillinn West Cork Arts Centre [left]

Image 22 - Gary & Paul O'Donovan of Skibbereen Rowing Club [Right]

Unfortunately, as the demand for Skibbereen's attention grows ever more popular, the infrastructure has not grown to meet the demand of both local residents and passing tourism.

One such example is the pedestrian anomaly the, locally dubbed, 'The Bridge to Nowhere', which was conceived as a way of offsetting town centre traffic and parking, but now sits abandoned and weathered. A local businessman had, in lieu of development fees, built a pedestrian bridge, which was to be used to link the Marsh to the town centre at Bridge Street. But the striking bridge has never been opened as the council has not commenced the parking strategy.



Image 2.3 – Bridge to Nowhere, Skibbereen Town Centre

With the recent plans launched by the Government, and the shift in sustainable and pedestrian priority projects towards pedestrian centric urban interventions, the West Cork Community is shifting towards a need for more public amenities in the middle of a key town for the County.

2.2

The Existing Infrastructure

2.2.1 The River Ilen

An extract from the Skibbereen Tourist Office promotional material August 2019, highlights the high quality nature of the River Ilen that runs through Skibbereen;

The River Ilen is at the heart of Skibbereen, the largest settlement on the river. The Ilen rises five hundred metres up on Mullaghmesha Mountain and flows into the sea at Baltimore. It has five main tributaries- the Saivnose, Coarliss, Achrinduff, Glounaphuca, and Clodagh. The river is especially scenic, perhaps due to its extremely low levels of pollution (ranked Quality A, meaning its pollution levels are significantly lower than the Irish average for rivers). The river is home to several species of fish (brown trout, sea trout, Atlantic salmon) and its banks also host several species, from ducks, swans and otters, to seals (at high tide).

The River Ilen Anglers Club regularly make use of the river, regarded as one of the best rivers for salmon fishing in Ireland. The Ilen is the ideal choice for disabled anglers, as the Disabled Anglers' Stand at Ballyhilty Bridge provides a more accessible angling experience. This stand is free to use for any disabled angler, but a club ticket must first be procured to comply with insurance requirements.

Skibbereen Rowing Club also make use of the river. Founded in 1970, the club is regarded as the best rowing club in Ireland, with 163 Irish National Rowing Championship wins. The club fields rowers at all levels, from domestic regattas to the Olympic level (Gary and Paul O'Donovan, silver medal winners at the 2016 Olympic Games, are members of the Skibbereen Rowing Club).


2.2.2

The Blueway

In 2016, following the O'Donovan Brothers won at the Olympics, the Skibbereen Chamber of Commerce launched and promoted the Skibbereen Blueway, in association with Waterways Ireland, Canoeing Ireland and the National Trails Office.



The Blueway totals approximately 17 kilometres of river from the eastern point of Skibbereen near the public Library, to Baltimore, ranging in a variety of difficulties. The literature used promotes ecology, points of interest, local wildlife and encourages tourism and challenges for the growing interest in local recreation.

 **Chapel Quay (Skibbereen) to Deelish Pier**

1 **Green Trail:** Beginner Trail
Access Point Chapel Quay (1) or Deelish Pier (2)
Distance 2.7km | **Duration** 1 Hour
Description Short trail to be travelled 3 hours either side of high tide. This trail can be completed in either direction. Tide clocks are provided at both of these trail heads. Beware on the downstream side of the Ilan Bridge is a small and short grade 1+ rapid.

2.2.3

North Street

Skibbereen boasts a number of potentially attractive and commercially interactive laneways that connect wholly or partially to the norther river side, and form part of a historically beautiful tapestry of protected structures and facades along North Street.

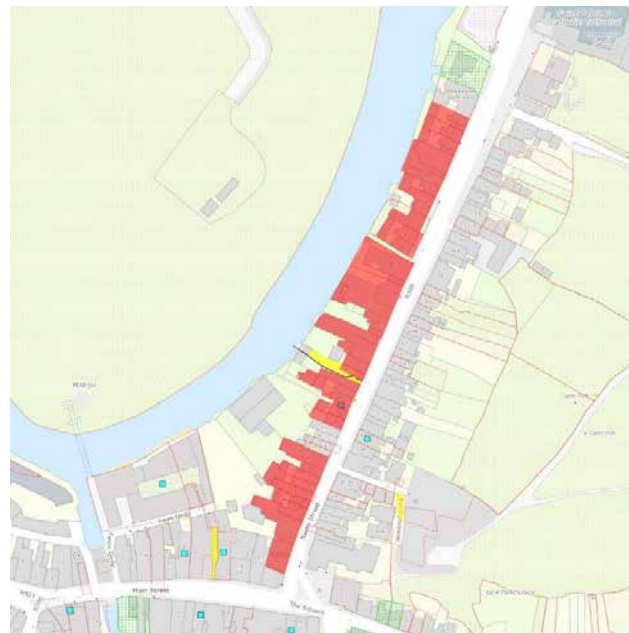


Image 2.4 – Land Registry Extract Indicating the Extent of Protected Structures along North Street in red. Yellow areas highlight Third Party Wayleaves

It is envisaged that a number of these laneways would form part of the Boardwalk allowing a permeation from North Street and Main Street through to a more amenable public canvas. Public lighting would form a key element of this permeation bringing a vibrance back to the protected facades, particularly at night. A combination of passive and monitored surveillance would discourage any anti-social activities, and as invested community groups such as Tidy Towns, form a collective ownership, it is hoped that these areas would maintain a lustre and vigour through well painted and floral decoration.

2.2.4

Existing Boardwalk

A partial existing boardwalk exists in close proximity to the town square, amidst an existing residential area. As an attractive piece of infrastructure, it seems quite underutilised as an area that that brings the populous towards the river.



Image 2.5 – Existing boardwalk adjacent to the town square, image facing east



Image 2.6 – Existing boardwalk adjacent to the town square, image facing west

2.2.5

West Cork Hotel

The local West Cork Hotel is located at the N71 entrance to the west of the town. It boasts a private carpark, and boat dock / jetty area. A partial flood relief wall is constructed to the east of the hotel, creating a similar amount of reclaimed space. It is proposed that a similar project could be undertaken with the involvement of the commercial stakeholders in the area to continue the pedestrian amenity walkway and enhance the pedestrian connectivity to the hotel area from the town square.

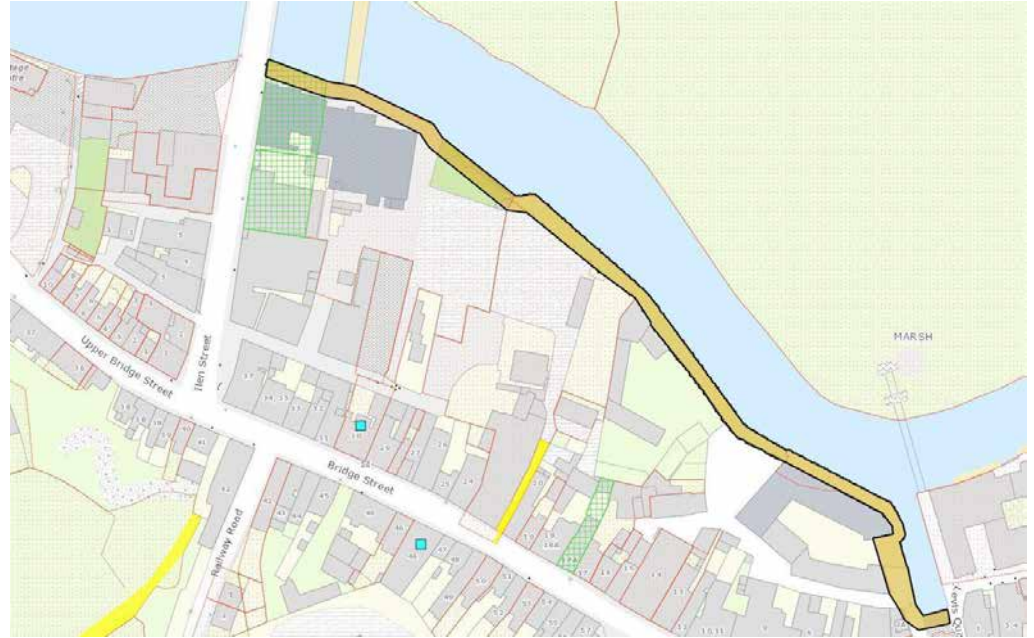


Image 2.7 – Land registry overview of private landholdings indicating flood wall and part private areas that would aid in the connectivity

2.2.6

Existing Riverside Walkway

An existing walkway / cycleway exists to the west of Skibbereen and serves the Newbridge, Riverdale and Blackthorn housing areas. The walkway follows the river and towards the de-centralised Rowing Club, Garden Centre and Graveyards. The goal would be to link this walkway with the town centre, further enhancing the sustainable objectives to encourage more walking and cycling for local residents working in Skibbereen.



Image 2.5 – Riverside Amenity Walkway, Eastern Skibbereen

2.2

A Three Step Approach

The goal of this project is to link the national routes from the East to the West of Skibbereen in three Stages. The point of the stages is to encourage a sustainable growth for use of the amenity, and to gradually get more stakeholders involved as the use of the spaces grow. It is envisaged that the project be developed in three stages;

Stage 1 – The North Street Boardwalk

Stage 2 – The Commercial Integration

Stage 3 – West Skibbereen Walkway / Boardwalk Connection

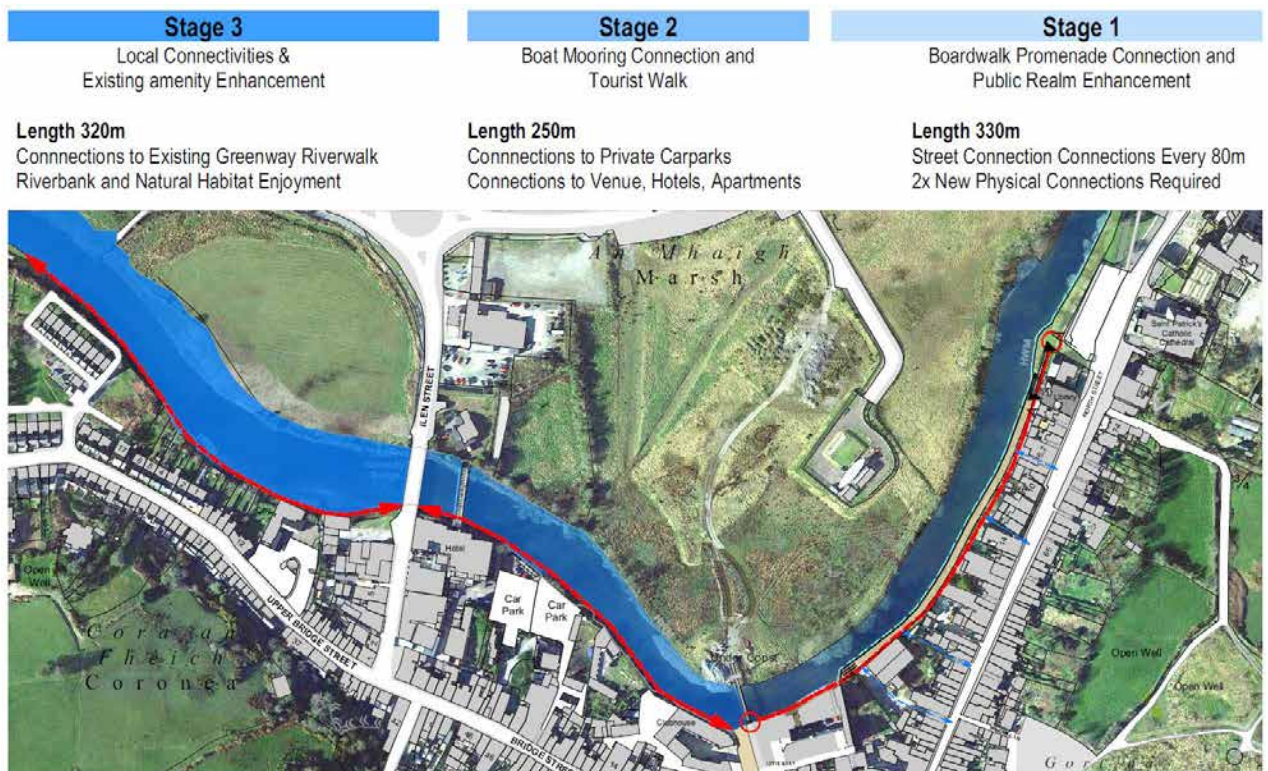


Image 2.6 – Refer to Appendix 7.2 for Stage Diagram

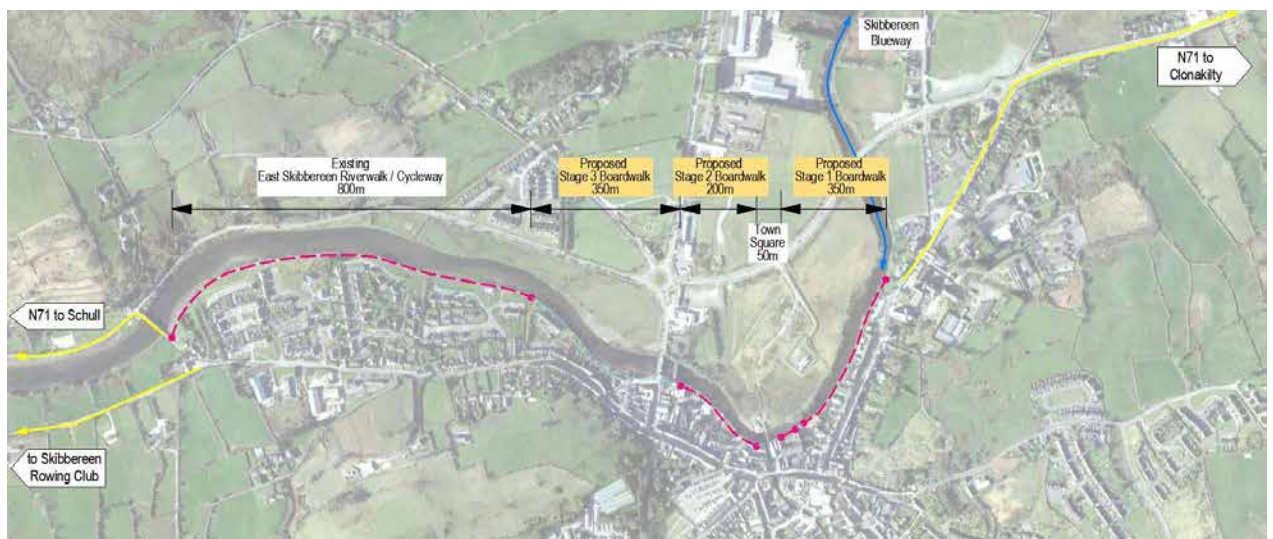
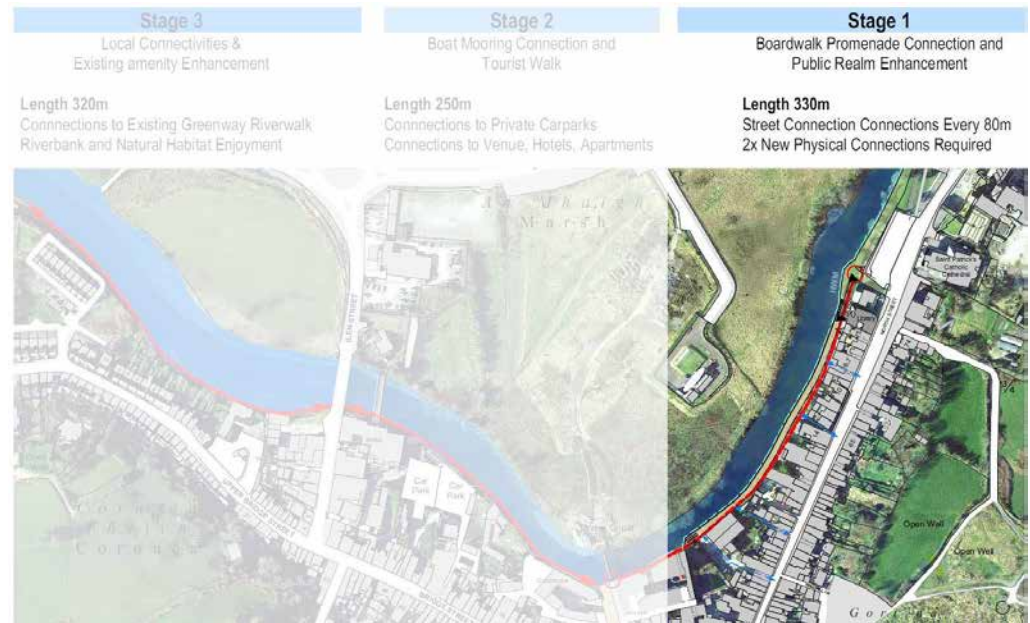


Image 2.6 – Riverside Amenity Walkway, Eastern Skibbereen



3.1

North Street & Main Street Boardwalk

The North Street Boardwalk is the first step in connecting up the overall greenway through Skibbereen. The concept is to encourage more public interaction throughout the eastern portion of Skibbereen's main streets and provide a more vibrant commercial hub for pedestrian activities.

The goals of this first Stage are as follows;

- 1. The Public can enjoy and take interest in the existing local natural Biodiversity of Skibbereen;**
- 2. The North Street walkways / footpath is supplemented so it can meet current public disability guidelines and regulations;**
- 3. Additional sustainable measures such as water fountains, solar charging, pollination diversity and rest areas could be considered to enhance an already attractive West Cork destination;**
- 4. A new spacious Public Amenity is generated in a growing congested area of Skibbereen town; and**
- 5. Pedestrian footfall is increased to sustain local business as well as encourage maintenance, enhancement and general upkeep of the area.**

3.2

Proposed Connection Strategy

This stage 1 The proposal is to connect the town square to the public library utilising:

- The publicly accessible grass embankment at the start of the Blue Way;
- The existing flood relief wall and reclaimed land to the north of North St; and
- The existing boardwalk at the town square



Image 3.1 Aerial Image indicating the proposed overall Stage 1 Proposal and potential connection interventions

It is intended to build on the government proposals which highlight the potential to develop pathways along OPW flood defence areas. An extract from the Strategy for the Future Development of National and Regional Greenways as follows;

“Other Cycling and Outdoor Recreation Infrastructure Flood Defence Measures

The development of flood defence schemes offers the potential to develop both pathways and cycle ways in the delivery of the scheme defences. The Department will work closely with the OPW, local authorities and, where appropriate, the NTA, to identify possible synergies between flood defence works and the provision of cycling infrastructure including Greenways.”

3.3

Stage 1 – Connection 1 Existing Conditions



Image 3.2 Public buildings [Left; Library, Centre; Civil Defence Offices, Right, Public Carpark]

Image 3.2 above is an image taken on the eastern section of North Street and Chapel Street. It shows the public buildings, Library and Civil Defence Offices, and is also an area with for pedestrian crossing and public car-parking. The signposted section, is a very underwhelming entrance to the Start of the Blue Way. There is additional access through the laneway to the side of the Library, however despite

these public offices, there is very little communication by way of pedestrian friendly paving or signposting to the river.



Image 3.3 (Left) Potential access to Riverside from Library (Photo Sept. 2022)



Image 3.4 (Right) Current Riverside Access, consistently utilised as 'private' off-street carparking, despite public carpark adjacent to these buildings. (Photo Sept 2022)

This part of Skibbereen seems to be a concentration for public information and heritage signposting. The Library indicates a 'Stop' in the Skibbereen Heritage Walking Trail, and a variety of amenity signposting is located in the area.



Image 3.5 (Left) Walking Trail Stop at Public Library (Photo Sept. 2022)

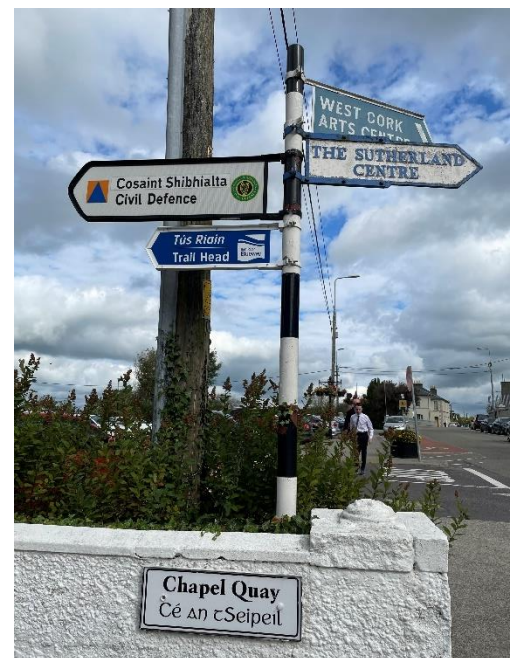


Image 3.6 (Right) Amenity and Tourism Signposting at the entrance to the Riverside walkway



Image 3.6 Entrance to the River Garden

The current entrance to the “River Garden” is clearly marked with pedestrian priority open gating, despite the mis-use of the space in front of it with car parking. The first interaction with the area past the railing is information on the Blueway and life saving apparatus. This area is clearly intended for pedestrian interaction and enjoyment of the natural amenity area.



Image 3.7 (Left) Entrance to Embankment / River Garden



Image 3.8 (Right) Blueway Information signage and Life Saving Apparatus



Image 3.9 View facing South West along the River Ilan. Entrance to potential amenity on the left.

The river embankment is not particularly well maintained, however as this area is outside the area for flood defence, it most likely becomes boggy, and may be difficult to maintain in a consistent manner. A small amount of hard landscaping, or possibly tiered embankments would make this area much more attractive for families to enjoy the amenity, spot wildlife, feed water-fowl etc. A hard water's edge, or stone gabions would also make the river's edge more defined and approachable while reducing risk of hazard.

The flood defence scheme ends abruptly with the piling / flood defence wall returning to abut the embankment area.



Image 3.10 The start of the flood defence wall on the North Eastern corner, facing West from the embankment (March 2022)



Image 3.11 The start of the flood defence wall on the North Eastern corner, facing East from the flood defence platform (March 2022)



Image 3.12 Photo of existing area for potential Connection 1

3.4

Stage 1 – Connection 1 Proposal

The proposal is to connect the existing embankment to the land created by the flood defence wall. The level change between the embankment and the potential walkway is significant (for the purposes of this proposal, it is assumed circa 1.8m), but could be connected by means of publicly accessible ramp and steps to comply with Technical Guidance Documents Part M and Part K.



Image 3.13 Montage of proposed area for potential Connection 1

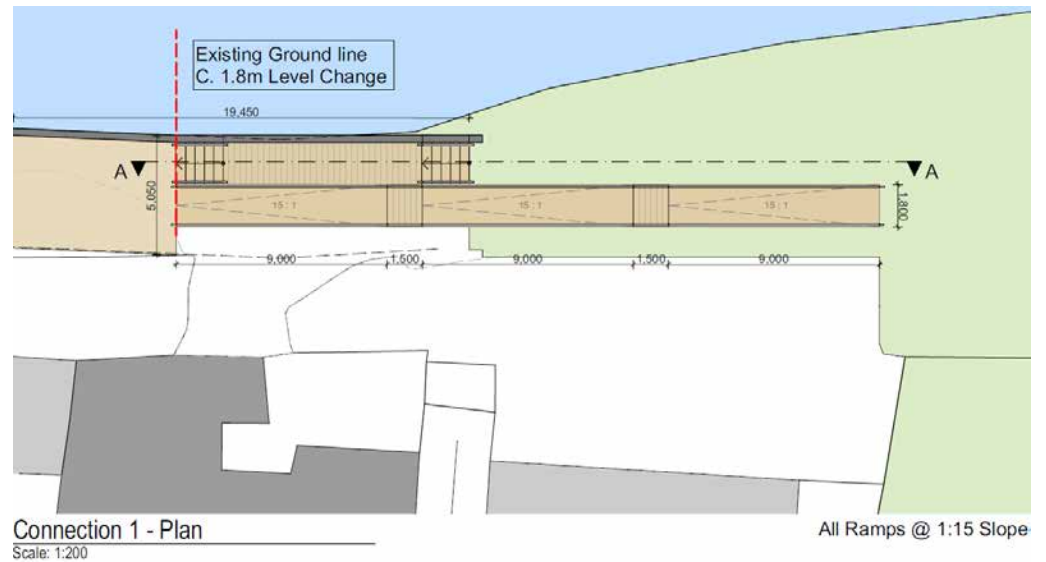


Image 3.14 Refer to Appendix 7.7 possible intervention plan

While the indicative materials are indicated as ‘boardwalk’ material, the proposed hard landscaping could be stone paving, permeable paving, or a mix of hard and soft landscaping. The materials could be conducive to a cycle way depending on the width of lane required.



Image 3.15 Sample of natural finishes to successful ramped and stepped interventions

The OPW walls constructed for the County-wide plan incorporate a variety of types of cladding best suited to each location. Clonakilty utilise a Timber Cladding in front of the corrugated sheet piling, whilst Skibbereen's scheme employ pile cappings, and natural stone cladding. In most of the schemes there was opportunity to change the wall type and incorporate glass screen windows to the high walls to enable areas to enjoy the natural amenity. One such change is to the north of a river-side café on North Street and runs the length of the establishments out-door seating area.



Image 3.16 change in OPW Flood Defence Wall to the outdoor seating area riverside of the café on North St. (Sept. 2022)

The majority of the flood defence is seeded with grass, and is reasonably well maintained. The stretch of buildings to North Street are a mix of residential and commercial units. The residential units are arguably far better maintained and utilise a mix historical and contemporary of wall types and finished. The commercial units have added mix of security fencing. The grass receives mixed areas of direct sunlight and shadow, which leads to inconsistent growth, which might benefit from a hard landscape intervention.



Image 3.17 Mixed residential rear boundary conditions which passively supervise the river



Image 3.18 Mixed commercial rear boundary conditions which incorporate planting, heritage stone walls, and contemporary boundary walls.

3.6

Stage 1 - Proposed River Ilen Walkway

The proposal for the walkway is simply to create a hard landscaped area suitable for relevant traffic. The materials would be a low maintenance, high quality that would suit the Council's overall strategy for landscaped interventions in rural town centres.

While a mix of hard and soft landscaping could be proposed, it would need to be cognoscente of the heights and condition of the existing walls. The proposal is simply a pedestrian only streetscape that will;

1. respects the residential boundaries
2. Offer commercial flexibility in bringing pedestrians in to their businesses
3. Offer a more low maintenance approach to council maintained areas
4. Provide an accessible alternative to take advantage of a natural amenity



Image 3.19 Hard Landscaped proposal for the Skibbereen Walkway



Image 3.20 Aker Brygge Oslo Norway, example of successful public waterside promenade



Image 3.21 Sample images of successful integration between soft and hard landscaping



Image 3.22 Public seating, paving and street furniture in Clonakilty, Co. Cork

It is proposed to also investigate the viability of public laneways to access the walkway at a variety of points throughout the length of North Street to further enhance the pedestrian traffic to and from a main thoroughfare in Skibbereen.

The legal interest of a sample of possible access routes seem to vary between, public, private, and third party rights of way. The Riverside Café has set a precedent in inviting the public through to enjoy the amenity, and has also influenced the OPW wall type to the flood defence wall on the north.



Stage 1 – Connection 2 Existing Conditions

The western end of the flood defence wall terminates just short of a boardwalk area over a more residential area of Skibbereen Town. The existing timber boardwalk with timber framed pergola is accessed by means of a series of pedestrian only streets that feed directly to the town square adjacent to the existing apartment developments.



Image 3.18 Aerial Photograph of Existing end of Flood Defence near existing Boardwalk



Image 3.18 Three storey riverside apartment buildings adjacent to the town centre

There is a potential to connect the existing boardwalk and the flood defence wall area by means of a small level change, and an extension of the boardwalk to the walled structure. This could be achieved by either coming through, or ramping over the existing flood defence wall.

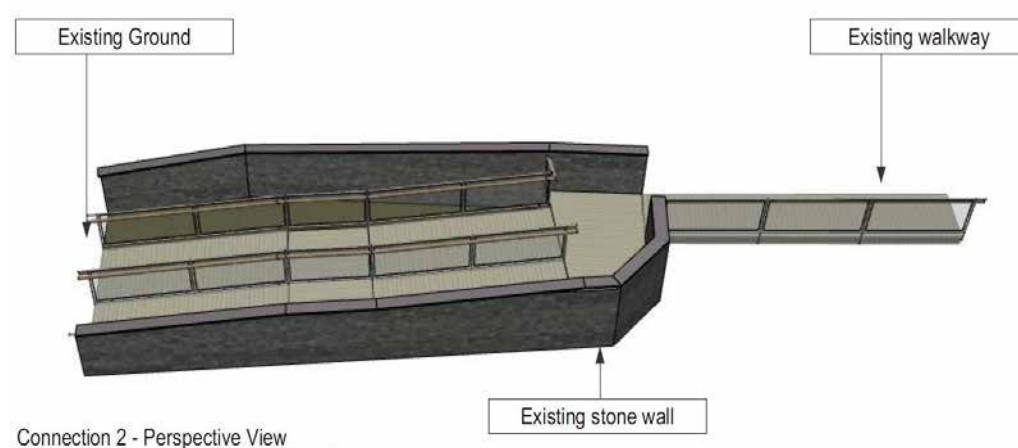


Image 3.19 Photo taken between the boardwalk and the western end of the flood defence wall (March 2022)

3.8

Stage 1 – Connection 2 Proposal

The connection between the flood wall and the existing boardwalk is proposed by means of a gently ramped approach, as the level difference appears to be less severe. A simple extension of the boardwalk through the flood wall abutment end would link this more populated sections with apartments and passing pedestrian trade to the town square with a new pedestrian and universally inclusive route.



Refer to Appendix 7.11, Proposed Connection 2 Perspective



Image 3.20 Proposed boardwalk connection / extension to the west of the flood defence

3.8

Stage 1 – Summary

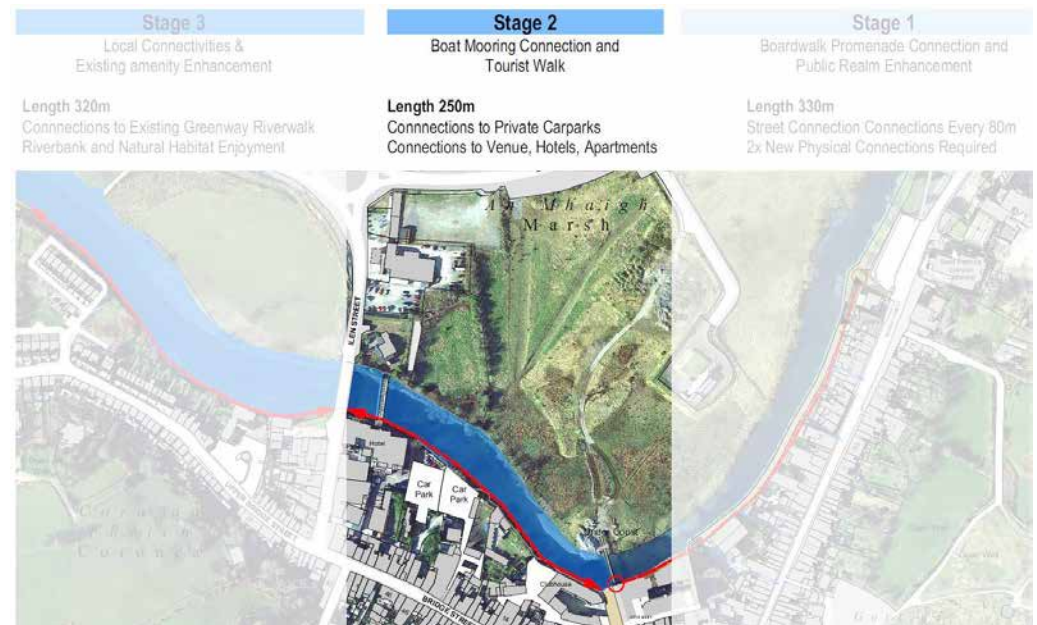
The circa 300m intervention is proposed to bring a vibrancy and life back to a congested part of town, enhance pedestrian realm, and encourage a holistic and passive appreciation for an existing natural amenity.

A relatively simple material alteration and public connections would be expected to bring a vibrancy to a narrow main street that has little chance of upgrade. It will also allow the Council to bring sustainable proposals to the pedestrian realm, and encourage an interest in the local natural amenities for Skibbereen.

It would be hopeful that there would be a positive engagement from adjacent landholders and various stake holders to bring a maintained, supervised and useful sense of pride and place to an already enthusiastic and proud community.



Image 3.21 Stage 1 Proposal, refer to Appendix 7.3



4.1

Stage 2 – Introduction

The second section of the proposed walkway seems to be part privately owned and part floor defence wall. The main objective of this section is to build on a successful implementation of Stage 1, and link the heightened pedestrian activity from the town square and shopping area of North Street towards the west cork hotel, the restaurants, and public carparking

The goals of this Stage 2 are as follows;

6. **Connect East and West parts of Skibbereen along the River Ilan**
7. **Offer alternative universally accessible routes through the town**
8. **Offer tourists amenity walkway routes across the town**
9. **Offer locals amenity walkway routes towards the hotel and restaurant areas**



Image 4.1 Aerial Image indicating the proposed overall Stage 2 Proposal and potential connection interventions

A very recognisable landmark of Skibbereen is the West Cork Hotel, located at the bridge turnoff of the N71 at the River Ilen. While the hotel is not necessarily an integral part of this proposal, the development is significant and iconic enough to the town to not be ignored. Its private carparking and docking areas would be very important to the integration of a successful riverside amenity walkway to the town.

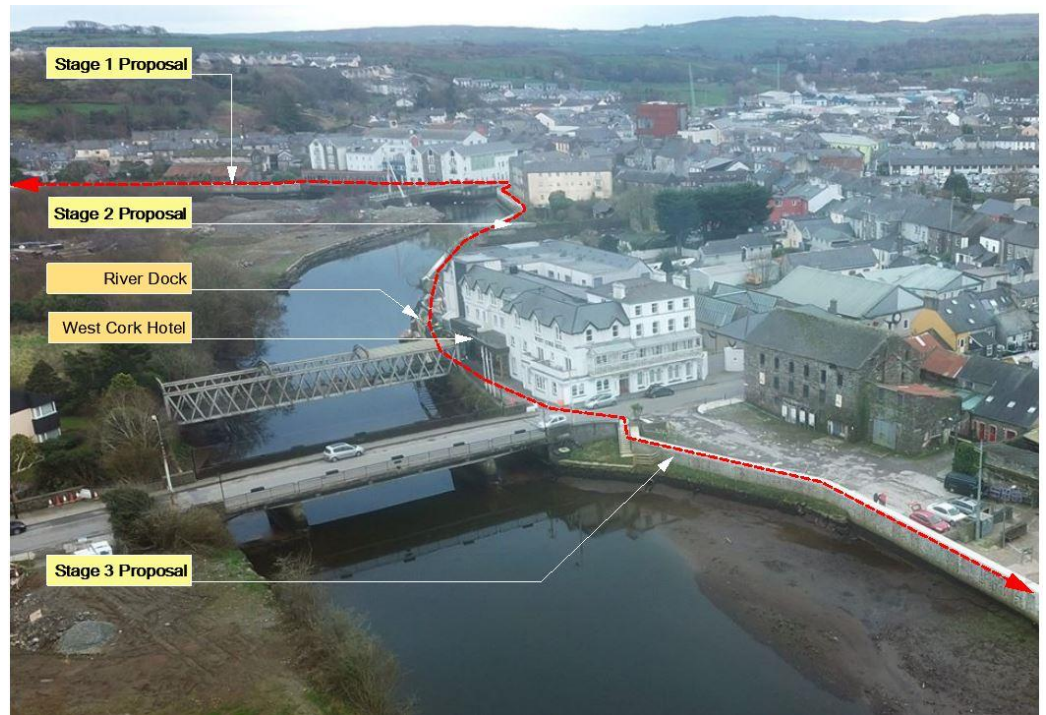
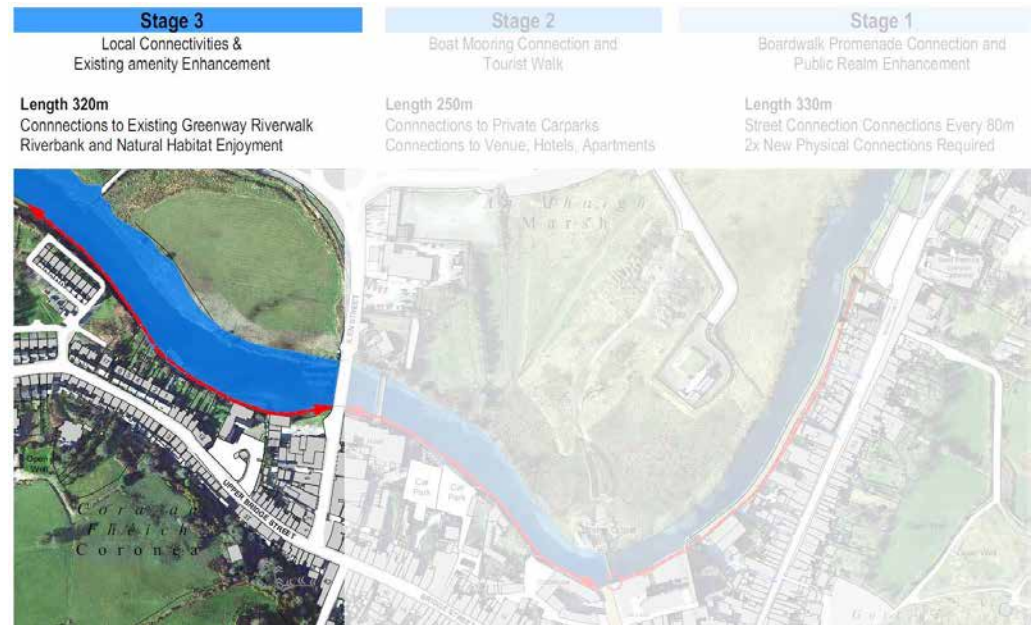


Image 4.2 Aerial Image indicating the proposed overall proposal and the centrally located West Cork Hotel



5.1 Stage 3 – Introduction

The third and final section of the proposed walkway proposal is to form a link between the existing residential area offering an alternative walking route in to town alongside the river. It would be to connect the OPW flood defence walkways to a large population of residents, and connect the towns existing amenities to form a cohesive walking route.

The goals of this Stage 3 are as follows;

10. Connect Skibbieren with an existing amenity walkway
11. Form a larger walkway throughout the town
12. Enable pedestrians to commute through sustainable methods
13. Offer the potential to create a greenway throughout Skibbieren

5.2 Stage 3 – Existing Infrastructure

This stage could be substituted for Stage 2 should the commercial integration aspect become too cumbersome or difficult to deploy due to commercial or financial considerations or delays. Stage 3 would still create a pedestrian friendly boardwalk to link a large residential population to the heart of Skibbereen. Stage 2 could be temporarily bypassed and form a route through the centre of town to the Town Square and connect with Stage 1. Stage 3 can be considered as a standalone project, as it is not wholly dependant on landholdings or commercial considerations.



Image 5.1 Location of existing flood defence wall along the River Ilan with the potential for supporting a new Western Boardwalk



Image 5.2a/b Location of existing flood defence wall along the River Ilan with the potential for supporting a new Western Boardwalk. Glass section visible on the right hand side of image

Local and national boardwalk projects have been taken on by respective councils in efforts to create:

- a) local amenity areas;
- b) expand and upgrade existing pedestrian infrastructure;
- c) create universally accessible thoroughfares; and
- d) create a sense of place within congested streets

Skibbereen's opportunity is all of the above, with the added incentive of linking underutilised pedestrian routes. This will aid in relieving congestion, in keeping with the governments approach for reducing vehicular traffic, and increasing alternative commuter opportunities.

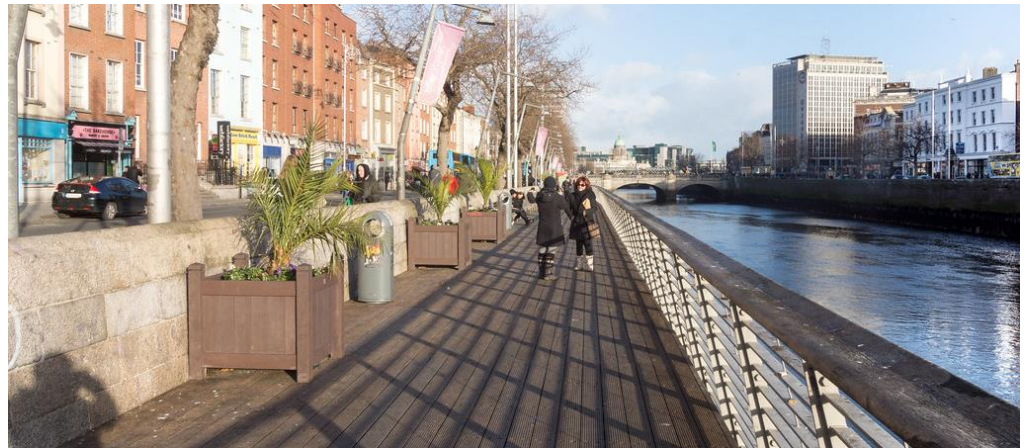


Image 5.3 Riverside boardwalk in Dublin with planter boxes, flags, public lighting, refuse and recycling points, and seating areas



Image 5.4 Riverside boardwalk in Dublin with coffee dock seating shaded by leafy broadleaf trees, and utilised by cyclists to avoid heavily congested traffic areas on the quays



Image 5.5 Riverside boardwalk in Cork City, contrasting stone and timber finishes with timber supplied by Hennessy Timber in Clonakilty



Image 5.6 Riverside boardwalk concept montage and pedestrian crossing connection between Proposed Stage 2 and 3

RPS, River Ilen (Skibbereen) Drainage Scheme Environmental Impact Statement, April 2013

RPS, River Ilen Drainage Scheme Appropriate Assessment Screening Report, April 2013

Government of Ireland, Greenway, Strategy for the Future Development of National and Regional Greenways, July 2018

Government of Ireland, Action Plan for Rural Development - Realising our Rural Potential, June 2019

Cork County Council, Cork County Council Development Plan, 2022, Volume 1 Policy Material

Cork County Council, Cork County Council Development Plan, 2022, Volume 5 West Cork

Cork County Council, Cork County Council Development Plan, 2022, Volume 2 Heritage & Amenity

Cork County Council, Cork County Council Development Plan, 2022, Volume 6 Maps

Cork County Council Planning Permission Records

<http://www.skibbereenfrs.ie/> Skibbereen Info Leaflets, Number 1, June 2016 to No. 11, December 2018

Skibbereen & District Chamber of Commerce, Skibbereen Blueway River Ilen Leaflet, July 2016

Department of Housing, Local Government and Heritage, Technical Guidance Document Part M – Access and Use, December 2020

Department of Housing, Local Government and Heritage, Technical Guidance Document Part K – Stairways, Ladders, Ramps and Guards, December 2020

7.0	APPENDIX
7.1	Stage Context Layout Plan
7.2	Stage Context Aerial Image Plan
7.3	Stage 1 Proposed Connection Locations
7.4	Inspiration Mood Board
7.5	Connection 1 – Existing
7.6	Connection 1 – Proposal
7.7	Connection 1 – Perspective
7.8.	Connection 1 – Plan & Elevation
7.9	Connection 1 – Photomontage
7.10	Connection 2 – Existing
7.11	Connection 2 – Proposal
7.12	Connection 2 – Aerial Montage
7.13	Connection 2 – Photomontage
7.14	Stage 2 – Aerial Overview Central Connections
7.15	Stage 3 – Proposed Riverside Boardwalk Montage

7.0	APPENDIX
7.1	Stage Context Layout Plan
7.2	Stage Context Aerial Image Plan
7.3	Stage 1 Proposed Connection Locations
7.4	Inspiration Mood Board
7.5	Connection 1 – Existing
7.6	Connection 1 – Proposal
7.7	Connection 1 – Perspective
7.8.	Connection 1 – Plan & Elevation
7.9	Connection 1 – Photomontage
7.10	Connection 2 – Existing
7.11	Connection 2 – Proposal
7.12	Connection 2 – Aerial Montage
7.13	Connection 2 – Photomontage
7.14	Stage 2 – Aerial Overview Central Connections
7.15	Stage 3 – Proposed Riverside Boardwalk Montage

Stage 3

Local Connectivities &
Existing amenity Enhancement

Length 320m

Connections to Existing Greenway Riverwalk
Riverbank and Natural Habitat Enjoyment

Stage 2

Boat Mooring Connection and
Tourist Walk

Length 250m

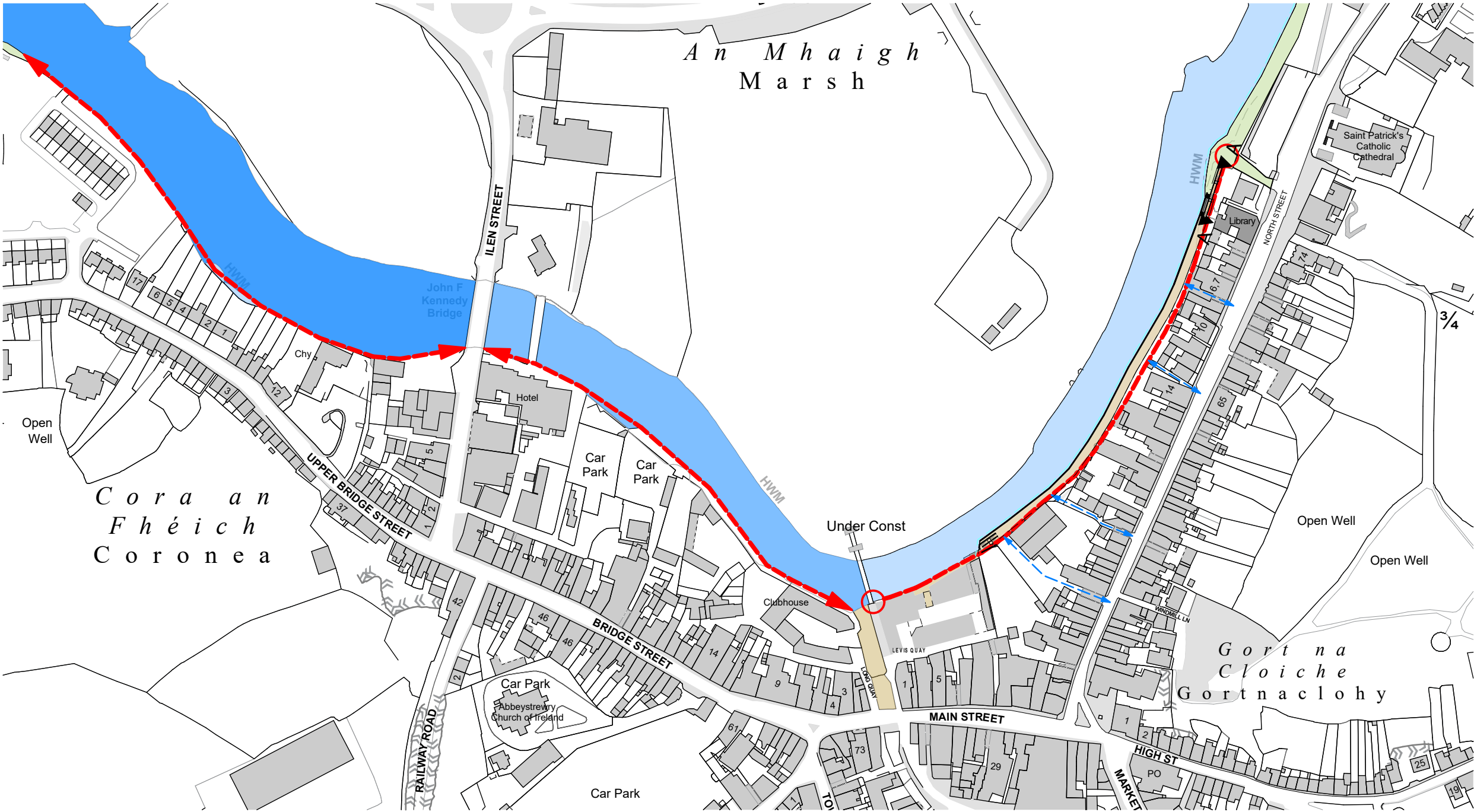
Connections to Private Carparks
Connections to Venue, Hotels, Apartments

Stage 1

Boardwalk Promenade Connection and
Public Realm Enhancement

Length 330m

Street Connection Connections Every 80m
2x New Physical Connections Required



Site Context Plan
Scale: 1:2500

~1km Skibbereen Riverside Promenade



Stage 3

Local Connectivities &
Existing amenity Enhancement

Length 320m

Connections to Existing Greenway Riverwalk
Riverbank and Natural Habitat Enjoyment

Stage 2

Boat Mooring Connection and
Tourist Walk

Length 250m

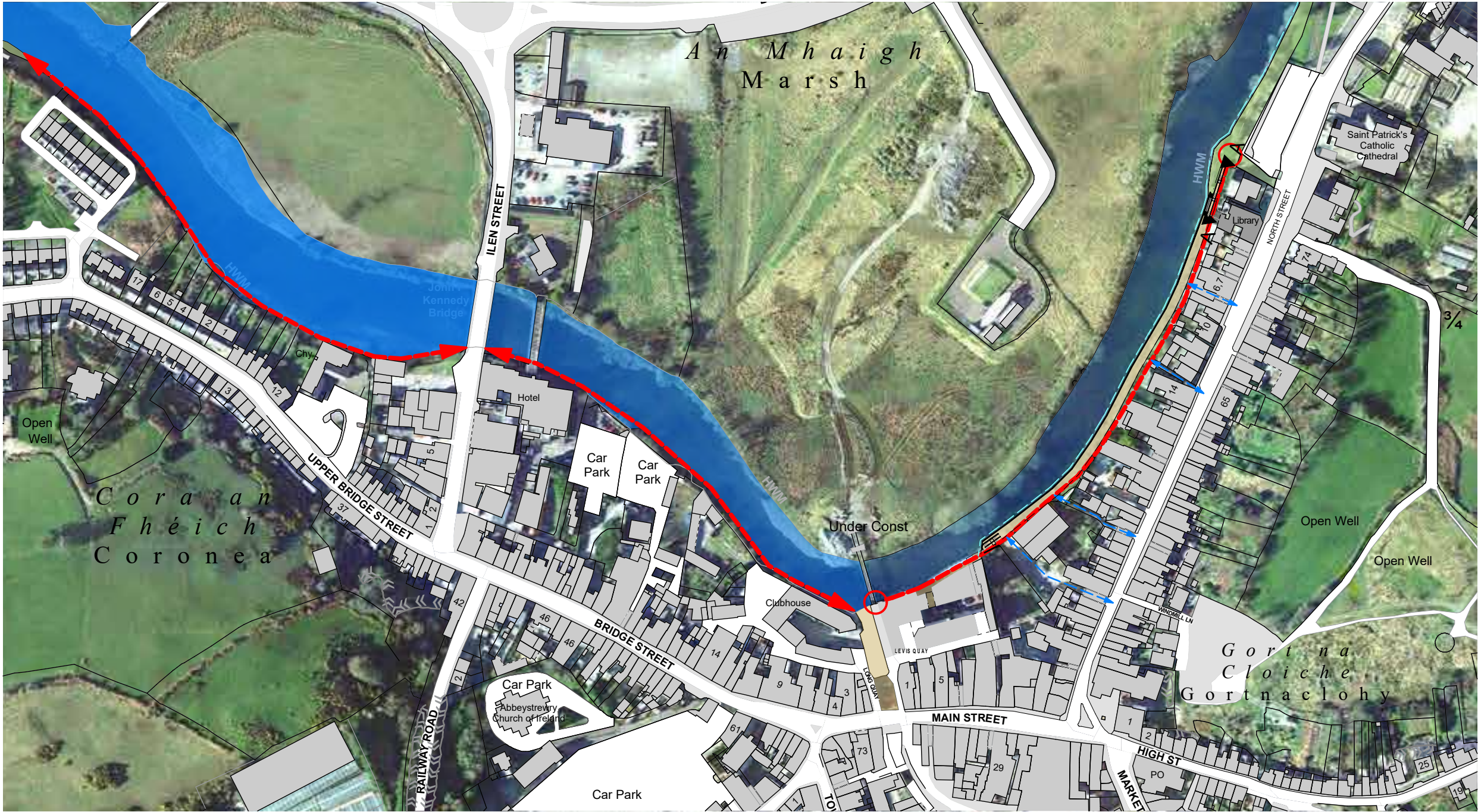
Connections to Private Carparks
Connections to Venue, Hotels, Apartments

Stage 1

Boardwalk Promenade Connection and
Public Realm Enhancement

Length 330m

Street Connection Connections Every 80m
2x New Physical Connections Required



Aerial Photo Overlay

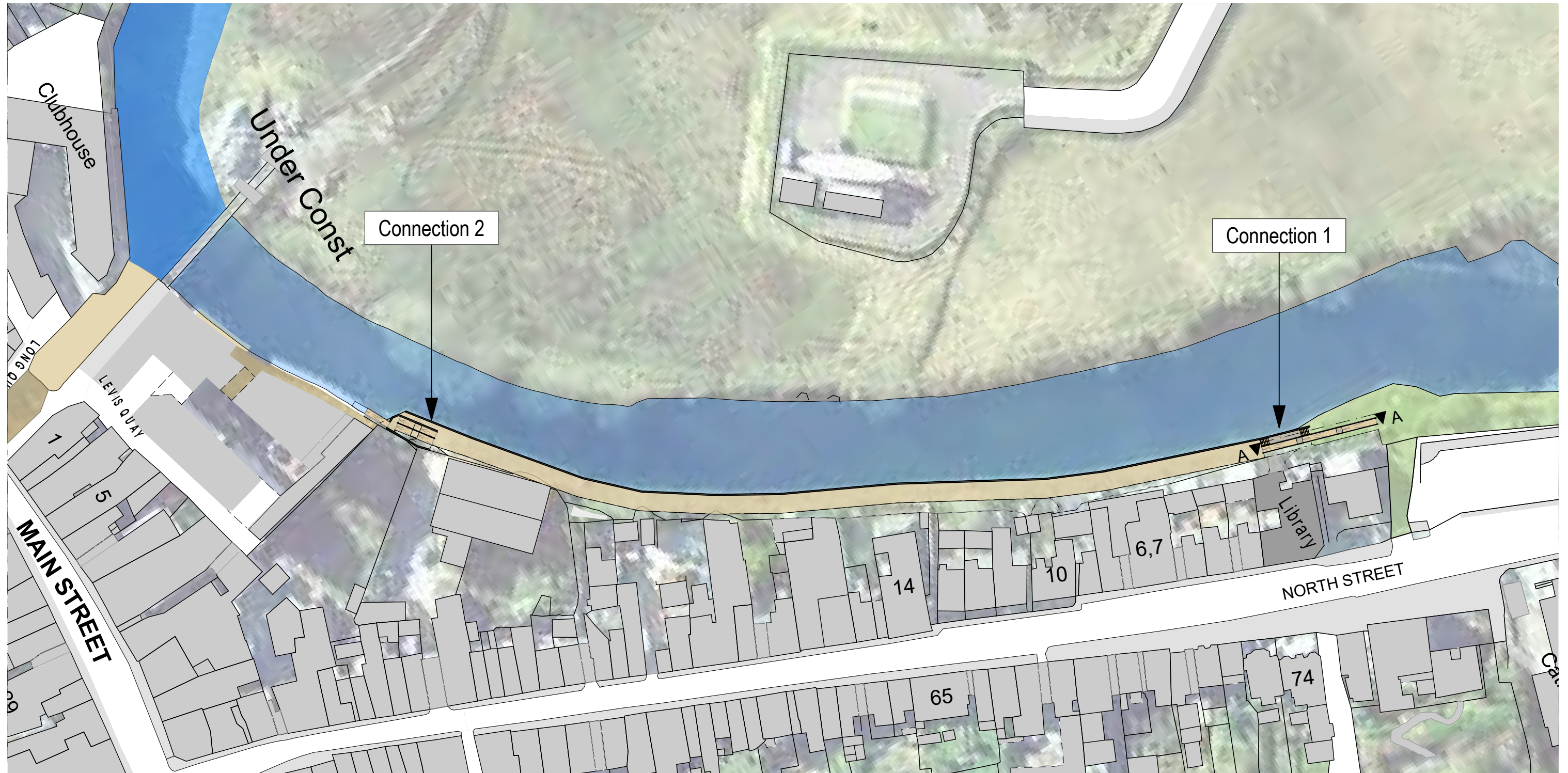
Scale: 1:2500

~1km Skibbereen Riverside Promenade



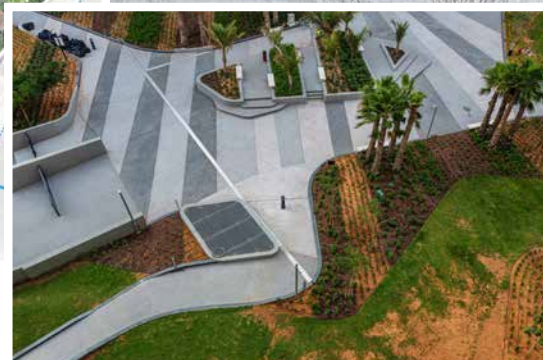
Stage 1

Boardwalk Promenade Connection and
Public Realm Enhancement



Stage 1 Aerial Overlay
Scale: 1:1000





Mixed use landscaped and hard surface areas to promote biodiversity in built-up areas

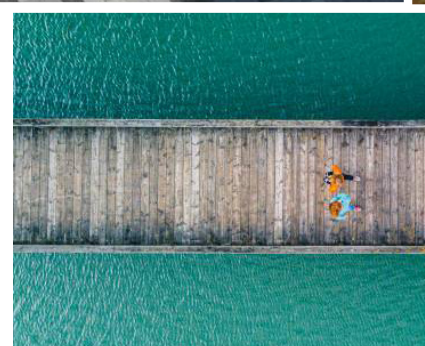


Single Person Seating, Clonakilty, Co. Cork

Wildlife information signage
Ahihill, Enniskeane, Co. Cork

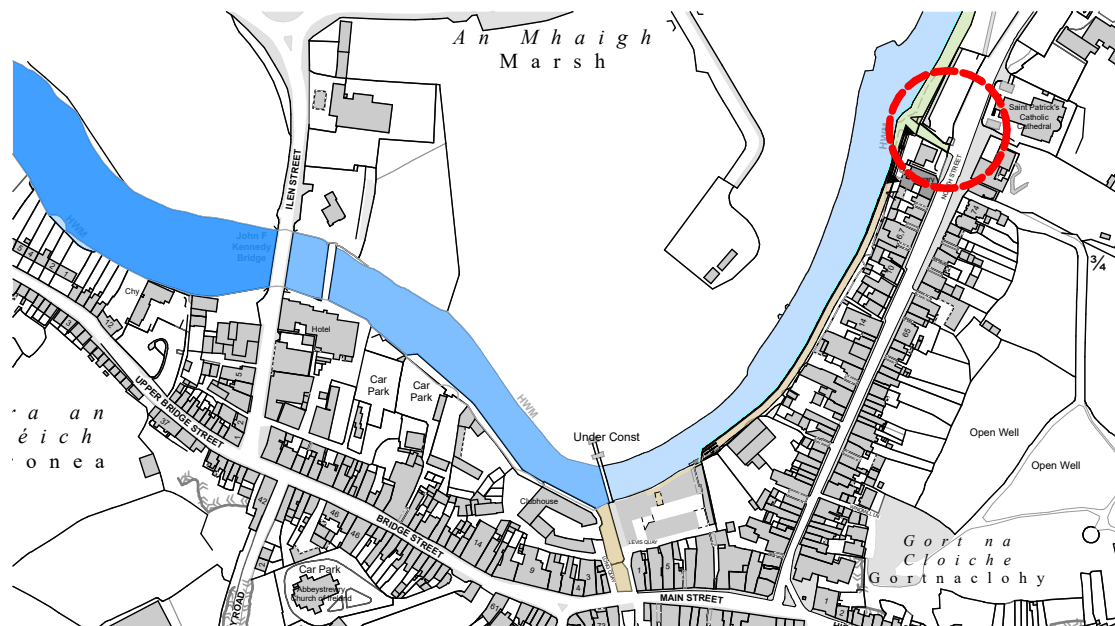


The Waterfront Promenade at Aker Brygge, Oslo, Norway



Reclaimed hard surface walking area for public enjoyment





Key Plan
Scale: 1:5000

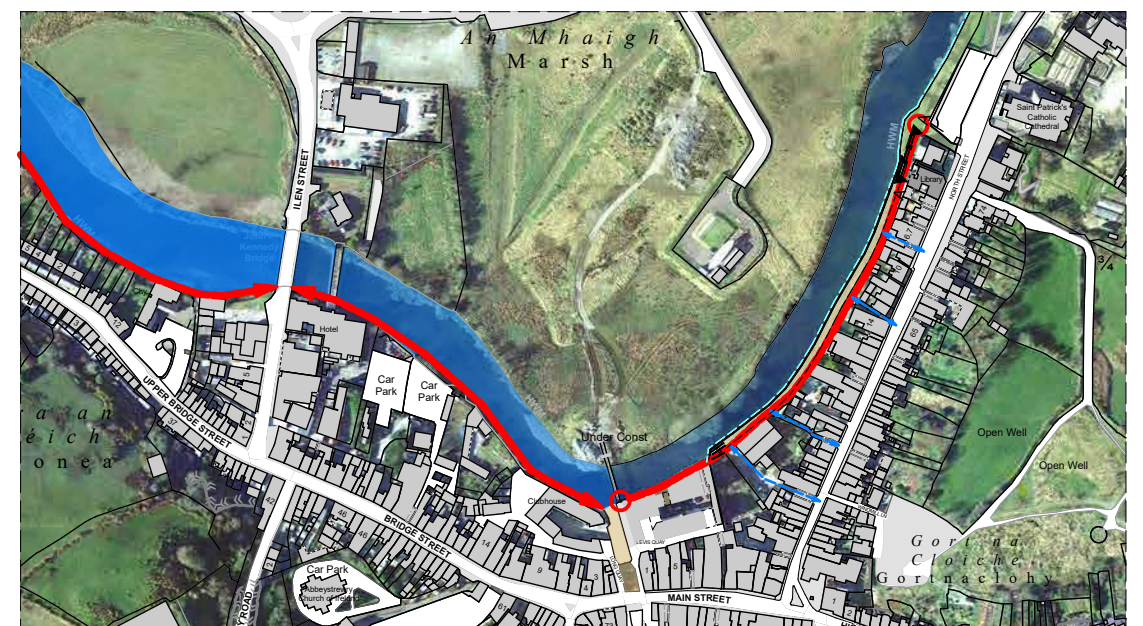
Stage 1

Boardwalk Promenade Connection and Public Realm Enhancement

CONNECTION 1

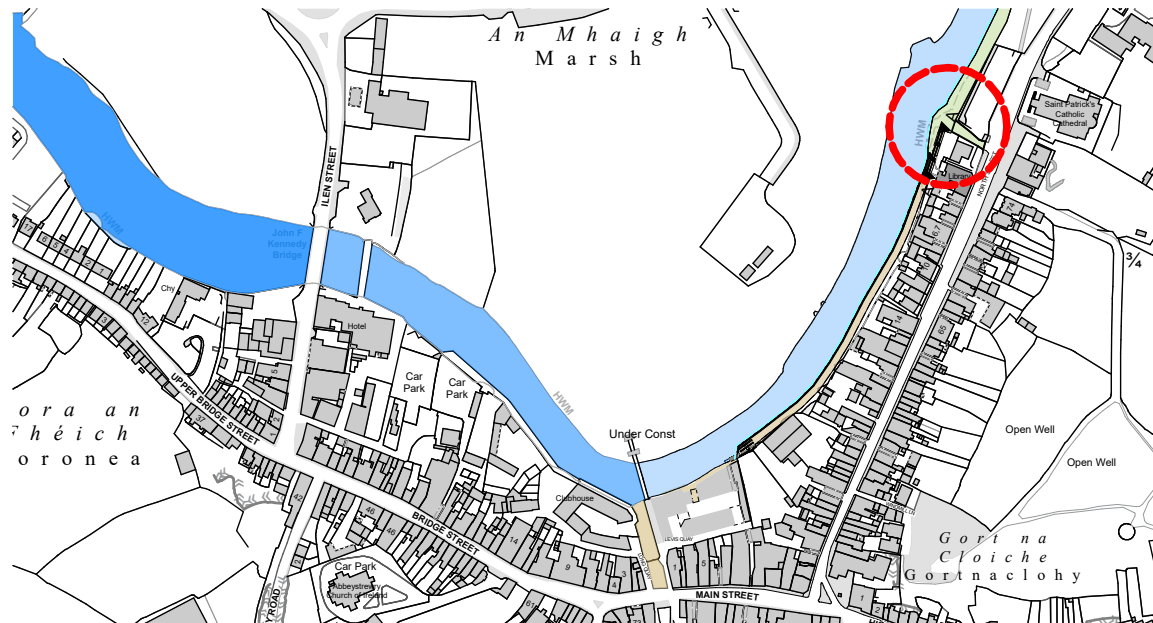
BLUEWAY / GREENWAY TRANSITION

Public Park Area



Aerial Photo Overlay
Scale: 1:5000

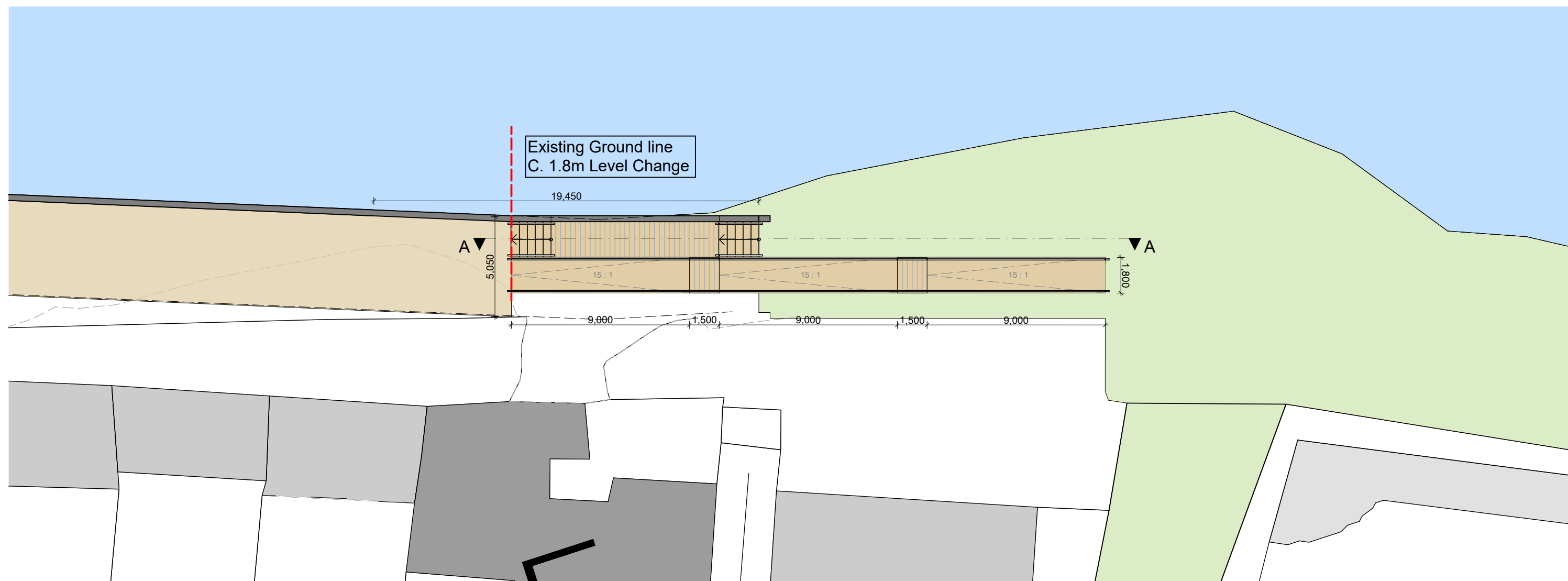




Key Plan
Scale: 1:5000

Stage 1

Boardwalk Promenade Connection and
Public Realm Enhancement



Connection 1 - Plan
Scale: 1:200



SECAD

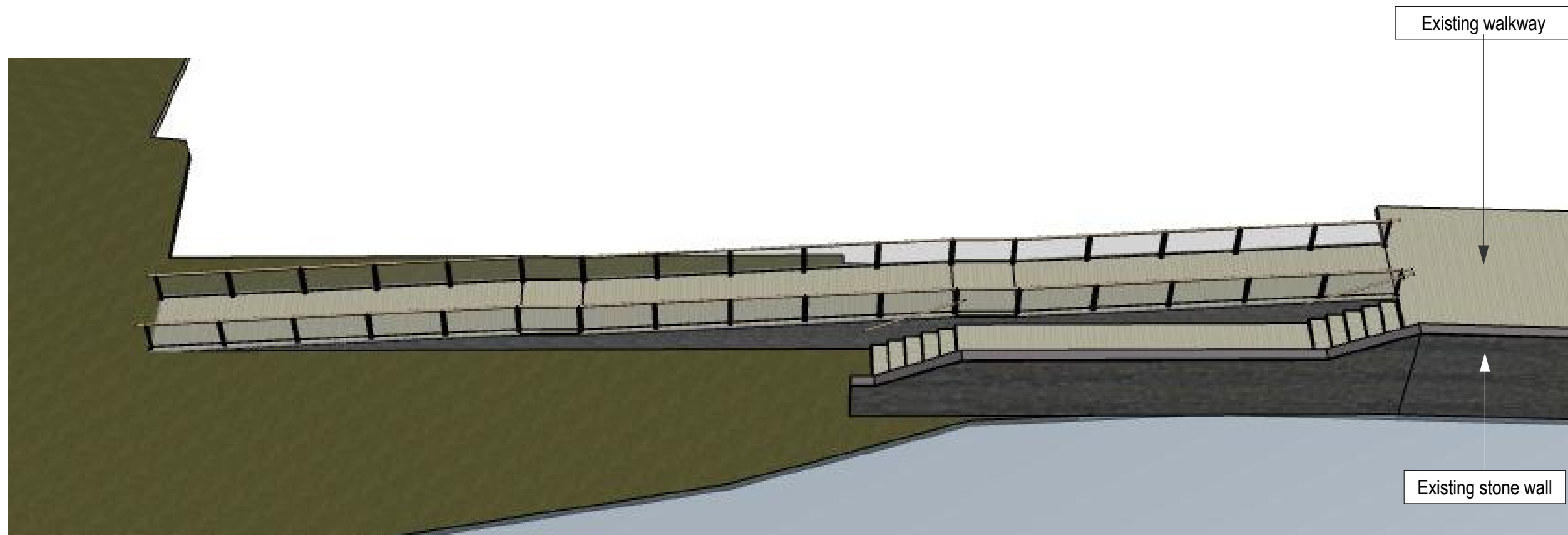
**Design
REPUBLIC**

7.6

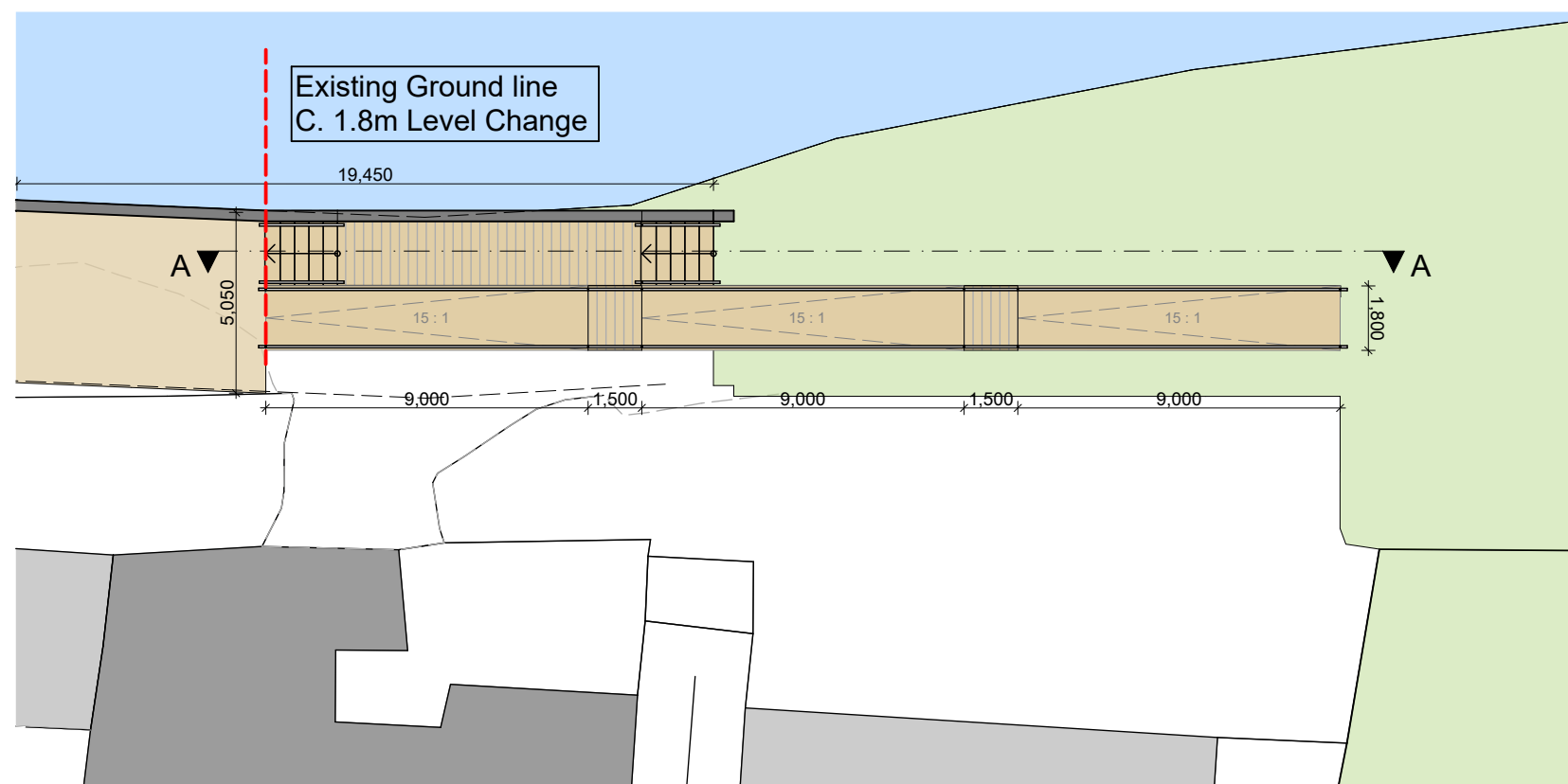
Connection 1 - Proposal

Skibbereen Ilen River Nature Walk

//22102
31/10/2022 Rev C



Connection 1 - Perspective



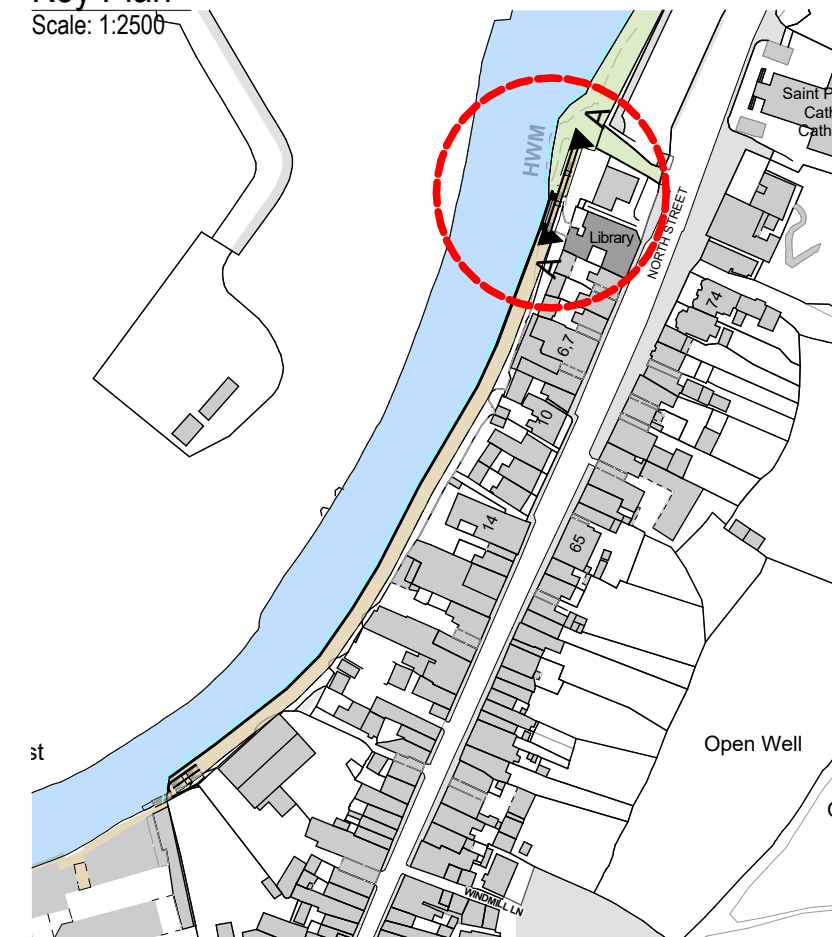
Connection 1 - Plan

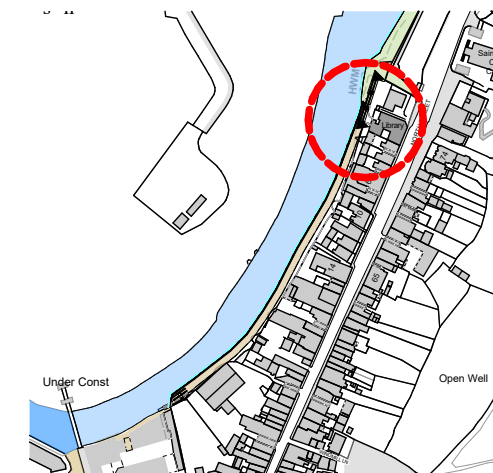
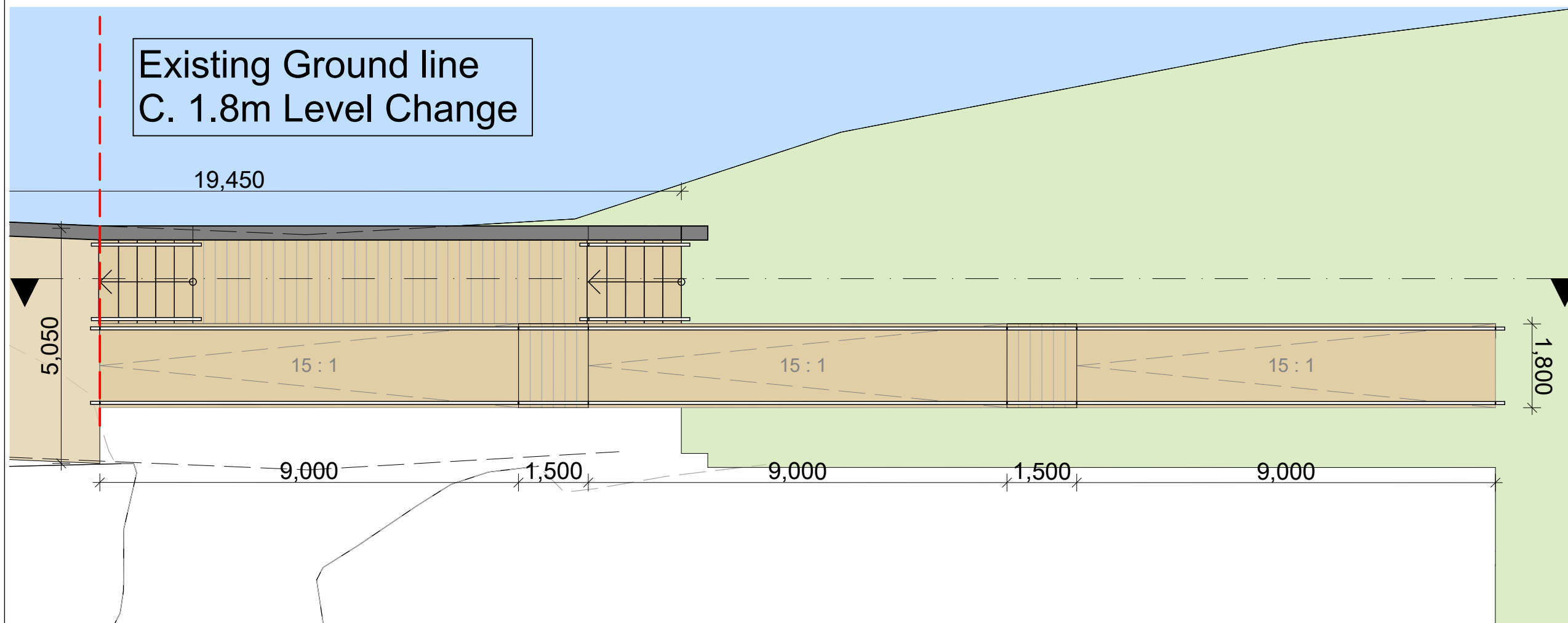
Scale: 1:200

All Ramps @ 1:15 Slope

Key Plan

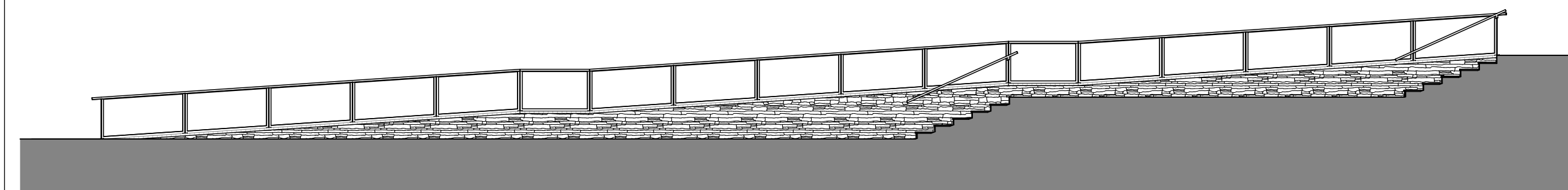
Scale: 1:2500





Key Plan
Scale: 1:5000

Connection 1 - Plan
Scale: 1:100



Connection 1 - Section A
Scale: 1:100



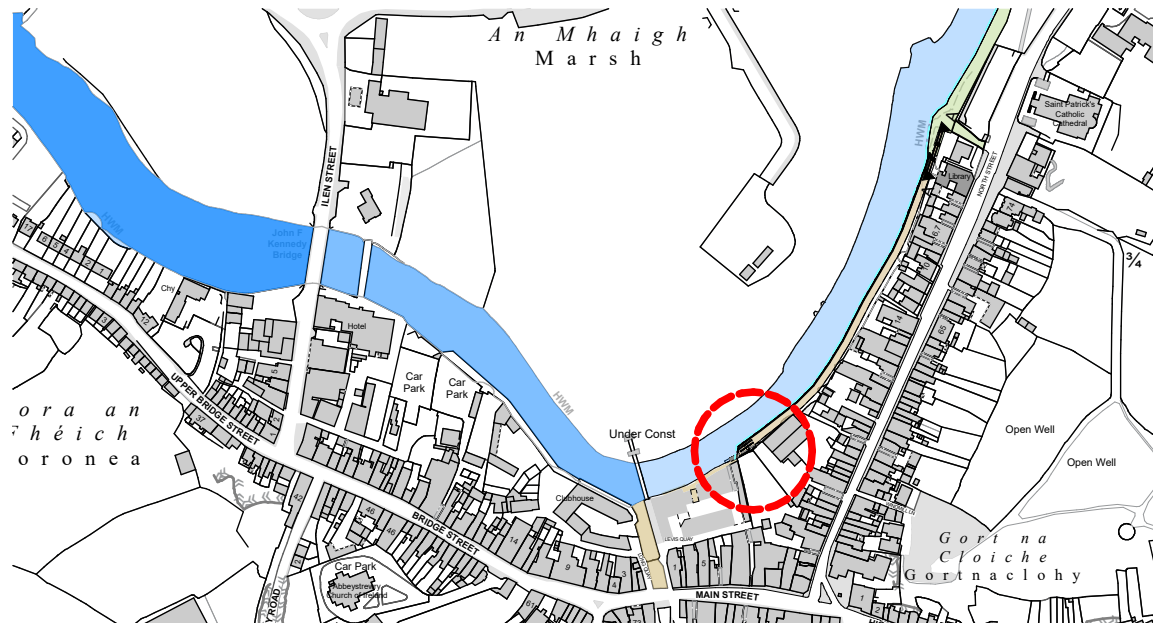


Connection 1 - Concept Image



Connection 1 - Photomontage





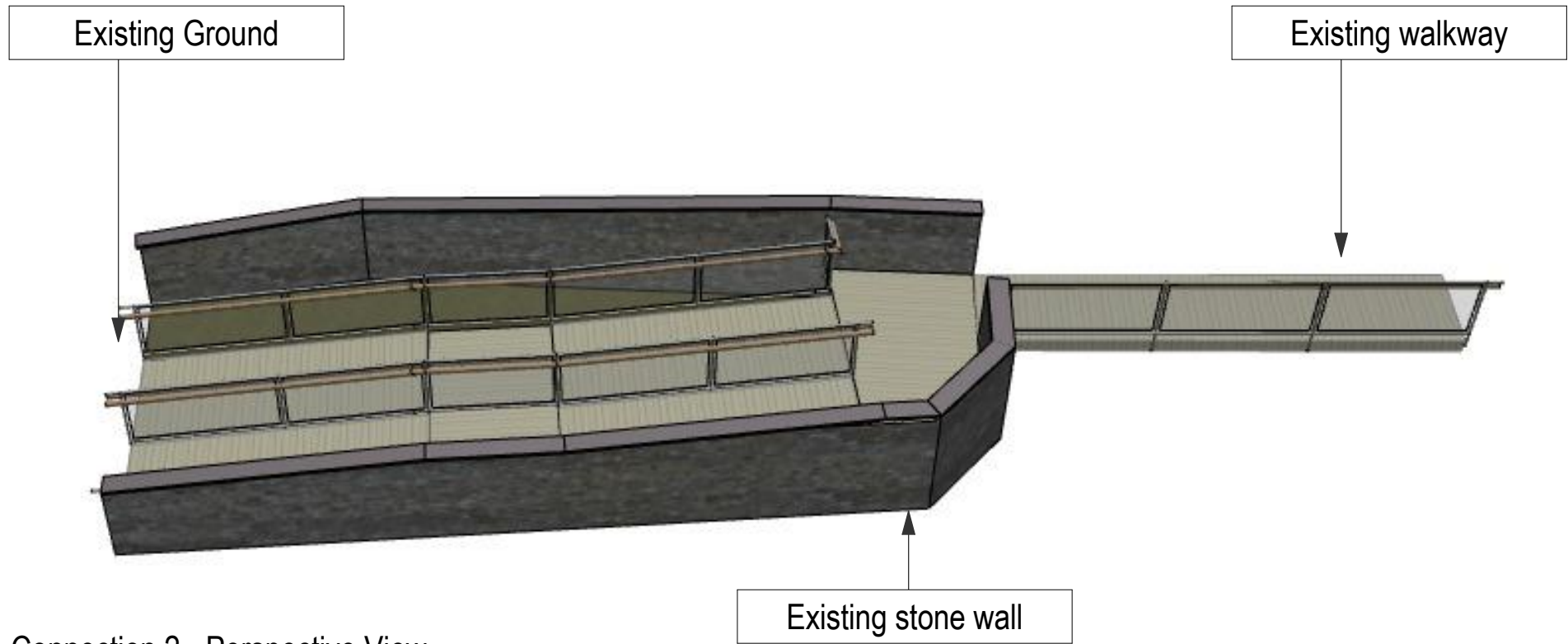
Key Plan
Scale: 1:5000

Stage 1

Boardwalk Promenade Connection and Public Realm Enhancement

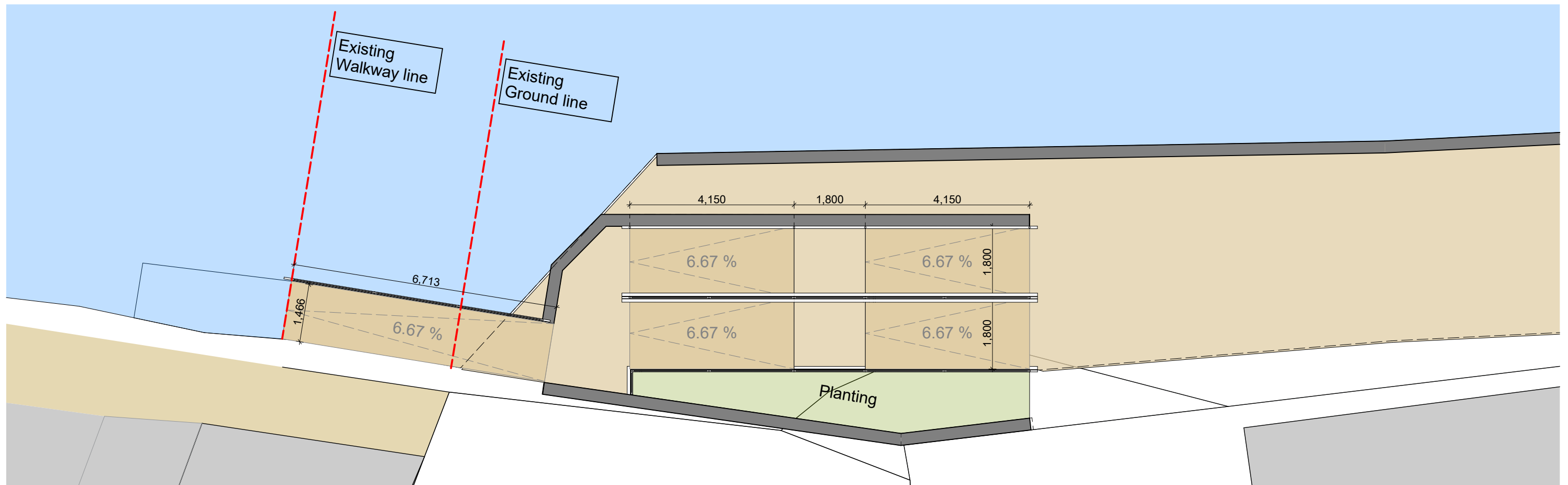
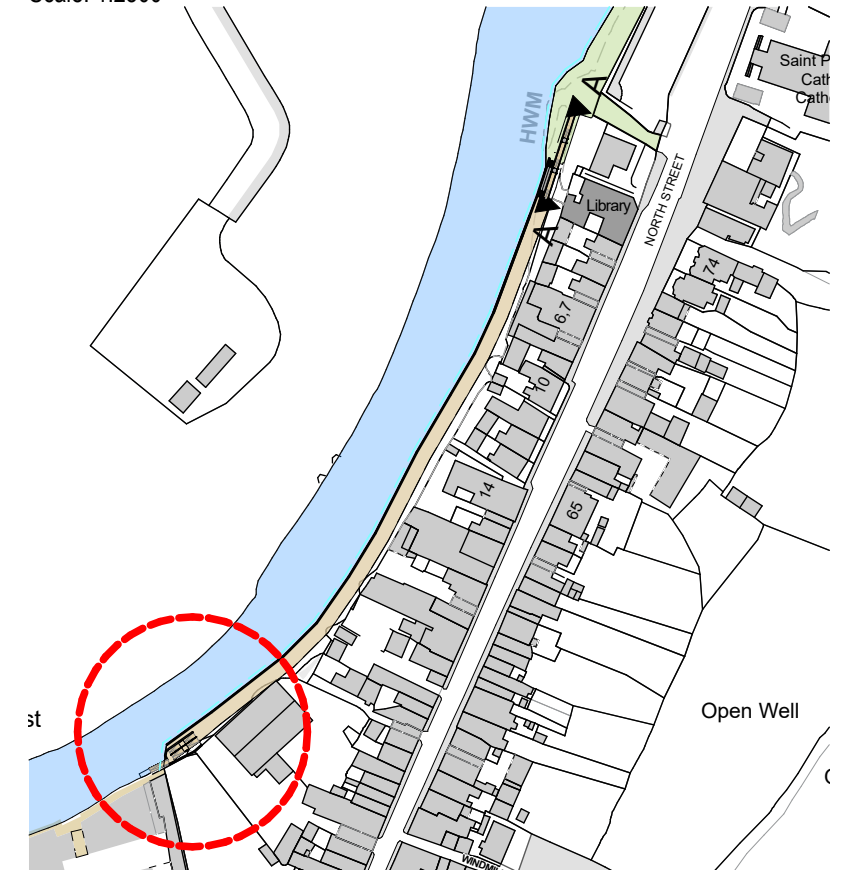
Connection 2





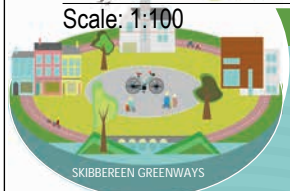
Connection 2 - Perspective View

Key Plan
Scale: 1:2500



Connection 2 - Plan
Scale: 1:100

All Ramps @ 1:15 Slope



SECAD

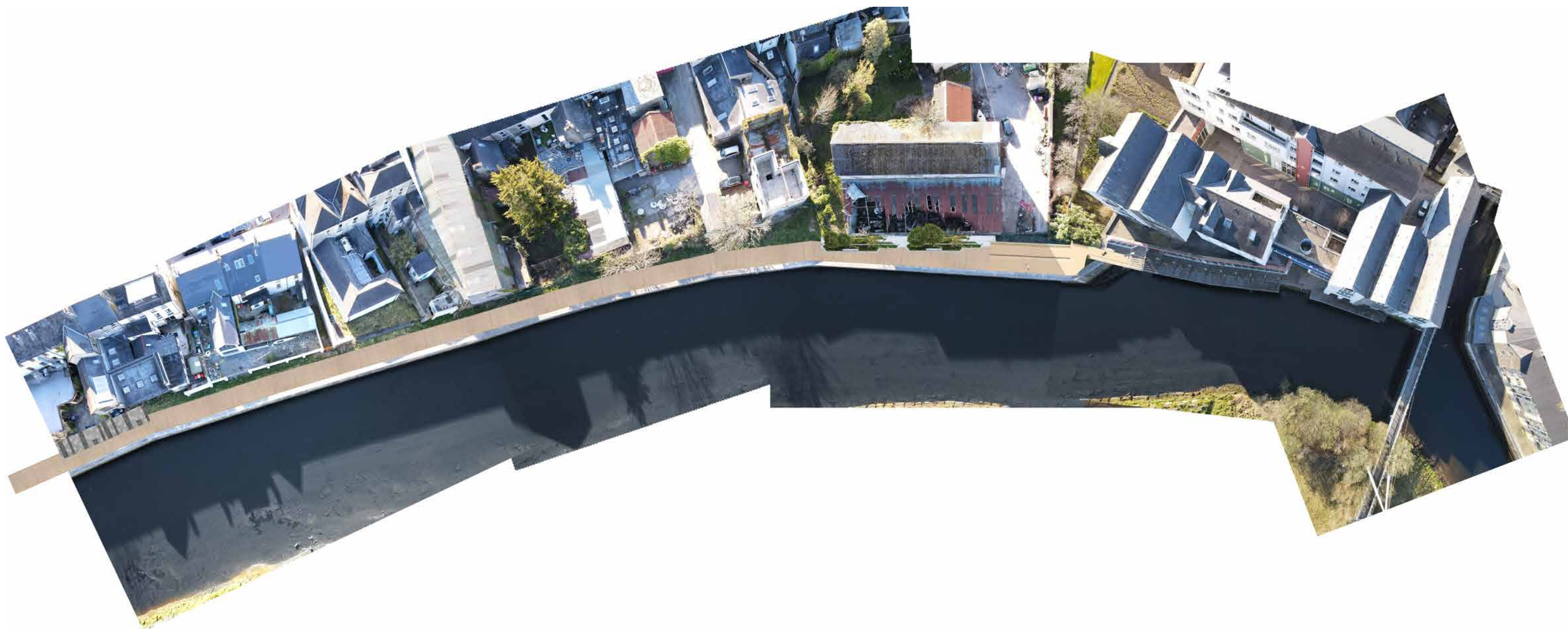
Design
REPUBLIC

7.11

Connection 2 - Proposal

Skibbereen Ilen River Nature Walk

//22102
31/10/2022 Rev C



Connection 2 - Aerial Montage

Scale: 1:1



SECAD

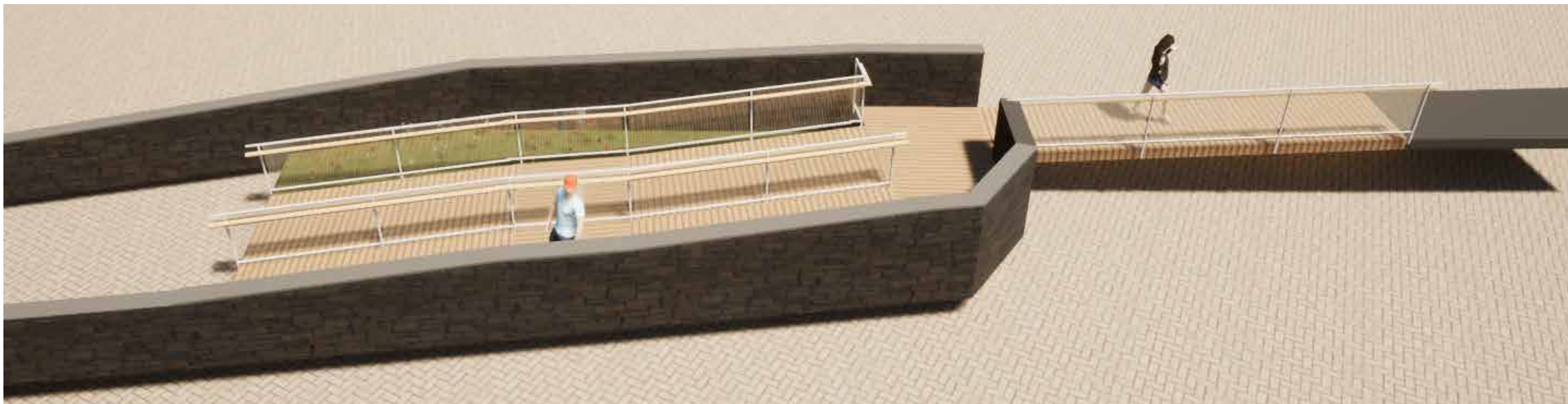
Design
REPUBLIC

7.12

Connection 2 - Aerial Montage

Skibbereen Ilen River Nature Walk

//22102
31/10/2022 Rev C

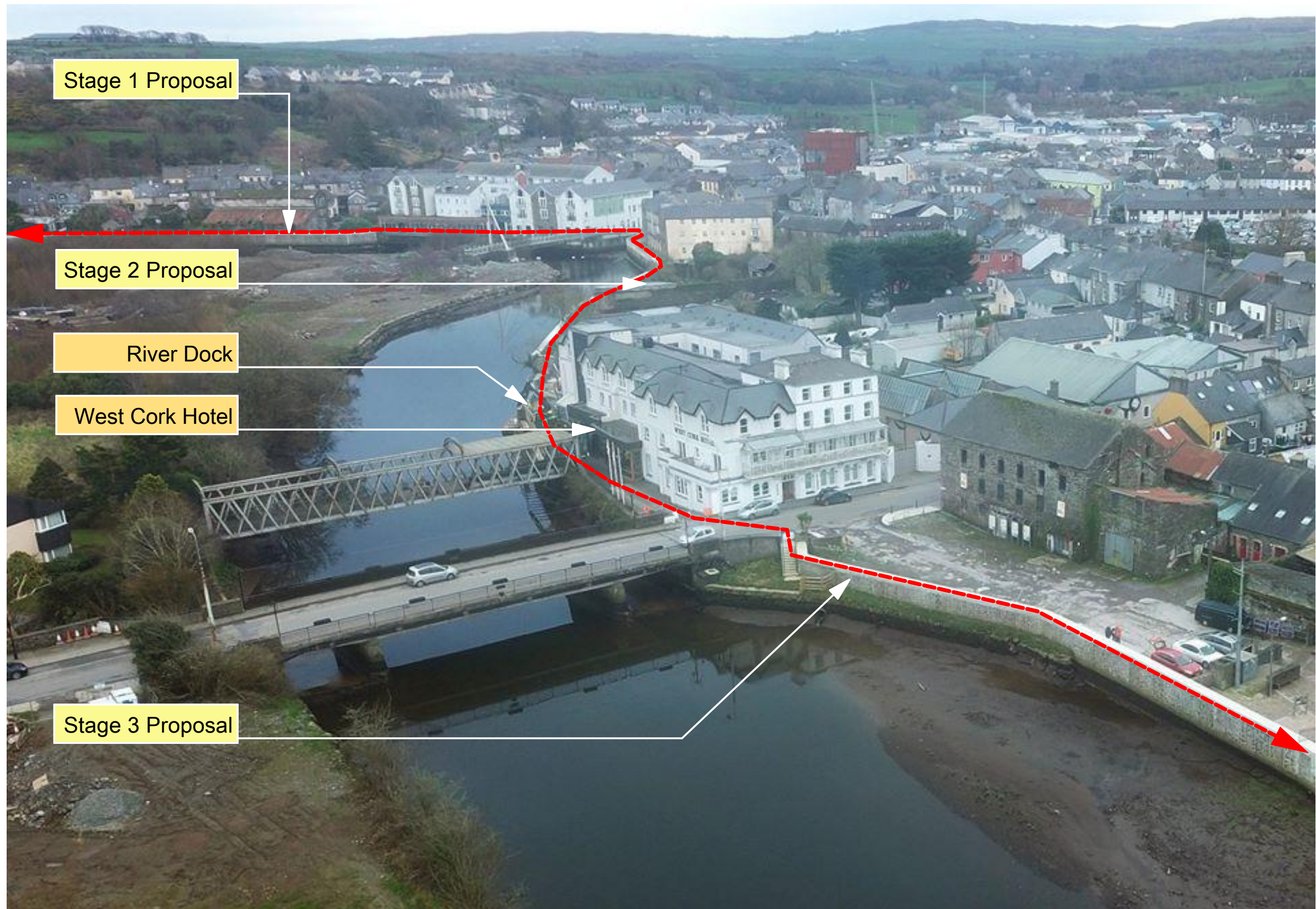


Connection 2 - Concept Image



Connection 2 - Photomontage





Overview - West Cork Hotel

Scale: 1:1



SECAD

Design
REPUBLIC

7.14

Stage 2 - Aerial Overview

Skibbereen Ilen River Nature Walk

//22102
31/10/2022 Rev B



Proposed Boardwalk Montage

Scale: 1:1



SECAD

Design
REPUBLIC

7.15

Stage 3 - Proposed Boardwalk Montage

Skibbereen Ilen River Nature Walk

//22102
31/10/2022 Rev A