

Cork County Council

West Cork Municipal District



R-572 Castletownbere Gateway, Pedestrian Enhancement and Traffic Management Proposal

Part 8 Report of Chief Executive

October 7th 2019

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1 INTRODUCTION

1.1 PURPOSE OF THIS REPORT

This is the Report of the Chief Executive to the Members of the West Cork District Committee which is to be considered at the scheduled meeting of the committee on Monday 7th October 2019, whereby a decision will be considered by the Committee as part of the Part 8 Planning Process for the “R-572 Castletownbere Gateway, Pedestrian Enhancement and Traffic Management Proposal”.

The purpose of this scheme is to enhance pedestrian and cycling facilities in Castletownbere and to slow vehicle speeds on the approach into Castletownbere and includes the construction of shared use footpaths and cycle ways, footpaths, junction improvements and traffic calming on the R-572 eastern approach road to Castletownbere between the Bridewell junction of the R-572-312 and L-4918-0 and a point 363 metres west of the Rodeen Cross junction of the R-572-312 and L-4920-0 for a distance of 2230 metres.

The proposal shall cost approximately €2.1 million which shall be funded by a combination of Special Planning Contributions, Department of Transport Tourism and Sport’s multi-annual roads programmes and Cork County Council resources.

1.2 Part 8 Process

Pursuant to the provisions of Part 8 of the Planning and Development Regulations, 2001 (as amended), the Cork County Council advertised the Part 8 proposals accordingly

- Cork County Council published a notice of the proposals in the Southern Star on 27th July 2019.
- Site notices were erected at various locations along the route of the proposal.
- The notice advised the public that the plans and particulars of the project proposals were on display in Cork County Councils Area Engineer’s Office, Foildarrig, Castletownbere from 29th July to 7th September 2019 (a total of six weeks display), with a further two weeks for submissions until 23rd September (a total of eight weeks to make submissions). Alternatively the Part 8 drawings and documents were made available for inspection on Cork County Council’s website at <https://www.corkcoco.ie/planning/municipal-districts-part-8-planning>
- Statutory Consultees were furnished with hard copies of the public notice, drawings and documents by 29th July 2019, and their views were sought.

1.3 Part 8 Documentation and Conclusions

The following is a list of documents and drawings which were available to the public throughout the consultation period:

- Site notice
- Part 8 Report
- Part 8 Project Drawings
- Environmental Impact Assessment Screening Report
- Environmental Impact Assessment Determination

- Appropriate assessment Screening Report
- Appropriate assessment Screening Report and Determination

The Appropriate Assessment Screening reports and Determination concluded that no significant effects on European sites are likely and a Stage 2 Appropriate assessment is not required.

The Environmental Impact Assessment Screening Report and determination concluded that no significant environmental effects are likely.

2 Nature and Extent of Proposed Development

The “R-572 Castletownbere Gateway, Pedestrian Enhancement and Traffic Management Proposal” involves the construction of:

- Three metre wide shared use footpaths and cycleways
- Right hand turning lane at Dinish Bridge
- Two metre wide footpaths
- Traffic calming measures
- Pedestrian crossings
- ‘Gateway’ on eastern approach.
- Narrowing the existing carriageway
- Related accommodation works

all over a length of 2230 metres of the R-572 Regional Road.

The purpose of this scheme is to comply with national, regional and local policy to improve accessibility and prioritise walking and cycling as alternative modes of travel. The proposed paths would provide a safe and segregated route for commuter, school and leisure trips on that section of the R-572. The paths will have public lighting along their full length.

The benefits of the proposal shall be:

- Enhanced connectivity for pedestrians and cyclists
- Safe and segregated facilities for commuters, school users and leisure enthusiasts
- An environment which will encourage modal shift to sustainable forms of transport
- Improve quality of life for residents of the area
- Reduction in speeds on the R-572 approach road.
- Enhancing the public realm and eastern approach into Castletownbere.

3 PLANNING CONTEXT

3.1 Planning Context

Castletownbere is located within the West Cork Municipal District, and as such planned development within this area is contained within and governed by the West Cork Municipal District Local Area Plan 2017.

The Local Area Plan includes the following general objectives:

3.6.26 ... Improvements to the public realm of the town could also greatly improve the overall attractiveness of the town centre, enhancing business confidence in the town and the overall public perception of Castletownbere as a place to visit...

3.6.28 This plan will aim to deliver a high quality, attractive and safe pedestrian environment reflective of the town's tourism function within the region. The plan will aim to enhance walking routes and active and passive areas along the shoreline and also improve pedestrian connectivity in the town centre.

3.6.30 Much of the open space provided in the town is passive in nature and contributes to the setting of the town. The plan will seek to place greater emphasis on the development of recreational amenities, particularly the development of new pedestrian walks, cycleways and connections with open space areas and the town centre in order to further optimise the benefits of the town's natural amenities for the people of Castletownbere.....

3.6.33 There is also a need to identify a new car park location and to provide public lighting and footpaths in a number of locations.

3.6.34 Cork County Council has commissioned a traffic study which will determine the transport infrastructure improvements and policy measures required to accommodate the anticipated expansion of the town that will result in a growth in vehicular, pedestrian and cyclist traffic volumes. This plan will support the implementation of this traffic study in order to develop a strategy to guide the coherent development of the town centre area in terms of land use and urban design, addressing issues such as the range of uses to be accommodated, priority areas for development, improved pedestrian facilities, traffic circulation and connectivity issues and improvements to the public realm. This plan will support opportunities to promote cycling and walking within the framework of an overall strategy for the town centre area. There are also opportunities to improve footpath provision and the road surface within the town.

The Local Area Plan contains the Specific Objective:

(CR U 02) Proposed road realignment to improve entrance to town.

The Cork County Development Plan 2014 identifies walking and cycling, and the provision of walking and cycling infrastructure to be a key component to movement and accessibility for shorter or some medium length journeys especially in towns and villages. The development plan enshrines the intentions of Cork County Council in relation to walking and cycling in objective TM 2-1 Walking and TM 2-2 Cycling which state:

TM 2-1

- a) Encourage and facilitate a safe walking route network and a culture of walking where possible and practical
- b) Preserve, protect and where possible enhance existing walking routes particularly those providing access to key transport and community infrastructure such as bus stops, rail stations, schools, shops, work places, town and village centres.
- c) Ensure that all development should be accessible and permeable on foot and that the walking experience should be as safe and pleasant as possible and set within an overall coherent network. The Design Manual for Urban Roads & Streets (DMURS) is a useful guidance tool.
- d) Local Area Plans will play an important role in implementing Walking Strategies.

TM 2-2

- a) Encourage and facilitate a safe walking and cycling route network and a culture of walking and particularly cycling in the county, as a viable alternative travel choice. Local Area Plans will set out Active Travel Strategies (cycling and walking) for individual towns and their hinterland.
- b) Improve the streetscape environment for pedestrians and cyclists and those with special mobility needs while seeking to provide facilities which enhance safety and convenience. The Design Manual for Urban Roads and Streets (DMURS) is a useful guidance tool.
- c) Ensure that development in urban areas, towns and villages is well located, permeable and prioritises walking, cycling and access to public transport and other important amenities. The Design Manual for Urban Roads and Streets (DMURS) is a useful guidance tool.
- d) Promote the development of an integrated and coherent local and countywide cycle network to form part of the wider National Cycle Network. Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites

Furthermore Cork County Council has imposed Specific Planning Contributions on three separate developments (all developments in progress) in Castletownbere adjacent to the R-572 i.e.

17/494 Primary Health Care Centre. €61,035 towards the cost of providing a footpath from Brandy Hall Bridge

17/637 Pier extension and associated works. €576,863 towards the cost of realigning the junction at Dinish Bridge.

18/65 Extension to Community Hospital. €55,000 towards the cost of footpath, cycle lane and road works on R-572.

Having regard to compliance with the Cork County Development Plan 2014 and the West Cork Municipal District Local Area Plan 2017, the payment of special planning contributions as well as the development of proposals in accordance with the Design Manual for Urban Roads and Streets and the National Cycle Manual, it is considered that the development is in accordance with the proper planning and sustainable development of the area.

An independent report on compliance of the Part 8 project with relevant planning policy is provided by the Senior Planner responsible for the development management of the West Cork District Area, including the subject area.

3.2 Planner's Report on Planning Policy Compliance

Planning Report

The proposal provides for the construction of shared use footpaths and cycle ways, footpaths, junction improvements and traffic calming on the R-572 between the Bridewell junction (R-572-312 and L-4918-0) and a point 363 metres west of the Rodeen Cross junction of the R-572-312 and the L-4920-0 for a distance of 2230 metres.

The purpose of this scheme is to enhance pedestrian and cycling facilities in Castletownbere, to slow vehicles speeds on the approach into Castletownbere and to provide better connectivity to the town.

Cork County Council, through the Cork County Development Plan, 2014 places significant emphasis on key objectives to prioritise and enhance walking and cycling measures.

The West Cork Municipal District Local Area Plan, 2017, which sets out the planning framework for the development of Castletownbere, seeks to deliver these measures by:

- Improving the public realm of the town to greatly improve the overall attractiveness of the town centre, thereby enhancing business confidence in the town and the overall public perception of Castletownbere as a place to visit (Section 3.6.26).*
- Delivering a high quality, attractive and safe pedestrian environment reflective of the town's tourism function within the region and improving pedestrian connectivity in the town centre (Section 3.6.28).*
- Placing greater emphasis on the development of recreational amenities, particularly the development of new pedestrian walks, cycleways and connections with open space areas and the town centre in order to further optimise the benefits of the town's natural amenities for the people of Castletownbere (Section 3.6.30).*
- Identifying opportunities to improve pedestrian and cycle connectivity within the town.*
- Identifying the need for road alignment on the R572 to improve the entrance to the town (Objective CR U-02).*

The proposal incorporates a broad range of public realm and junction improvements which will assist in supporting pedestrian connectivity and connection to the town. Improvements such as those proposed, including works to footpaths, are to be welcomed and will assist adjacent existing uses and services.

It is also noted that the proposal would relate to a number of recent planning permissions granted in the vicinity (Plan Reg.Ref.No.18/0065, 17/0637 and 17/494) which are required to contribute to upgrading works including the provision of footpaths, a cycle lane, the realignment of Dinish Bridge junction and other road works.

As such, the development is considered to be compatible with both the Cork County Development Plan, 2014 and the West Cork Municipal District Local Area Plan 2017 and would, thus, be in accordance with the proper planning and sustainable development of the area.

G.O'Mahony, Senior Planner 03/10/19

4 Consultees and Submissions

4.1 Statutory Consultees and Submissions

Statutory Consultees were furnished with hard copies of the public notice, drawings and documents by 29th July 2019, and their views were sought.

Statutory Consultees

| | NAME | Date submission received | ADDRESS |
|----|---|---------------------------------|---|
| 1 | National Parks and W.S c/o Department of Environment, Heritage and Local Government | None | Muckross House, Killarney National Park, Killarney, Co. Kerry |
| 2 | The Heritage Council | None | Church Lane, Kilkenny |
| 3 | An Taisce | None | Tailor's Hall, Back Lane, Dublin 8 |
| 4 | National Monuments | 23/09/2019 CTB 016 | Development Applications Unit, Department of Arts, Heritage and the Gaeltacht, Newtown Road, Wexford |
| 5 | The Arts Council | None | 70, Merrion Square, Dublin 2 |
| 6 | Fáilte Ireland | None | Paddy Matthews, Manager of Environment and Planning, 88-95 Amiens Street, Dublin 1 |
| 7 | Irish Water | 12/08/2019 CTB 015 | Planning Notification, Irish Water HQ Offices, Colvill House, 24-26 Talbot Street, Dublin 1 |
| 8 | Inland Fisheries Ireland - South West Region | None | Sunnyside House, Masseytown, Macroom, Co. Cork |
| 9 | EPA | None | EPA, Inniscarra, Co. Cork |
| 10 | National Transport Authority | None | Harcourt Lane, Dublin 2 |
| 11 | Transport Infrastructure Ireland | 31/07/2019 CTB 014 | Parkgate Street, Dublin 8 |
| 12 | OPW | None | Jonathon Swift Street, Trim, Co. Meath |
| 13 | HSE | None | Dr. Steevens' Hospital, Steevens' Lane, Dublin 8 |

4.2 Public Submissions

Individuals and Organisations

| NUMBER | NAME | DATE RECEIVED | Submission reference |
|---------------|---|----------------------|-----------------------------|
| 1. | Pat McCarthy | 03/09/2019 | CTB 001 |
| 2. | Chris Downey, Manager SUPERVALU and Circle K | 09/09/2019 | CTB 002 |
| 3. | Noel Forde, GMac Financial Services | 10/09/2019 | CTB 003 |
| 4. | Marie O'Driscoll | 12/09/2019 | CTB 004 |
| 5. | Donal Kelly, Fast Fish Limited | 16/09/2019 | CTB 005 |
| 6. | Sean and Mary Power | 16/09/2019 | CTB 006 |
| 7. | Denis, David and Sandra Regan, Beara Cabs and Coaches | 20/09/2019 | CTB 007 |
| 8. | Castletownbere Development Association | 20/09/2019 | CTB 008 |
| 9. | Colman O'Sullivan | 20/09/2019 | CTB 009 |
| 10. | Hilary Kelleher | 23/09/2019 | CTB 010 |
| 11. | Sile Wiseman | 23/09/2019 | CTB 011 |
| 12. | Killian Martin-Sullivan | 23/09/2019 | CTB 012 |
| 13. | Harrington & Co, Solicitors for Concerned Business Association c/o Finbarr Harrington, Chairman | 23/09/2019 | CTB 013 |

5 Issues Raised and Chief Executive Response

5.1 Issues and Responses

All 13 submissions from the public, 3 submissions from Statutory Consultees have been considered by Cork County Council and addressed in this report.

See copies of submissions in Appendix B

Matters arising from submissions received:

- A. The footpath and cycle path should be extended all the way as far as Rodeen Cross.
- B. The 60km sign near the Circle K filling station should be moved east of Rodeen Cross.
- C. The R572 upgrade project is one phase of the overall plan that requires to be assessed under the Habitats Directive in advance of the granting of any consent for any part of the scheme.
- D. The Appropriate Assessment Screening Determination dated July 2019 is fatally flawed in the following material respects.
 - i. It has failed to assess the entire Castletownbere Transportation Strategy plan and/or project in contravention of the Habitats Directive.
 - ii. It has failed to consider all relevant SAC's and/or SPA's within a 15km radius.
 - iii. The screening Assessment in respect of the Beara Peninsula SPA at page 12 and 17 concludes that there is a hydrological connection linking the proposed site to the SPA. That finding mandates engaging Art 6(3) of the Habitats Directive.
 - iv. The screening Assessment in respect of the Beara Peninsula SPA at page 12 also concludes that possibility of an effect on the feeding ground of the Chough. That conclusion also mandates engaging the Art 6(3) Appropriate Assessment as the relevant test at screening is "whether it is capable of having an effect.
 - v. It has failed to consider the "in combination effect" of the project with other plans/projects in contravention of the Habitats Directive. For example the Part 8 Application Report dated July 2019 specifically refers to the pier extension & associated works development currently being carried out under planning reference 17/37. In addition the screening determination has failed to consider the remaining components of the Castletownbere Transportation Strategy plan which Cork County Council acknowledges will be proposed under future Part 8 consent applications. An application for funding has been made in respect of this plan to include the provision of a Southern Relief Road which works will by necessity engage Article 6(3).
- E. The Conclusion of the Appropriate Assessment Screening dated July 2019 is wrong in law having regard to the failings of the Screening Assessment and the legal test to be applied in a screening determination.
- F. The Environmental Impact Assessment Screening Report dated July 2019 is fatally flawed for the following material reasons:
 - i. The Report has incorrectly concluded at page 4 that the proposed works comprise a category of sub- threshold development. These works are a component part of a larger scheme of works which fall under the category of threshold development. Such works are required to be considered and screened in their entirety and any avoidance of this

- obligation, as in the instant screening, amounts to project-splitting which is not in compliance with the Directive.
- ii. The Report has erroneously put in place a buffer zone of 550m as representing the sphere of impact that it must have regard to. Such a restriction is fatal in the instant case as it fails to assess the cumulative impact of relevant developments either permitted or proposed. For example while the list at page 12 refers to the pier extension development it does not appear to have gone on and assessed that development in the context of the within application. Neither has the screening considered and/or assessed the remaining components of the Transportation Strategy plan and in particular the Southern Relief Road.
 - iii. As already accepted and stated by Cork County Council the southern relief road element of the Transportation Strategy Plan requires an Environmental Impact Statement under the provisions of the Environmental Impact Assessment Directive, as amended, and as such it is therefore not possible in law to approve any part of the overall plan, including the proposed Part 8, without first carrying out an EIS in respect of the entire plan or project as required under the provisions of the EIA Directive.
 - iv. The determination is also flawed in so far as it failed to have any regard whatsoever to the question of alternatives in the context of the proposed scheme as required under the Directive.
- G.** A cornerstone of the transportation strategy is the provision of a southern relief road which will require the infill of a portion of the Harbour. In an application for funding under the Rural Regeneration and Development Fund Cork County specifically stated that this phase of the plan would commence in 2020. However it is made abundantly clear in the Final Report of 3 December that this phase of the plan may not now commence until 2035. It is inconceivable that Cork County would embark on implementing a plan where the cornerstone of that plan will not be implemented until 2035 at the earliest. This approach does not accord with the principles of proper and sustainable planning nor does it comply with the provisions of the Local Area Plan in respect of the Strategy.
- H.** While the CBA acknowledge and welcome any proposal that will enhance and improve the viability of Castletownbere both as a regional hub and a tourist destination its members can simply not afford to support a plan that is not sustainable and financially ruinous as in the instant case.
- I.** As Cork County Council is well aware the CBA believe that the following four concerns and one condition must be addressed in any proposal relating to the Castletownbere Transportation:
- The bypass is the cornerstone of the proposed transportation strategy in so far as it concerns the proper and sustainable development and enhancement of the town centre and the approaches to Castletownbere and it is therefore critical that the bypass must be proposed and completed in advance of any other works.
 - The main square must be maintained as a commercial entity and not turned into a public realm.
 - The dimensions of the footpaths on the main street must be maintained as at present to allow businesses and residents to carry out their daily functions.
 - The direction of the traffic must be allowed to traverse the main street from east to west.
 - The concept of the rain garden should be abolished.
- J.** For the reasons as outlined above it is submitted that the Part 8 application for the proposed development must be refused having regard, inter alia, to the strict requirements of the Planning & Development legislation, the Habitats Directive and the Environmental Assessment Directive.

- K. Should the proposed works impact the foreshore in the vicinity of remains of the protected wreck Trafalgar (Wreck No. W08972) it is recommended that an Underwater Archaeological Impact Assessment be carried out in advance, under licence and undertaken by a suitably qualified archaeologist.
- L. Attention to be paid to the possible location of possible castle and areas of dry stone walling associated for National Monument SMR 115:21 to the west of the proposed works.
- M. Constructing shared footpaths at high expense will discourage walking as a healthy pastime. Pedestrians and walkers will be at increased collision risk with cyclists. Cyclists will prevent and deter people from walking.
- N. Reducing the width of the road to 6.5 metres is a retrograde step, will not allow trucks, buses, coaches to pass each other and will stop any wide loads.
- O. Where is the alternative route for heavy good trucks and the fish lorries if there is an accident?

Chief Executive's Response:

- A. Extending the footpath and cycle paths are outside the scope of this scheme.
- B. Speed limit reviews are carried out by statutory process on a regular basis, when all submissions for changes are considered in the context of road safety, development boundaries, accident history, etc. The reason for this Part 8 proposal is to slow traffic on the immediate approach to and inside the current speed limits.
- C. There is no "overall" plan for Castletownbere. What is contained within the Castletownbere Transportation Study are recommendations to improve the traffic, pedestrian, cycling and parking regime in Castletownbere. The Castletownbere Transportation Study is a non-binding, non-statutory study in the management of vehicular traffic, cycling, parking and pedestrians in Castletownbere. At best the Castletownbere Transportation Study is a series of hypothetical or desired projects. This proposal predates the non-statutory Castletownbere Transportation study, is a discreet and stand alone project and is not dependent on any other plan or project.
The proposal concerns itself with improving overall road safety and the appearance in and of Castletownbere in accordance with various objectives in the County and Local Area Development Plans. This project also fulfils the requirements imposed on several planning applications i.e. 17/494, 17/637 and 18/65.
As there is no "overall" scheme there is no requirement to carry out such an assessment. AA and EIA screening assessments have been carried out for this Part 8 proposal, which found no likelihood of significant effects.
- D. i See C above
- ii In accordance with UK Guidance cited in DoELG draft Guidance (2010), consideration was given to potential for the proposed project to give rise to significant negative impacts on all European sites within 15km of the proposed project - (listed and shown on pg 6 of report). In addition, consideration was given to potential for the project to give rise to negative effects in European sites greater than 15km from the proposed works. No potential pathway for impact on any European site greater than 15km from the proposed project was identified
- iii The process of Appropriate Assessment is covered by Article 6(3) of the Habitats Directive which requires the Competent Authority to complete Appropriate Assessment of a project, *where that project is not connected with or necessary to the management of a European site, but where it is determined that the project would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects.* The Competent Authority has completed

- AA Screening to determine whether the project *is likely to have a significant effect on any such site, either individually or in combination with other plans or projects*, and to thereby determine whether Appropriate Assessment is required for this project. Notwithstanding the hydrological connection to the Beara Peninsula SPA, no potential for significant effects on this site was identified, for reasons set out in the AA Screening Report(s). Accordingly, it was determined that Appropriate Assessment was not required.
- iv Per iii, in accordance with the requirements of Article 6(3) of the Habitats Directive the Competent Authority has completed screening to determine whether the project is likely to have a significant effect on any European site, either individually or in combination with other plans or projects, and to thereby determine whether Appropriate Assessment is required for this project. Notwithstanding the fact that there is coastal pasture adjacent to the proposed works site, which could have the potential to be occasionally used by feeding Cough, no potential for significant negative effects on this species or on the Beara Peninsula SPA were identified, for reasons set out in the AA Screening Report(s). Accordingly, it was determined that Appropriate Assessment was not required.
 - v The screening assessment(s) did not identify potential or risk of negative impacts of any scale, on any European site to arise. Accordingly, it was determined, in the case of each European site which was subject to screening, that there was no potential for the project to contribute to negative effects which could be significant when considered 'in combination' with impacts arising from other plans or projects. Also see C above regarding the Castletownbere Transportation Study.
- E. For reasons set out above and in the Screening Assessment Report(s) Cork County Council rejects this assertion.
- F.
- i As outlined in the EIA screening report the project is a sub threshold development in accordance with the requirements of Schedule 5 of the Planning and Development Regulation (as amended).
Also see C above regarding the Castletownbere Transportation Study.
 - ii Within an urban context, and in particular the realignment of an existing road, the consideration of a study area or zone of influence of 500m in any direction of the project boundary is more than adequate and is in accordance with recognised practices as outlined in Guidelines for Ecological Impact Assessment in the UK and Ireland (2018). The study area encompasses all locations that may potentially be impacted upon by the proposal. The EIA Screening Report clearly states that the project alone and in combination with other plans or projects will have positive effects.
 - iii See C above. Also the opportunity was available to any interested party who considers the project requires an Environmental Impact Statement to apply to An Bord Pleanála for a screening determination in accordance with Article 120(3) of the Planning and Development Regulations 2001 (as amended), as stated on the public notice. No such application was made to An Bord Pleanála.
 - iv Consideration of alternatives arise when the competent authority concludes that there shall be significant effects to the environment i.e.
In accordance with Article 6(4) of the Habitats Directive, the examination referred to in that provision, which concerns, in particular, the absence of alternative solutions, can only be undertaken where the assessment required under Article 6(3) of that directive is negative.
The AA and EIA screening reports and determinations clearly state that no significant effects are likely to occur. It is ludicrous to suggest that this proposal, which consists of realigning a section of an existing road, designed to best practice, by narrowing

the carriageway and improving facilitates for pedestrians and cyclists lends itself to 'alternatives' in the first instance.

- G.** This statement is not relevant to this Part 8 Proposal or process.
- H.** The qualified support for the scheme is noted.
- I.** See C above.
- J.** For the reasons set out above and outlined in the AA and EIA screening reports and determinations, the Planner's report Cork County Council rejects this assertion.
- K.** No works to the foreshore are planned and therefore no Underwater Archaeological Impact Assessment will be required.
- L.** The proposed works are outside the zone of notification for this national monument; however advice will be sought from the County Archaeologist.
- M.** The National Cycle Manual published by the National Transport Authority states:
Where shared facilities cannot be avoided, there are a number of considerations as follows that will help both cyclists and pedestrians to be aware of the other's presence. :
Pedestrians should always have priority, reinforced by signage.
Cyclists should consider themselves as 'cycling on the footpath'.
Segregate pedestrians and cyclists vertically and/or horizontally.
Delineation markings should not be used as they give cyclists an incorrect sense of a dedicated cycle space.
Sufficient width of footpath and cycle track will help both modes to travel in comfort.
Sufficient width to facilitate evasive action and/or avoidance of potential conflict.
Shared facilities next to vehicular traffic should have a minimum combined width 3.0m.
Cycling alignment and speed reduction measures should be considered.
Shared facilities might be appropriate at locations where footpaths are wide and the volume of pedestrians and cyclists is low, e.g. in low-density towns and cities, and suburban or recreational areas.
The proposal has been designed in accordance with the National Cycle Manual.
- N.** The proposal has been designed in accordance with the Design Manual for Urban Roads and Streets, which states that for Arterial and Link roads the recommended carriageway width is 6 metres to 6.5 metres.
- O.** Changing the width of the carriageway will not alter alternative routes into and out of Castletownbere or the Beara Peninsula.

5.2 Proposed modifications

No modifications proposed.

6.0 RECOMMENDATION

The proposals which are the subject of this Part 8 Planning Process will provide high quality connectivity from the outskirts of Castletownbere to near the main commercial area. The proposed scheme will provide a safe environment for walking and cycling, improved accessibility, improved road safety and traffic calming in a residential and small business area and will improve access to the Community Hospital, the under construction Health Care centre and industry on Dinish Island. It will also improve the eastern entrance into Castletownbere and provide a valuable facility for commuters, school goers, tourists and exercise enthusiasts.

Having considered the submissions and the Planner's Report, I am satisfied that the proposed development, is in accordance with the proper planning and sustainable development of the area and I have no hesitation in recommending to the Members of the West Cork Municipal District that Cork County Council should proceed accordingly.

SIGNED: Padraig Barrett DATE: 4th October 2019

PADRAIG BARRETT,
DIRECTOR OF SERVICES,
CORK COUNTY COUNCIL.