



Comhairle Contae Chorcaí Cork County Council



FROM : NIALL Ó DONNABHÁIN, SENIOR PLANNER, PLANNING & DEVELOPMENT
TO : CORMAC Ó SUILLEABHÁIN, SENIOR ENGINEER, PLANNING & DEVELOPMENT
DATE : 9th JANUARY 2020
RE : PART 8 PROPOSAL FOR STRATEGIC CYCLE CORRIDOR: BURY'S BRIDGE TO CARRIGTWOHILL – PRE PLANNING STAGE

DEVELOPMENT DESCRIPTION

The Proposed development will span along the Old Youghal Road (L3004) Co. Cork, commencing at the western end of the Old Youghal road at Bury's Bridge (51.906738, -8.379790) on the Old Youghal Road (L3004) which will run consistently eastwards through Glounthaune and finishing at the intersection of Carrigtwohill's Station Road (51.913730, -8.261759).

Bury's Bridge is located approximately 6.5km to the east of Cork City. It connects to the M8 motorway through the Dunkettle interchange which links up to the N25, located to the south of the Old Youghal Road.

The Proposed Development will aim to implement a consistent and safe new route which will span over approximately 8.75km of the existing Old Youghal Road to improve facilities and quality of services for a new shared pedestrian/cycleway, whilst maintaining an appropriate level of provision for other road users.

The proposed Development will primarily involve the upgrade to the existing road network with the main objective to enhance/improve conditions for cyclists and pedestrians as well as vehicular users. The Proposed Development will provide circa. 7.7km of a new pedestrian and cycle path that is segregated from vehicular traffic.

The Proposed Development's Key design features include:

- 7 No. Pedestrian Crossings (3 Controlled, 4 Uncontrolled);
- 10 No. Bus stop upgrades;
- Traffic calming DMURS Gateway (2 Outer and 3 Inner);

- Continuous Pedestrian/Cycle facility across minor accesses and junctions;
- Ramped facility provided across more substantial accesses and junctions;
- Public lighting and CCTV;
- Potential for landscaping wild flower corridor;
- Extended car park at Glounthaune Station (57 no. spaces).

The Proposed Development will also include the installation of a new shared pedestrian & cycle bridge over the existing Kilacloyne Bridge where the Old Youghal Road bypasses the Mallow to Midleton Commuter Rail line.

SITE DESCRIPTION

The extent of the proposed route is approximately 15ha of the existing road network spanning over approximately 8.75km between Bury's Bridge and Carrigtwohill. The route runs through the Metropolitan Greenbelt area and through the development boundaries of Glounthaune and Carrigtwohill. The route is surrounded by agricultural land, coastal habitats, and built environment, including residential, commercial, and industrial land-uses.

RELEVANT PLANNING HISTORY

The EIA Screening report includes an extensive list of recent planning applications in the vicinity of the entire route. The following are considered most relevant to the subject development proposal.

Planning Ref.	Development Description	Decision
19/5836	Internal road upgrades. The proposed development will involve the upgrade of existing internal access roads to provide a dedicated shared use cycleway and footpath, pedestrian and cycle crossing point, bus lane, bus shelter and traffic safety barrier. The proposed development will also include for the provision of a cycleway and footpath adjacent to the L-3616 public road to connect into the L-3615 at the north eastern corner of the IDA Business Park.	GRANT

STRATEGIC HOUSING DEVELOPMENTS

Planning Ref.	Development Description	Decision
ABP-301197-18	Construction of 174 no. residential units at Johnstown / Killahora, Glounthaune including the provision of pedestrian / cyclist facilities along the L3004 public road connecting to Glounthaune rail station / village centre. This	GRANT

	development is currently under construction.	
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RELEVANT PART 8 APPLICATIONS

Proposed Dev	Development Description	Site Location
Glanmire Road Improvements and Sustainable Transport Works	Road improvement scheme to address significant public infrastructure deficits, where the lack of infrastructure is considered to have hindered the development of housing. The project area includes Glanmire, Riverstown and Sallybrook areas to the northeast of Cork City extending from the Tivoli roundabout on the junction between the N8 and the R639 to the Brook Inn junction between the R639 and the L2973. The Proposed Development comprises a total of 16 no. infrastructural projects.	c.1.5km Southwest of Proposed Development

POLICY CONTEXT

Regional Planning Guidelines (RPGs) for the South West 2010 – 2022

The region's local authorities are encouraged to prepare plans for improvement to the cycling and walking networks in urban areas, linking areas of population growth and employment in a sustainable manner.

Cork Area Strategic Plan 2001-2020

The creation of an integrated transport system is central to the whole CASP development strategy and is based upon the completion of essential strategic road links, the development of a suburban rail network (including the restoration of former routes) and a high quality bus network, supported by Park and Ride facilities and improved cycle and pedestrian networks.

Cork Cycle Network Plan 2017

Cork City and County Council commissioned the preparation of a Cycling Network Plan for the Cork city Metropolitan Area and surrounding towns. The objective of the project is to provide a clear plan for the future development of the cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation and leisure.

Extract from Map CN1 – Cork Inter-Urban Route Network



Little Island Transport Study 2017

LITS will deliver enhanced access for public transport and pedestrians/cyclists on the Island.

Cork County Development Plan 2014

The proposed route runs through the Metropolitan Greenbelt Area as well as built up areas of Glounthaune and Carrigtwohill. Surrounding land uses include *Residential, Open Space, Community and Industry*. The following are relevant policies from the 2014 CDP:

TO 7-1 Walking / Cycling and Greenways

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

TM 2-2: Cycling

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

Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites.

CS 4-1 County Metropolitan Cork Strategic Planning Area

Cobh Municipal District Local Area Plan 2017

The proposed route runs through the development boundaries of Glounthaune and Carrigtwohill which are two of the main towns in the Cobh Municipal District Local Area Plan 2017. The following LAP policy objectives are relevant:

Development Boundary Objectives for Glounthaune	
DB-02	<i>Glounthaune is located adjacent to the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area. Development in this settlement will only be permitted where it is shown that it is compatible with the requirements of the Habitats Directive and the protection of these sites.</i>

Specific Development Objectives for Glounthaune: Utilities	
U-02	<i>Provision of pedestrian and cycle path. Development of a new route in this area should be designed to ensure compatibility with the Great Island Channel Special Area of conservation and the Cork Harbour Special Protection Area (refer also to DB-02).</i>

ASSESSMENT

The Proposed development will span along the Old Youghal Road (L3004) Co. Cork, commencing at the western end of the Old Youghal road at Bury’s Bridge (51.906738, -8.379790) on the Old Youghal Road (L3004) which will run consistently eastwards through Glounthaune and finishing at the intersection of Carrigtwohill’s Station Road (51.913730, -8.261759).

Approximately 5km of the proposed development is located on lands designated as “*Prominent and Strategic Metropolitan Greenbelt Area*” which is approximately 50% of the overall development. The remaining 3.5km of lands are located in *Existing Built Up Areas* within the development boundaries of Glounthaune and Carrigtwohill, as per the Cobh Municipal District Local Area Plan 2017.

The proposal is largely confined to the existing transport corridor, where the existing road space is predominantly redefined to achieve a continuous cycle route. Approximately 7.7km will consist of a new pedestrian and cycle path that is segregated from vehicular traffic to provide safe and attractive infrastructure to encourage greater use of sustainable modes of travel.

Proposed works will include controlled and uncontrolled pedestrian crossings, bus stop upgrades, traffic calming, ramped facilities at junctions, public lighting and CCTV, an extended car park of 57 no. additional car parking spaces at Glounthaune train station, landscaping and installation of a new bridge over the existing Kilacloyne Bridge where the Old Youghal Road bypasses the rail line.

The proposed development is an important strategic piece of cycling infrastructure which forms an important element of the Cork Inter-Urban Cycle Network. The proposed development will significantly improve pedestrian and cycle connectivity and improve access to local bus services and to Glounthaune and Carrigtwohill train stations. The proposal will tie in with and support other adjoining projects including the Little Island Transport Study proposals, the IDA permission (planning ref. 19/5836) for internal road upgrades to provide dedicated shared use cycleway and footpath and the Glounthaune Strategic Housing Development (ABP-301197-18) for 174 no. residential units, currently under construction, which includes the provision of pedestrian and cycle facilities along the L3004 public road connecting to Glounthaune railway station and Village Centre.

There are no Architectural Conservation Areas either within the line of the proposed development route or within the 500m study area extending from the boundaries of the proposed development route.

There are no recorded Cultural Heritage Sites within the proposed development route.

Having reviewed the policy context for the area and the plans and particulars received, I consider the proposed development conforms to the policies and objectives of the Cork County Development Plan 2014 and the Cobh Municipal District Local Area Plan 2017 and will encourage a modal shift away from private transport to public transport, cycling and walking, in line with the Government's Smarter Travel – A Sustainable Transport Future and the Council's Cycle Network Plan.

ENVIRONMENTAL IMPACT ASSESSMENT SCREENING

Schedule 5, Article 93, Parts 1 & 2 of the Planning and Development Regulations (2001, as amended) set out the thresholds for different classes of development for the purposes of Part 10 where an EIAR is required. An Environmental Impact Assessment Screening Report has been prepared by AECOM. Tables 2-1 and 2-2 of the screening report outlines the mandatory criteria considered under the legislation during the EIAR screening assessment which concludes that the mandatory criteria for both the Planning and Development Act and a road development under the Roads Act have not been met and therefore the application is subject to sub threshold assessment where the likely significant effects on the environment must be determined in order to ascertain if a sub-threshold EIA is required.

I note the proposed development will also include the installation of a new shared pedestrian & cycle bridge over the existing Kilacloyne Bridge where the Old Youghal Road bypasses the Mallow to Midleton Commuter Rail line. The proposed bridge is still in the design process but it is confirmed that the bridge span will be under the mandatory legislative requirement (bridge under 100m) set out in Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993 (as amended) for an EIAR.

The EIA Screening Report has considered the characteristics of the proposed development and potential impacts, the environmental site setting and the type and characteristics of potential impacts. Based on the information and documentation submitted I concur with the EIA screening report which concludes that an EIAR is not a mandatory requirement for the proposed development as the site does not fall under the criteria outlined in the Roads Act, 1993 (as amended) and it is less than 20ha in area and therefore does not fall under the criteria set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended).

The report has therefore assessed the proposed development against the criteria as identified in the *EIA Guidance for Consent Authorities regarding Sub-threshold Development* and concludes having regard to the nature and scale of the proposed development and nature and character of the receiving environment, there is no real significant effects on the environment arising from the proposed development and therefore the need for sub-threshold EIA can be excluded. Having reviewed the EIA Screening Report I am satisfied that the proposed development does not require a Sub Threshold EIAR.

The sub-threshold assessment has however identified the following potentially significant impacts from the construction and operation of the proposed development as well as recommendations for mitigation measures which are deemed appropriate:

- There is the possibility that archaeological features could exist beneath the greenfield area for the proposed cycleway along the edge of the existing road. Cognisant of the Cork County Development Plan Objective HE 3-6 it is recommended that an archaeological watching brief is carried out during the construction phase.
- During the construction phase, there is potential for dust arising from construction works to occur which could impact on the local pharmaceutical plants. Control measures are to be outlined in the CEMP.
- There is potential for the spread of invasive species during construction and operation of the proposed development. The Screening Report recommends a preconstruction invasive species survey is carried out to verify the locations of the invasive species which may have changed since the 2018 survey and the appointed contractor produces and implements an invasive species management plan to be developed in consultation with Cork County council.

APPROPRIATE ASSESSMENT

The site is located within the designated Screening Zone for the Great Island Channel Special Area of Conservation and the Cork Harbour SPA. An Appropriate Assessment Screening report was carried out by AECOM in 2018 for this development. This report should be referred to the Ecologist for comment.

CONCLUSION

The proposed development is an important strategic piece of cycling infrastructure which forms an important element of the Cork Inter-Urban Cycle Network. The proposal is largely confined to the existing transport corridor, where the existing road space is predominantly redefined to achieve a continuous cycle route.

Having reviewed the policy context for the area, based on the attached plans and particulars including the EIA Screening Report, the proposed development is considered to be in accordance with the proper planning and development of the area. The proposal is in accordance with a number of national, regional and local planning policies and objectives and is consistent with the Cork County Development Plan 2014 and the Cobh Municipal District Local Area Plan 2017.



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