

**January 2022**  
Rev. 1.2

Part 8 Planning Report

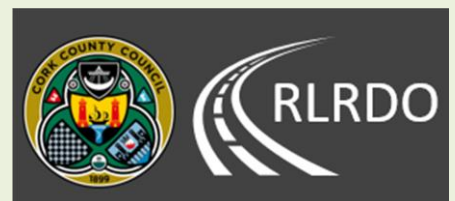


Project Title:

**R605 Road Improvements at Ship-Pool Bends.**

Planning & Development Act 2000 (as amended) - Part XI  
Planning & Development Regulations 2001 (as amended) - Part 8

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**Regional & Local Roads  
Design Office**

## Document Info Sheet

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## Document Revision History

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Rev 1.0	18/01/2022	MD	-	-	Issued for revision
Rev 1.1	27/01/2022	MD	-	-	Final Draft
Rev 1.2	28/01/2022	MD	-	-	Final Document

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<sup>1</sup> Contents in accordance with the requirements of the Planning and Development Act 2000 Part XI S.179(3)b

## 1. Introduction

Cork County Council proposes to do road improvement works on the R605 Ship-Pool Bends at Ship-Pool, Innishannon, Co Cork. The R605 is classified as a regional road and is one of the connecting roads for the Kinsale town with the national road N71 via Innishannon. The section of the R605 to be improved is located at bends which curve around a vertical rock face on the eastern side of the road, with a steep ground fall on the western side to the River Bandon. Road geometry at that location is insufficient and challenging, especially for Heavy Goods Vehicles (HGVs), which currently do not allow uninterrupted flow and require drivers to give way to the opposite traffic.

### 1.1 Purpose of this Report

The purpose of this report is to outline the proposals associated with the road project R605 Road Improvements at Ship-Pool Bends.

### 1.2 Study Area

- The project study area is located circa 3.5km south of the town of Innishannon (junction of the R605 with the N71) and approx 10km North-West of Kinsale town centre. (See Figure 1)

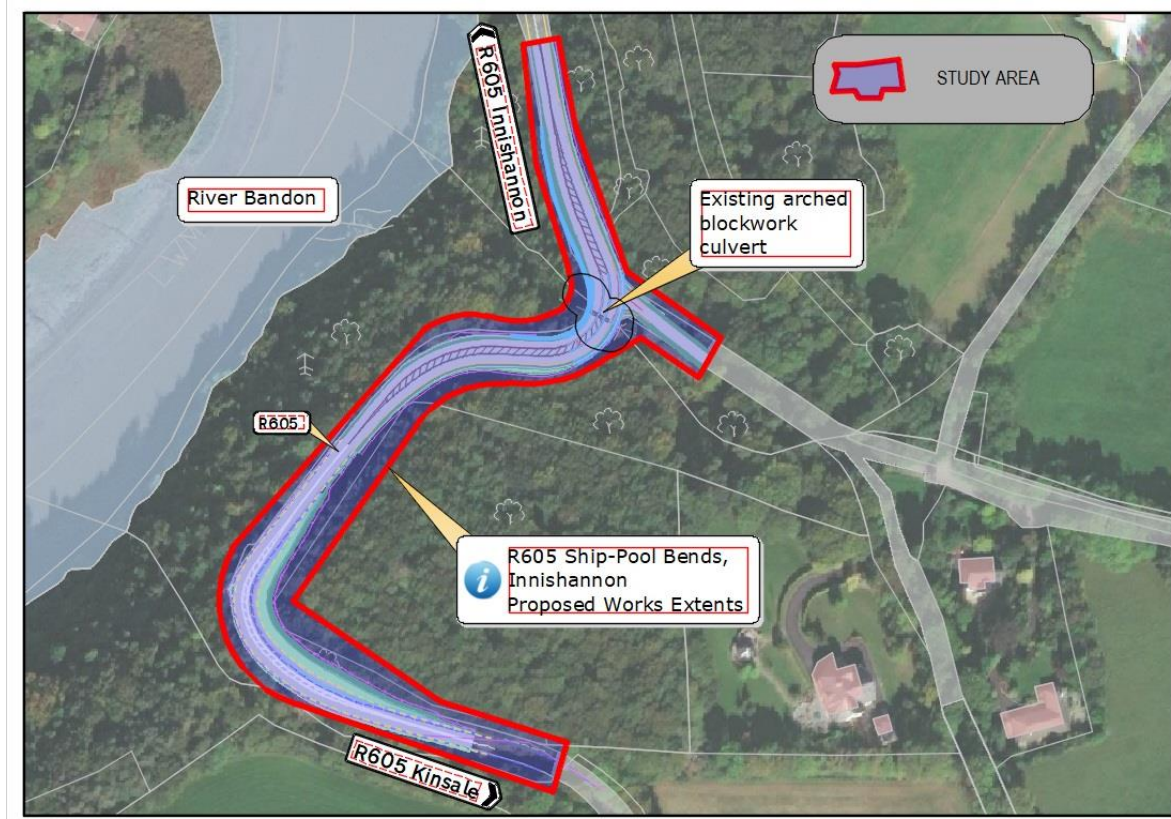


Figure 1 Study Area

## 2. Part 8 Planning Process

Section 179 of Part XI of the Planning and Development Act 2000, (as amended); and Part 8 of the Planning and Development Regulations 2001, (as amended) set out the requirements in respect of certain classes of development by or on behalf of local authorities. Part 8 of the Regulations comprises

7 Articles – 79 to 85. Article 80(1) lists the type of Developments to which Part 8 is required. The proposed road development is covered under the above article.

## 2.1 Site Notices

In accordance with the Article 81 the Local Authority shall:

- (a) give notice of proposed development in a newspaper;
- (b) erect site notices on the land on which the proposed development would be situated.

Cork County Council Published a notice of the proposals in the Irish Examiner on **Friday, 4th February 2022**.

Six site notices were erected at various locations across the study area and will be maintained for the duration of the submission period. A copy of the Advertisement/Site Notice is attached (see 7.1 Appendix A).

## 2.2 Planning Consultations

Article 82(3) prescribes Statutory and Non-Statutory bodies to which a local authority should send notice of proposed development. These are summarised in the 7.2 Appendix B: Notification of Statutory Consultees.

## 2.3 Part 8 Planning Documents

The following is the list of Part 8 Planning documents contained in this application:

- Part 8 Planning Report (this document);
- Report for the Screening of Appropriate Assessment (See 7.3 Appendix C1);
- Environmental Impact Assessment Screening Opinion Report (See 0 Appendix C2);
- Ecological Impact Assessment (See 7.5 Appendix C3);
- Construction Environmental Management Plan (See 7.6 Appendix C4); and
- Preliminary Design Drawings (as listed below, and See 0 Appendix D);

Drawing Number	Drawing Title	Revision
R605-LM-01_D0	Location Map Sheet 1 of 2	D0
R605-LM-02_D0	Location Map Sheet 2 of 2	D0
R605-SE-01_D0	Proposed Scheme Extents/Study Area	D0
R605-LA-01_D0	Proposed Layout Plan – Sheet 1 of 2	D0
R605-LA-02_D0	Proposed Layout Plan – Sheet 2 of 2	D0
R605-CS-01_D0	Indicative Cross Section	D0

## 2.4 Submission Process

Cork County Council is required to make **full plans and particulars** of the proposed development available for inspection. These will be available from **Monday 7<sup>th</sup> February 2022** until **Friday 25<sup>th</sup> March 2022** at the following locations:

- County Hall, Carrigrohane Road, Cork, T12 R2NC;
- Bandon-Kinsale Municipal District Office, Municipal Hall, St John's Hill, Kinsale, Co Cork, P17 VF60;
- Bandon Office, Railway Place, Bandon, Co. Cork, P72 XK59.

However, due to the Emergency Measures in the Public Interest (Covid-19) Act 2020 introduced by the Government as a result of the global pandemic and subsequent restrictions in travel and public gatherings, all interested parties are directed to [www.corkcoco.ie](http://www.corkcoco.ie) (go to “Planning”) to **view the plans and particulars online**. Alternatively, a hard copy of the documents will be posted on request by emailing [part8.rlrdo@corkcoco.ie](mailto:part8.rlrdo@corkcoco.ie) or by writing to: Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335.

**Submissions or Observations** can be made:

1. Using an **online submission form** at [www.yourcouncil.ie](http://www.yourcouncil.ie); or
2. By sending an email to [part8.rlrdo@corkcoco.ie](mailto:part8.rlrdo@corkcoco.ie); or
3. By sending a letter to **Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335.**

All emails and letters must reach the Senior Engineer **on or before 4pm on Friday 8<sup>th</sup> April 2022.**

All submissions must include a contact name and address. Submissions made as part of the process are to be accessible at the request.

Any submissions or observations received by the Council are considered in the Part 8 Chief Executive's Report which is prepared and presented to the Councillors for adoption. The Chief Executive's Report lists those who made a submission together with the summary of their points made in the respective submission. The Report addresses each point and forms the local authority's response.

Arising from consideration of the representations, the Chief Executive's Report sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal. It is then a matter for the members of the Council (i.e. the Councillors) to grant planning or not.

### **3. Nature and Extent of Proposed Development**

#### **3.1 Project Context and Existing Conditions**

The project study area is located circa 3.5km south of the town of Innishannon (junction of the R605 with the N71) and approx 10km North-West of Kinsale town centre.

The R605 is classified as a regional road and is one of the connecting roads for the Kinsale town with the national road N71. Also, the R605 at Ship-Pool is the designated haulage route to and from the Eli Lilly pharmaceutical factory at Dunderrow (mid-way between Kinsale and Innishannon). While there are other alternative routes to the factory, they all have their own challenges and despite the shortcomings at Ship-pool – the general consensus is that the R605 remains the most viable route for Heavy Goods Vehicles (HGV) traffic to and from the factory.

The section of the road proposed to be improved is located within heavy forested area on both sides of the carriageway, with the nearly vertical rock face climbing up on the eastern side and the very steep ground falling down towards the River Bandon on the western side. Along the length of the proposed improvement, the existing carriageway has a gradient of approx 5% falling towards the Innishannon, the existing carriageway width is less than 6.0m on average with the existing sharp radius of approx 28.0m. Those parameters do not allow for the safe passage of HGV's with reported incidents of the traffic blockages due to heavy vehicles unable to navigate through the bends and/or hauliers claiming material damages to both vehicles and an environment (snagging the rock face, hitting branches of trees).





Figure 2 View from the Junction with L7237 looking South along R605 with the existing culvert crossing under the road



Figure 3 View from the Junction with L7237 looking North along R605



Figure 4 View looking South from R605 at Junction with L7237 showing existing ground drop towards River Bandon to the right



Figure 5 View looking towards River Bandon (West) from the inside of the existing culvert



Figure 6 View looking South along R605



Figure 7 View looking South along R605





Figure 8 View looking South along R605 with rock outcrop on the left



Figure 9 View looking North along R605 with outcrop on the right and tight bend



Figure 10 View of the existing culvert



Figure 11 View of the existing culvert

### 3.2 Project Objectives

The purpose of this project is the low-cost solution aiming at the improvement to the safety and comfort of the road users. Provision of the central ghost hatching between the separate lanes of traffic will allow for the safe passage of the long wheel-based vehicles over the tightest section of the bend. At the same time, by keeping the existing northbound lane (downhill) corner radii unchanged the existing speed is not envisaged to increase as the bend is working as a traffic calming measure. Proposed changes to the southbound lane (uphill) will see the traffic flowing uninterrupted therefore reducing the noise and carbon footprint generated by the heavy vehicles re-starting from the standstill.

The objectives are to improve sharp bends negotiation by localised widening of the existing carriageway, enhancing the visibility and better understanding of the road layout ahead on the approach to the bends.

### 3.3 Project Specific Proposals

The proposed overall road improvement works will consist of the following:

- Breaking up the rock face over the length of approx 300m on the inside of the bend;
- Clearing up necessary vegetation to provide the room for the widening of the road and to provide for the visibility;



- Widening of the R605 road carriageway width (i.e. edge to edge);
- Introduction of the ghost hatching between the separate lanes of traffic to allow for the safe passage of the long wheel based vehicles over the tightest section of the bend;
- Installation of the filter drain over the length of approx. 320m on the inside of the bend;
- Re-Construction of the retaining wall over the length of approx. 15m;
- Approx 6m extension (New Construction) to the existing arched blockwork culvert;
- All ancillary works required to deliver the proposed scheme.

The works will be carried out predominantly within the footprint of the existing carriageway, with the western edge of the road (including existing protective stone walls) being upheld. The exceptions are:

- the area at the existing southern bend where the rock face needs to be crushed, excavated, stumps removed and the eastern edge will be set out by approx 5-7m inside bend (at the widest point), and
- the area at the existing northern bend including the existing culvert which needs to be extended over the distance of approx. 6.0m, existing stone wall to be set-back (demolished and rebuilt), filter drain installed and carriageway widened by approx. 5-7m to the outside of the bend.

The scheme requires existing road edge on the east side to be set-back (land acquisition required from Coillte Teoranta).

## 4. Planning and Policy Context

### 4.1 Planning Context

#### 4.1.1 Planning for the road realignment

The Bandon-Kinsale Area Office was approached by representatives from Eli Lilly to review the bends at Ship-Pool. The R605 at Ship-Pool is the designated haulage route to and from the Eli Lilly factory at Dunderrow. The hauliers have indicated that the route is problematic due to the tightness of the bends. HGV's delivering to the factory are snagging the rock face on the R605.

A preliminary investigation was carried out between 2003 and 2017 by the Roads Design Office resulting with multiple scheme options for road widening and realignment of the bends – none of which were moved to the design stage due to lack of funding and necessity to acquire considerable amount of land and substantial de-forestation.

#### 4.1.2 Project Funding

The funding for that project has been secured by Cork County Council from:

- Cork County Council – Internal Funding;

### 4.2 Planning Policy Compliance

The study area is located in Ship-Pool, a townland 3.5km south of Innishannon, within the administrative area of Cork County Council.

#### 4.2.1 Cork County Council Development Plan

Under Cork County Council's Cork County Development Plan (2014 – 2020) R605 Regional Road between Innishannon and Kinsale via Ship-Pool has been identified as a Scenic Route (S63) with views of woodland and Bandon River Valley being protected.

County Development Plan Objective under GI 7-1 (General Views and Prospects) seeks to *“preserve the character of all important views and prospects particularly sea views, river or lake views”*.

Furthermore, County Development Plan 2014 sets out detailed objectives under GI 7-2 (Scenic Routes) and GI 7-3 (Development on Scenic Routes) which seek to *“protect the character of those views and prospects obtainable from scenic routes and in particular stretches of scenic routes that have very special views and prospects”* and require *“those seeking to carry out development in the environs of a scenic route and/or an area with important views and prospects, to demonstrate that there will be no obstruction or degradation of the views towards and from vulnerable landscape features”*.

#### 4.2.2 Bandon-Kinsale Municipal District Local Area Plan

The Local Area Plan (LAP) reiterates three designated scenic routes identified in Cork County Development Plan, the S64, the S63 and the S65, which run through or in close proximity to the village. Along the banks of the Bandon River, to the east and west of the village, there is a proposed Natural Heritage Area (code 1740) referred to as the 'Bandon Valley above Innishannon'. This area is also important as it contains an example of oak woodland on steep valley sides. The Bandon Valley is especially valuable for its woodlands and unmodified riverbed. These are habitat in a European context.

## 5. Environmental & Ecological Assessment of the Scheme

The Screening exercise was completed by Mott MacDonald Ireland Limited in compliance with the relevant European Commission and national guidelines. The potential impacts during the construction and operation of the proposed road works at Ship-Pool have been considered in the context of the European Sites potentially affected, their qualifying interests, Special Conservation Interests and Conservation Objectives.

### 5.1 Appropriate Assessment Screening Report

Report for the Screening of Appropriate Assessment can be found in 7.3 Appendix C1 of this report.

Screening for Appropriate Assessment under Article 6(3) of the Habitats Directive has been carried out for the proposed road alignment works. The assessments did not determine any potential for significant effects for European sites which have connectivity to the works area.

### 5.2 Environmental Impact Assessment Screening Opinion Report

In determining the requirement for EIA, the Directive differentiates between projects that always require EIA and those for which an EIA may be required listing those in Annex I & Annex II of the Directive respectively. Also, these projects are listed in Schedule 5 Part 1 and Part 2 of the Planning and Development Regulations 2001, as amended.

Schedule 5 Part 1, does not include any development types which are applicable to the proposed scheme whereas in Part 2 the only reference to road development is listed for *“All private roads which would exceed 2km in length”* and as such is not applicable to subject works on public road.

Proposed road development also does not meet any descriptions or thresholds set out in Section 50(1) of the Roads Act 1993 (as amended) therefore there is no mandatory requirement for EIA to be completed.

Sub-threshold projects in Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended, require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded. Schedule 7 sets out the following criteria for determining whether development listed on Part 2 of Schedule 5 should be subject to an EIA.

It is concluded that impacts associated with the construction and operation of the proposed road improvement scheme are not considered to be significant in the context of Schedule 7 of the Planning and Development Regulations 2001, as amended, to the extent that an EIA is required.

### **5.3 Ecological Impact Assessment**

The key ecological receptors within the Zone of Influence of the proposed development were evaluated in accordance with the evaluation criteria set out in Ecological Valuation and Assessment of Impacts. The existing baseline condition / population stability, conservation status, rarity and legal protection of the key ecological receptors was considered as part of the evaluation. A summary of the ecological valuation and identification of Key Ecological Receptors is provided in the Ecological Impact Assessment and subsequently recommendations relating to road design and approaches to the improvement works are made to mitigate against identified impacts on habitats, and species.

### **5.4 Construction Environmental Management Plan**

This Construction Environmental Management Plan has been developed to outline the environmental principles to be adopted to ensure that potential environmental impacts associated with the construction processes are effectively prevented, managed, minimised and / or eliminated based on the information available.

This CEMP will be developed and updated by the appointed Contractor prior to the commencement of the works.

### **5.5 Recommendations**

In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the objective information provided in the above reports, it is concluded beyond reasonable scientific doubt that the proposed road improvement works, individually or in combination with other plans/projects are not likely to have a significant effect on a European site (Natura 2000 site). It is therefore considered that a Stage 2 Appropriate Assessment under Section 177V of the Planning and Development Act 2000 (as amended), is not required.

As per Article 81 of the Planning and Development Regulations 2001 (as amended) an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an EIA Report is not required. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (Friday 4<sup>th</sup> February 2022), apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.



## **6. Conclusion**

The proposals which are the subject of this Part 8 Planning Process provide a unique opportunity to deliver a low-cost project aiming at the improvement to the safety and comfort of the road users. Provision of the central ghost hatching between the separate lanes of traffic will allow for the safe passage of the long wheel-based vehicles over the tightest section of the bend. At the same time, by keeping the existing northbound lane (downhill) corner radii unchanged the existing speed is not envisaged to increase as the bend is working as a traffic calming measure. Proposed changes to the southbound lane (uphill) will see the traffic flowing uninterrupted therefore reducing the noise and carbon footprint generated by the heavy vehicles re-starting from the standstill.


Bandon-Kinsale Municipal District Local Area Plan identify Scenic Route S63 running along Bandon River Valley between Innishannon and Dunderrow through the area which is important as it contains an example of oak woodland on steep valley sides. Cork County Development Plan sets out objectives to protect the character of those views and prospects.

The proposed works are consistent with proper planning and sustainable development of the area in which it relates as the proposed changes to the road layout are located on the opposite side to the river side of the road. Besides the current tight bends, especially the northern most bend which includes existing culvert and junction with a local road, render the enjoyment of the view of the Bandon River Valley impractical if not impossible and dangerous for tourists and travellers.

## 7. Appendices

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## 7.1 Appendix A: Site Notice



**Cork County Council**  
**SITE NOTICE**

**PLANNING & DEVELOPMENT ACT 2000 (as amended) - Part XI**  
**PLANNING & DEVELOPMENT REGULATIONS 2001 (as amended) - Part 8**

Notice is hereby given, pursuant to the provisions of Part XI, Section 179 of the Planning & Development Act, 2000 (as amended) and in accordance with the requirements of Part 8, Article 81 and Article 83 of the Planning & Development Regulations, 2001 (as amended) that Cork County Council proposes to carry out the following development:

**Project Title: R605 Road Improvements at Ship-Pool Bends.**

LOCATION	NATURE & EXTENT OF DEVELOPMENT	LOCATIONS and OFFICES AT WHICH PLANS AND PARTICULARS MAY BE INSPECTED
<p><b><u>Location:</u></b> R605 Road Improvements at Ship-Pool Bends. Innishannon, Co. Cork</p> <p><b><u>Project Area - Townlands:</u></b> Ship-Pool, Lissheeda, Lahern, Lissard, Leighmoney Beg</p>	<p><i>An overview of the proposed development includes the following elements:</i></p> <p><i>The proposed improvements include widening of sections of the existing road and extension to an existing culvert and will be carried out on and adjacent to R605 road at Ship-Pool.</i></p>	<ol style="list-style-type: none"> <li>1. The proposed scheme plans and particulars are available to view on the Cork County Council website by going to the planning section at <a href="http://www.corkcoco.ie">www.corkcoco.ie</a>.</li> <li>2. If you are unable to access the above information, a <b>copy document</b> of the proposed development are available on <b>written request</b> to the road design office address given below.</li> <li>3. Bandon-Kinsale Municipal District Office, Municipal Hall, St John's Hill, Kinsale, Co Cork, P17 VF60</li> <li>4. Bandon Office, Railway Place, Bandon, Co. Cork, P72 XK59</li> <li>5. Planning Department Floor 1, County Hall, Carrigrohane Road, Cork, T12 R2NC 021 4276891 <a href="mailto:part8.rlrdo@corkcoco.ie">part8.rlrdo@corkcoco.ie</a></li> </ol> <p style="color: red; font-weight: bold;">However, while COVID-19 travel restrictions remain in place, all interested parties are directed to Options 1 &amp; 2 above. If COVID-19 travel restrictions are lifted during the public consultation period, Options 3, 4 &amp; 5 will be available strictly by prior appointment only.</p>

**Plans and full particulars** of the proposed development may be inspected online or at the locations detailed above, **subject to COVID-19 travel restrictions, from Monday 7<sup>th</sup> February 2022 until Friday 25<sup>th</sup> March 2022.**

**Submissions or Observations** with respect to the proposed development, dealing with proper planning and sustainable development of the area in which the development will be situated, may be made using the **online submission form** on [www.yourcouncil.ie](http://www.yourcouncil.ie) or, in writing to **Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335** or emailed to [part8.rlrdo@corkcoco.ie](mailto:part8.rlrdo@corkcoco.ie) and must reach the Senior Engineer **on or before 4pm on Friday 8<sup>th</sup> April 2022.**

As per Article 81 of the Planning and Development Regulations 2001 (as amended) an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an **EIA Report is not required**. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, **within 4 weeks** from the date of this notice (**Friday 4<sup>th</sup> February 2022**), apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

All submissions or observations should be clearly marked:  
Project Title: "R605 Road Improvements at Ship-Pool Bends."

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John Slattery, Senior Engineer

Friday 4<sup>th</sup> February 2022



## 7.2 Appendix B: Notification of Statutory Consultees

Prescribed Bodies	Non-Prescribed Bodies	Consultees at the Design Stage
Arts Council	National Roads Design Office (NRDO)	Bord Gáis
Fáilte Ireland	Garda Síochána	BT Ireland
An Taisce	Bus Éireann	Chorus NTL
The Heritage Council	Geological Survey Ireland (GSI)	Eir
Cork City Council	Office of Public Works (OPW)	ESB
South Western Regional Fisheries Board	National Irish Safety Organisation	Aurora Telecom
Waterways Ireland		Smart Telecom
Transport Infrastructure Ireland (TII)		E-net
National Transport Authority (NTA)		EuNetworks
Environmental Protection Agency (EPA)		Sky
Health Services Executive - Southern Area		Virgin
Irish Water		

7.3 Appendix C1: Report for the Screening of Appropriate Assessment



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information only  
(Full document  
attached)

**Report for the Screening of  
Appropriate Assessment**

Ship Pool Bends

November 2021

## 7.4 Appendix C2: Environmental Impact Assessment Screening Opinion Report



Comhairle Contae Chorcaí  
Cork County Council

Cover page here for  
information only  
(Full document  
attached)

### **Environmental Impact Assessment Screening Opinion Report**

R605 Ship Pool Bends Improvement Scheme

October 2021



## 7.5 Appendix C3: Ecological Impact Assessment



Cover page here for  
information only  
(Full document  
attached)

### **Ship-Pool Bends**

Ecological Impact Assessment

November 2021

## 7.6 Appendix C4: Construction Environmental Management Plan



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information only  
(Full document  
attached)

### **Construction Environmental Management Plan**

R605 Ship Pool Bends Improvement Scheme

November 2021

## 7.7 Appendix D: Part 8 Planning Drawings

<b>Drawing Number</b>	<b>Drawing Title</b>	<b>Revision</b>
R605-LM-01_D0	Location Map Sheet 1 of 2	D0
R605-LM-02_D0	Location Map Sheet 2 of 2	D0
R605-SE-01_D0	Proposed Scheme Extents/Study Area	D0
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