

Cork County Council

**Monkstown Active Travel Link
and Public Realm
Enhancement**

Part 8 Planning Report

281905-ARP-SB-XX-RP-ZM-00001

Issue 1 | 19 October 2023

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Job number 281905-00

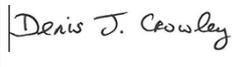
Ove Arup & Partners Ireland Ltd

Arup
One Albert Quay
Cork
T12 X8N6
Ireland
www.arup.com

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			Prepared by	Checked by	Approved by		
		Name	Lukman Dosunmu	Greg Zabicki	Greg Zabicki		
		Signature					
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			Prepared by	Checked by	Approved by		
		Name	Ravindra Chaddha	Denis Crowley	Greg Zabicki		
		Signature					
		Filename					
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1 Introduction and Background

1.1 Scheme Overview

Cork County Council proposes to extend and enhance the existing pedestrian/ cycleway network within the Cork Harbour Area by developing the Monkstown area. The proposed scheme is 400m long starting at the northern end of Monkstown village near the existing tunnel (locally known as Cut & Cover) to the Castle terrace & Carlisle Place intersection near Sand Quay. The full route extents of the scheme are illustrated in the accompanying Drawings.

Figure 1. below illustrates the proposed pedestrian/ cycleway in the context of Monkstown Passage West Pedestrian and Cycle Route to be developed in the vicinity of the Harbour and Carrigaline.

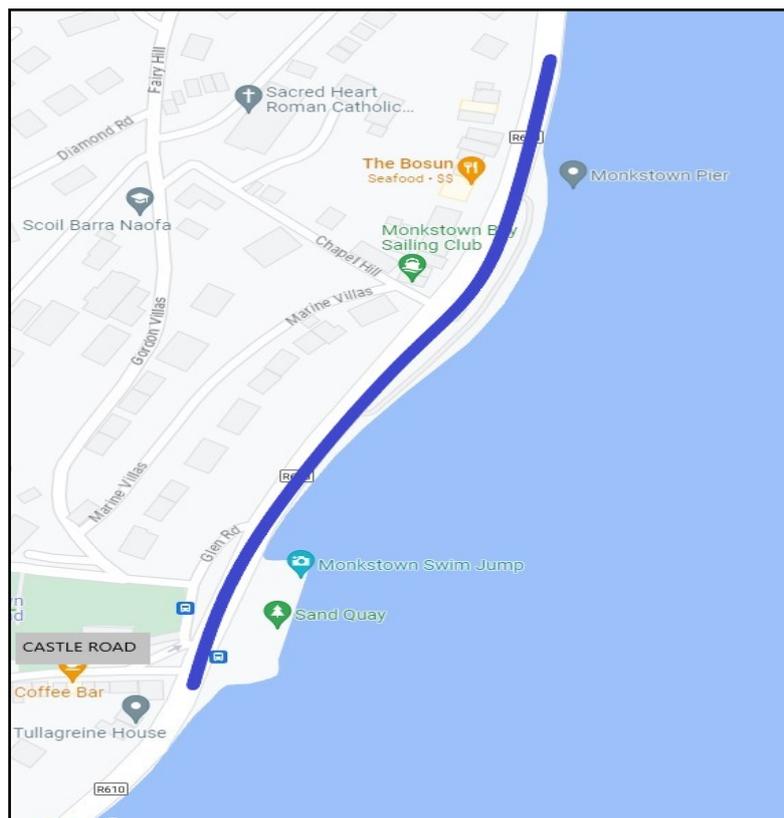


Figure 1. Project extent

This section was previously included within the Cork County Development Plan 2022 - 2028 and the Cork Cycle Network Plan: January 2017.

This section of pedestrian/ cycleway will serve as a vital connection within the larger pedestrian and cycling infrastructure in the southern region of Cork City and

County . In particular this will constitute a part of a pedestrian cycle way that connects Glenbrook to Carrigaline. The broader walking and cycling network will incorporate the following links:

- The existing Passage West to Rochestown Greenway
- The Cross River Ferry
- The cycle network in Carrigaline and onward to Crosshaven
- The proposed Pedestrian and Cycle Route to Ringaskiddy

The route is to be developed as a shared use walking and cycling facility with a general width varying between 3.5m to 4.0m.

The scheme will serve as a high-quality amenity for walkers and cyclists of all ages and would act as a gateway for cycling tourists. The scheme will be of particular benefit to local communities in terms of the health benefits arising from usage of the scheme and social capital gain from increased civic engagement and community ownership of the Pedestrian and Cycle Route.

The route will also provide improved walking and cycling access to local businesses and schools thus increasing sustainable travel on the local walking and cycling network. The initiative will particularly advantage local communities by promoting health benefits through its use. Increased volumes of walking and cycling trips to local businesses work and school would result in direct health and environmental benefits.

2 Part 8 Planning Documentation

This Part 8 Planning Report has been prepared in accordance with Part 8 of the Planning and Development Regulations, 2001 as amended. The report should be read in conjunction with the following complementary documentation contained under separate report heading:

Documents Reference:

- Concept Design Plans
- Screening for Appropriate Assessment Report
- EIA Screening Report
- Baseline Ecology Report
- Flood Risk Assessment Report

- Road Safety Audit Report – Stage 1
- Land Acquisition drawings

2.1 Works Extents

The proposed scheme commences adjacent to the Monkstown public car park at the northern end of the village and concludes at the junction of R610 Strand Road and Castle Terrace Road. Refer to Figure 2 below to view the scheme's boundaries, highlighted in red.

The proposed scheme is approximately 400m long. The scheme is predominantly aligned with the existing R610 Strand Road and, running parallel to it but separated from the main roadway. The proposed scheme includes pavement resurfacing works that will be carried out over the existing pavement, ancillary drainage works arise due to change in geometric design, public lighting works, signage, and delineation works and provision of new grassed verge, situated alongside the proposed cycleway. Additional green areas will be added to the proposed scheme and will contribute to a more verdant and visually appealing environment for the local community.



Figure 2. Scheme extent

3 Planning Context

The following documents have been considered in the development of the proposed scheme:

3.1 Cork Metropolitan Area Transport Strategy 2040

The Cork Metropolitan Area Transport Strategy 2040 (CMATS) provides a coherent transport planning policy framework in areas along the Carrigaline Municipal District including the Monkstown area.

Monkstown is identified by CMATS as a passageway for key strategic employment area such as Ringaskiddy which will now be served by a new bus service going via Carrigaline to Cork City as well benefiting from higher frequency on the existing Ringaskiddy-Monkstown-Douglas-City route.

3.1.1 Cycling Proposals

- New cycle link from residential areas in Passage West and Monkstown to existing Greenway.
- A segregated and shared facility.

3.1.2 Road Network

Improvements to the road network at R610 should be designed with the intention of prioritising walking and cycling access particularly between the bus services and employment destinations, residential areas and local business.

3.2 National and Local Policy

3.2.1 National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland to the year 2040. The NPF is intended to establish a framework by which a population increase of approximately 1 million people by 2040 can be accommodated.

The NPF seeks to establish more concentrated growth in Ireland's five major cities (Dublin, Cork, Limerick Galway and Waterford), with 50% of national growth to be accommodated therein, and the remaining 50% in Ireland's large and smaller towns, villages and rural areas.

The NPF, which provides the framework for future development and investment in Ireland, is fully supported by the Government's investment strategy for public capital investment and investment by the State sector in general. It is the overall Plan from which other, more detailed plans will take their lead, including city and county development plans and regional strategies, hence the title, National Planning 'Framework'.

The National Strategic Outcomes identified within the NPF include the following:

- Compact Growth.
- Enhanced Regional Accessibility.
- Strengthened Rural Economies and Communities.
- Sustainable Mobility.
- A strong economy, supported by Enterprise, Innovation and Skills.
- High-Quality International Connectivity.
- Enhanced Amenity and Heritage.
- Transition to a low-carbon and climate-resilient society.
- Sustainable management of water, waste, and other environmental resources; and
- Access to quality childcare, education, and health services.

The goals of the NPF are expressed as National Strategic Outcomes and are illustrated in **Figure 3**.



Figure 3 Strategic Outcomes of National Planning Framework

A number of these outcomes are further described below.

3.3 Compact Growth

The NPF states:

‘Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.’

3.4 Sustainable Mobility

The NPF states:

‘In line with Ireland’s Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.’

3.5 Transition to a Low Carbon and Climate Resilient Society

The NPF states:

‘The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.’

The proposed improvements to Monkstown will transform the area through the establishment of a priority corridor for sustainable transport modes, in turn supporting the continued modernisation of the public transport fleet and a transition towards low-carbon modes of transport.

3.6 National Development Plan (2018 – 2027)

The National Development Plan (NDP) is fully integrated with the National Planning Framework, and is intended to drive Ireland’s economic, environmental, and social progress across all parts of the country over the next decade. As

mentioned above, major national infrastructural projects identified in the NDP include the implementation of BusConnects schemes in Ireland's cities.

Under 'National Strategic Outcome 4 – Sustainable Mobility', BusConnects Cork will be delivered through the NDP. A number of the necessary interventions identified within CMATS are therefore to be delivered via the BusConnects programme.

3.7 Climate Action Plan (2023)

The National Climate Action Plan, published in 2023 by the Department of Communications, Climate Action & Environment sets out an ambitious course of action over the coming years to address the issue of climate disruption in Ireland.

Under the category of 'Transport', the Action Plan outlines the following critical measures to the success of the plan:

- Modal Shift to sustainable transport modes.
- Conversion of public fleets to electric vehicles.
- Incentives and regulation.
- An EV charging network.
- The use of biofuels; and
- Leveraging emerging technologies.

The implementation of the BusConnects programmes within Irish cities is also listed as a key action within the plan.

3.8 Cork County Development Plan (2022 – 2028)

The Cork County Development Plan states sets out the strategic transport aims as follows:

- Walking and cycling are the most sustainable and cost-effective modes of transport and are key components to movement and accessibility for shorter or some medium length journeys especially in towns and villages.
- Benefits accruing for both the environment and the citizen, include reducing air and noise pollution and traffic congestion as well as contributing to healthy more active lifestyles and social communities.
- The Guidelines for Sustainable Residential Development in Urban Areas emphasise that new development should be permeable and prioritise walking, cycling and public transport.
- The County Council is developing walking and cycling strategies for many of its larger settlements with a view to implementing key proposals through the Government's 'Active Travel Towns' programme.

The Carrigaline Municipal District Local Area Plan requires the development of a study with the following specific objectives in relation to transportation in Passage West/Glenbrook/Monkstown:

- Transport requirements of the existing community and of development lands, specifically in terms of protection of the strategic employment function of the island; appropriate scale of residential development; and accessibility for community facilities and the protection and enhancement of existing residential areas and amenity.
- Public transport proposals as part of the solution to the provision of sustainable access to/from Monkstown; and – Pedestrian and cycling improvement within Monkstown; and
- Connectivity to the local cycle network, in line with the measures outlined within the Cork Cycle Network Plan 2017.

3.9 Carrigaline Electoral Area Local Area Plan

The Carrigaline Electoral Local Area Plan contains numerous objectives for developing walking and cycling routes within the LAP area. With specific reference to the proposed Glenbrook to Raffeen cycle/pedestrian way the Plan contains the following objective (Ref Page 62)

Objective U-05: Develop and maintain pedestrian walk along Monkstown Creek. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.

The Appropriate Assessment Screening carried out for the proposed cycle/pedestrian way, contained under separate cover, concludes that there are no material impacts arising from the proposed scheme on Natura 2000 sites. It is therefore not necessary to progress to Stage 2 Appropriate Assessment (Natura Impact Statement).

4 Scheme Objectives

4.1 Project Aims

The overarching purpose of the scheme is to provide a high-quality pedestrian and cycling amenity for the local communities which can also facilitate improved walking and cycling access to schools, local business and employment thus increasing sustainable travel. The development of the scheme will also present an opportunity to connect to the broader walking and cycling infrastructure in the area to the south of Cork City. This shared pedestrian/cycleway will be one of the phases of a Pedestrian and Cycle Route linking Glenbrook to Carrigaline.

4.2 Scheme objectives

The specific design objectives of the proposed cycle/pedestrian way are as listed below:

- To comply with relevant design standards;
- To mitigate against potential environmental impacts;
- To provide an off road shared use pedestrian and cyclist way with an effective width of 3.5m to 4.0m;
- To apply appropriate treatment of established entrances and accesses.
- To provide lighting, fencing and drainage elements where required;
- To improve access to the local recreational facilities;
- To provide safer on-street parking facilities; and
- To improve accessibility to local business.

4.3 Stakeholder Consultation

Stakeholder Consultation has, and continues to be, undertaken with the following key stakeholder.

- Relevant officials and departments of Cork County Council;
- National Transport Agency;
- Irish Water;
- Relevant Utilities providers
- Elected Members

Relevant bodies will be notified under Section 82 of the Planning and Development Regulations, 2001 (as amended)

4.4 Pedestrian and Cycle Connectivity

Monkstown currently has average pedestrian facilities and very poor cycling facilities. There is poor connectivity for pedestrians and cyclists through the area. This contributes to the private car being the predominant mode of transport. By providing high-quality infrastructure for pedestrians and cyclists, these alternative modes of transport can become more appealing. Not only will these improvements increase safety for those walking and cycling in Monkstown, but by segregating cycle and pedestrian facilities from vehicles, cyclists and pedestrians will receive the security and priority they deserve. This will undoubtedly encourage more individuals to choose bicycles as their preferred means of commuting, either entirely or for parts of their journey.

4.5 Alternative to the Car and Modal Shift

The predominant mode of transportation in Monkstown is by car, primarily because there are often no practical alternatives for certain journeys. Pedestrian and cycleways represent some of the most effective alternatives to cars, especially for short- and medium-distance commuting. By integrating these facilities into the existing transportation infrastructure and by providing viable alternatives to the private car in terms of convenience and safety, we can encourage a modal shift away from private cars towards more sustainable modes of transportation. People may opt for these sustainable modes of transport for their daily commutes. The proposed bus, cycling, and pedestrian infrastructure in Monkstown has the potential to facilitate this shift away from private cars to sustainable modes of transportation. The introduction of new footpaths, cycle lanes, and road layouts will significantly enhance the accessibility of sustainable transport options in the area. Especially because it will connect presently being developed cycle and pedestrian facilities located at either end of Monkstown. It will provide a continuity of those facilities between Ferry crossing and Raffeen village and beyond.

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5 Description of the Proposed Scheme

5.1 Scheme Overview

The proposed route is a part of 4.6km long cycle/pedestrian way from the Ferry Crossing at Glenbrook to Raffeen Bridge, which itself is a section of wider scheme and the first phase of a cycling and pedestrian way linking Glenbrook to Carrigaline. Figure 4 below shows a map for the entire route



Figure 4: Proposed extent Glenbrook to Raffeen pedestrian/cycleway scheme

5.2 Route Description

This scheme has to be considered in wider context of a longer scheme between Glenbrook to Raffeen Bridge which is divided into 3 sections. Section A and Section C have planning permission granted in 2016 and are being currently developed by Cork County Council.

Section A with planning permission granted in 2016 starts at the Cross River Ferry terminal and continues adjacent to R610 road along the alignment of the existing footpath up to the start of Monkstown 'Cut & Cover' tunnel after which the shared pedestrian/cycleway will be accommodated on the existing pathway leading to cut and cover tunnel and eventually connecting with the car park in front of the Bosun pub. Then it continues from Castle Terrace/R610 Junction up to Murph's pub where the shared pedestrian/cycleway will be aligned along the existing footpath which will be widened and to provide a minimum of 3.5 m. The footpath will require reconstruction and widening to accommodate the shared pedestrian/cycleway. The Total length of this Section A is approx. 3.1km

This proposed Section B of the scheme starts at the end of Monkstown 'Cut & Cover' tunnel after which the shared pedestrian/ cycleway runs parallel to R610 road alignment up to Sand Quay. The proposed pedestrian/ cycleway runs adjacent to the car park, the Sailing Club and the access to slipways of Monkstown Marina. The proposed route has been designed to maintain access to these facilities and to enhance on street parking at key locations, including improved set down area in front of sailing club at Sand Quay. The cycle/pedestrian way will be aligned along the existing footpath which will be widened to 4.0m. the total length of this section is approximately 400m. New railings will be incorporated where necessary along the harbour wall to provide for a minimum railing height of maximum 1.4m.

Section C with planning permission granted in 2016, begins at Murphs Pub and follows a route parallel to the existing R610 road. It continues in this direction until it reaches the southern part of the L2489 road junction. This will be achieved via a combination of at grade path constructed adjacent roadway and some 200m of boardwalk structure due west of the disused boat yard. The remainder of the cycle/pedestrian way through this section will be constructed on the existing railway embankment up to Raffeen Bridge and beyond.

6 Description of Proposed Scheme

6.1 Works description

The R610, experiences 85th percentile speeds within a range of 50-80kph and an



AADT of the order of 3,500 vehicles. These characteristics indicate that the most appropriate form of provision is a segregated facility. As such the proposed design has been developed as an off-road shared use pedestrian and cyclist facilities.

The proposed shared pedestrian/cycleway runs parallel to the R610's main carriageway but is physically separated from it by a kerb and a 0.5-meter-wide grassed verge. The grassed verge including kerb line is intended to physically and visually separate motorised and non-motorised road users and guide the cyclist. The width of the scheme is a minimum 4 metres at all points and is designed for shared use by both pedestrians and cyclists. However, there is one exception, which is situated next to Monkstown public car park in front of the Bosun Guesthouse pub and restaurant. In this location, it transitions into a segregated pedestrian and cycle path with an overall width of 5 metres. The proposed road carriageway has been designed to maintain neutral impact on on-street parallel parking facilities to accommodate the local community.

The proposed scheme includes pavement resurfacing that will be carried out over the existing road and public carpark, ancillary drainage works necessitated by road geometry change, public lighting works, traffic signs and road markings and provision of new grassed verge, situated alongside the proposed cycleway. Overall the scheme is designed to provide a greener and more aesthetically pleasing environment for the community and both motorised and non-motorised road users. The proposed scheme involves the relocation of an existing wall adjacent to the Monkstown public car park area, making way for a new, improved wall along public car park which will be re-arranged to comply with current standards and improve overall safety.

The scheme also includes an enhancement of set down area in front of Sand Quay boat club allowing for safer access and delivery/collection of boats. The proposal also includes landscaping and green areas designated as a leisure facility for local community. The existing railing on top of the harbour wall will be replaced with

new 1.4m high railing to sufficiently protect cyclists and pedestrians and it will enhance overall health and safety along the scheme.

6.2 Key Ancillary Elements

6.2.1 Accessibility

The proposed Scheme has been designed for the requirements of the mobility and visually impaired. Reference in this regard has been made to the National Disability Authority's guidance document "Building for Everyone" 2013.

6.2.2 Pavement

Construction of the shared pedestrian and cycle path shall consist of a flexible bound pavement and segregated pedestrian and cycle path shall consist of a flexible bound pavement and concrete footpath. The exact pavement construction will be subject to a detailed specification at detailed design stage.

6.2.3 Kerbing

All roadside kerbing provided to be either a half batter precast concrete kerb or insitu concrete kerb. Where the cycle/pedestrian way is located directly adjacent to the road edge, a minimum 0.5m wide grassed verge including kerb is provided along the scheme.

6.2.4 Vehicular Accesses

All vehicular accesses shall be stopping controlled priority junctions. Kerb radii have been reduced to 4.5m and 6.0m to reduce vehicle turn speeds and pedestrian crossing distances.

Crossings to side roads shall be located on raised platforms with priority afforded to pedestrians and cyclists. Stop lines to be located in advance of crossings to encourage two stage stopping traffic exiting the access point.

6.2.5 Gradient

The cycleway has been designed, ensuring that its gradients adhere to the desired maximum values of 3%. This will provide a smooth and effortless experience for both cyclists and pedestrians, enhancing accessibility and safety for all users.

6.2.6 Drainage and Flooding

Every opportunity has been taken to incorporate appropriate SUDS elements into the design of the proposed development. These measures include typical best-practice attenuation and hydrocarbon interception at each outfall in the proposed drainage networks. The measures will contribute to the long-term protection of water quality within the network, and downstream of the drainage network. The drainage system for the proposed scheme has been updated to align with the revised

geometric design, ensuring efficient water flow from proposed shared pedestrian/cycleway towards the main carriageway drainage. Cycle facility surfaces shall drain to one side. In this enhancement, petrol interceptors have been strategically placed to filter out any hydrocarbon pollutants from surface water runoff.

Furthermore the location of proposed scheme in proximity of Cork Harbour necessitates a Flood Risk Assessment (FRA). This has been prepared and is contained under separate cover report heading.

6.2.7 Bus Stops

All existing bus stops have been retained. Where amendments are required, such as the existing bus stop in Monkstown adjacent the Sailing Club, bus stops have been re positioned as necessary, and the form of layout, i.e., In-Line Bus Stop layout has been retained. Bus shelters where existing will be retained.

6.2.8 Public Lighting

Public lighting is an essential part of any pedestrian and cycle scheme. It increases the attractiveness and sense of security of the scheme. New public lighting along the R610 in Monkstown will be provided to a sufficient standard which will illuminate all road surfaces and the shared pedestrian/cycleway.

Lighting located beside the shared pedestrian and cycle path and the adjacent road carriageways will be designed to an adequate standard to allow for lighting of both.

6.2.9 Parking

The proposed scheme is designed to have a neutral effect on the existing parking, by strategically utilizing available space and adopting innovative parking management strategies. This proposal aims to enhance the efficiency and organization of parking in the area, providing residents and visitors with a structured and convenient option for parking their vehicles while minimizing disruptions to traffic flow by providing formal entry and exit points and thus providing a more secure and accessible environment for active commuters. The proposal also includes a new off road car park in the vicinity of Sand Quay directly adjacent to the proposed scheme.

Furthermore , the proposed scheme includes the provision of dedicated bike stands within the parking area and areas adjacent to shared pedestrian /cycleway. This addition aims to provide ease and convenience for cyclists by offering secure and designated spaces for their bicycles.

6.2.10 Structures and Fencing

The existing harbour wall in Monkstown is a low wall and incorporates an existing railing of varying height. In order to provide a consistent railing height and consistent quality of railing it is proposed to replace this railing.

All new railing proposed will ensure that a minimum railing height of 1.4m is maintained along the extents of the harbour wall. All fencing and railing requirements are illustrated on the Part 8 design drawings.

6.2.11 Construction Requirements

The duration of construction works is not known currently. A programme of works will be established to ensure construction works will not have any negative impact on Cork Harbour SPA and the bird species for which it is designated. Timing of proposed construction works will be sensitive to the over-wintering bird season and if possible, should be carried out between April and October to minimise disturbance.

7 Design Statement

7.1 Introduction

This section sets out the concepts and standards supporting and informing design decisions and describes the manner in which the proposed development responds to the project objectives.

7.2 Design Context

7.2.1 Design Standards

The proposed development has been designed with reference to and to comply with the Design Manual for Urban Roads and Streets (DMURS) in terms of the overall principles of design. The design speed applied to the entire study area is 50 km/hr.

These principles include viewing the area as both a transport corridor and a place and use of the user hierarchy, placing pedestrians and cyclists ahead of motorists, and specific standards, such as lane and carriageway widths and appropriate corner radii.

Where applicable, the National Cycle Manual has also been consulted for best practice guidance. In addition, emerging design guidance arising from the national BusConnects programme have been applied regarding details of bus lanes, cycle tracks and footway, in particular crossing entrances along cycle corridors.

7.2.2 Design Principles and Expectations

Drainage

The proposed scheme presents a significant improvement in its drainage design, meticulously tailored to accommodate the changes in geometrical design. In response to these changes, a key enhancement involves the introduction of hydrocarbon petrol interceptors. These interceptors are strategically integrated into the drainage system to effectively capture and manage potential hydrocarbon pollutants, ensuring the scheme's environmental sustainability and compliance with stringent regulations.

Earthworks

There are minimum earthworks proposed on the scheme, any earthworks will be designed to try and ensure equal measures of cut and fill to prevent to need for either the import or disposal of significant quantities of fill.

Utilities

Localised lowering or protecting of existing utilities may be required in areas of proposed works. This may include the relocation of the existing utilities at certain section of the scheme.

Public Lighting

New public lighting along the R610 in Monkstown will be provided to a sufficient standard, which will illuminate all road surfaces and the shared pedestrian/cycleway. The proposal includes the installation of new, state-of-the-art columns and lanterns that promise to transform the night time landscape.

Pavement

Proposed pavements will be constructed from standard bituminous materials. Where road widening is proposed, full depth road construction will be applied. In the cases where carriageway narrowing is proposed it is not proposed that the existing road surface will be replaced as this existing road surface will not be impacted by the proposed works.

Proposed footways will be standard concrete footways while cycle tracks will have a bituminous surface.

All surfaces will be subject to a detailed design to identify final proposed depths of layers and confirm material specifications.

Bus Stop

The existing bus stop in Monkstown includes both inbound and outbound stops. The redesign stop is located near a pedestrian crossing to allow for ease of movement across the carriageway for pedestrians.

Bus stops are generally proposed to be staggered. The stops are strategically located the far side of any pedestrian crossing so as to not impede visibility of the crossing for oncoming motorists.

A bus shelter is proposed within the proposed scheme. These bus shelters will be the standard bus shelters as per the National Transport Authority (NTA) bus shelter contract at the time of construction.

Trees

In order to provide the sustainable transport infrastructure proposed to meet the objectives of this scheme, some trees will be required to be removed. Replanting will take place within the study area where appropriate to mitigate the loss of these trees.

Construction best practice, such as hand digging around trees, will be undertaken to ensure as many trees as possible can be retained in their current location. Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII)

Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.

7.2.3 Road Safety Audit

A Stage 1 Road Safety Audit of the proposed scheme has been undertaken by PMCE on behalf of Cork County Council. As part of the Road Safety Audit, the Audit Team examined issues within the design which relate directly to road safety.

The Road Safety Audit was carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 – Road Safety Audit.

The Road Safety Audit Report has been finalised and responses to the issues raised have been agreed by the Audit Team (PMCE), the Designers (Arup) and the Client (Cork County Council).

7.2.4 Design Team

- Cork County Council – Developers and Roads Authority.
- National Transport Authority – Funding Agency
- Arup - Designers and Environmental Consultants
- PMCE - Road Safety Auditors

8 Impacts of Proposed Scheme

8.1 Introduction

The following categories have been identified as factors which may impact on the environment and thus require further considerations:

- Traffic and Transport;
- Landscape and Visual Impact;
- Ecology;
- Cultural Heritage;
- Noise and Air Quality;
- Hydrology;

8.2 Traffic and Transport

8.2.1 Impact on Vehicular Traffic

There will be no material traffic impact due to the proposed scheme, with an anticipated neutral impact in terms of traffic volumes along the R610. There will be a benefit to be gained from the reduction in road width along the R610 to a minimum of 6.0m, which will facilitate traffic travelling at speeds within the existing speed limit.

8.2.2 Impact on Pedestrians

The proposed scheme will have an overall positive impact on pedestrians. The upgrade of side road junctions and access points along the R610 road, will see improvement of pedestrian crossing facilities and raised crossings, giving priority to the pedestrians. The reduction in carriageway width to a minimum of 6.00m will reduce traffic speeds and give pedestrians further encouragement to use the scheme and to cross the road in a safe and secure manner at key crossing points and desire lines. The scheme environment will also be more friendly and easier to use for disabled users, children, and the elderly.

8.2.3 Impact on Cyclists

The proposed scheme will greatly improve facilities for cyclists. The scheme will provide for high quality continuous and attractive cycle facilities along the extent of the route. The reduced vehicle speeds and junction amendments will improve safety for cyclists.

8.2.4 Impact on Road Safety

The scheme design will be subject to an independent Road Safety Audit and Road User Audit.

8.2.5 Construction Traffic

During the construction phase, vehicular movement will increase in the immediate area, and temporary vertical elements such as hoarding or protective fencing, will be put in place. All construction impacts will be temporary, and will include the following: -

- Site preparation works and operations;
- Site infrastructure works and vehicular access;
- Construction traffic;
- Dust and other emissions;
- Temporary hoardings or fencing;
- Temporary site lighting;
- Temporary site accommodation cabins and huts.

Consisting of reconstruction of the existing footpath, new boardwalk and new pathway along the original rail embankment, the proposed construction will be appropriate to the surrounding landscape and land uses and therefore there will be no negative impact on the Scenic Route status of the R610.

8.2.6 Ecology

A full Ecological Report, contained under separate cover, has been prepared. This report outlines the results of a habitat survey. The majority of works are proposed to take place within the extents of the existing road / footpath corridor resulting in negligible ecological impacts in these areas.

The general ecological impact of the proposed scheme is low.

8.2.7 Cultural Heritage

A desktop study was undertaken to identify the architecture, archaeology and cultural heritage within the study area. Information was obtained from the Department of Arts, Heritage and the Gaeltacht's, Historic Environment Viewer.

The scheme will be located adjacent the Upper Monkstown and Lower Monkstown Architectural Conservation Areas. Located within the R610 road corridor, the proposed scheme would not have any impact on these Conservation Areas.

This interactive map-based database provides access to the records of the National Monuments Service "Sites and Monuments Record" (SMR) and the National Inventory of Architectural Heritage. The record of Protected Structures as contained in the Cork County Development Plan 2014 was also referred to during the search.

The outcome of the desktop exercise is described following, but in overall terms the proposed scheme is not predicted to have any material negative heritage or archaeological impacts.

8.2.8 National Monuments

The desktop search indicated that there is no SMR noted along the entire extents of the proposed scheme.

8.2.9 National Inventory of Architectural Heritage

At the proposed site, a surface car park, is located on the waterfront of Monkstown village, within the townland of Monkstown. The site consists of the former railway station in Monkstown that was served by the Cork, Blackrock and Passage Railway line extension which ran to Crosshaven.

A very little of the former railway station survives as described below

- (a) the building that was the base for a water tank and
- (b) the landward/western retaining wall of the former platform

The base of the water tank is recorded by the National Inventory of Architectural Heritage (NIAH Reg. 20853010) and has accorded the structure a regional significance rating. The NIAH describe the significance of the building as follows:

Formerly associated with the Cork-Monkstown railway line, this small building is representative of the high-quality materials which were utilised by railway companies in their nineteenth and early twentieth century building campaigns. The red brick and grey limestone add colour and textural interest to the site. Though altered in the mid twentieth century to accommodate a new use, it retains much of its original character and fabric.

The low roadside boundary wall to the car park is the only remains of the former raised platform at Monkstown. While of basic construction and of no architectural significance, the wall does serve as a physical reminder of the presence and extent of the former railway station.

The proposed scheme includes a relocation of that wall approximately 1.5m to the left from its original location to enhance and improve spatial coordination of design elements and provide safer pedestrian cycling environment while still adjacent to the existing R610.

8.2.10 Cork County Council Record of Protected Structures

The proposed scheme is not predicted to have any material impact on this RPS.

8.2.11 Noise and Air Quality

There are no material impacts predicted in terms of noise levels and air quality. The expected neutral or positive impact in terms of overall traffic volumes along the route would result in a general neutral or positive impact in terms of noise and air quality.

8.2.12 Hydrology

A Stage 1 Flood Risk Assessment (FRA) progressed by Arup as part of this Part 8 Planning report is contained under separate cover.

The site is at significant risk of tidal flooding in the existing scenario with an additional risk of fluvial flooding from an unnamed watercourse that flows parallel to the Glen Road. The design 1 in 200-year water level at the site is of 2.85mOD and when the proposed ground levels of the cycleway are considered it is evident that a significant portion of the cycleway is at risk of tidal flooding. The maximum water depth for the event is circa 410mm.

As the site is within flood a zone A, Justification Test would typically be required. Section 5.28 of the OPW Planning Guidelines is however deemed to apply given that the development is very minor in the context of its impact on flood risk along the route.

The FRA also assessed options to manage the risk and concluded that a flood wall is not feasible. The risk can be managed through reliance on the tidal flood forecasting system for Cork Harbour that is run and maintained by Cork City Council and other agencies. When a flood warning has been issued, users of the cycleway will be notified and it will be ensure that the cycleway is not in use for the duration of the flood event. The reader is referred to the FRA accompanying this planning application for further information.

Best practice in storm-water drainage management will also be adhered to as part of the design. A comprehensive emergency plan during construction will also be developed and followed in order to mitigate flood-related risks during construction and ensure the safe and responsible execution of this project.

These recommendations underscore the importance of a well-informed and flood-resilient approach to the proposed cycle/pedestrian way's design and implementation.

9 Land Acquisition

The majority of the scheme lies within the existing public right of way; however, there are locations where it will be necessary to acquire land or property in order to implement the proposed scheme. These locations are as follows:

At the start of the scheme where new formal on street parking has been proposed it is required to acquire an area of approximately 17 Sqm from three houses. These are shown in red boundary in the figure below.



Figure Land Acquisition

Three separate drawings with details of area and each house will be submitted along with planning permission report.

In addition to the necessary land acquisition, further agreements are required with private landowners which will be impacted by the proposed scheme. A licenced agreement with the landowner, to permit the provision of this route will be entered into to ensure continued access to the lands.

Furthermore, a number of accesses to existing lands and developments will be altered as part of the proposed scheme. In most cases access junction radii will be amended to reduce turning speeds of vehicles and reduce crossing distances for pedestrians and cyclists. At accesses, priority will be provided to pedestrians and

cyclists travelling along the main route over vehicles accessing or egressing developments.

Where land or property has been identified as necessary to facilitate the scheme, Cork County Council have contacted and will continue to liaise with the relevant impacted landowners directly.

Through this liaison, Cork County Council will seek to acquire the relevant lands as outlined above to facilitate the implementation of the proposed scheme through agreement with the relevant landowners in question, or via Compulsory Purchase Order (CPO).

10 Environment

10.1 Appropriate Assessment

10.1.1 Screening Report

A Screening Report was produced to fulfil the requirements of EU Habitats Directive (92/34/EEC). The screening document provides the information required in order to establish whether or not the proposed scheme is likely to have a significant impact on the Natura 2000 sites in the context of their conservation objectives and specifically on the habitats and species for which the Natura 2000 sites have been designated. The key sites under consideration are Great Island Channel SAC (001058) and Cork Harbour SPA (004030).

The Report for Screening for Appropriate Assessment, contained under separate cover, concludes that there are no material impacts arising from the proposed scheme on Natura 2000 sites. It is therefore not necessary to progress to Stage 2 Appropriate Assessment.

The Report was prepared by Arup.

The aims of this report were as follows:

- Determine whether the proposed development is directly connected with, or necessary to the conservation management of any Natura 2000 sites.
- Provide information on and assess the potential for the proposed development to significantly impact on Natura 2000 Sites (also known as European sites).
- Determine whether the proposed development, alone or in combination with other projects and plans, is likely to have significant effects on Natura 2000 sites in view of their conservation objectives.

It has been objectively concluded by Arup that:

- The proposed development is not directly connected with, or necessary to the conservation management of any Natura 2000 sites.
- There is no potential for the proposed development to significantly impact on Natura 2000 Sites.
- The proposed development, alone or in combination with other projects, is not likely to have significant effects on Natura 2000 sites in view of their conservation objectives.

It has been determined by Arup that there is no likelihood of significant effects on any Natura 2000 sites, individually or in combination with any other plans or projects. It is the view of Arup that it is not necessary to undertake any further stage of the Appropriate Assessment process.

10.2 EIA Screening

The conclusion of the EIA Screening is based on the nature of the proposed development, the baseline environment in the area and the likely significant effects of the proposed development.

The nature, scale and location of the proposed development is such that there is no real likelihood of significant effects on the environment arising from the proposed development. It is the conclusion of Arup's EIA screening exercise that an EIA is not required. The final determination in this regard will be made by the competent authority.

11 Summary and Conclusion

This report supports a Part 8 Planning Application for the proposed Monkstown Active Travel Link and Public Realm Enhancement scheme.

The proposed development will bring a significant improvement to the existing sustainable transport infrastructure in Monkstown and enhance pedestrian, cyclist, and public transport routes from Passage West to Carrigaline. It will also provide continuity of similar pedestrian and cyclist facilities currently developed by Cork County Council at the northern and southern ends of Monkstown.

The proposed development aligns with the principles of proper planning and sustainable development for the area and complies with local planning policies and objectives.

A comprehensive review and assessment of potential impacts, including environmental ones, resulting from the scheme has been conducted. The conclusion is that the construction of the proposed scheme will not have a significant impact on the receiving environment, provided that the recommendations from the environmental screening reports are followed. Therefore, it is recommended that Cork County Council proceed with the proposal as depicted in the drawings accompanying this report.