



CONSULTANTS IN ENGINEERING,  
ENVIRONMENTAL SCIENCE &  
PLANNING

# CORK COUNTY BRIDGE REHABILITATION SERVICES: ARDCAHAN BRIDGE

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## Planning Statement

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**Prepared for:**  
Cork County Council



Comhairle Contae Chorcaí  
Cork County Council

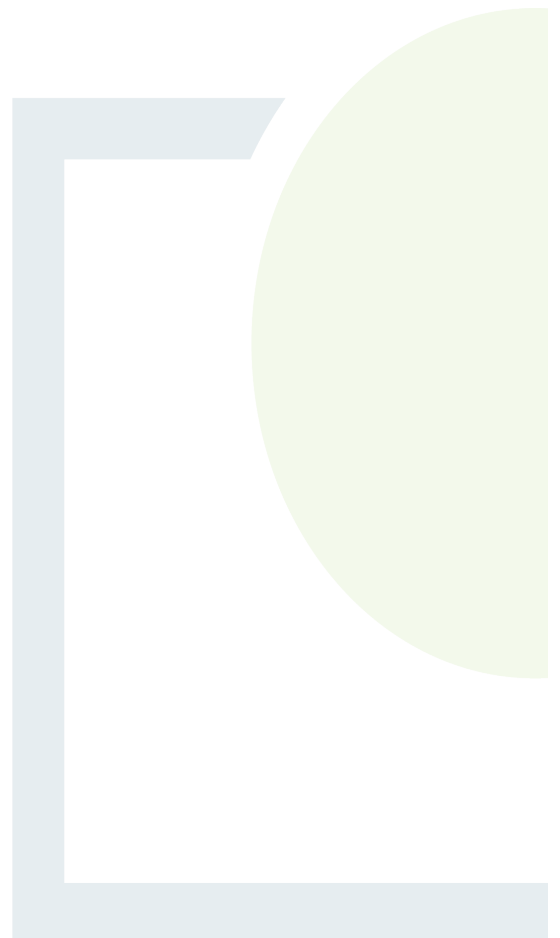
**Date:** December 2023

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## PLANNING STATEMENT

### REVISION CONTROL TABLE, CLIENT, KEYWORDS AND ABSTRACT

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**Abstract:** Fehily Timoney and Company is pleased to submit this Planning Statement which has been developed in support of a Section 177AE application to An Bord Pleanála for approval of rehabilitation works of the existing structure of Ardcahan Bridge c. 4km north of Dunmanway, Co. Cork. This statement reports on the Planning and Environmental considerations associated with the project.

# TABLE OF CONTENTS

<b>1. INTRODUCTION .....</b>	<b>1</b>
1.1 Background.....	1
1.2 Accompanying Documents.....	1
1.3 Accompanying Drawings .....	3
<b>2. PROJECT DESCRIPTION .....</b>	<b>4</b>
2.1 Description of the Site.....	4
2.1.1 Overview Description of the Project.....	4
2.1.2 Purpose of / Rationale for the Project .....	6
2.1.3 Construction phase .....	6
2.2 Corrosion Repairs .....	7
2.3 Deck Works.....	8
2.4 Construction Programme .....	8
2.5 Construction Working Hours.....	8
2.5.1 Operation / Decommissioning Post Construction phase .....	8
<b>3. PLANNING CONSIDERATIONS.....</b>	<b>9</b>
3.1 Relevant Planning History .....	9
3.2 Planning Policy Context and Project Compliance with Planning Policy .....	9
3.2.1 Regional Spatial and Economic Strategy for the Southern Region 2020 (RSES) .....	9
3.2.2 Cork Metropolitan Area Strategic Plan (MASP) .....	9
3.2.3 Cork County Development Plan 2022 – 2028: West Cork Strategic Planning Area:.....	10
3.3 Justification for the Project .....	12
<b>4. CONCLUSION .....</b>	<b>13</b>
3.1 Relevant Planning History .....	9
3.2 Planning Policy Context and Project Compliance with Planning Policy.....	9
3.2.1 Regional Spatial and Economic Strategy for the Southern Region 2020 (RSES).....	9
3.2.2 Cork Metropolitan Area Strategic Plan (MASP).....	10
3.2.3 Cork County Development Plan 2022 – 2028: West Cork Strategic Planning Area.....	10
3.3 Justification for the Project.....	12

## LIST OF TABLES

Table 1-1:	Ardcahan Bridge Rehabilitation Drawings .....	3
Table 3-1:	Cork Metropolitan Area Goals .....	10
Table 3-2:	County Development Plan Objective: Traffic/Mobility Management and Road Safety.....	11
Table 3-3:	County Development Plan Objective: BE 15-2: Protect sites, habitats and species.....	11

## LIST OF FIGURES

Figure 2-1:	Site Location Map.....	5
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## 1. INTRODUCTION

### 1.1 Background

Fehily Timoney and Company (FT) have been engaged by Cork County Council to prepare a Section 177AE Application to An Bord Pleanála for the proposed works at Ardcahan Bridge, from this point forward referred to as the 'proposed project'.

This Planning Statement has been developed in support of a Section 177AE application to An Bord Pleanála for approval of the proposed rehabilitation works at Ardcahan Bridge. The Planning Statement is laid out as follows:

- Section 2 - Project Description
- Section 3 - Planning Considerations
- Section 4 – Conclusions

### 1.2 Accompanying Documents

The following documents accompany this document and the Section 177AE application for the project:

1. A Screening Report to Inform the Appropriate Assessment (AA) and a Natura Impact Statement (NIS) was carried out to inform the competent authority in completing their statutory obligations in relation to Appropriate Assessment under Council Directive 92/43/EEC (Habitats Directive) as implemented in Ireland under inter alia the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended), and Part XAB of the Planning and Development Act, 2000 (as amended). The Natura Impact Statement (NIS) has been prepared based on the conclusions of the AA Screening report which accompanies this application. The purpose of the NIS report is to evaluate whether the project, individually or in combination with other plans and projects, would have an adverse effect on the integrity of any European site, in view of that European site's conservation objectives and in view of the best available scientific knowledge.
2. A Construction and Environmental Management Plan (CEMP) for the proposed Rehabilitation works to Ardcahan Bridge, Co. Cork, will be updated prior to construction to take account of any relevant conditions attached to the planning permission and will be implemented for the duration of the construction phase of the project. The CEMP will be a live document and will be subject to ongoing review through regular environmental auditing and site inspections and updated as required. For the avoidance of doubt, all measures stipulated in this CEMP will be implemented in full. The CEMP sets out the key construction and environmental management issues associated with the proposed project and will be developed further at the post-planning and construction stages by the client and on the appointment of the main contractor to the project. The CEMP sets out the key environmental management issues associated with the construction, operation and decommissioning of the proposed project, to ensure that during these phases of the development, the environment is protected and impacts on the environment are minimised.
3. An Ecological Appraisal Report was conducted to evaluate the proposed Rehabilitation works to Ardcahan Bridge. This involved the following:
  - A desktop review of available ecological data for both the receiving environment and greater area, including a review of European sites within 15 km and/or potential zone of influence (ZoI) of the project (as part of a separate Appropriate Assessment Screening Report) and nationally designated sites within 10 km;
  - Undertake ecological field surveys of the receiving environment;



- Identify flora and fauna and any invasive species present within the footprint of all elements of the project and;
  - Appraise the potential impacts of the project on the ecology of the receiving environment.
4. A Bat Report is provided based on assessments of the Ardcahan Bridge site. Even though there is no evidence of bats roosting within the Ardcahan Bridge, the site is identified as having moderate roosting potential. There are no proposals to remove the potential bat roosting features in the pier faces. As a precautionary measure, the bridge will be subject to a preconstruction endoscope survey (licensed) and emergence surveys (2 rounds) to re-confirm baseline conditions, and if any new roosts are found during these surveys, a relevant bat derogation licence shall be sought prior to construction works commencing and works will be carried out under the terms of the relevant derogation licence (a derogation license will be sought from NPWS to allow works to proceed in a manner which minimises disturbance and ensures no bats are harmed). An Annex IV assessment and report shall be completed in the event that bats are present in the bridge, with relevant guidance including the NRA (2006) Guidelines and Marnell et al. (2022) will be followed. If bats are found to be present, the ECoW will supervise works (accompanied by a bat specialist if required) to ensure they are carried out in a manner which minimises disturbance and ensures no bats are harmed. Bat boxes will be installed under the bridge to enhance roosting potential and increase roosting options and capacity. It is noted that the bridge is located in an area which presents opportunities for foraging bats, but roosting opportunities in the bridge may be limited in terms of variety/conditions.

This Planning Report has been prepared using the following guidance documents;

- DOEHLG (2010) Appropriate Assessment of Plans and Projects in Ireland. Guidance for Planning Authorities (as revised 2010).
- European Commission (2019). Managing Natura 2000 sites: the provisions of Article 6 of the Habitats Directive 92/43/EEC. Brussels, (2019/C 33/01). OJ C 33, 25.1.2019.
- European Commission (2021). Assessment of Plans and Projects Significantly Affecting Natura 2000 sites: Methodological Guidance on the Provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC.
- Fry & Scott (2011). Developing IBIA: A standardised AA review package. In Impact Assessment and Responsible Development for Infrastructure, Business & Industry: 31st Annual meeting of IAIA, Puebla, Mexico (Vol. 29).
- Möckel, S. (2017). The European ecological network “Natura 2000” and the appropriate assessment for projects and plans under Article 6(3) of the Habitats Directive. In: Möckel S (Ed.) ‘Natura 2000 appropriate assessment and derogation procedure – legal requirements in the light of European and German case-law’. Nature Conservation 23: 1–29.
- OPR (2021). Appropriate Assessment Screening for Development Management. OPR Practice Note PN01. Office of the Planning Regulator. March 2021.



### 1.3 Accompanying Drawings

The following drawings accompany the Section 177AE application for the project, and have been enclosed with the Section 177AE Planning Application:

**Table 1-1: Ardcahan Bridge Rehabilitation Drawings**

Drawing No.	Drawing Title
P1959-ARDH-0001	Ardcahan Bridge Site Location
P1959-ARDH-0002	Ardcahan Bridge Plan
P1959-ARDH-0003	Ardcahan Bridge Elevations
P1959-ARDH-0004	Ardcahan Bridge Details



## 2. PROJECT DESCRIPTION

### 2.1 Description of the Site

Ardcahan Bridge, which is subject to the proposed rehabilitation works, is situated in the townlands of Ardcahan and Derrylahan, c. 4km north of Dunmanway, Co. Cork.

Ardcahan Bridge is a six-arch structure, with each span being c. 5-6m in width, which carries the R587 over the river Bandon connecting Dunmanway to Toonbridge. The R587 has a history of flooding in this area and frequently becomes impassable to road traffic. Due to the road speed, traffic volumes and visibility issues in the hours of darkness the flooding presents and significant risk to the safety of road users.

Ardcahan Bridge is not a protected structure contained on the National Inventory of Architectural Heritage (NIAH). The exact date of construction of Ardcahan Bridge is unknown, however, a structure referred to as '*Ardcahan Bridge*' is shown to have been constructed prior to 1829 due to its presence on the Ordnance Survey Map of Ireland (OSI 6inch Cassini), which was conducted between 1829 and 1842, which shows the bridge already in situ.

A map titled '*Ardcahan Bridge Site Location*' showing the site and its immediate environs is shown in **Figure 2-1**, below.

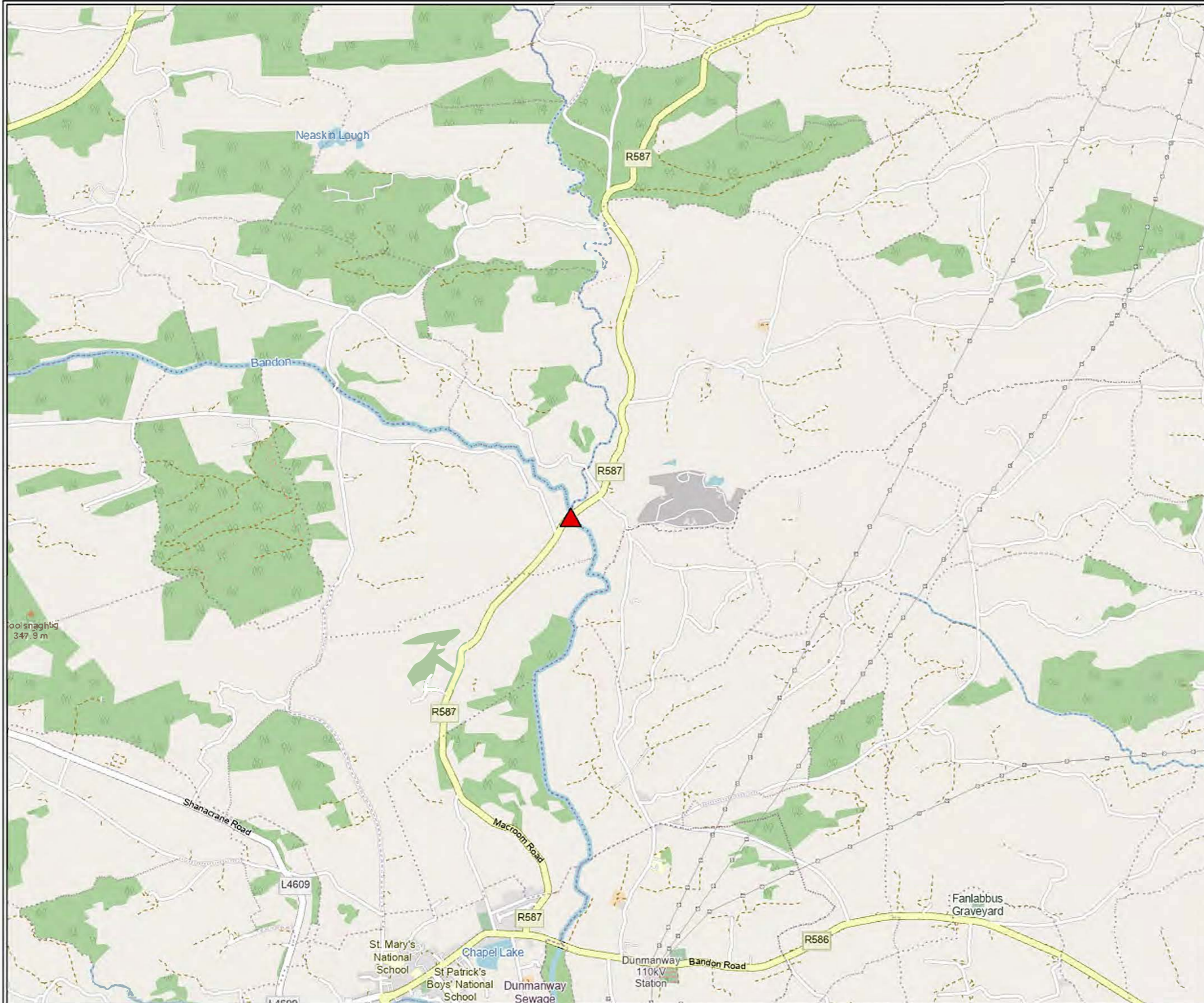
#### 2.1.1 Overview Description of the Project

The proposed rehabilitation works on Ardcahan Bridge are as follows:

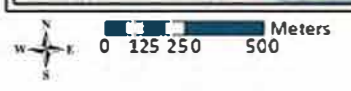
- Address corrosion within the bridge structure;
- Instillation of a temporary site compound;
- Deck works to include resurfacing and deck waterproofing.

It should be noted at this stage of the report that the 'construction' phase of the project relates to the rehabilitation works on the structure of Ardcahan Bridge, with the 'operational' phase of the structure being the bridge to remain in-situ and functioning as it currently exists with no plan for a 'decommissioning' phase for the structure.





**Legend**  
▲ Ardcahan Bridge



<b>TITLE:</b>	Site Location		
<b>PROJECT:</b>	Ardcahan Bridge Rehabilitation		
<b>FIGURE NO:</b>	2-1		
<b>CLIENT:</b>	Cork County Council		
<b>SCALE:</b>	1:24,000	<b>REVISION:</b>	0
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### 2.1.2 Purpose of / Rationale for the Project

Cork County Council is the competent authority responsible for works on infrastructure such as the proposed rehabilitation works on Ardcahan Bridge. Rehabilitation works to the bridge are now being proposed as the steel beams supporting the deck were observed to have significant corrosion issues. The strength of the bridge is at risk and urgent intervention is required to arrest and rehabilitation the corroded areas to restore the structure to full strength.

In addition to the key issues above, additional resurfacing, deck waterproofing and parapet rehabilitation works are also required at the structure

### 2.1.3 Construction phase

During the construction phase, it will be necessary to provide temporary facilities for construction personnel. This project will have 1 no. temporary compound located near the entrance to the site which will include welfare facilities. The location of the temporary site compound is proposed to be set back c. 30m from the south west corner of the bridge, as shown in Figure 3-1 of the CEMP. The temporary compound shall be constructed with crushed rock aggregate hard standings with low dust content. Temporary facilities will be removed, and the lands reinstated upon completion of the construction phase.

Facilities to be provided in the temporary site compounds will include the following:

- Welfare facility;
- Employee parking;
- Contractor lock-up facility;
- Bottled water for potable supply;
- Water tanker to supply water used for other purposes;
- Bunded fuel storage;
- Diesel generator;
- Storage areas;
- Waste management areas.

All washouts will be carried out in a dedicated area of the temporary compound, as shown in Figure 3-1 of the Construction Environmental Management Plan (CEMP), which accompanies this application.

Small mortar mixers will be required to be cleaned in a designated concrete wash-out area (Figure 3 1 of CEMP). A purpose-built concrete wash-out facility will be installed to separate solids and liquids. Solids shall be removed to an appropriate waste management facility; wastewater will be collected in a secondary holding tank for recycling in the washing process. Wash-out facilities will be positioned away from drainage features and fuel storage areas. Upon completion of the project, the wash-out area will be removed from the site and the area reinstated with the material arising during excavation. The area will be re-vegetated following the completion of works. Silt fencing will be left around any bare ground areas until they have re-vegetated.



Wheel wash facilities will be located at the site entrance to reduce construction traffic fouling public roads. Each wheel wash will come with a water tank which will be filled regularly. These units will be self-contained and will filter the waste for ease of disposal. Waste will be removed from each unit and from the site to an appropriate waste management facility by the proposed contractor.

Note that paint will be stored in a bunded container. Statutory check to be carried out on machinery weekly (GA2 Form).

Distributed overland minimum drainage will be required to the site compound as the washout facility will be used. Silt fencing will be erected on the downstream side of the site compound location.

Note that the site compound and wash-out facilities are both located in agricultural land within the Bandon River SAC, particular attention needs to be given to ensure the area is contained and no runoff occurs to River Bandon (see Figure 2-1).

## 2.2 Corrosion Repairs

1. Suspended Scaffold from the bridge deck shall be designed by a temporary works design specialist. Suspended scaffold to be installed in order to provide access to the bridge arches, this will fully encase the bridge and will be supported by the bridge itself. Note that the scaffold will be fully installed from the bridge without the need for any access to the riverbed. A road closure licence will be required during the whole duration of the works;
2. Field tent and bund to be erected on the scaffolding to contain and prevent any dirt and debris falling into the river;
3. Steel beams to be sandblasted to SA2.5 as per detail provided in Drawings P1959-ARDH-0004. Clean sand only to be used. Note that one operator will carry out the sandblasting using appropriate sandblasting equipment accessing to the beams surface from the suspended scaffold provided. Sandblasting equipment typically consists of a chamber in which sand and air are mixed. The mixture travels through a hand-held nozzle to direct the particles toward the surface of work. Field tent to be sealed to ensure the sand and debris won't leak out to the river;
4. Welding of additional steel plate at the bottom flange of existing steel beams as shown in Drawings P1959-ARDH-0004. Note that one operator will carry out the welding using portable electric welding equipment accessing the beams surface from the suspended scaffold provided;
5. A protective paint system to be applied to all exposed steel work, Hempel Hempadur Mastic 45880/1 or similar approved to be applied by brush in 2 coats of minimum 190 micron DFT (dry film thickness). Note that one operator will paint the steel beams accessing to them from the suspended scaffold provided;
6. Steel Drip Strips will be positioned along the bottom edge of the bridge parapet on both sides of the bridge, the holes will be drilled along the bridge as per the spacing shown in drawing P1959-ARDH-0004 and bolted through with post-fixed mechanical anchors as shown in drawings P1959-ARDH-0004. The position of these elements is shown on drawings P1959-ARDH-0004;
7. Cracking at Deck Pier interface to be injected with Epoxy Resin. Prior the injection, the crack and surrounding surface will be cleaned to allow the paste-over to bond to sound concrete. The epoxy resin will be pressure pumped locally (directly into the cracks) to close the cracks at the Deck Pier interface. The deck/pier interface is above the waterline;
8. Scaffold tent and bund to be cleaned and material to be sent to an appropriate licensed off-site waste management facility;



9. Scaffold to be safely removed. The procedure used will be the reverse of the installation described above.

### 2.3 Deck Works

- I. Upon completion of the corrosion repairs, it is proposed to repair the road surfacing on this bridge. A road closure and diversion will be required to facilitate these works. Works shall not be carried out in periods of heavy rain. Heavy rain is defined by Met Éireann as a precipitation rate that exceeds 2 mm per hour averaged over 3 or 6 hours;
- II. The deck drainage outlets shall be blocked with a waterproof membrane to prevent run off or debris entering the water course;
- III. The existing road surface shall be scarified, and the existing surface shall be removed, and the concrete surface of the bridge deck exposed;
- IV. Any defects encountered when deck is exposed to be repaired using an appropriate concrete repair mortar. This will only include small localized repairs with concrete repair mortar, only the top side of the deck will be involved with no risk of leakage to the river;
- V. A trial hole and rebar scan shall be completed to confirm the deck reinforcement and strength. Note that the trial hole will be superficial and won't penetrate through the whole thickness of the deck. If this investigation is unsatisfactory, Cork County Council may introduce a weight limit to the bridge;
- VI. A spray applied bridge deck waterproofing system shall be installed;
- VII. The pavement surface shall be laid, sand asphalt followed by HRA, high friction colour contract surfacing shall be applied;
- VIII. Deck drainage outlets shall be reinstated.

### 2.4 Construction Programme

In order to avoid periods of high-water level it is proposed that the construction will take place over 6-10 weeks between the period between June, July and August to coincide with low river water level.

### 2.5 Construction Working Hours

The hours of construction activity will avoid unsociable hours and will be agreed in advance of site start. It is anticipated that this will restrict working hours at the site during the construction phase to 08:00 to 19:00 Monday to Saturday inclusive. Additional emergency works may be required outside of normal working hours. Work on Sundays or public holidays will only be conducted in exceptional circumstances and subject to prior notification insofar as possible with the local community.

#### 2.5.1 Operation / Decommissioning Post Construction phase

There will no 'operational' or 'decommissioning' activities directly associated with the bridge following the completion of the proposed rehabilitation works on Ardcahan Bridge.



## 3. PLANNING CONSIDERATIONS

### 3.1 Relevant Planning History

A review of the planning history attached to Ardcahan Bridge shows it was not subject to any planning process, application or grant of planning permission. The precise date of construction of the bridge is unknown, however, the bridge is included on the Ordnance Survey Map of Ireland (OSI 6inch Cassini), which was conducted between 1829 and 1842. Therefore, the bridge predates 1829 and is 'Pre 1963' and is therefore considered 'Exempted Development' under the Planning and Development Act 2000, as amended.

### 3.2 Planning Policy Context and Project Compliance with Planning Policy

The current Cork County Development Plan 2022-2028 (CCDP), Chapter 11 Water Management, Section 11.11.29 states:

*"Section 50: Arterial Drainage Amendment Act, 1945 and EU (Assessment and Management of Flood Risks) Regulations SI 122 of 2010 - Restrictions on the construction or alteration of bridges and culverts. This requires all bodies and persons proposing to carry out any works to a bridge or culvert (new or alteration to an existing) to seek consent from the OPW prior to construction. A Section 50 consent is required on watercourses which appear on 6-inch maps or a watercourse where there is a known flood risk (where it has caused flooding in the past)."*

As such, the significance of the proposed rehabilitation works on the existing bridge infrastructure such as Ardcahan Bridge can be identified in the following documents.

#### 3.2.1 Regional Spatial and Economic Strategy for the Southern Region 2020 (RSES)

The Regional Spatial and Economic Strategy (RSES) sets out the long-term spatial planning and economic framework for the Southern Region, in accordance with the economic policies of the Government, for the proper planning and sustainable development of the Region to 2031 and beyond. As shown in 1.5.15 of the CCDP, a key component of the RSES states:

*"to strengthen the settlement structure of the Region and to capitalise on the individual and collective strengths of the three cities, the metropolitan areas, and the strong network of towns, villages and rural communities."*

#### 3.2.2 Cork Metropolitan Area Strategic Plan (MASP)

The Cork Metropolitan Area Strategic Plan (MASP) is based on the principles of a Sustainable Place Framework. The MASP is guided by key Policy Objectives (P.O.), with the proposed rehabilitation works on Glyntown Bridge aligning with the following Cork Metropolitan Area Goals, as shown in **Table 3-1**:



**Table 3-1: Cork Metropolitan Area Goals**

Cork Metropolitan Area Goals	Policy Objectives
Goal 1: Sustainable Place Framework	The future growth and ambition for each MASP will be based on the principles of a Sustainable Place Framework. This framework reinforces the positive relationship between the city centre, metropolitan area and wider region as complementary locations, each fulfilling strong roles. It positions quality place making at the core.
Goal 2: Excellent Connectivity and Sustainable Mobility	Our metropolitan areas shall be well connected through actions which will seek to deliver connectivity.

As described within Section 2.14.2, the Cork MASP and the RSES for the Southern Region, is the main engine of population and employment growth for the region. In conjunction with the relevant infrastructure providers, it is essential that the critical water services, roads and transport infrastructure is provided in a timely manner to ensure that sufficient lands are available to support the ambitious population growth targets. Within the Cork County Metropolitan area, promotion of compact growth and utilising existing infrastructure such as Ardcahan Bridge will go some way to encourage more sustainable and active modes of travel. The growth strategy for the Cork Metropolitan Area will require key transport and transport infrastructure investment such as the rehabilitation of existing infrastructure such as the Ardcahan Bridge. As such, the proposed rehabilitation works offers full compliance and support for the transport related goals and objectives of the region.

### 3.2.3 Cork County Development Plan 2022 – 2028: West Cork Strategic Planning Area:

The Cork County Development Plan 2022-2028 (CCDP) sets out a core strategy on how Cork County will grow and develop over the next six years, as shown in Chapter 2: Core Strategy. The aim of the Core Strategy is:

*“to provide for the development of County Cork as an attractive, competitive and sustainable place to live, visit and do business, where the quality of its economy, natural and built environment, culture and the strength and viability of its communities are to the highest standards, in accordance with all relevant Government Policy and Guidance.”*

The CCDP 2022-2028 is supportive of delivering a long-term transport plan for Cork County, as outlined within Chapter 2: Transport Strategy. In this context, the proposed rehabilitation of existing infrastructure such as Ardcahan Bridge is compatible with the overall transport strategy, as described within Section 2.16.15, which states:

*“Cork is a spatially large County and as such it is acknowledged that personal transport by car will continue to be a feature of longer trips despite the significant mode shift to sustainable transport that this plan seeks to achieve. The sustainable movement of goods, services and people will necessarily include some travel by road. Maintaining, improving and protecting the strategic function of the road network is therefore critical to the County’s economic and social health. Additionally, strategic road infrastructure investment projects are necessary to unlock certain development opportunities. This plan therefore facilitates improvements in road infrastructure and safeguards efficiency in the network.”*



The proposed rehabilitation works adhere to the Strategic Road Infrastructure Investment, as contained within Chapter 12 Transport and Mobility, section 12.16 of the CCDP, where Section 12.11.5, TM12-8 outlines county development objectives specific to the road network, as shown in **Table 3.2** below:

**Table 3-2: County Development Plan Objective: Traffic/Mobility Management and Road Safety**

Objective	Objective Description
TM 12-8 (e)	Improve the standards and safety of public roads and to protect the investment of public resources in the provision, improvement and maintenance of the public road network

Within this section, 12.16.1 refer to ‘The County’s Road network facilitates movement of goods, services and people and maintaining, improving and protecting its strategic function is therefore crucial for the County’s economy and society.’

Furthermore, section 12.16.3 describes works in sensitive environment locations such as at Ardcahan Bridge, where it states,

*“Many of the new /upgrade roads projects identified in this plan are in environmentally sensitive areas. It is important that climate change, environmental, nature conservation and heritage considerations are taken account of in the identification of routes/works areas, and at design and construction stages.”*

In relation to Natura 2000 sites, with Ardcahan Bridge and its area of works situated directly within the River Bandon SAC, the CCDP also contains legislative context within Section 15.3 Protecting Sites, Habitats and Species – Legislative Context, where section 15.3.3 specifically references Special Areas of Conservation (SACs), which states:

*“The network of sites designated or proposed for designation across Ireland and Europe under the Habitats and Birds Directives is known as the Natura 2000 Network. This network includes Special Areas of Conservation (SACs) and Special Protection Areas (SPAs), as well as sites that are proposed for designation as SACs or SPAs. The sites are also known as Natura 2000 sites or European Sites.”*

This is further supported through County Development Plan Objectives, as outlined in **Table 3-3**, below:

**Table 3-3: County Development Plan Objective: BE 15-2: Protect sites, habitats and species.**

Objective	Objective Description
BE 15-2 (a)	Protect all natural heritage sites which are designated or proposed for designation under European legislation, National legislation and International Agreements. Maintain and where possible enhance appropriate ecological linkages between these. This includes Special Areas of Conservation, Special Protection Areas, Marine Protected Areas, Natural Heritage Areas, proposed Natural Heritage Areas, Statutory Nature Reserves, Refuges for Fauna and Ramsar Sites. These sites are listed in Volume 2 of the Plan
BE 15-2 (b)	Provide protection to species listed in the Flora Protection Order 2015, to Annexes of the Habitats and Birds Directives, and to animal species protected under the Wildlife Acts in accordance with relevant legal requirements. These species are listed in Volume 2 of the Plan.



Objective	Objective Description
BE 15-2 (c)	Protect and where possible enhance areas of local biodiversity value, ecological corridors and habitats that are features of the County’s ecological network. This includes rivers, lakes, streams and ponds, peatland and other wetland habitats, woodlands, hedgerows, tree lines, veteran trees, natural and semi-natural grasslands as well as coastal and marine habitats. It particularly includes habitats of special conservation significance in Cork as listed in Volume 2 of the Plan.
BE 15-2 (d)	Recognise the value of protecting geological heritage sites of local and national interest, as they become notified to the local authority, and protect them from inappropriate development
BE 15-2 (e)	Encourage, pursuant to Article 10 of the Habitats Directive, the protection and enhancement of features of the landscape, such as traditional field boundaries, important for the ecological coherence of the Natura 2000 network and essential for the migration, dispersal and genetic exchange of wild species

As demonstrated in this section, the proposed rehabilitation works on Ardcahan Bridge are in full compliance with the Objectives and Principals as described in the current Cork County Development Plan 2022-2028.

### 3.3 Justification for the Project

The proposed rehabilitation works on Ardcahan Bridge is justified due to the structure now being considered to be in poor condition as a result of corrosion. The steel beams supporting the deck were observed to have significant corrosion issues, therefore, the strength of the bridge is at risk and urgent intervention is required to arrest and rehabilitation the corroded areas to restore the structure to full strength. Rehabilitation works are now required to address historical damage to the bridge through corrosion, and to eliminate any structural risk due to corrosion and environmental risk associated with further deterioration of the bridge.





## 4. CONCLUSION

The proposed repair and rehabilitation works on Ardcahan Bridge aligns with and planning policy as defined in the Cork County Development Plan 2022-2028, the Cork Metropolitan Area Strategic Plan (MASP) and the Regional Spatial and Economic Strategy for the Southern Region (RSES). The works will result in significant positive impacts on the structural integrity of the bridge and preserve the long-term structural integrity of the structure.

The Appropriate Assessment (AA) Process and Natura Impact Statement (NIS) screening has concluded, that on the basis of objective scientific information, that the proposed rehabilitation works will not, either alone nor in combination with other plans or projects, adversely affect any European (Natura 2000) sites. Therefore, the proposed bridge rehabilitation works will not have an adverse effect on the integrity of the qualifying interest species and habitats of the Bandon River SAC (002171). A Bat Report is provided, as even though there is no evidence of bats roosting within the Ardcahan Bridge, the site is identified as having moderate roosting potential. There are no proposals to remove the potential bat roosting features in the pier faces. As a precautionary measure, the bridge will be subject to a preconstruction endoscope survey (licensed) and emergence surveys (2 rounds) to re-confirm baseline conditions, and if any new roosts are found during these surveys, a relevant bat derogation licence shall be sought prior to construction works.

Given all of the above, the proposed rehabilitation works are considered to adhere to the principles of proper planning and sustainable development. Therefore, the proposed repair and rehabilitation works on Ardcahan Bridge will not adversely affect the integrity of any European site and should be granted approval by An Bord Pleanála.



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