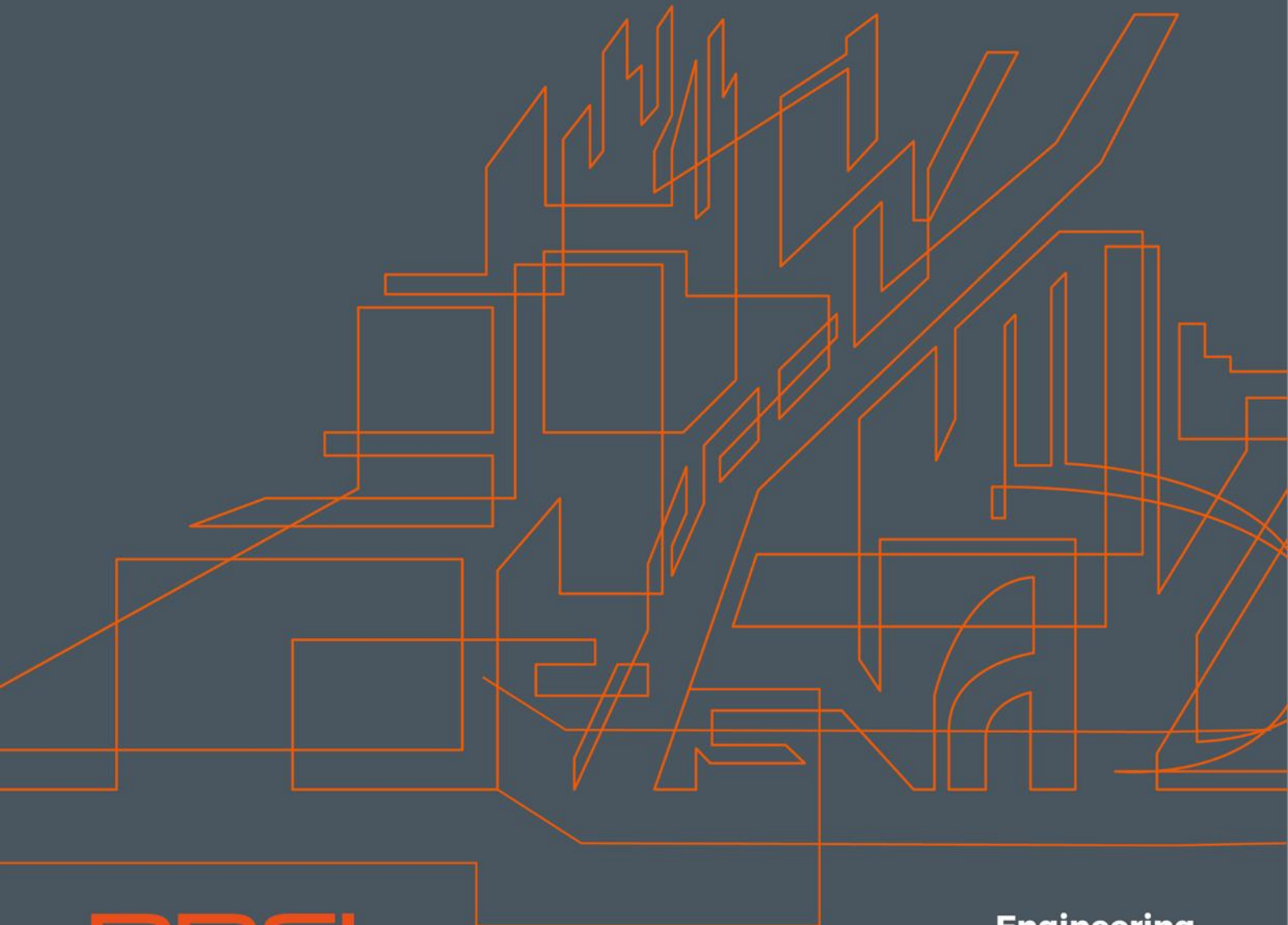


Nash's Boreen Pedestrian & Cycle Scheme

Part 8 Planning Report

220200-DBFL-XX-XX-RP-S-0001

September 2026



Project Title:	Nash's Boreen Pedestrian & Cycle Scheme		
Document Title:	Part 8 Planning Report		
File Ref:	220200-DBFL-XX-XX-RP-S-001		
Status:	S0 Initial Status	Rev:	P0

Rev.	Date	Description	Prepared	Reviewed	Approved
0	02/09/26	Issued for Part 8	JFC	KB	TJ

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1 Introduction

Cork City Council are proposing to carry out works along Nash's Boreen, off Upper Fairhill, with the intention of improving the route for Active Travel use. The proposed works will include the entirety of Nash's Boreen, and will improve the safety, accessibility and amenity value of the route for local residents, commuters, and leisure pedestrians and cyclists. These improvements will contribute towards meeting a variety of national, regional and local policy objectives to promote more sustainable travel and less reliance on the private car.

The purpose of this document is to outline the Cork City Council Part 8 Development Proposal for the Nash's Boreen Pedestrian & Cycle Scheme.

1.1 Background

Nash's Boreen is an historic Boreen that is valued by local residents and others as a walking and cycling route with views north over the hills towards Blarney.

The Nash's Boreen Pedestrian & Cycle Scheme will consist of the design and delivery of an improved Active Travel environment along Nash's Boreen, tying in with planning proposals for the route outlined in both the Cork Metropolitan Transport Strategy (CMATS) and the Cork Cycle Network Plan (Route No. CCN U30).

The scheme will involve the upgrading of existing active travel facilities along Nash's Boreen, including resurfacing works, traffic-calming, and junction safety improvements. Consideration has been given to dedicated cycling facilities and shared-use sections along parts of the route, where deemed feasible and appropriate whilst responding to both local topography and the limited width of the existing corridor in many areas.

Considering the wider Study Area, the scheme is considered to have potential to greatly improve Active Travel connectivity and permeability between existing and future residential areas, existing and future green spaces such as the proposed North West City Park, popular sporting facilities,



Scoil Íosagáin Boys National School on a cycle outing to Nash's Boreen. Photo: Scoil Íosagáin BNS.

future community centre, and to nationally significant employer Apple Distribution International at Hollyhill. Strong opportunities also exist to integrate with adjacent proposed schemes such as the future Cork Northern Distributor Multi-modal Route at the Boreen's western end, and the proposed Knockpogue Avenue & Knockfree Avenue Active Travel Improvement Works to the east.

Junctions providing connectivity to the surrounding areas will be upgraded where appropriate for safer pedestrian and cycle movement, including measures such as controlled or uncontrolled crossing facilities, table-top entry ramps, and additional traffic-calming options where feasible.

Junctions that have been identified for improvements include the following:

- Access point onto **Nash's Boreen** at **Upper Fairhill** and **Bride Valley Park**;
- Access point onto **Nash's Boreen** at the **David McCarthy Road (Hollyhill)**;

Other proposed improvements include, but are not limited to:

- Upgrades in eastern sections to facilitate development of Active Travel infrastructure;
- Junction safety improvements at Upper Fairhill – Nash's Boreen;
- Resurfacing of existing road surfaces throughout to benefit safety and ease-of-movement;
- Installation of improved boundaries / fencing where feasible and appropriate in the interest of safety;
- Upgraded drainage systems to improve surface water runoff;
- Provision of improved public lighting to ensure safety and enhance sense of security for users during the hours of darkness.

The initial stages of the scheme included a route options assessment, with preferred options continuing to Preliminary Design stage and public consultation. Once planning approval is acquired, detailed design and implementation will commence.

1.2 Location and Extent of Works

Nash's Boreen is located within the northwest sector of Cork City, as indicated in **Figure 1-1** overleaf. The area under consideration extends north and east from the David McCarthy Road as far as the Upper Fairhill Road and is approximately 2.1km in length. The Study Area, falling within the jurisdiction of Cork City Council, is located on the urban edge of significant residential and commercial development areas, and along land that is periodically zoned as Public Open Space in the Cork City Development Plan 2022-2028.

The majority of the existing road along the Boreen is paved to a varying degree of quality, and serves residences located on both sides as far as approximately 1.2 km west of Upper Fairhill Road.

The remaining westernmost section (*approximately 0.9km to the David McCarthy Road access point*) is typically bordered by greenfield and agricultural land on both sides of the road. Nash's Boreen is a designated and popular amenity walk, forming part of Cork City's northwest '*Slí na Sláinte*' loop.

The landbank between the western end of the Boreen and Kilmore Heights / the Meadows is strategically zoned for greenfield use, with the development of the city's future **North West City Park** a strategic objective for this area, as set out in the Cork City Development Plan 2022-2028.

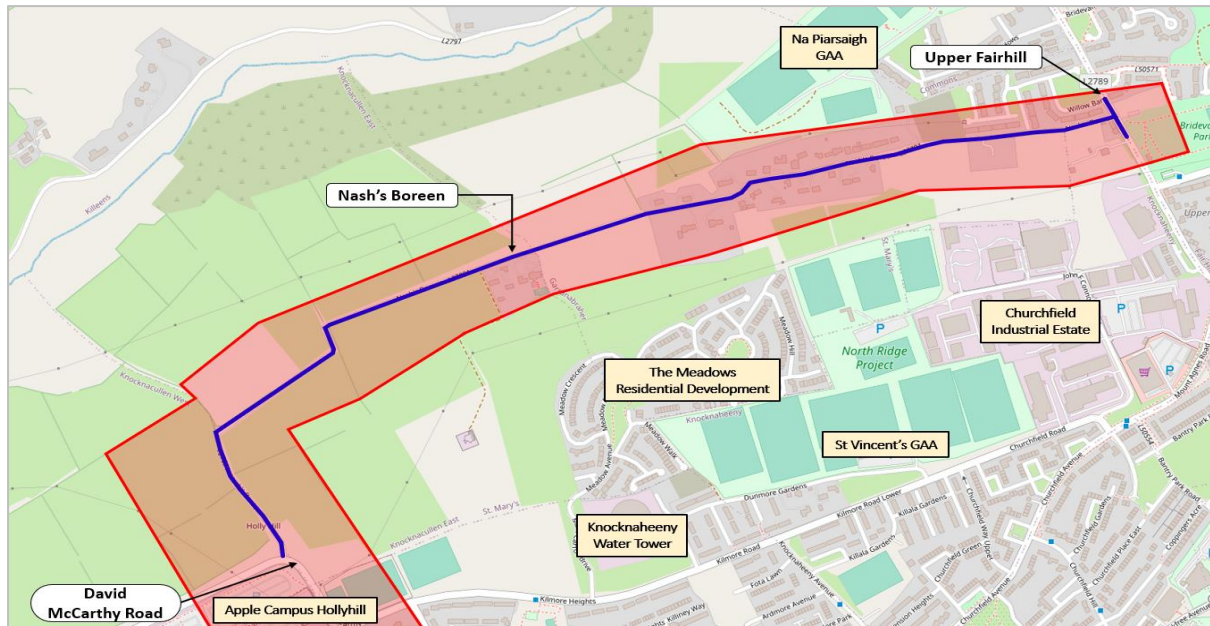


Figure 1-1: Nash's Boreen Pedestrian & Cycle Scheme Study Area, with neighbouring residential estates, commercial areas and amenities also highlighted. Source: Cork City Council and DBFL.

1.3 Scheme Objectives

The Nash's Boreen Pedestrian & Cycle Scheme aims to meet the following key objectives:

1. Implement a range of **high-quality Active Travel improvements** on Nash's Boreen, enhancing the value of the route for residents, commuting and leisure cyclists, and pedestrians;
2. Provide **improved connectivity** across the northwest of the city to **Apple Distribution International**, the future **North West City Park**, and the future **Cork Northern Distributor Multi-modal Route**;
3. Develop an environment which will encourage a broader **modal shift towards sustainable modes of transport**, and away from reliance on the private car;

4. **Integrate with other development proposals and plans** in the surrounding area, including the **Nash's Courtyard Part 8 Housing Development** and the **Knockpogue Avenue and Knockfree Avenue Active Travel Improvement Works**;
5. Enhance **connectivity, safety and convenience for cyclists and pedestrians** in compliance with **best-practice guidance** from the National Transport Authority (NTA) guidelines, the Design Manual for Urban Roads and Streets (DMURS), and the Cycle Design Manual (CDM);
6. **Improve safety and the perception of safety** on Nash's Boreen;
7. Ensure that all proposed development measures **respect the natural and heritage value** of the route as a **180+ year-old Boreen**, and as an **existing Slí na Sláinte amenity route**, while **maximising amenity value** and **preserving views** to the Boggeragh and Galtee Mountains.

The Cork City Development Plan 2022-2028 emphasises the importance of Active Travel to both public and environmental health. The Nash's Boreen Pedestrian & Cycle Scheme will have a positive impact on a desired shift towards sustainable mobility.

2 Planning and Policy Context

2.1 Overview

The proposed Nash's Boreen Pedestrian & Cycle Scheme supports a broad range of national, regional and local policy objectives aimed at increasing sustainable mobility, enhancing accessibility, transitioning to a low-carbon and climate-resilient society, and enhancing amenity and heritage. These objectives are outlined in the following relevant policy documents:

- National Investment Framework for Transport in Ireland (NIFTI)
- National Planning Framework 2040
- National Development Plan 2021-2030
- National Sustainable Mobility Policy 2022
- Southern Regional Spatial and Economic Strategy
- Cork City Development Plan 2022-2028
- Cork Metropolitan Area Transport Strategy 2040
- NTA CycleConnects 2024

While the above policy directives provide a strategic framework for long-term development at both national and local levels, and fully integrate with the previously outlined objectives, plans to improve Nash's Boreen have persisted as a Local Authority objective since its original inclusion in what was then the 2017 Municipal District Local Area Plan published by Cork County Council.

The route remains highlighted in both the present Cork Metropolitan Area Transport Strategy (CMATS), as well as in the draft maps provided by the NTAs CycleConnects programme, noted for improvement into a Primary Cycling Route in both publications.

2.2 Cork North West City Park

The future North West City Park is directly relevant to any proposed improvement of Nash's Boreen, as the lands intended for development into the Park encompass more than half of the Boreen, running from Kilmore Heights in the south to the Lower Killeens Road in the north. In 2024, Cork City Council appointed a multi-disciplinary consultancy design team for the Park, with public consultation on the proposed park running from the 29th of August until the 30th of September 2025.

The primary objective for the North West City Park is to address deficiency in park provision in the north and north west of Cork City, and to respond to the needs of the existing and future

neighbourhoods by promoting active and passive recreation, and offering social, cultural, economic and environmental benefits.

The Park will ultimately improve amenity and quality of life for residents in the surrounding communities and has strong potential to integrate with and mutually benefit the Nash's Boreen Pedestrian & Cycle Scheme.

2.3 Cork Northern Distributor Multi-modal Route

From the 27th of February until the 10th of April 2025, Cork City Council invited members of the public to participate in a non-statutory public consultation on the Cork Northern Distributor Multi-modal Route (**CNDMR**), which is being delivered in collaboration with the NTA and the Department of Transport. Following public consultation, the Preferred Route for the CNDMR was confirmed in December 2025, extending from Carrigrohane in the west to Glanmire in the east, with its main corridor running parallel to the north of Nash's Boreen for most of the Boreen's length.

Of specific relevance to Nash's Boreen, the Preferred Route incorporates a spur linking the CNDMR south to the David McCarthy Road, providing access to Hollyhill and surrounding neighbourhoods. This creates an opportunity for the CNDMR to integrate with the Nash's Boreen Pedestrian & Cycle Scheme, increasing the number of people who will be able to easily access Nash's Boreen on foot, by bicycle, or by bus, and adding to both schemes' value as commuter and amenity routes.

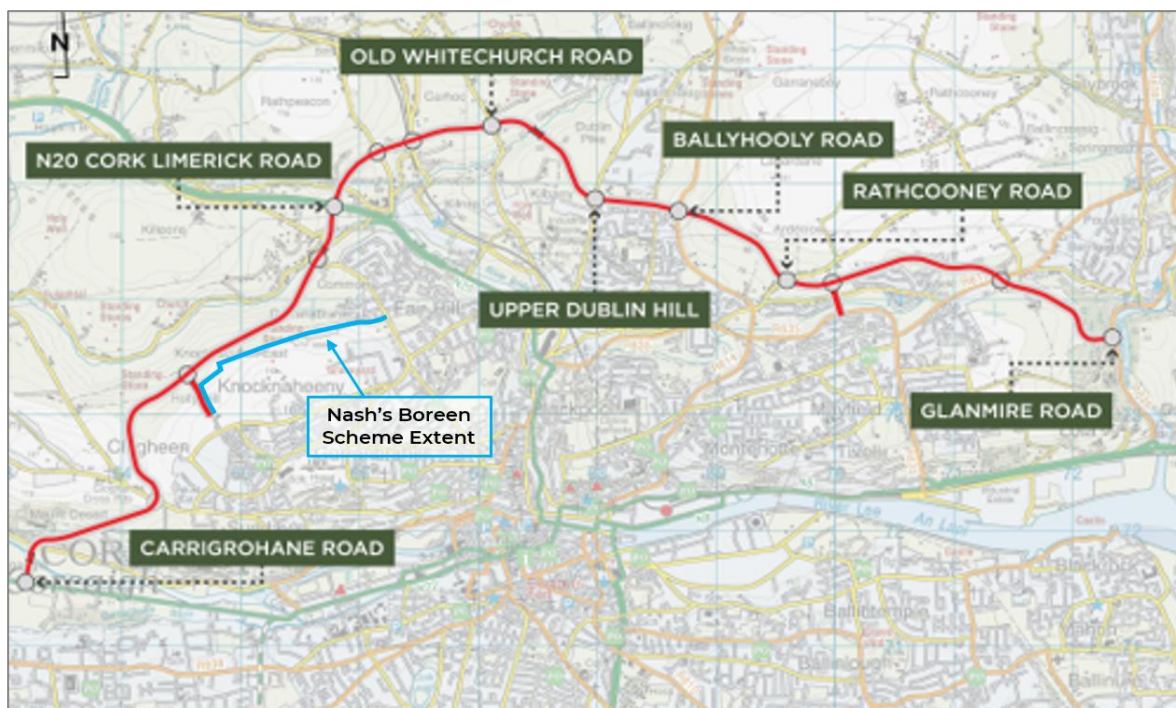


Figure 2-1: Preferred Route of the CNDMR, with Nash's Boreen highlighted in blue.

2.4 Nash's Courtyard Part 8 Housing Scheme

Cork City Council is progressing the delivery of a Part 8 Housing Scheme at Nash's Boreen, which was open to submissions as part of its public consultation process from November 11th to December 23rd, 2022.

The residential development, Nash's Courtyard, will be situated on Section 5 of the proposed active travel route (see **Figure 3-1**), with the proposed scheme expected to contribute positively to its delivery.

3 Scheme Proposals

3.1 Overview of Proposals

The proposals summarised in this chapter set out an improved walking and cycling environment for Nash's Boreen, a safer cycling commuter route to Apple's Hollyhill Campus, and a more easily accessible amenity route for leisure cyclists and pedestrians. A number of alignments and designs were considered and assessed as part of the optioneering process, with the route detailed below – and set out in **Figure 3-1** overleaf – ultimately emerging as the most practical, given such factors as proximity of private boundary's, topography, and the long-term delivery of the CNDMR and NWCP in close proximity.

The proposed development will comprise the following elements:

- From the junction of Nash's Boreen with Upper Fairhill Road to the "Welcome to Nash's Boreen" sign, approximately 0.38 km in length, works will include road resurfacing, improved footpaths, and additional traffic-calming measures where appropriate;
- From the "Welcome to Nash's Boreen" sign to the junction with David McCarthy Road, approximately 1.7 km in length, works will include road resurfacing, new or improved road markings, corner treatments, and limited road widening where suitable;
- Junction improvements at the following locations:
 - Nash's Boreen / Upper Fairhill / Bride Valley Park;
 - Nash's Boreen / David McCarthy Road (Hollyhill).
- Closure to vehicular traffic, and provision of a Shared Active Travel Facility, on the section of Nash's Boreen extending from the junction with David McCarthy Road to a point approximately 870m north-east along Nash's Boreen by installation of bollards/barriers at either end of this section;
- Installation of improved boundary treatments and fencing, where feasible and appropriate, in the interest of safety;
- Upgrading of drainage systems to improve surface-water runoff;
- Provision of improved ecologically sensitive public lighting throughout the length of Nash's Boreen.

The route is divided into six distinct design sections, as highlighted in **Figure 3-1** overleaf. The proposals for each are summarised in detail over the following six sections.

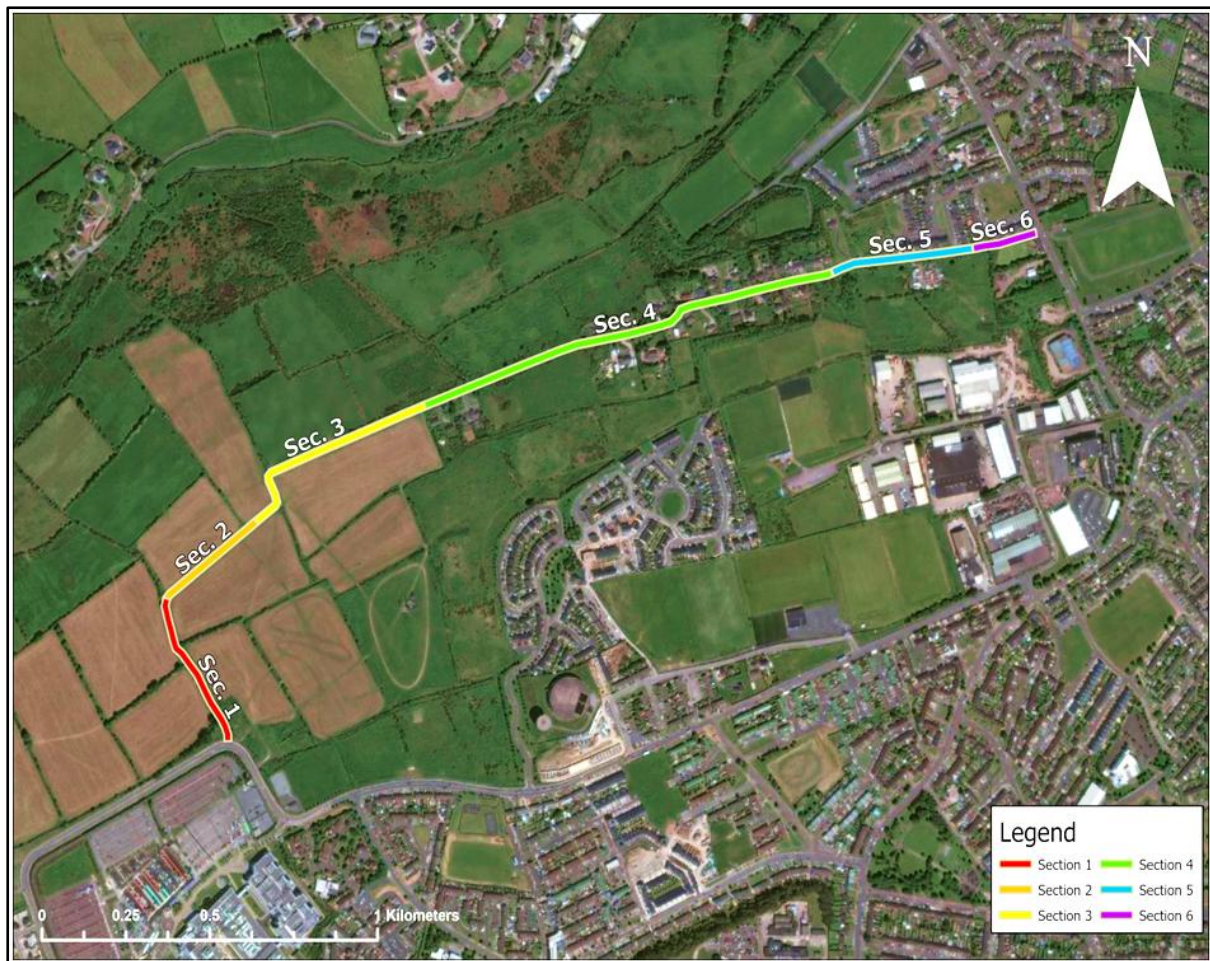


Figure 3-1: A map of Nash's Boreen, differentiating each of the six design sections by colour.

3.2 Section 1: David McCarthy Rd. → Westernmost Blind Corner

The proposed improvements for Nash's Boreen began at Section 1 (Chainage 0.00 to 240.00), a steep downhill segment extending northwest from the David McCarthy Road. This section of the route includes a sharp turn to the north-east before the beginning of section two. This dangerous turn represents a severe blind corner.

In order to address these issues and improve overall safety, the following interventions are proposed:

- **Closure to vehicular traffic, and provision of a Shared Active Travel Facility**, on this section of Nash's Boreen, via installation of bollards at the entrance from David McCarthy Road;

- **Speed reduction measures**, particularly at steeper segments, such as chicanes, signage and high-grip surface treatment;
- **Improved access control** by installing lockable bollards at the Boreen's southwestern trailhead, in order to minimize through-traffic. Local access for landowners, Cork City Council maintenance vehicles and emergency vehicles will be retained;
- **Improved lighting** to ensure safety and enhance sense of security for users during the hours of darkness;
- **Improving sightlines** at the first blind corner turning onto Section 2 and expansion of the width of the Boreen at this corner in order to encourage greater visibility and security;
- **Surface water runoff** will be discharged to the grassed verge on either side of the carriage way, enabling natural filtration into the topsoil. Sustainable Urban Drainage Systems (SuDS) will feature throughout Nash's Boreen so as to supplement this system of natural filtration. These will include biodiversity enhancements, swales and attenuation areas where possible;
- **Enhancing biodiversity** by replacing any existing vegetation and trees removed as part of the works with similar or greater quality native planting, semi-mature trees and shrubs.

As detailed in Chapter 2 – Policy Context, it should be noted that a spur included in the Preferred Route for the CNDMR runs north-south from the main CNDMR corridor to the David McCarthy Road, providing access to Hollyhill and surrounding neighbourhoods, as well as to prominent national employer Apple Distributions International. This represents an opportunity to integrate with the Nash's Boreen Pedestrian & Cycle Scheme, benefiting pedestrian and cyclist accessibility on both routes.



Figure 3-2: Aerial image of the entrance to Section 1 at the David McCarthy Road, showing how heavily sheltered by foliage this segment of the route is.

3.3 Section 2: Rural Uphill

Section 2 (Chainage 240.00 to 470.00) continues sharply to the northeast from the blind corner with Section 1. While the road surface remains relatively intact throughout Section 2, adjoining ditches and deteriorated boundary walls obscure sightlines and present the possibility of collapsing in several places.

In order to address the above issues, the following interventions are recommended:

- **Closure to vehicular traffic**, and **provision of a Shared Active Travel Facility**, on this section of Nash's Boreen;
- **Improved street lighting provision** in order to enhance the security of the area;
- **Road resurfacing and road markings** to highlight the road's function as a shared space for pedestrians, cyclists and other road users;
- **Improving sight-lines** and expansion of the width of the Boreen at the first blind corner approaching Section 1 to increase visibility and improve one's sense of security;
- **Provision of a build-out at the inner corner of the blind bend** as a traffic-calming / pedestrian safety measure;

- **Retention of existing stone walls** in the interest of retaining the historic character of Nash's Boreen – the integrity of these walls will continue to be monitored, with improvements to be provided on an *ad hoc* basis.

3.4 Section 3: Secluded Rural

Section 3 (Chainage 470.00 to 832.00) currently presents a decrease in road quality, frequently prone to water damage, cratering and potholes. Additionally, 2 no. sharp blind corners occur in quick succession at the approach to Section 3, with existing boundaries / hedgerows severely limiting sightlines to the east and west. To address the above, the following interventions are proposed:

- **Full re-grading of the deteriorated road surface;**
- **Closure to vehicular traffic**, and **provision of a Shared Active Travel Facility**, on this section of Nash's Boreen, via installation of bollards where Section 3 meets Section 4 (approx. 870m northeast of David McCarthy Road);
- **Further sight-line improvement, expansion of the width of the Boreen** and, if required, **post-and-rail fencing provision** at the 2 no. blind corners, in order to enhance sightlines, making this section of the route safer for all users;
- **Provision of a build-out at the inner corner of both blinds bends** in order to improve traffic calming and safe use of the Boreen as an amenity for walking and cycling;
- **Provision of appropriate road markings** indicating **shared priority** for motor vehicles and cyclists;
- **Localised widening** within existing confines where possible;
- The appropriate provision of **Sustainable Urban Drainage Systems (SuDS)**, particularly at the northern bend, which is prone to spot-flooding and ponding;
- **Proposed red-chip road surfacing** at both blind corners.



Figure 3-3: Aerial image of the 2 no. blind corners which characterise Section 3.

3.5 Section 4: Semi-rural Residential

3.5.1 Sec. 4 – Western Segment

Section 4 runs between Chainage 832.00 to 1570.00. Section 4's western segment presents a higher-quality road surface, which is equally characterized by unpredictable gradients which slope downhill, uphill, and downhill again in an erratic fashion. The road then descends at a steep incline accompanied by a severe blind bend. The presence of this bend and significant foliage on the boundaries of surrounding properties reduces sightlines east and west from either side of this corner significantly, making it unsafe for all road users. To address the challenges associated with this section of the road, the following interventions are recommended:

- **The majority of Section 4 will consist of a mixed traffic environment**, where cyclists and pedestrians will share a traffic-calmed carriageway with vehicles. This will encourage the creation of an informal street environment where carriageway users give way to one another as courtesy dictates, resulting in reduced speeds and a pedestrian-friendly environment;
- **Provision of road markings and signage indicating for traffic to reduce speed** at either approach to the sloping blind corner, in order to provide necessary traffic-calming measures and enhance road safety;

- **Road resurfacing** with suitable, high quality, durable material finishes;
- **Additional red-chip surfacing** at the steep blind corner as a traffic-calming measure;
- **Localised widening** within existing confines where possible;

3.5.2 Sec. 4: Eastern Segment

The eastern segment of Section 4 consists of a wide and largely flat section of residential roadway. Properties are situated south of the carriageway overlooking the Boreen, as well as north of the carriageway, downhill from the Boreen. Proposals include:

- **Continuation of the mixed traffic environment** detailed in the previous section;
- **Formalisation of existing one-way vehicle shuttle** with all road users sharing the carriageway.
- **Improved drainage design**, with surface water run-off discharging the grass verge on either side of the carriage way to filter naturally into the topsoil. This will be further supplemented by new Sustainable Urban Drainage Systems (SuDS);
- **Improved street lighting provision** to enhance the security of the area;

3.6 Section 5: Future Housing

Section 5 runs between Chainage 1570.00 and 1920.00. The western segment of Section 5 is bounded to the south by light industry- and residential-zoned lands in the ownership of Cork City Council. A brownfield site, situated north of the Boreen, is also zoned for sustainable residential development, and will be developed into the Nash's Courtyard Part 8 Housing Development.

The eastern segment of Section 5 continues for a further 140m to the east, parallel to Willow Bank View's southern boundary wall. A halting site housing four Traveler family units is situated south of this section of the carriageway.

Proposals for Section 5 aim to promote safety, accessibility and physical activity by incorporating improved pedestrian, cycling and vehicle infrastructure, including:

- **Upgrades to the existing footpath on the northern side of the carriageway** to improve current footpath width (1m) and create greater safety and capacity for pedestrian movement;
- The provision of **on-street parking on the northern side of the carriageway** to facilitate in part and coordinate the site boundary for the Part 8 residential development Nash's Courtyard.

- **Widening of the carriageway to 5.0m** were feasible;
- **Introduction of traffic calming chicane build-outs with alternating priority** to manage / lower vehicle speeds travelling through Sections 5 and 6;
- **Provision of appropriate road markings** indicating **shared priority** for motor vehicles and cyclists;
- **Localised Retaining walls along southern edge where required** to facilitate widening and manage topographical boundary challenges. Investigated further at detail design stage.



Figure 3-4: Aerial image of Section 5, showing the brownfield site (north of carriageway) planned to house the future Nash's Courtyard Part 8 Housing Development.

3.7 Section 6: Rear of Willow Bank → Upper Fairhill Junction

This section (Chainage 1920.00 to 2030.00) of the carriageway continues from the rear of Willow Bank towards the access point at the Upper Fairhill Junction at J. O' Sullivan's pub. Proposals include:

- **Widening of the existing carriageway to 5.0m** where feasible with minimum width of 4.8m (with additional 0.3m 'kicker / buffer' area along the southern edge with existing boundary wall) , in compliance with the *Design Manual for Urban Roads and Streets*;

- **Introduction of a formal vehicle shuttle** to manage vehicle speeds and widen the width of the adjoining footpath;
- **Provision of signalised crossings** on all three arms of the Upper Fairhill – Nash's Boreen Junction;
- **Provision of a raised table** at the Upper Fairhill – Nash's Boreen Junction, improving sight-lines and user safety;
- **Provision of dropped kerbs** on both the western arm of the junction and on the eastern side of the raised table to improve pedestrian safety;
- **Provision of a shared pedestrian and cycling facility** for a short distance on the eastern side of the junction, running from Bus Stop 242511 in the north to just south of the Bride Valley Park vehicular entrance;
- **Upgraded pedestrian environment on the northern corner of the Upper Fairhill Junction** to benefit pedestrian safety and management vehicle speeds in accordance with *Design Manual for Urban Roads and Streets*;
- **Improve safety for all road users through reduction of the Upper Fairhill carriageway width to 6.0m** from the existing 7.4m, to enable traffic-calming and reduce speeding, while maintaining sufficient width for motor vehicles;
- **Provision of appropriate road markings** on Nash's Boreen, indicating **shared priority** for motor vehicles and cyclists;
- **Narrowing of the vehicular entrance to the Bride Valley Park Carpark via use of bollards** to improve safety for all road users and provide a defensible area for active travel users.



Figure 3-5: Aerial view of Section 6's eastern end, showing the Upper Fairhill Junction's current layout.

4 Supporting Surveys and Assessments

An Ecology Survey Report, a Tree Survey, and screenings for Appropriate Assessment and Environmental Impact Assessment were undertaken by Flynn Furney Environmental Consultants as part of the preliminary design of the Nash's Boreen Pedestrian & Cycle Scheme.

4.1 Ecology Survey Report

The Ecology Survey Report summarises the ecological surveys that were completed and explains why certain environmental surveys were not completed. The Habitats & Flora survey identified earth banks, stone wall, hedgerows, scrub, neutral grassland, amenity grassland, improved agricultural grassland, conifer woodland, a grassy verge, and recolonising bare ground and spoil within the study area surrounding the proposed works. The Fauna species recorded 3 no. badger (*Meles meles*) faeces were recorded in fields adjacent to Nash's Boreen.

No other signs of mammal activity, such as setts, burrows, spraint or prints were observed. No trees containing bat (*Chiroptera* sp.) potential were detected within the project works area. One building with bat potential, located on the eastern end by the Upper Fairhill Road, was recorded. An Avian survey was not carried out for this project.

It is recommended that clearance of vegetation avoids the bird nesting season (March 1st to August 31st inclusive). If clearance occurs during bird nesting season, a pre-construction nesting survey may need to be carried out, depending on the timing of works. An Invasive Species survey indicated that Japanese Knotweed, as well as other plants also categorised as Invasive Alien Plant Species (IAPS): Old man's beard, Winter heliotrope, Fuchsia, Butterfly bush and Cherry laurel.

4.2 Tree Survey

A Tree Survey of Nash's Boreen was undertaken, which found that the majority of trees present are likely to be retained. It recommended mitigation for the loss of hedgerows at two sites by planting linear planting of native species. Every effort will be made to maintain and enhance the existing trees in the detailed design process.

4.3 Appropriate Assessment Screening Report

The Appropriate Assessment Screening found that the two closest European sites are the Cork Harbour SPA and Great Island Channel SAC, which are located 5.3km and 10.1km to the east of the project area. There is no identifiable direct impacts on nearby Designated Sites because there are no connections between the proposed works and the projected sites.

Due to the scale/nature of works proposed, the distance between the site and receptor, lack of direct connectivity and absence of habitat suitable for ex-situ Qualifying Interests, it is considered there will be no impact of these works, or no impact of any cumulative or in combination effects of this project with other projects or plans, on any surrounding Natura site.

Flynn Furney concluded that in their professional opinion, to the best of their scientific knowledge, and in view of the conservation objectives of the European sites reviewed in the screening exercise, the proposed development individually / in combination with other plans and projects (*either directly or indirectly*) are not likely to have any significant effects on any of the European sites. Therefore, they concluded that an Appropriate Assessment is not required.

4.4 Environmental Impact Assessment Screening Report

The Environmental Impact Assessment Screening found that the proposed scheme does not fall within the mandatory requirement for an EIA as addressed in EU Directive 85/337/EEC (as amended by Directive 97/11/EC). A sub-threshold EIA Screening exercise was carried out to determine the potential for the proposed development to have significant environmental effects.

Following the screening exercise, it was concluded that the characteristics of the proposed development would not be considered likely to have significant effects on the environment. This is based primarily on the limited size and scale of the proposed works and low potential to have significant impacts.

Flynn Furney therefore concluded that a full Environmental Impact Assessment Report is not necessary.

5 Summary and Conclusion

Pursuant to the requirements of the provisions of Section 179 of the Planning and Development Act 2000 (*as amended*) and Part 8 of the Planning and Development Regulations 2001 (*as amended*) Cork City Council wishes to deliver an improved walking and cycling environment along Nash's Boreen, an objective consistent with planning proposals outlined in the Cork Metropolitan Area Transport Strategy (CMATS). In addition, a Stage (i) Road Safety Audit will be undertaken simultaneously, to ensure that any potential hazards which may present themselves either on-site or within the scheme design can be identified and rectified, maximising the safety of the final delivered scheme for all users.

The proposed active travel scheme provides a high-quality commuter and recreational environment for walking and cycling along Nash's Boreen, between Upper Fairhill at the easternmost terminus of the route, and the David McCarthy Road at Apple Hollyhill in the south-west. A full summary of proposed improvements are set out by route section in Chapter 3 previous, but the key elements comprising this project's proposed works include:

- Upgrading of existing pedestrian and cycling facilities along Nash's Boreen;
- Appropriate resurfacing of the carriageway, including regrading where required;
- Build-out of corners at existing blind bends to improve sight-lines;
- Junction improvements to improve safety for all users;
- Closure to vehicular traffic and provision of a Shared Active Travel Facility between the David McCarthy Road and a point approximately 870m north-east along Nash's Boreen;
- Formalisation of existing vehicle shuttle area;
- Introduction of traffic calming to manage vehicle speeds along Nash's Boreen;
- Lighting provision throughout the scheme area where appropriate.

The above improvements will enhance Nash's Boreen's sense of place, providing a safer, more enjoyable walking and cycling experience for residents and visitors alike. The upgrades also facilitate improved commuter links between nationally significant employer Apple's Hollyhill Campus and current / future residential developments along Nash's Boreen, supporting economic employment and improved routes to work. These proposals also provide safer opportunities for children in the community to walk or cycle to local facilities such as Na Piarasigh GAA Club and St.

Vincent's GAA.

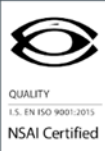
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The Scheme will improve access to and encourage greater use of a high-value natural amenity walkway which hosts outstanding rural views of the Galtee Mountains to the northeast and the Boggeragh Mountains to the northwest. This supports both tourism and commerce, benefiting the local community as a whole.

Once planning approval is achieved, Cork City Council will work closely with relevant parties to ensure disruption to residents and commuters is minimal throughout the construction phase of the project. Upon completion, it is the intention of Cork City Council that Nash's Boreen's walking and cycling environment and surrounding landscapes areas continue to be maintained and upkept into the future.

The Nash's Boreen Pedestrian & Cycle Scheme leverages public and private investment, adding value to – and considered compatible with – the following proposed schemes in the immediate vicinity:

- North West City Park;
- Cork Northern Distributor Multi-modal Route;
- Nash's Courtyard Part 8 Housing Development;
- Knockpogue Avenue and Knockfree Avenue Active Travel Improvement Works.



**Engineering
Sustainable
Futures**

Dublin Office

Ormond House
Upper Ormond Quay
Dublin 7, Ireland
D07 W704

+ 353 1 400 4000
info@dbfl.ie
www.dbfl.ie

Cork Office

14 South Mall
Cork, Ireland
T12 CT91

+ 353 21 202 4538
info@dbfl.ie
www.dbfl.ie

Galway Office

Odeon House
7 Eyre Square
Galway, Ireland
H91 YNC8

+ 353 91 33 55 99
info@dbfl.ie
www.dbfl.ie

Waterford Office

Suite 8b The Atrium
Maritana Gate, Canada St
Waterford, Ireland
X91 W028

+ 353 51 309 500
info@dbfl.ie
www.dbfl.ie