



CONSULTANTS IN ENGINEERING,
ENVIRONMENTAL SCIENCE &
PLANNING

ENGINEERING CONSULTANCY SERVICES FOR CORK CITY BRIDGES

PLANNING STATEMENT

Prepared for: Cork City Council



Cork
City Council
Comhairle Cathrach Chorcaí

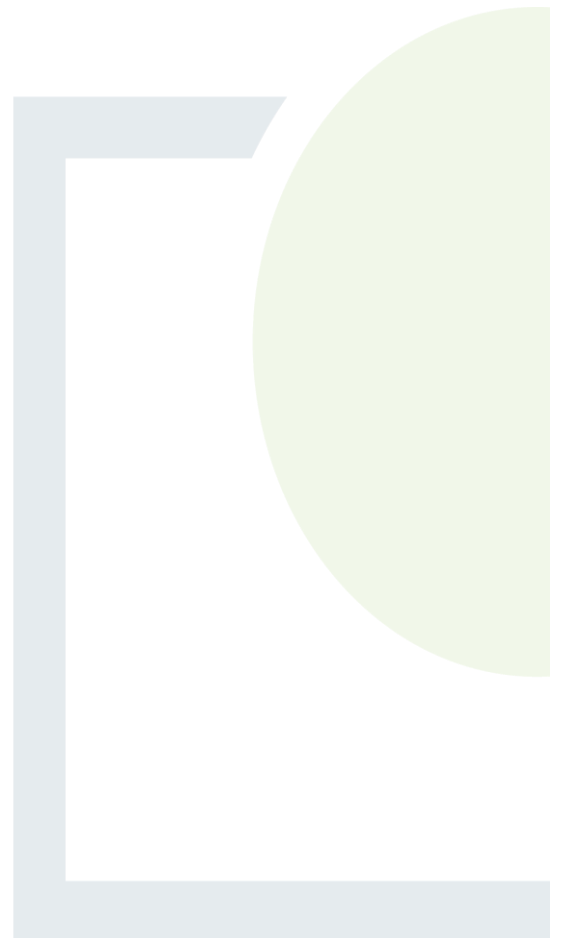
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PLANNING STATEMENT

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Abstract: This document consists of a Planning Statement which has been developed in support of a Section 177AE application to An Bord Pleanála for approval of repair and rehabilitation works of the existing structure of Glyntown Bridge along East Cliff Road over the Butlerstown River, Glanmire, Cork City. This statement reports on the Planning and Environmental considerations associated with the project.

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1. INTRODUCTION

1.1 Background

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

An Ecological Impact Assessment (EclA) Report (including an Invasive Species Management Plan) and a Screening Report to Inform the Appropriate Assessment and Natura Impact Statement (NIS) was completed for the proposed repair and rehabilitation works at Glyntown Bridge. This Planning Statement has been developed in support of a Section 177AE application to An Bord Pleanála for approval of the proposed repair and rehabilitation works at Glyntown Bridge. The document reports on the Planning Statement considerations associated with the project and has been 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 generally:

1. An **Ecological Impact Assessment (EclA) Screening Assessment Report** was carried out to review the following data:
 - Available ecological data for both the receiving environment and greater area, including a review of European sites within the zone of influence of the project (as part of a separate Appropriate Assessment Screening) and nationally designated sites within 10km;
 - Undertake ecological field surveys of the receiving environment;
 - Identify flora and fauna present within the footprint of all elements of the project;
 - Evaluate the ecological significance of the receiving environment;
 - Appraise the potential impacts of the project on the ecology of the receiving environment; and
 - Consider measures to mitigate the potential negative impact(s) of the project on the ecology of the receiving environment.

The following relevant documents are appended to the EclA Screening Assessment Report:

- **Appendix 1:** Evaluation Criteria (NRA 2009 CIEEM 2018);
- **Appendix 2:** Aquatic Ecology Surveys;
- **Appendix 3:** Invasive Species Management Plan.



2. A Screening Report to Inform the Appropriate Assessment (AA) Process and 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 following relevant documents are appended to the Natura Impact Statement Report:
- **Appendix 1:** List of Cumulative Projects;
 - **Appendix 2:** Invasive Species Management Plan.

1.3 Accompanying Drawings

The following drawings accompany this document and the Section 177AE application for the project generally. These drawings have been enclosed with the Section 177AE Planning Application:

Drawing No.	Drawing Title
P21-200-GT-0101-0001	Site Plan
P21-200-GT-0101-0002	Proposed Elevations
P21-200-GT-0101-0003	Proposed Construction Details
P21-200-GT-0101-0004	Scope Of Rehabilitation Works

1.4 Description of the Site

Glyntown Bridge, which is subject to the proposed repair and rehabilitation works, is situated in Glanmire Town, c. 7km north east of Cork City centre and c. 0.6km east of the M8 Cork – Dublin motorway.

The exact date of construction of Glyntown Bridge is unknown, however, it 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.

Glyntown Bridge is a stone cut 3-span masonry arch bridge which allows pedestrian and vehicular traffic to traverse the Butlerstown River on the L-2998 East Cliff Road, c. 50m east of the confluence of the Glashaboy River.

The bridge links the townlands of Ballinglanna and Riverstown, where the land use comprises residential, commercial and recreational uses, with Brookville residential estate and Capwell Industrial Estate located on the southern side of the bridge and Sarsfield's G.A.A Club and extensive woodland and green space being the predominant land use immediately to the north of the bridge.

A Site Location Map drawing showing the site and its immediate environs is shown in **Figure 1-1**.



Figure 1-1: Site Location Map

https://uss.ftco.ie/DMS/view_document.aspx?ID=839653&Latest=true



2. PROJECT DESCRIPTION

2.1 Project Description

2.1.1 Overview Description of the Project

The proposed repair and rehabilitation works on Glyntown Bridge are as follows:

- *Installation of temporary site facilities*
- *Vegetation removal*
- *Parapet repair*
- *Invasive species treatment*
- *Pier cutwater repair*
- *Repointing*

A Site Plan showing the layout of the proposed project is enclosed with this planning application (Drawing Number: P21-200-GT-0101-0001).

It should be noted at this stage of the report that the '*construction*' phase of the project relates to the repair and rehabilitation works on the structure of Glyntown 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.

2.1.2 Purpose of / Rationale for the Project

Cork City Council is the competent authority responsible for works on infrastructure such as the proposed repair and rehabilitation works on Glyntown Bridge. Repair and rehabilitation works to the bridge are now being proposed as the structure of the bridge is considered to be in poor condition as a result of damage to the east cutwater of the south pier, with concrete underpinning, vegetation removal and masonry repairs required to address further deterioration in the condition and integrity of the bridge.

2.1.3 Construction phase

During the construction phase, temporary facilities will be provided to service the site and a maximum five to ten site personnel. A temporary site compound, requiring no permanent installations, will be set up in the hardstanding area to the southeast of the bridge.

During this phase, the proposed repair and rehabilitation works will be as follows:

- *Temporary Site Facilities;*
- *Vegetation Removal;*
- *Parapet Repair;*
- *Pier Cutwater Repair;*
- *Repointing.*



2.1.3.1 Temporary Site Facilities

During the construction phase, temporary facilities will be provided to service the site and a maximum five to ten site personnel. A temporary site compound, requiring no permanent installations will be set up in the hardstanding area to the southeast of the bridge.

2.1.3.2 Vegetation Removal

Japanese knotweed, present on the northern bank to the east of the bridge, will remain in-situ and will be treated as part of the existing Cork City Council treatment regime. No works are proposed in the areas of the remaining invasive species.

The spandrel walls, wing walls, parapets and barrel arch will be cleared of vegetation and algae to allow for stonework repointing. The vegetation removed will be collected and disposed of offsite. Tree trunks will be removed from or treated in-situ of the spandrel wall. In the case of treatment, targeted herbicide will be used. Where trees are to be removed, parapet demolition will be conducted to access the tree's root system. The parapets will be demolished using a pneumatic drill. Tree trunk removal will be undertaken with the use of chainsaws, to remove as much of the trunk as possible. Removed tree trunks will be collected and disposed of offsite by means of recycling as wood chippings.

2.1.3.3 Parapet Repair

Small sections of the parapet walls will require demolition to good stone sections and rebuilding. These include damaged parapet walls on traffic side of the northeast of the bridge (Japanese knotweed is not present on this side) and locations where tree trunks can be removed close to the carriageway level. These works will be conducted from the bridge deck.

The stone required for the repair of the parapet will be sourced from licenced quarries in the vicinity of the project and stone reutilised from on-site demolition. The stonework will be rebuilt with Natural Hydraulic Lime (NHL) 3.5 mortar to match the existing stonework. This lime and sand mix mortar will be mixed onsite.

2.1.3.4 Pier Cutwater Repair

The eastern cutwater is in very poor condition and will be replaced (Plate 2.1). The cutwater will be demolished down to good stone. If good stone cannot be located, then the cutwater will be underpinned with a concrete base.

On top of the good stone/concrete foundation, the cutwater will be rebuilt. The stone required for the repair of the cutwater will be sourced from licenced quarries in the vicinity of the project and stone reutilised from on-site demolition of the original cutwater. The stonework will be rebuilt with mortar to match existing construction.

For these works, the river will need to be partially dammed (coffer dam of pea gravel bags and geosynthetic textile) to encourage the flow under the remaining arches. Cutwater repair will occur over a period of 2.5 weeks.



2.1.3.5 Repointing

The whole structure will be repointed (spandrel wall, wing walls, barrel arches and parapets). The repointing will require all loose mortar, soil and deleterious materials to be brushed out of the joint.

For the spandrel walls, wing walls, arch barrel and parapets, an NHL mortar will be used. On the piers and abutments where water contact is more frequent, a more resistant NHL 5 mortar mix will be used.

2.1.3.6 Construction materials

The following details the construction materials and their volumes, to be used during the construction phase of the proposed project:

- Cast In-situ Concrete 3m³
- NHL Lime Mortar 1.5m³
- Stone for Repairs 3.5m³

2.1.4 Operation / Decommissioning Post Construction phase

There will no 'operational' or 'decommissioning' activities directly associated with the bridge following the completion of the proposed repair and rehabilitation works on Glyntown Bridge. Japanese Knotweed (*Fallopia Japonica*) has been identified on the banks of the Butlerstown River adjoining the bridge. Due to the presence of this, and other invasive plant species in the wider area where the bridge is located, there will be ongoing treatment of invasive plant species during the operation of the bridge as part of Cork City Council's invasive species treatment programme.



3. PLANNING CONSIDERATIONS

3.1 Relevant Planning History

A review of the planning history attached to Glyntown 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 City Development Plan 2022-2028 (CCDP) states that, during the lifetime of the plan,

“Glanmire will require significant infrastructure including a new road bridge over the Glashaboy River, as well as additional school services, passive and active open space, local shops, community services and facilities, water and wastewater services, energy, telecommunications etc.”

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

3.2.1 [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 repair and rehabilitation works on Glyntown Bridge aligning with the following Policy Objectives, shown in Table 3-1:

Table 3-1: Cork Metropolitan Area Strategic Plan Policy Objectives

Policy Objective Number	Policy Objectives
Policy Objective 5	<i>It is an objective to ensure quality infrastructure and quality of place is prioritised as an incentive to attract people to live and work in sustainable settlement patterns in the metropolitan area.</i>
Policy Objective 7	<i>Seek investment and delivery of sustainable transport infrastructure as identified through the Cork Metropolitan Area Transport Strategy.</i>



Within the Cork City Metropolitan area, promotion of compact growth and utilising existing infrastructure such as Glyntown 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 repair and rehabilitation of existing infrastructure such as the Glyntown Bridge. As such, the proposed repair and rehabilitation works offers full compliance and support for the transport related goals and objectives of the region.

3.2.2 [Cork City Development Plan 2022 – 2028](#)

The Cork City Development Plan 2022-2028 (CCDP) sets out a strategic vision on how Cork City will grow and develop over the next six years. This strategic vision contained in Section 1.5 is based on the following key *Strategic Principles*, with the most relevant to this proposed project shown in Table 3-2:

Table 3-2: Relevant Key Strategic Principles

Strategic Principle	Vision
Compact growth	Integrate land-use and transport planning to achieve a compact city with 50% of all new homes delivered within the existing built-up footprint of the City on regenerated brownfield, infill and greenfield sites identified in the Core Strategy, and to achieve higher population densities aligned with strategic infrastructure delivery.
Enhanced Built and Natural Heritage	Protect, enhance, support and develop our built and natural heritage, our open spaces and parks, and our green and blue infrastructure, and expand our built heritage with new buildings, townscapes and public spaces achieved through the highest standards of architecture and urban design.

The CCDP is supportive of delivering a long-term transport plan for Cork City. In this context, the proposed repair and rehabilitation of existing infrastructure such as Glyntown Bridge is compatible with *Key Strategic Principles* to achieve this such as *Compact Growth* and *Enhanced Built and Natural Heritage* as shown in Table 3-2, above.

Section 2.44 of the CCDP describes ‘*Compact Liveable Growth*’ at the right locations, which include the area containing Glyntown Bridge at ‘*South Glanmire (Ballinglanna)*’, where compact growth will be achieved through:

“... regeneration, consolidation and re-intensification. This growth is supported by new physical and social infrastructure that puts people first, supporting everyday life that makes it easy and safe to move around Cork City.”

Section 4.20 outlines how Cork City Council is committed to improving pedestrian and cycling connectivity through a range of high quality, public realm improvements, with programmes such as the *Glanmire Roads Improvement Scheme* Initiative which:

“... contains measures designed to address connectivity issues in the Glanmire Area and will allow for more seamless connections between the three villages that comprise the settlement, Glanmire, Sallybrook and Riverstown.”



In relation to ‘Built Heritage’ and the proposed repair and rehabilitation of existing infrastructure such as Glyntown Bridge, CCDP, Section 8.20, states how:

“Sympathetic maintenance, adaptation and re-use can allow architectural heritage to yield aesthetic, environmental and economic benefits to the city, even when the original use may no longer be viable. Conservation can be recognised as a good environmental choice as the reuse of buildings rather than their demolition contributes to sustainability by retaining the embodied energy of buildings and reducing demolition waste. In some cases, it is also more cost effective to renovate than demolish and rebuild.”

Furthermore, the proposed repair and rehabilitation works adhere to the *Overarching Development Principles* contained within Section 11.5 of the CCDP, with the relevant Development Principles included in Table 3-3:

Table 3-3: Overarching Development Principles

Development Principal No.	Overarching Development Principle
1	Contribute to the creation of a sustainable and compact city of neighbourhoods and communities
2	Be aligned with the development and growth strategy set out in the Core Strategy
4	Integrate climate resilience and green practices from design to implementation stage
6	Be permeable and connect with its surrounding context and environment
8	Not have detrimental impacts on the receiving environment

As demonstrated in this section, the proposed repair and rehabilitation works on Glyntown Bridge are in full compliance with the Objectives and Principals as described in the Cork Metropolitan Area Strategic Plan and the current Cork City Development Plan 2022-2028.

3.3 Justification for the Project

The proposed repair and rehabilitation works on Glyntown Bridge are justified due to the structure now being considered to be in poor condition as a result of damage to the east cutwater of the south pier, with concrete underpinning and masonry repairs required to be undertaken to repair this damage and strengthen the structure of the bridge. The extensive vegetation growth recorded throughout the structure needs to be cleared from both elevations, as tree and shrub roots have penetrated the stone exterior in parts of the bridge, and as a consequence, have compromised the integrity of the bridge structure. The damage caused by vegetation growing on the structure needs to be prevented from causing further deterioration to the condition of the bridge, with repair and rehabilitation works now deemed essential. Further vegetation clearance is also required on the embankments, with minor repointing to the abutments piers and arch barrels. Repair and rehabilitation works are now required to address historical damage to the bridge, and to eliminate any structural and environmental risk associated with further deterioration of the condition of the bridge.



4. CONCLUSIONS

The proposed repair and rehabilitation works on Glyntown Bridge aligns with and planning policy as defined in the *Cork City Development Plan 2022-2028* and the *Cork Metropolitan Area Strategic Plan (MASP)*. 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 Ecological Impact Assessment report (EclA) has concluded that no element of the proposed development is likely to have a significant adverse impact on the receiving environment (with the adoption of proposed mitigation measures).

The Appropriate Assessment (AA) Process and Natura Impact Statement (NIS) screening has concluded, that on the basis of objective scientific information, that the proposed repair and rehabilitation works will not, either alone nor in combination with other plans or projects, adversely affect any European (Natura 2000) sites.

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



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