



Cork  
City Council  
Comhairle Cathrach Chorcaí

# **Kilcully Pedestrian Safety Scheme**

Planning Report

October 2022

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# Kilcully Pedestrian Safety Scheme

## Planning Report

October 2022

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# 1 Introduction

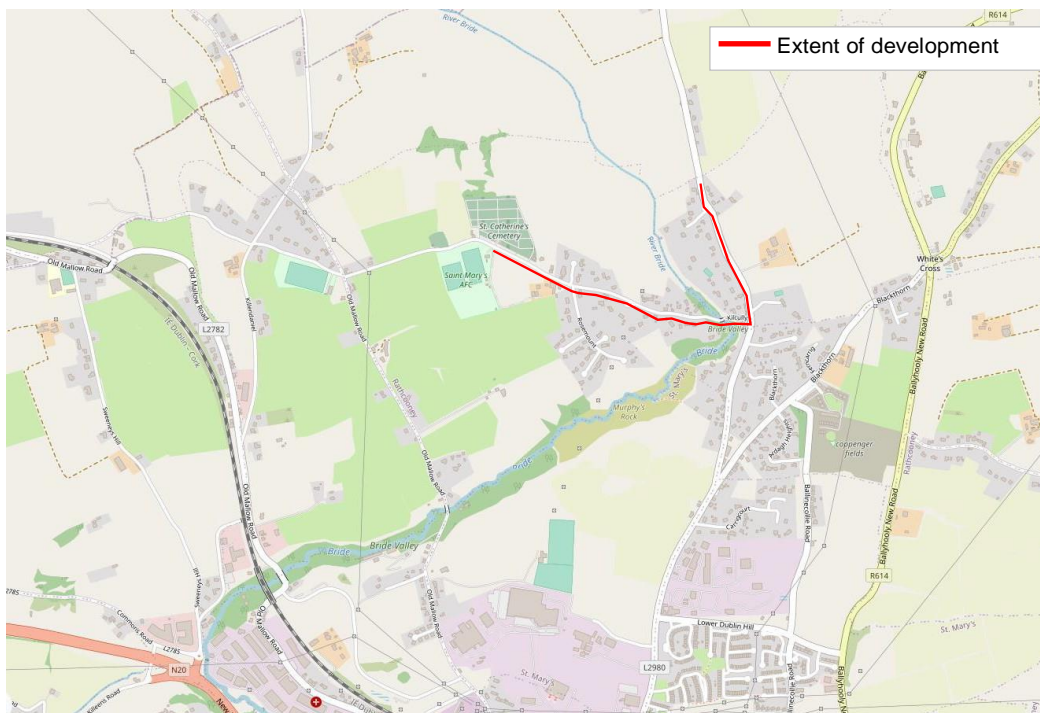
## 1.1 Overview

Mott MacDonald Ireland (MMI) have been appointed by Cork City Council to provide design consultancy services for the Kilcully Pedestrian Safety Scheme, Co. Cork. The proposed development is located approximately 2.2km northeast of Cork city and is situated within the village of Kilcully (townlands of Kilcully, Ballincrokig (Ed St. Mary's) and Ballincrokig (Ed Rathcooney), within the administrative boundary of Cork City Council (refer to Figure 1.1).

The proposed development comprises an approximate total length of 1.64km, comprising an approx. 1.04km section of the L2962 Kilcully Road extending from St. Catherine's graveyard to the junction with the L2958 Upper Dublin Hill Road and an approx. 0.6km section of the L2958 Upper Dublin Hill Road from the junction with the L2962 Kilcully Road, continuing northward toward Anname Bridge.

This planning report accompanies a Part 8 planning application by Cork City Council (CCC) for the proposed Kilcully Pedestrian Safety Scheme.

**Figure 1.1: Location of Proposed Development**



Source: © OpenStreetMap contributors

Part XI (Development by Local and State Authorities) of the Planning and Development Act 2000, as amended (hereafter referred to as the Act), and Part 8 (Requirements in Respect of Specified Development by, on behalf of, or in Partnership with Local Authorities) of the Planning and Development Regulations 2001, as amended (hereafter referred to as 'the Regulations'), set out the requirements of the legislation as it pertains to Local Authority Own Development.

Part 8, Article 80, of the Regulations outlines the prescribed classes of development for the purposes of Part 8. In this regard, the proposed development falls under the following class of development:

Section 80(1)(b) *“the construction of a new road or the widening or realignment of an existing road, where the length of the new road or of the widened or realigned portion of the existing road, as the case may be, would be -*

*in the case of a road in an urban area, 100 metres or more...”*

Also applicable, is Section 80(1)(k) *“any development other than those specified in paragraphs (a) to (j), the estimated cost of which exceeds €126,000, not being development consisting of the laying underground of sewers, mains, pipes or other apparatus.”*

This report is prepared for inclusion with the Plans and Particulars being made available for public inspection in accordance with the requirements of the Act and Regulations. It describes the need for and objectives of the proposed development and provides a detailed description of it, as well as outlining how the proposed development is considered to be in accordance with planning objectives and policies and thus the proper planning and sustainable development of the area.

## 1.2 Need for Project

There are currently limited pedestrian facilities within the village of Kilcully. The primary objective of the scheme is to provide for and improve pedestrian safety by enhancing pedestrian infrastructure for Kilcully by better facilitating:

- Safe movement of pedestrians through the area
- Segregation of pedestrian movement from the road carriageway
- Encouraging modal shift for the local population to access local services and amenities, through the provision of walking infrastructure

## 1.3 Structure of the Part 8 Application

The Part 8 application includes the following documentation listed within Table 1.1 below. Additionally, all documentation is available for review and download on CCC’s consultation portal <https://consult.corkcity.ie/en>.

**Table 1.1: Structure of Part 8 Application**

Item No.	Document Type	Document Name
1	Statutory Particulars	Site Notice
2		Newspaper Notice
3		Schedule of Drawings
4	Drawings	Drawings
5	Planning and Environmental Reports	Part 8 Planning Report
6		Preliminary Examination for Environmental Impact Assessment
7		Report to Inform Screening of Appropriate Assessment



## 2 Description of Development

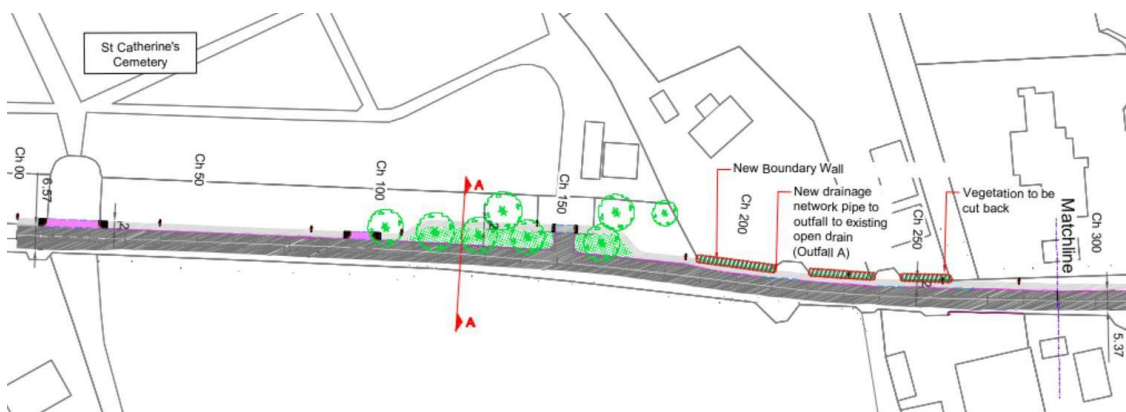
The proposed development comprises of new and upgraded footpaths totalling approx. 1.64km in length, the initial (approx.) 1.04km section begins at St. Catherine’s graveyard along the L2962 Kilcully Road, this section includes a new pedestrian bridge crossing the Glennamought River adjacent to Bridge CB-L2962-B-000, the route continues to the junction with the L2958 Upper Dublin Hill Road. The final (approx.) 0.6km extends along the L2958 northward toward Anname Bridge (Bridge Ref: CB-L2958-B-000).

### 2.1 Project Description

The proposed works will comprise of the following (refer to Figure 2.1 and also to drawing 229101013-MMD-0000-XX-DR-C-0009 included with the application):

- New 2m wide concrete footpath, totalling a length of approximately 1550m;
- Upgrading of existing concrete footpath to provide a width of 2m, totalling a length of approximately 50m;
- 1No. pedestrian bridge crossing the Glennamought River adjacent to Bridge CB-L2962-B-000;
- 1No. Raised Pedestrian Crossing and reduction in junction radii to 6m;
- 43No. new public lighting columns;
- Improved drainage infrastructure comprising approximately 1100m of surface water drains ranging from 225mm to 450mm diameter, a series of roadside drainage gullies adjacent to the new footway, upgrade and formalisation of 3 no. drainage outfalls (A, B1 & B2) and maintenance of 1 no. existing over-the-edge drainage outfall (C);
- Service diversions to facilitate the improvement works; and
- All associated works to facilitate the development.

**Figure 2.1: Proposed Development**



Source: Mott MacDonald

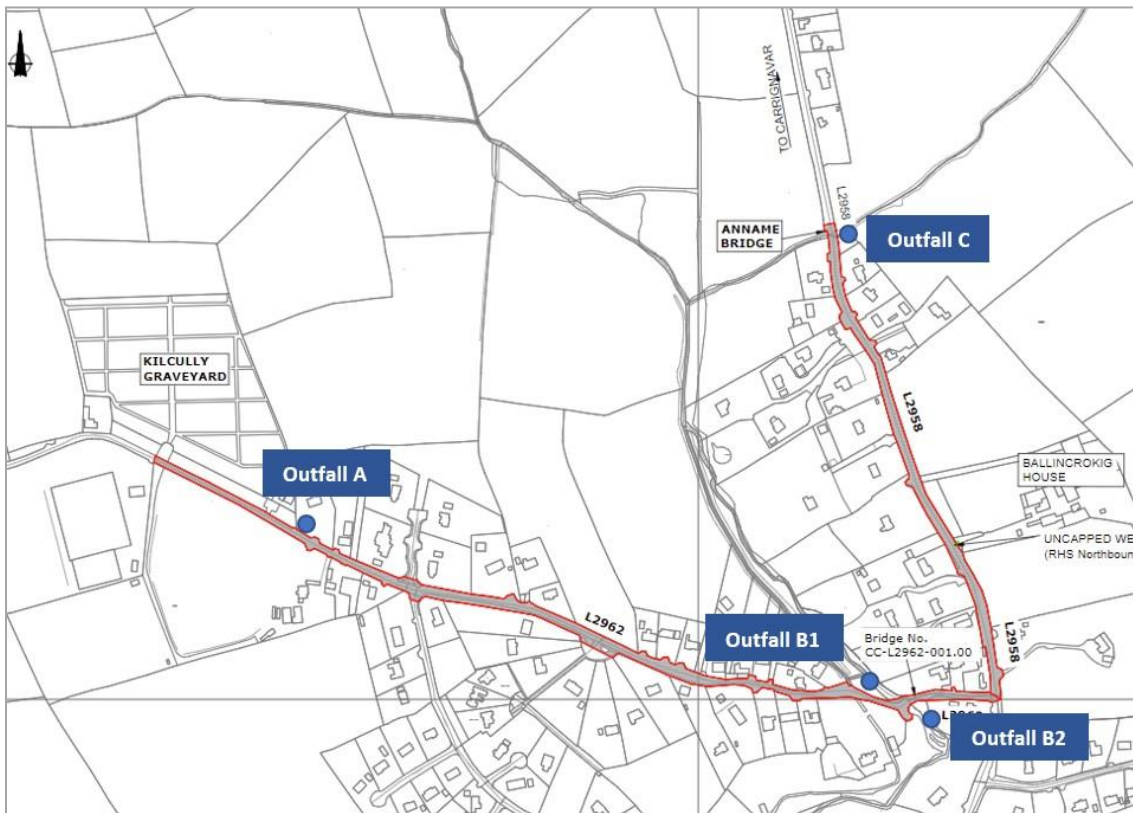
#### 2.1.1 Drainage

As there will be an increase in hardstanding surface area, there is a need for increased capacity in the existing drainage system. A total of 1090m of surface water drainage is proposed along with new roadside gullies.

There are four existing discharge points for surface water drainage along the route of the proposed development, refer to Figure 2.2. As part of the proposed development discharge points

B1 and B2, which drain to the River Glennamought respectively, will need alteration. Discharge point B1 does not have a formal outfall. As such, upgrades to this discharge point will require a precast headwall set back from the river channel with a natural stone channel with riparian planting. There is an existing outfall pipe downstream of Bridge CB-L2962-B-000, Discharge Point B2, which will likely require the installation of new pipes at this location.

**Figure 2.2: Discharge Points**



Source: Mott MacDonald

### 2.1.2 Lighting

It is proposed to upgrade the lighting along the full length of the proposed scheme, in accordance with TII Publication DN-LHT-03038 Design of Road Lighting for the National Road Network.

The design proposal provides for 43No. lighting columns along the L2962 and L2958 at approximately 25m spacings. Lighting columns are to be 8m over ground height, manufactured from steel with a tapered octagonal section, root mounted, hot dip galvanised to BS EN 1461.

### 2.1.3 Utilities

It is intended to maintain existing services in their current location within the carriageway and/or footway. Where existing services are directly impacted by the works (i.e. new kerblines, improved pavement foundation etc.), the protection or relocation of existing services will be undertaken in accordance with the relevant service provider's guidelines.

### 2.1.4 Traffic Management

Traffic management will be required during the construction phase of the works. A Traffic Management Plan (TMP) has been prepared to highlight a non-exhaustive list of potential diversion routes that may be utilised by the Contractor in the design and preparation of the Traffic

Management Plan to be implemented during the construction phase of the works. The TMP outlines the minimum requirements for traffic management in the execution of the works, in accordance with current industry best practice.

A detailed traffic management plan will be produced by the Contractor following consultation and agreement with the Gardaí and Cork City Council, in advance of construction of the scheme. The Traffic Management Plan will comply with the requirements of Chapter 8 of the Traffic Signs Manual and the suite of Temporary Traffic Management documents published by the Department of Transport. The Contractor will also take account of the '*Guidance for the Control and Management of Traffic at Road Works*', Second Edition, issued by the Department of Transport (2010) in the implementation of the TMP and the '*Guidelines for Managing Openings in Public Roads*, Second Edition, issued by the Department of Transport, Tourism and Sport (2015).

### **2.1.5 Construction Programme**

The proposed works are anticipated to commence in Q1 2023 and are anticipated to take approximately six months to complete.

Due to the scale of the work to be undertaken, a designated construction compound is not envisaged as being required. It is expected that the need for storage of a small amount of materials and temporary parking, will be agreed through negotiation with a local farmer/landowner. It is expected that material will be ordered and used as required and large stock piling will not be necessary.

## 3 Planning Policy Assessment

### 3.1 Introduction

This chapter sets out the sectoral and planning policy context at a national, regional and local level, demonstrating that the need for the proposed development is consistent with the objectives of these – especially in terms of providing accessibility to pedestrian facilities for the local population, and will therefore contribute towards the achievement of proper planning and sustainable development of the area.

### 3.2 Sectoral Policy

#### 3.2.1 Road Safety Strategy 2021-2030

The Road Safety Strategy 2021-2030 published by the Road Safety Authority is the Government's fifth Road Safety Strategy. The Strategy puts in place actions to deliver 'Vision Zero', which seeks to achieve the Government's long-term goal aimed at eradicating road traffic deaths and serious injuries by 2050. By the end of the lifetime of the Strategy, the Strategy seeks to cut the number of deaths and serious injury by 50%; in order to achieve this, *all* road users must be protected. The Strategy will deliver significant investment in the provision of **“safe, segregated infrastructure to protect those walking and cycling on our roads, and through initiatives to promote the modal shift from motor vehicle travel to support environmental, safety and health objectives.”**

The strategy identifies seven Safe System priority intervention areas, one of these being *“Safe roads and roadsides – To improve the protective quality of our roads and infrastructure”*.

Under the above intervention area, a number of high-impact actions are identified under the Phase 1, 2021-2024 action plan, including:

- *“During the period 2021 to 2025, 1,000 km of segregated walking and cycling facilities will be constructed or under construction on the national, local and regional road network, to provide safe cycling and walking arrangements for users of all ages”*.
- Phase 1 of the Strategy is backed by an investment of €3.8 billion.

#### 3.2.2 National Sustainable Mobility Policy

In April 2022 the Department of Transport published the National Sustainable Mobility Policy (NSMP), it replaces existing active travel and public transport policy as set out in the 2009 policy documents - Smarter Travel: A Sustainable Transport Future and the National Cycle Policy Framework.

The NSMP sets out a strategic framework to 2030 for active travel (walking and cycling) and public transport journeys to help Ireland meet its climate obligations and is accompanied by an Action Plan to 2025. The Action Plan contains actions to improve and expand sustainable mobility options across the country by providing safe, green, accessible and efficient alternatives to car journeys. It also includes demand management and behavioural change measures to manage daily travel demand more efficiently and to reduce the journeys taken by private car. The policy aims to deliver at least 500,000 additional daily active travel and public transport journeys by 2030 and a 10% reduction in the number of kilometres driven by fossil fuelled cars.

The Plan seeks to continue to make existing and new walking, cycling and public transport networks more accessible for all users. The Plan's vision for sustainability mobility is *“To connect people and places with sustainable mobility that is safe, green, accessible and efficient”*.

The Vision is based on three core objectives and ten goals; relevant goals for the proposed development include:

- Goal 1: Improve mobility safety
- Goal 5: Encourage people to choose sustainable mobility over the private car
- Goal 6: Take a whole of journey approach to mobility, promoting inclusive access for all
- Goal 7: Design infrastructure according to Universal Design Principles and the Hierarchy of Road Users model

### 3.2.3 Cork Metropolitan Area Transport Strategy

The Cork Metropolitan Area Transport Strategy (CMATS) 2040 has been developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council and Cork County Council. The CMATS sets out a framework for the planning and delivery of transport infrastructure and services to support the CMA's development in the period up to 2040. The vision of the CMATS is to deliver *“an integrated transport network that addresses the needs of all modes of transport, offering better transport choices, resulting in better overall network performance and providing capacity to meet travel demand and support economic growth”*. To achieve the vision the CMATS is supported by six guiding principles; of relevance to the proposed development are:

**Principle 01** To support the future growth of the CMA through the provision of an efficient and safe transport network.

**Principle 02** To prioritise sustainable and active travel and reduce car dependency within the CMA.

The CMATS states “[it] will deliver an integrated transport network that addresses the needs of all modes of transport, offering better transport choices, resulting in better overall network performance and providing capacity to meet travel demand and support economic growth”. Delivery includes the provision more than 200km of new and upgraded footpaths during the lifetime of the CMATS.

Key outcomes for walking in the CMATS include:

- An increase in walking levels for work, education and leisure across the CMA, particularly for short journeys (less than 2-3km);
- Addressing the safety issues and barriers that prevent citizens and visitors from walking more in Cork;
- Supporting a high quality and fully accessible environment for all abilities and ages by continuing to develop a safe, legible and attractive public realm;
- Facilitate walking’s role as part of linked trips, particularly with rail and bus journeys; and
- Promote a higher standard of urban design and permeability in new and existing developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.

### Project Response

The strategic goals of the Government to promote a greater share of sustainable modes as well as creating more liveable urban environments is evidenced throughout the sectoral policy noted above. The importance of changing behaviours and reducing reliance on private car use through the provision of a safer environment for vulnerable road users is also reflected in the objectives for the proposed development – identified in Section 1.2, and associated elements of the subject proposed development. The proposed development is supported and will help to fulfil the sectoral policy objectives on road user safety, enhanced facilities for pedestrians and vulnerable users and reducing private car journeys on a local scale.

## 3.3 National Planning Policy

### 3.3.1 Project Ireland 2040 - National Planning Framework

Project Ireland 2040 - National Planning Framework (hereafter referred to as the NPF) published by the Government in February 2018, is a 20-year planning framework designed to guide public and private investment, to create and promote opportunities for Irish citizens, and to protect and enhance Ireland’s built and natural environment.

The main ambition of the NPF is to achieve sustainable development through the compact growth of cities, towns and villages, with growth which is more evenly distributed at a regional level. The NPF seeks to ensure that towns and villages continue to remain attractive places to live. Placemaking is a multi-faceted process and attractiveness of the public realm and providing a safe environment for pedestrians, is vital to the success of our towns and villages. The proposed development supports a number of National Strategic Outcomes (NSOs) and National Policy Objectives (NPOs), the most relevant to the proposed development are detailed below.

#### NSO4 Sustainable Mobility

The proposed development will help to promote active modes of transport by creating a safer pedestrian environment for all. The proposed development helps to contribute towards providing sustainable mobility through providing safer and accessible choices/ options for walking and cycling.

#### **National Policy Objective 4**

Ensure the creation of attractive, liveable, well designed, high quality urban places that are home to diverse and integrated communities that enjoy a high quality of life and well-being.

#### **National Policy Objective 27**

Ensure the integration of safe and convenient alternatives to the car into the design of our communities, by prioritising walking and cycling accessibility to both existing and proposed developments and integrating physical activity facilities for all ages.

#### **National Policy Objective 28**

Plan for a more diverse and socially inclusive society that targets equality of opportunity and a better quality of life for all citizens, through improved integration and greater accessibility in the delivery of sustainable communities and the provision of associated services.

#### **National Policy Objective 64**

Improve air quality and help prevent people being exposed to unacceptable levels of pollution in our urban and rural areas through integrated land use and spatial planning that supports public transport, walking and cycling as more favourable modes of transport to the private car, the promotion of energy-efficient buildings and homes, heating systems with zero local emissions, green infrastructure planning and innovative design solutions.

### **3.3.2 National Development Plan 2021-2030**

The National Development Plan (NDP) details several funding schemes which support and are directly aligned with the objectives of the proposed development. This includes the allocation of funding for active travel and road safety works.

The NDP sets out details of a new National Active Travel Programme which will complement active travel investments in cities, towns and villages as described in NSO 3: Strengthened Rural Economies and Communities and NSO 4: Sustainable Mobility and deliver significant additional walking and cycling infrastructure around the country by 2025. The Government is firmly committed to encouraging the use of walking, cycling and other active travel methods, and has allocated an annual investment of €360 million for the period 2021-2025 which will be realised through the delivery of the Road Safety Strategy Phase 1 action plan.

In addition to maintaining the regional and local road network in good repair, it is a priority of the Government to carry out targeted improvements to sections of the network. This includes addressing sections of road with poor safety characteristics and poor safety records, as well as also minor projects where the appraisal demonstrates a significant benefit in areas such as support for the local economy, improved accessibility (including areas remote from the major national road network), protection of lifeline routes, and traffic management.

### **Project Response**

The proposed development supports the NSO's and NPO's aforementioned, as it directly supports sustainable, zero-carbon personal mobility options (i.e. walking and cycling) through the provision of 1.64km of footpaths and pedestrian bridge which in turn provides increased safety for pedestrian movements through Kilcully village. Funding for the proposed development has been provided through a number of schemes within the NDP, which in turn are aligned to support the fulfilment of NSO's and NPO's.

## 3.4 Regional Planning Policy

### 3.4.1 Regional Spatial and Economic Strategy for the Southern Region

The Regional Spatial and Economic Strategy for the Southern Region (hereafter referred to as the RSES) came into effect on 31st January 2020. The RSES sets out a 12-year strategic regional development framework for the Southern Region, the primary aim of the RSES is to support and implement Project Ireland 2040 - the National Planning Framework (NPF) and National Development Plan.

As the regional tier of the national planning hierarchy, the RSES seeks to achieve coordination, cohesion and balanced regional development. The RSES is also divided into three sub-regional areas, called Strategic Planning Areas (SPAs) - the Mid-West, South-East and South-West, with Cork (city) forming part of the latter.

The strategic vision of the RSES is to;

- Nurture all our places to realise their full potential
- Protect and enhance our environment
- Successfully combat climate change
- Achieve economic prosperity and improved quality of life for all our citizens
- Accommodate expanded growth and development in suitable locations; and
- Make the Southern Region one of Europe's most creative, innovative, greenest and liveable regions.

A key enabler of the RSES is the revitalising of urban and rural areas through creative and regenerative place-making, through the use of quality urban design to enhance the character of a place and to ensure the development is respectful of the existing physical, social and environmental and cultural context. The RSES also seeks to improve pedestrian accessibility, safety and facilities.

The relevant Regional Policy Objectives (RPOs) are reproduced below, RPO 163 and RPO174, are supported by and in turn supports the proposed development.

#### **RPO 163 Sustainable Mobility Targets**

RPO 163 sets out an objective to increase sustainable modes of transport and reduce private car dependency. The relevant sub-sections of this RPO are reproduced below:

- a. Through effective integration of land-use and transport planning, implementation of RPOs in the RSES and MASPs and actions driven through Development Plan, Local Area Plan, Metropolitan Area Transport Strategies and Local Transport Plans, significant progress is sought for the Southern Region to reduce the modal share of private car travel and increase the modal share of travel by walking, cycling, public transport and car sharing
- b. Support the function of Metropolitan Area Transport Strategies and Local Transport Plans to achieve higher rates of modal shift to sustainable transport
- c. National Smarter Travel Targets are supported which seek to achieve a reduction of work-related commuting by private car to 45% of modal share by 2020 and commuting by walking, cycling, public transport and car sharing to 55% of modal share by 2020. Such targets are nationwide average targets and higher achievement under lower tiered plans such as for metropolitan areas are supported

#### **RPO 174 Walking and Cycling**

RPO 174 sets out objectives to support active health initiative, promote sustainable mobility and promote sustainable modes of transport. The most project relevant objectives under RPO174 are reproduced herein:



- All significant development proposals shall be required to provide a Quality Audit, as referred to in the Design Manual for Roads and Streets
- Place walkability and accessibility by walking mode as a central objective in the planning and design of all new developments/new development areas, transport infrastructure and public transport services
- Enhance pedestrian facilities in all urban areas in the region
- Support accessibility to walking routes for people with disabilities

## Project Response

The proposed development is consistent with the relevant planning objectives of the RSES as it supports active travel within Kilcully through the provision and enhancement of pedestrian facilities. The proposed development is considered consistent with, and will provide, both direct and indirect support, to the attainment of the objectives of RPO 163 and RPO 174.

The proposed development has been designed in accordance with the Design Manual for Urban Streets, providing the standard 2m wide footpath and public lighting to cater for all vulnerable road users. The aim of project is to prioritise the vulnerable road users by providing continuous pedestrian facilities at junctions/entrances, minimising junction radii to reduce vehicle speeds within the site boundary. The proposed development enhances the areas accessibility for all, especially the elderly or those with mobility issues or disabilities and ensures that pedestrian safety is enhanced.

## 3.5 Local Planning Policy

### 3.5.1 Cork City Development Plan 2022-2028

The Cork City Development Plan 2022-2028 (CDDP) was adopted on 8<sup>th</sup> August 2022. The administrative boundary of Cork City Council was extended in 2019 and the CCDP now incorporates the new metropolitan administrative boundary, which for the first time includes Kilcully and the surrounding hinterland.

Within CCDP Chapter 4 – Transport and Mobility, the promotion of Active Travel is central to the ambition to exceed the targets in the Cork Metropolitan Area Transport Strategy (CMATS) of 90 million annual walking trips. “*The creation of an attractive, accessible and safe pedestrian environment regardless of age or ability*” is one of the key aims of the City Council during the lifetime of this plan. Tangible benefits that may be derived include,

- *Improved health outcomes for residents and visitors to Cork City*
- *Support climate change mitigation*
- *An increase in walking levels for work, education and leisure, especially for short journeys of 2-3km*
- *Facilitate walking’s role as part of linked trips, particularly with rail and bus journeys*
- *Encourage a high standard of urban design in new developments and in road design, encouraging permeability and allowing for the safe movement of pedestrian is prioritised over vehicular traffic; and*
- *Enhance the pedestrian environment in tandem with Cycle Network improvements, Bus Connects, light and heavy rail and other initiatives proposed for Cork City”.*

The following planning objectives are relevant to the proposed development and the delivery of pedestrian infrastructure throughout the development plan functional area:

### Objective 4.1 CMATS

Cork City Council will work in cooperation with the NTA, TII and Cork County Council to fully implement the Cork Metropolitan Area Transport Strategy subject to detailed engineering design and environmental considerations, including the projects and programmes in relation to walking, cycling, public transport, BusConnects, suburban rail, light rail, park and rides and roads infrastructure.

### Objective 4.4 Active Travel

To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city [and hinterland].

- To support the expansion of the Cork Bikes scheme.
- To accommodate other innovations such as electronic bikes, public car hire, and other solutions that will encourage active travel.
- To support the rollout of the NTA 5 Year Cycle Plan.
- To support and engage with the Safe Routes to School programme

### Project Response

The proposed development directly supports the Active Travel objectives of the CCDP. The proposed development actively promotes walking and increases the local population's active travel choices. The proposed development will support the CMATS and provide pedestrian facilities for Kilcully which are currently absent.

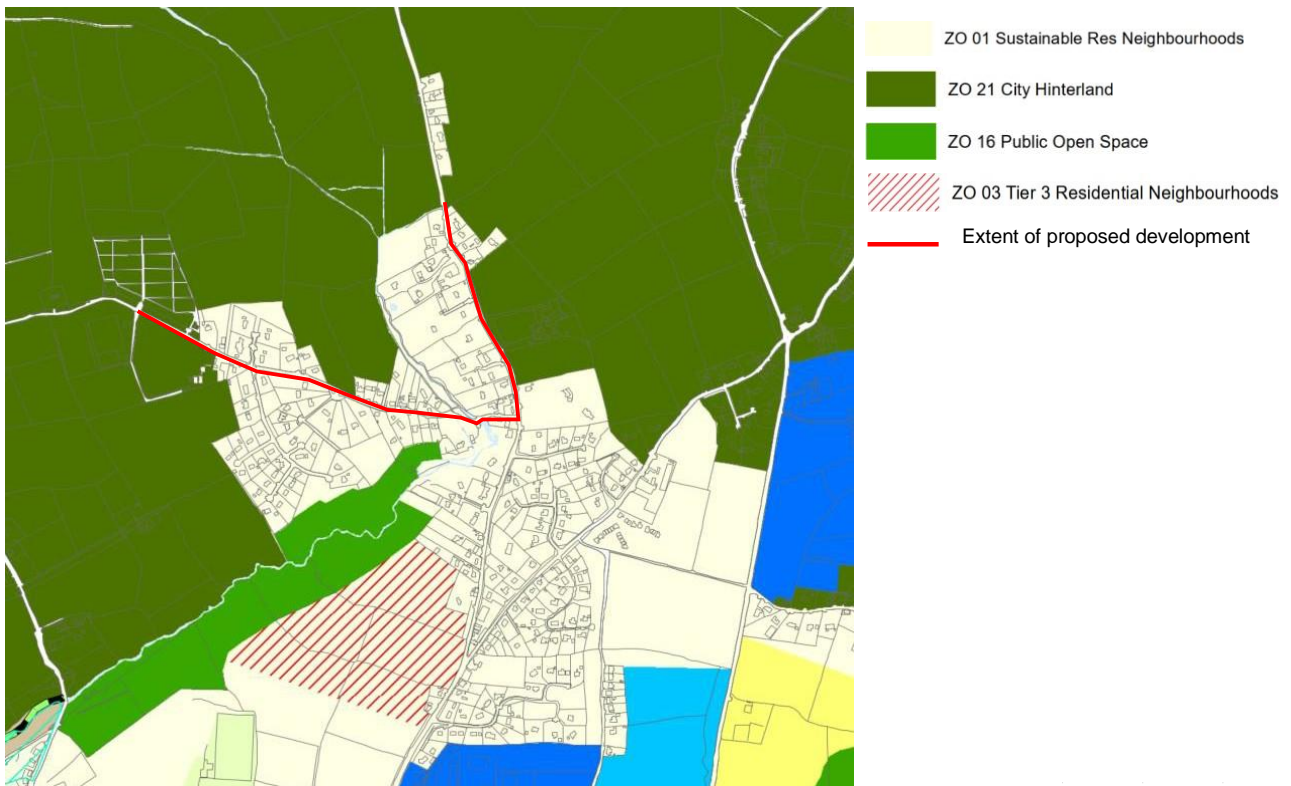
### 3.5.2 Land Use Zoning

Land use zoning within CCDP (Map 13) illustrates that the land use zoning objective attributed to existing roads has not been differentiated relative to lands zoned either side of the road (refer to Figure 3.1). In the case of the proposed development, Kilcully is zoned as Z0 01 - Sustainable Residential Neighbourhoods, the zoning objective of which is *"to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses"* from chainage 190m to 1600m. The initial 190m of the proposed development (parallel to St. Catherine's graveyard) is unzoned.

Under ZO 1.4 it is stated that types of uses are acceptable in principle where they contribute to the zoning objective – *"Uses that contribute to sustainable residential neighbourhoods are also acceptable in principle in this zone provided they do not detract from the primary objective of protecting residential amenity and do not conflict with other objectives of this Development Plan. Such uses include but are not limited to: small-scale local services including local convenience shops; community facilities; cultural facilities; hotels and hostels; live-work units; service stations (petrol filling stations); local medical services; third level education institutes; community based enterprise or social enterprises, health facilities including hospitals."*

The proposed development is an ancillary class of development to providing sustainable residential communities. It is considered to directly contribute towards the provision and access to *"residential uses and amenities, local services and community, institutional, educational and civic uses"*, and in this regard is considered to be in compliance with the zoning objective. The proposed development provides safe pedestrian access to and between the different land uses in Kilcully and is therefore considered to be an appropriate and acceptable use and assists in the achievement of the zoning objective.

**Figure 3.1: Land Use Zoning**



Source: Cork City Development Plan 2022-2028, Map 13

### Project Response

The proposed development lies within land use zoning objective ZO 01 Sustainable Residential Communities, and the achievement of this zoning objective to “*protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses*” is supported by the proposed development. The proposed development does not contravene this zoning objective and is a complimentary land use type which will provide safe pedestrian access between all of these stated land uses which occur in Kilcully.

### 3.6 Relevant Planning History

A review of planning applications (publicly available on Cork City Council’s online planning application database), within a 500m radius of the proposed development which have been granted in the previous five years, was undertaken. Granted planning applications were all residential in nature and include development relating to new individual dwellings, replacement dwellings, small housing developments, or extension/alterations to existing residential dwellings.

In conclusion, it can be seen, on the basis of the planning history of the proposed development site and surrounding area, that the planning history does not include development or planning applications which would preclude the granting of ‘Part 8’ planning permission for the proposed development.

### 3.7 Conclusion

The implementation of the proposed development is supported and aligned with both sectoral and planning policies and objectives throughout the planning hierarchy. The proposed development will ensure that the community and local population of Kilcully is able to access local services or amenities via safe pedestrian infrastructure and walking.

The proposed development is thus demonstrated to:

- Align with sectoral policies and the achievement of associated targets in relation to walking as a mode of active travel.
- Contribute to the creation of more liveable communities, improved air quality and promoting active travel, in accordance with the NPF National Strategic Outcomes of Sustainable Mobility. The proposed development also supports the Strategic Investment Priorities for Sustainable Mobility as detailed in the NDP.
- Be consistent with the approach in the RSES to facilitate compact growth to transition to sustainable and lower carbon forms of transport.
- Be supported by the policies and objectives of the Cork City Development Plan which supports sustainable transport modes and active travel.
- Not entail any significant unmitigable consequences for the proper planning and sustainable development of the area.

The proposed development will provide pedestrian facilities along a 1.64km section of the local road network through Kilcully, which are presently absent. The proposed development will promote walking as an option/ mode for active travel, by facilitating easier and safer access to local facilities and amenities. The proposed development is consistent with the planning policies and objectives of the respective sectoral guidance and statutory plans relating to the provision of a segregated and safe environment for pedestrians.

## 4 Supporting Assessments

### 4.1 Appropriate Assessment

A Screening for Appropriate Assessment (AA) report has been prepared for the proposed development.

The closest European Site is Cork Harbour Special Protection Area (SPA) (Site code: 004030), which is located approximately 4.2km from the proposed development. A further two European sites occur within the likely Zone of Influence, namely, Great Island Channel SAC (Site code: 001058) located 8.9km from the proposed works area and Blackwater River (Cork/Waterford) SAC (Site code: 002170), located 9km from the works area.

The AA Screening report concluded that there is no potential for likely significant effects as a result of the proposed development, due the distance separating the European Sites from the proposed development and the dispersal and dilution of any sediment/ pollutants that could be released to connected waterbodies, before reaching the European Sites. Consequently, a Stage 2 Appropriate Assessment (Natura Impact Statement), is not required.

The Screening for Appropriate Assessment report is provided with the Part 8 application documentation.

### 4.2 Cultural Heritage

A desktop study of the archaeological and cultural heritage records within a 500m radius of the proposed development, was conducted. There are several national monuments within a 500m radius of the proposed Kilcully pedestrian safety scheme. The closest monument, a Mill - unclassified (SMR Ref: CO063-068003), is located approximately 45m south of the proposed development, adjacent to the bridge (unnamed) which crosses the Glennamought River. Notwithstanding the proximity to national monuments, the footprint of the proposed development does not encroach on any National Monument or its Zone of Notification. There are no Zones of Archaeological Potential noted by Cork City Council within a 500m radius of the proposed development.

There is one Protected Structure listed within the CCDP Record of Protected Structures (Volume 3 Built Heritage, Part 2), within a 500m radius of the proposed development, Anname Bridge (RPS ref: PS1169), which is located approx. 5m beyond the end of the proposed development (chainage 1600m). Anname Bridge is not listed on the National Inventory of Architectural Heritage (NIAH), and there are no other structures listed on the NIAH within 500m radius of the proposed development. There are no Architectural Conservations Areas with a 500m radius of the proposed development.

There are no proposed instream works associated with the proposed pedestrian bridge which will span the Glennamought River; all works related to its construction will occur on the riverbanks. There are no physical remains of any other bridge structures within Kilcully, the existing road bridge (Bridge Ref: CB-L2962-B-000) is noted at the same location throughout available edition of historical mapping.

There is no likely potential impact on recorded archaeological or cultural heritage features.

### 4.3 Environmental Impact Assessment

A review of the proposed development, in accordance with Article 120(1)(a) [Sub-threshold EIAR] of the Planning and Development Regulations 2001, as amended, has been undertaken. Article 120(1)(a) states:

*“Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.”*

The assessment states that the proposed development is not exceptional in the context of the existing environment and is a type of project which is common in Ireland. During the construction phase, noise and dust emissions will occur as a result of the proposed development but are not however considered to be significant; additionally, such emissions will be managed and mitigated through the implementation of construction best practice measures.

The overall scale of the development is limited spatially/ geographically, as it is confined to a 1.64km section of the existing local road network. The proposed development is not likely to result in any significant cumulative and/ or in-combination impacts between any granted or approved developments and the proposed development.

The proposed development does not have the potential to impact any ecologically sensitive site, including European Sites, as concluded by the accompanying Screening for Appropriate Assessment. The proposed works will not impact any of the Protected Structures, namely Anname Bridge, the only occurring Protected Structure in close proximity to the proposed development.

The proposed development will not result in any significant impacts to any archaeological or cultural heritage sites due to the separation distance(s) between the proposed development and any archaeological or cultural heritage feature.

The Preliminary Examination for Environmental Impact Assessment has concluded that there is no real likelihood of significant effects on the environment arising from the proposed development, and EIA is not required.

A copy of the Preliminary Examination for Environmental Impact Assessment is provided with the Part 8 application documentation.

### 4.4 Flood Risk

A review of flood risk to and by the proposed development has been undertaken. It is noted that the sections of the L2962 and L2958 which relate to the proposed development have not been subject of any historical flood events.

There is limited flood risk along the route of the proposed development due to the undulating topography of the area. Flood risk is limited to the banks of the Glennamought River. There are no sections of the proposed development located within Flood Zones A or B.

The Strategic Flood Risk Assessment (SFRA) prepared for Cork City Development Plan 2022-2028 does not include Kilcully village or its environs; no areas within Kilcully have been deemed to be at risk of significant flooding.

The proposed development has been subject to the sequential approach for flood risk management as per *The Planning System and Flood Risk Management Guidelines for Planning*

*Authorities'* (OPW/Department of Environment and Local Government, 2009). As per Table 3.2<sup>1</sup> of these Guidelines, the proposed development is considered to be a type of “*less vulnerable development*” as it can be categorised as “*local transport infrastructure*” within the provided types of development.

As the proposed development is located within Flood Zone C, it is considered to be ‘appropriate development’ in relation to flood risk and does not require a flood risk assessment to be completed.

The proposed development meets specific criteria for proper planning and sustainable development and the review undertaken highlights that it will not be subject to unacceptable risk, nor increase flood risk elsewhere.

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<sup>1</sup> Table 3.2: Matrix of vulnerability versus flood zone to illustrate appropriate development and that required to meet the Justification Test (page 26) <https://www.opr.ie/wp-content/uploads/2019/08/2009-Planning-System-Flood-Risk-Mgmt-1.pdf>

## 5 Conclusion

The proposed development will assist in the promotion of active travel and therefore contribute to target increases for the modal share of walking throughout the planning hierarchy.

Having regard to the following:

- The nature, scale and location of the proposed development, which is associated with objectives aimed at increasing pedestrian journeys, segregation of pedestrian and vehicular movements providing safer and more attractive environment for pedestrians, particularly for vulnerable groups of the local population;
- Compliance and alignment with the sectoral and planning policy and objective provisions as outlined in Section 3 of this report;
- Conclusion that the proposed development will not result in any potential for likely significant effects on any European Site; and
- The supporting documentation prepared as part of the Part 8 application, including a Preliminary Examination for Environmental Impact Assessment and AA Screening reports.

It is considered that the proposed development is in accordance with and supports the delivery of relevant policies and objectives at a sectoral, national, regional and local level and it is concluded that the proposed development would, therefore be in accordance with the proper planning and sustainable development of the area.



