

Passage West Pedestrian and Cycle Route,

Passage West, Co. Cork

Part 8 Planning Report



**Cork
County Council**
Comhairle Contae Chorcaí

Proposed Development

The purpose of the Passage West Pedestrian and Cycle Route project is to increase the width of the existing pedestrian and cycle path between the Cork County and City boundary and Mariners Quay from 2.5m to 4m approx. This portion of the Cork Harbour Greenway is an important component of the strategic inter-urban cycleway connecting Carrigaline with Cork City. The proposed route shall offer a connection to the ferry terminal facilitating access to Carrigaloe, Rushbrook and Cobh.

The proposed development comprises upgrading of the existing shared pedestrian and cycle facility over a length of c. 2km from the Cork City-Cork County boundary to Mariners Quay. The proposed development is part of a larger programme of improvements along this route from Cork City to Crosshaven.

The proposal to widen the pathway will improve shared usage of the pathway by pedestrian, runners and cyclist. In line with Government proposals to encourage modal shift in transport, coupled with connection of the Passage Greenway into a wider network of pedestrian and cycling facilities around Cork Harbour, levels of usage are likely to increase.



Figure 1 – Area where the Part 8 Planning relates to in Passage West

Starting at the Cork City/Cork County Boundary, the width of the existing path will be increased from 2.8m to 3.7m for the first 220m. The works will primarily take place on both sides of the path, the existing exercise infrastructure will remain untouched. Once the path reaches the Cork Harbour Greenway Car Park, the existing path will be widened to 4m approx.

There is no intrusive work within the Cork Harbour Greenway Car Park or to Roberts Bridge (RPS 01474), but new landscaping (to include native species and other pollinator-friendly species) will be planted between the proposed path and the existing car parking area to supplement the existing

landscaping in the area (refer to landscaping proposals which accompany this Application; CSR, 2024a). One existing tree on Roberts Bridge (RPS 01474) will be cut down because it will damage the bridge structure if it is allowed to mature (however, this intervention will be required irrespective of the proposed development to prevent damage to Roberts Bridge).

Where tree roots exist, deep excavation is not proposed; the existing path surface will be planed off and replaced. Cell Web tree root protection will be used wherever the proposed path is extended close to existing and proposed trees, it is not proposed to dig down into the root zone, but to protect any roots encountered during construction. Furthermore, the alignment of the path and its width will be amended locally to minimise damage to trees.

For approximately 800m, between the Cork Harbour Greenway (Robert's Bridge) Car Park and the start of the retaining wall approximately 80m east of Abbotts bridge (RPS 01476), the path will be widened from 3.0m to 4m on both the landward and seaward side. Due to space constraints, the existing benches located along this section will also be relocated to accommodate the widening on both sides of the path. The benches will be placed on a new reinforced concrete plinth suitable for the marine environment. It is not proposed to remove the line of oak trees growing along the seaward side of the pathway in this area.

Once the path reaches the existing retaining wall (for the decommissioned railway line), and where it passes over the bridge (un-named) (RPS 01475), the path widening will only be on the landside of the existing path. For the next 300m south-east the proposed path will vary between 3.7 to 4m in width, so the majority of the existing trees and native hedgerows will remain untouched. There are 4 no. trees that are proposed for removal in this location. These trees have been surveyed by an arborist to determine their retention quality, and a bat expert to confirm there are no bat roosts in the trees. For every tree that will be removed, there will be three new native Irish trees planted. There will also be new native Irish hedgerows planted to supplement the new and existing trees along this section of the path.

As the path extends south-east towards the Wooden Bridge (not on the RPS list), a short section of the existing path will remain untouched so two existing trees can remain in place. Planting around the Wooden Bridge will be undertaken to introduce a shallow taper to the existing path. This low-level planting at the taper will provide pedestrians and cyclists with adequate sight distances to oncoming path users as they approach the Wooden Bridge.

There is a pinch point on the existing path located outside the Passage West Maritime Museum. There is a 90° bend between the Museum boundary wall and stone wall beside the boat slip for the Passage West Rowing Club. The path is approximately 2m wide at this pinch point. The preliminary design for this project proposes to chamfer the boundary wall of the Museum building, to provide a new path, with a 35° bend so that pedestrians and cyclists have sufficient sight distances from either direction as they approach this point. In addition to this, minor repairs to the dilapidated stairs down to the local beach will be made within the footprint of the existing structure to improve safety for pedestrians moving to and from the beach.

Policy Context

According to the Southern Region's Regional Spatial and Economic Strategy (RSES) improving and protecting the quality of the environment through Greenways is one of the key enablers for the Southern Region to achieve its aim to become one of Europe's most Creative and Innovative, Greenest and Liveable Regions.

Sustainable Mobility is one of the 11 strategy statements of the RSES strategy. *Low Carbon Climate Resilient and Sustainable Society* is also a relevant strategy statement in relation to this proposed development. The Cork Metropolitan Area Strategic Plan (MASP) seeks to integrate sustainable economic and social development with the protection and enhancement of the natural environment to ensure the transition to a climate resilient society. Objectives seek a healthy, green and connected metropolitan area, green infrastructure, inter-connected parks, sports and recreation facilities and greenways. Placemaking initiatives and public realm enhancements are strongly supported in the Cork MASP. Section 7.4 of the Cork MASP states:

"Passage West is an important residential area based around excellent recreational facilities, harbour setting and greenway."

In addition, Cork MASP Policy Objective 17 refers to the implementation of Greenway initiatives that provide important economic, leisure and tourism, health, active and sustainable travel and environmental benefits to the metropolitan area.

Walking and cycling is supported through Regional Policy Objective (RPO) 201 (National Trails, Walking Routes, Greenway and Blueway Corridors) which states:

"It is an objective to support investment in the development of walking and cycling facilities, greenway and blueway corridors within the Region between our Region's settlements and the potential for sustainable linkages to create interregional greenways."

Volume 4 of the Cork County Development Plan (CDP) 2022 states that the RSES and Cork Metropolitan Area Transport Strategy (CMATS) both support the development and completion of the Lee to Sea Greenway. The CDP 2022 provides substantial policy support to Greenway initiatives. Policy Objective TM 12-2-5 seeks to promote new paths and cycleways/ greenways and upgrades to existing paths and cycleways/greenways while Policy Objective TO 10-8 seeks to promote the development of greenways, walking and cycling routes throughout the County as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.

Having regard to the regional and local policy support for this Greenway, it is considered that the proposal is acceptable in principle.

Appropriate Assessment Screening Report

An Appropriate Assessment screening report has been completed for the Passage West Pedestrian and Cycle Route and it has determined that there is potential for a significant effect on the Cork Harbour SPA in view of the sites' conservation objectives whether alone or in combination with other plans and / or projects. It was therefore concluded that a Stage 2 of the Appropriate Assessment process was required, and a Natura Impact Statement (NIS) has been prepared.

The NIS identifies a number of potential impacts on protected species associated with the proposed works that require mitigation. Chapter 4 provides mitigation measures.

In keeping with the objectives and design standards for the Passage West Pedestrian and Cycle route, and the mitigation measures proposed, the NIS report finds that the proposed development will have no adverse effects on the Qualifying Interests and conservation objectives of Cork Harbour SPA and has concluded that the proposed development, individually or in combination with other plans or projects, will not adversely affect the integrity of any European Site and there is no reasonable scientific doubt in relation to this conclusion.

Ecological Impact Assessment Report

An Ecological Impact Assessment (EclA) report was completed for the proposed pedestrian and cycle path. The EclA has examined the biodiversity and baseline ecological conditions of the receiving environment within the site of the proposed Passage West Pedestrian and Cycle Route and its Zone of Influence, assessed the likely effects of the proposed development, individually and in combination with other plans and projects, on the sites, habitats, species and other ecological features of Local Importance (Higher Value) or above which were identified within the footprint of the proposed development and its Zone of Influence. This report has also proposed suitable measures to avoid or reduce the likely effects on those features and evaluated any residual effects.

The EclA concludes that the Passage West Pedestrian and Cycle Route, provided that it is implemented in accordance with the measures proposed in this EclA, will not give rise to any significant negative effects on the biodiversity or ecology of the receiving environment.

Environmental Impact Assessment

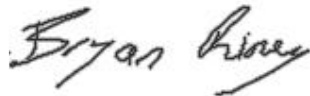
An EIS assessment is provided in Appendix A of this report. Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, it is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.

Flood Risk Assessment

In accordance with the recommendations in the Flood Risk Assessment (FRA) for the project, the existing ground level of the path is proposed to be raised to 3.15m (Malin Head datum) to hold back river water during flooding events. This raised path will extend from a point 30m northwest of the Passage West Maritime Museum until the Passage West Playground where it will taper back down to existing ground level. In the area along the quay, there will be new benching, picnic tables, and landscaping.

Conclusion

The proposed development has substantial policy support at regional and local levels. The proposed development provides a positive contribution to placemaking, Climate Action and the principle of development is supported by the CDP 2022.

A handwritten signature in black ink that reads "Bryan Riney". The signature is written in a cursive, slightly slanted style.

Bryan Riney
Senior Planner
04/11/2024

Appendix A: EIS Assessment

Establishing if the proposal is a 'sub-threshold development':	
Planning Register Reference:	None provided.
Development Summary:	The purpose of this project is to widen the Cork Harbour Greenway between the Cork City/Cork County Boundary to Mariners Quay. Currently, the width of the pedestrian and cycle route between these points of interest averages 2.8m wide, it is the intention of this project to increase that width to 4m wide approx.
Was a Screening Determination carried out under Section 176A-C?	No, Proceed to Part A
A. Schedule 5 Part 1 - Does the development comprise a project listed in Schedule 5, Part 1 , of the Planning and Development Regulations 2001 (as amended)? (Tick as appropriate)	
No	Proceed to Part B
B. Schedule 5 Part 2 - Does the development comprise a project listed in Schedule 5, Part 2 , of the Planning and Development Regulations 2001 (as amended) and does it meet/exceed the thresholds? (Tick as appropriate)	
Yes the project is of a type listed but is <i>sub-threshold</i> : The proposed project is considered to be an urban development within other parts of a built-up area. The proposed development is below the 10 hectares threshold in other parts of a built up area, therefore an EIAR is not required to be produced in accordance with Schedule 5 Part 2 (10) (b) (iv).	Proceed to Part C
C. If Yes , has Schedule 7A information/screening report been submitted?	
Yes, Schedule 7A information/screening report has been submitted by the applicant	Screening Determination required

Screening Determination:

A. Case Details:

Planning Register Reference:	None	
Development Summary:	<p>The purpose of the Passage West Pedestrian and Cycle Route project is to increase the width of the existing pedestrian and cycle path between the Cork County and City boundary and Mariners Quay from 2.5m to 4m approx. This portion of the Cork Harbour Greenway is an important component of the strategic inter-urban cycleway connecting Carrigaline with Cork City. The proposed route shall offer a connection to the ferry terminal facilitating access to Carrigaloe, Rushbrook and Cobh.</p> <p>The proposed development comprises upgrading of the existing shared pedestrian and cycle facility over a length of c. 2km from the Cork City-Cork County boundary to Mariners Quay. The proposed development is part of a larger programme of improvements along this route from Cork City to Crosshaven.</p>	
	Yes / No / N/A:	Comment (if relevant):
Does the application include information specified in Schedule 7A?	Yes	
Other relevant information submitted:	NIS	
Does the application include a NIS and/or other reports to enable AA screening?	Yes, NIS.	
Is an IED/IPC/Waste Licence or Waste Water Discharge Authorisation (or review of licence/ authorisation) required from the EPA for the subject development?	No	
If YES has the EPA been consulted?	N/A	
Have any other relevant¹ assessments of the effects on the environment been carried out pursuant to other relevant Directives –for example SEA or AA?	NIS submitted.	

B. Examination:

1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning):

¹ Relevant assessments are those which have a significant bearing on the project.

	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):
(a) The size and design of the whole of the proposed development (including any demolition works):	<p>The purpose is to increase the width of the existing pedestrian and cycle path between the Cork County and City boundary and Mariners Quay from 2.5m to 4m approx.</p> <p>The proposed development comprises upgrading of the existing shared pedestrian and cycle facility over a length of c. 2km from the Cork City-Cork County boundary to Mariners Quay.</p>
(b) Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:	None.

<p>(c) Use of natural resources, in particular land, soil, water and biodiversity:</p> <p><i>Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</i></p>	<p>Yes. Natural resources including building materials and energy, etc. are required during the construction phase. Required volumes are not significant and resources available locally are not in short supply.</p>
<p>(d) Production of waste:</p> <p><i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i></p>	<p>Yes. Excavated ground and general building wastes will be produced during construction and a waste management plan will be implemented. Waste volumes are not considered significant. A Waste Management plan will be implemented. Excavated ground during the installation of new infrastructure will be reused and re-cycled where possible.</p>
<p>(e) Pollution and nuisances:</p> <p><i>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</i></p>	<p>No. It is likely that some dust will be generated during construction. Dust minimisation measures will be implemented through the CEMP.</p>
<p>(f) Major accidents and disasters:</p> <p><i>In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?</i></p>	<p>Yes. Potential risk of accidents with regard to human health/environment during construction on site. Risk assessment is detailed within the Preliminary Health & Safety plan as well as in the CEMP.</p> <p>No high-risk activities planned during construction. Appropriate Health and Safety plan and Construction Environmental Management Plan (CEMP) in place to minimise risk.</p>
<p>(g) Risks to human health, for example due to water contamination or air pollution:</p>	<p>Yes. Potential risk of runoff of materials (i.e. silt, hydrocarbons) into nearby coastal watercourse (Lough Mahon) during construction. Impact will be assessed and mitigated in a Natura Impact Statement (NIS). Mitigation measures will be stipulated through CEMP, method statements, design containment and pollution control during construction stage.</p>
<p>2. Location of proposed development:</p>	
<p>The environmental sensitivity of geographical areas likely to be affected by the proposed development:</p>	<p>If relevant, briefly describe the characteristics of the location (with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):</p>
<p>(a) Generally describe the location of the site and its surroundings:</p>	<p>This project will allow for the widening of Cork Harbour Greenway between the Cork City/Cork County Boundary to Mariners Quay. Currently, the width of the pedestrian and cycle route between these points of interest averages 2.8m wide.</p> <p>There is a car park located 250m east of the Cork City/Cork County boundary, this car park (Cork Harbour Greenway Car Park) provides three points of access for pedestrians and cyclists. It should be noted that at this point the existing path crosses Roberts Bridge (RPS 01474), the first of four bridges along this route. As the route commences east from the Cork Harbour Greenway Car Park it snakes along Lough Mahon</p>

for approximately 800m before it crosses Abbots bridge (RPS 01476). Existing Bridge 3 (RPS 01475) is located 300m east of Abbots Bridge (RPS 01476) while a bridge known as the Wooden Bridge is located 180m east of Abbots Bridge (RPS 01476). It is important to note that all bridge decks, except for Roberts Bridge (RPS 01474), are made up of precast prestressed hollow core concrete slabs with in-situ concrete topping.

There is a retaining wall that starts approximately 80m east of Abbots bridge (RPS 01476) and continues for another 700m towards a pinch point located outside the northern boundary Passage West Maritime Museum. there are various pedestrian and cyclist access points along the length of this section, the most notable access point is that of an existing car park located 170m east of the Wooden Bridge. Currently, this car park is being shared by vehicles, pedestrians, and cyclists.

From the pinch point located outside the northern boundary Passage West Maritime Museum, the route zigzags along the quay northeast of Passage West Rowing Club before it terminates at Mariners Quay.

<p>(b) Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</p> <ul style="list-style-type: none"> - European site - NHA/pNHA - Designated Nature Reserve - Designated refuge for flora or fauna - Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan. 	<p>Yes. European sites (SACs and SPAs) were assessed during an Appropriate Assessment (AA) screening and sites present within the Zone of Influence of the works are the Cork harbour SPA (004030) and the Great Island Channel SAC (001508). Cork Harbour SPA is located directly adjacent to the proposed works, while the Great Island Channel is located c.900m NE of the proposed works. It was concluded in the AA Screening that in accordance with Article 6(3) of the Habitats Directive, the proposed upgrade works at Passage West, Co. Cork will have significant effects on the Cork Harbour SPA and Stage 2 of the Appropriate Assessment process (Natura Impact Statement) is required. In relation to NHAs and pNHAs, the proposed works are directly adjacent to the Douglas River Estuary pNHA. Glenmire Woods pNHA, Dunkettle Shore pNHA, Rockfarm Quarry, Little Island pNHA, Great Island Channel pNHA, Cuskinny Marsh pNHA and Monkstown Creek pNHA are all within 5km of the proposed works.</p> <p>Mitigation measures are detailed in the NIS which concludes that can be concluded that, based on the small scale of the proposed development and the nature, scale and duration of its impacts, it will not give rise to adverse effects on any of the Natura 2000 sites concerned, in combination with other plans or projects.</p>
<p>(c) Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?</p>	<p>Passage West lies within the landscape type 'City Harbour & Estuary', an area of very high landscape value, very high sensitivity and an area of national importance. The proposed works are upgrade works to an existing cycle path & walkway. The design has minimum impact on the visuals of and on the surrounding environment as the proposed development within an existing pathway.</p> <p>Transitional waterbody Lough Mahon is located directly adjacent to the proposed works. Ramsar site Cork Harbour is also located adjacent to the proposed works, its National legal designation is 'Wildfowl sanctuary – Douglas Estuary' and Regional (international) legal designation is 'EU Natura 2000'.</p>
<p>(d) Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?</p>	<p>Woodland and treelines can be found between the proposed works and any residential or commercial buildings. Thus there will be no significant negative impact in terms of visual impact as a result of the temporary works and the proposed development will be contained within an existing pathway.</p> <p>The existing pathway, which is used for recreational activities, will need to be closed off while the upgrade works take place. Access will be maintained through traffic & pedestrian management plans and relevant mitigation measures. The proposed works will be relatively minor and temporary.</p>
<p>(e) Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?</p>	<p>An archaeological and cultural heritage impact assessment of a proposed development has been carried out and a report has been submitted. The assessment is based on desktop research, GIS mapping and a site inspection. Three Protected Structures (RPS Ref. 01475, 01476 and 01474) are located along the proposed development site, and all comprise bridges associated with the Cork Blackrock and Passage Railway. A change to the immediate setting of the</p>

	<p>bridges will occur, however, the visual effect is regarded as slight given that an existing path crosses the structures. As no direct or indirect impacts to the archaeological resource have been identified no mitigation measures are deemed necessary. No direct or indirect impacts to any NIAH structures have been identified therefore mitigation measures for same are not required.</p>
<p>(f) Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?</p>	<p>The proposed upgrade works are located in the port town of Passage West, which is densely populated / built up. However, the proposed upgrade works are localised to an existing pathway and is visually divided from the urban areas by woodland and treelines. Local access will be maintained on all roadways nearby. A traffic management plan will be put in place and stakeholders, commercial entities, educational institutions and the local community will be engaged with.</p> <p>The works are located at a sufficient distance from any residential properties (the closest residential property is located circa 15 metres south west of the proposed works) and is divided by woodland and treelines and main road.</p>

<p>(g) Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal?</p>	<p>No. The proposed upgrade works are located within an existing cycle lane and pathway, which does have a recreational tourism use. Works will be short-term in nature with the aim of upgrading the existing pathway to create more capacity to allow for an increase in recreational and tourism numbers.</p>	
<p>(h) Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?</p>	<p>No. A Wastewater Treatment Plant (Carrigrennan) is located c.1.1km north, across Lough Mahon, from the proposed works. There are no licenced waste or manufacturing facilities identified in Passage West. This project will not contribute to or cause pollution or environmental damage. Appropriate mitigation measures for the construction works will be detailed in the CEMP and any potential impacts will be mitigated through the NIS.</p>	
<p>(i) Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?</p>	<p>Past and recurring flooding has been reported within Passage West. Flooding source is coastal/estuarine waters.</p> <p>A Flood Risk Assessment (FRA) has been carried out and it concludes that the proposed development would not have a significant negative impact on the environment due to low flooding risk assessed by different sources.</p> <p>The project area is not susceptible to earthquakes, subsidence, landslides, erosion or extreme or adverse climatic conditions which could cause the project to present environmental problems.</p>	
<p>(j) Are there any additional considerations that are specific to this location?</p>	<p>No.</p>	
<p>3. Types and characteristics of potential impacts:</p>		
<p>If relevant, briefly describe the characteristics of the potential impacts under the headings below.</p> <p>(including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):</p>	<p>If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.</p>	<p>Is this likely to result in significant effects on the environment?</p>
<p>Population and human health:</p>		
<p>Some substances, which may be deemed harmful, will be used during construction e.g. concrete, diesel, oils, etc.</p>	<p>Appropriate procedures for use and storage will be specified (through a Construction Environmental Management Plan - CEMP) at construction stage which will minimise risks to human health, environment, etc</p>	<p>It is considered that the implementation of the proposed mitigation measures will avoid or prevent significant effect to the environment.</p>

Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.² *		
<p>An EclA has examined the biodiversity and baseline ecological conditions of the receiving environment within the site of the proposed Passage West Pedestrian and Cycle Route and its Zone of Influence, assessed the likely effects of the proposed development, individually and in combination with other plans and projects, on the sites, habitats, species and other ecological features of Local Importance (Higher Value) or above which were identified within the footprint of the proposed development and its Zone of Influence.</p> <p>An NIS has been prepared and submitted.</p>	<p>The EclA has proposed measures to avoid or reduce the likely effects on those features and evaluated any residual effects. On the basis of that assessment, the EclA concludes that the Passage West Pedestrian and Cycle Route, provided that it is implemented in accordance with the measures proposed in this EclA, will not give rise to any significant negative effects on the biodiversity or ecology of the receiving environment.</p> <p>Mitigation measures are detailed in the NIS which concludes that can be concluded that, based on the small scale of the proposed development and the nature, scale and duration of its impacts, it will not give rise to adverse effects on any of the Natura 2000 sites concerned, in combination with other plans or projects.</p>	<p>It is considered that the implementation of the proposed mitigation measures will avoid or prevent significant effect to the environment.</p>
Land, soil, water, air and climate:		
<p>Upgrading the Passage West Pedestrian and Cycle Route will involve physical changes to the land and soil in the expansion of the pathway from 2-2.5 to 4m wide. However, the operational phase will not lead to any further physical changes to that established during the construction phase.</p> <p>There is a potential risk of runoff of materials (i.e. silt, hydrocarbons) into nearby coastal watercourse (Lough Mahon) during construction.</p> <p>It is likely that some dust will be generated during construction.</p>	<p>Works will be minor in scale and will predominantly take place within the footprint of an existing pathway/adjacent green lands. Expansion of the pathway will result in a small footprint on the land adjacent and will be not result in a significant physical change.</p> <p>Mitigation measures will be stipulated through the CEMP, method statements, design containment and pollution control during construction stage.</p> <p>Dust minimisation measures will be implemented through the CEMP.</p>	<p>It is considered that the implementation of the proposed mitigation measures will avoid or prevent significant effect to the environment.</p>
Material assets, cultural heritage and the landscape:*		

² ·And with particular regard to areas specified in Article 103(3)(a)(v) of the Regulations.

<p>An archaeological and cultural heritage impact assessment of a proposed development has been carried out and a report has been submitted. The assessment is based on desktop research, GIS mapping and a site inspection.</p> <p>Three Protected Structures (RPS Ref. 01475, 01476 and 01474) are located along the proposed development site, and all comprise bridges associated with the Cork Blackrock and Passage Railway. A change to the immediate setting of the bridges will occur, however, the visual effect is regarded as slight given that an existing path crosses the structures.</p>	<p>As no direct or indirect impacts to the archaeological resource have been identified no mitigation measures are deemed necessary. No direct or indirect impacts to any NIAH structures have been identified therefore mitigation measures for same are not required.</p> <p>Potential direct impacts to three Protected Structures (RPS Ref. 01475, 01476 and 01474) may occur as a result of the development proposals to widen the existing path at these locations. The following mitigation measures are recommended in order to ameliorate any potential direct impacts to the 19th century bridge structures:</p> <ul style="list-style-type: none"> • Proposed works to the three protected structures and the additional bridge (Wooden Bridge) not included in the RPS located along the route should be carried out in consultation with the Conservation Officer of Cork County Council. • Any works should, where possible, comprise minimum intervention to the original bridge structures. • Any materials used should be in keeping with those used in the original structures and the advice of a conservation specialist should be sought where necessary to advise regarding same. <p>To minimise any potential visual effects to the character of the ACA within which the southeastern end of the proposed development is located the following mitigation is recommended.</p> <ul style="list-style-type: none"> • Any finishes and fittings such as public lighting should be in keeping with the character of the ACA consultation should be made in this regard with the Conservation Officer, Cork County Council. 	<p>It is considered that the implementation of the proposed mitigation measures will avoid or prevent significant effect to the environment.</p>
--	--	--

Cumulative effects:		
All future plans for development of the area are identified within the Cork County Development Plan. The proposed project has been against any potential cumulative developments (projects and plans) in detail in the Natura Impact Statement.	Mitigation measures have been covered in the individual subject areas.	It is considered that the implementation of the proposed individual mitigation measures will avoid or prevent significant effect to the environment.
Transboundary effects:		
This is not relevant for the proposed development.	N/A	N/A
4. Additional Considerations:		
Further relevant information, if any, relating to how the results of any other relevant assessments of the effects on the environment have been taken into account (e.g. SEA, AA screening, AA):	None	
Other relevant information/ considerations of note:	None	
C. Determination:		
No real likelihood of significant effects on the environment.	EIAR is not required	
D. Main Reasons and Considerations:		
<p>Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, it is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.</p>		