

Passage West Pedestrian and Cycle Route,

Passage West, Co. Cork

Part 8 Planning Report



Cork
County Council
Comhairle Contae Chorcaí

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1 Introduction

1.1 Background

The purpose of this project is to increase the width of the existing pedestrian and cycle path between the Cork County and City boundary and Mariners Quay from 2.8m to 4m. 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, & Cobh.

Passage West is a Lower Harbour commuter settlement with a well-defined urban structure reflective of its importance as a shipbuilding and railway terminus, however, the past few decades the function of the retail core has declined. Passage West functions as an important residential area with excellent recreational facilities centred on its harbour location. Continued population growth may be constrained by the town's topography, limited transportation infrastructure, and the proximity of the docks close to the town centre.

In the greater scheme of this project, the proposed route would allow a connection to the EuroVelo network (EV1 – Atlantic Coast Route) which extends from Norway to Portugal along the west coast of Europe. In Ireland, this route extends from Larne, County Antrim, around the northern, western, and southern coasts, via Kerry, Cork and Waterford ending in Rosslare, County Wexford. The Cork Cycle Network Plan has included for connections from the east with an interurban route via Midleton and Carrigtwohill to respond to the strategic intent of the EuroVelo route network.

1.2 Purpose of this Report

The purpose of this Planning Report is to describe the Passage West Pedestrian and Cycle Route project and to define the element of the works that relate to this planning application.

This planning application is made under Section 177AE of the Planning and Development Act, 2000.

This report will summarise the ecology and environmental assessments, trees and hedgerows assessment, flooding assessment, utilities assessment, and accommodation works associated with the proposed works.

2 Site Location, Site Description, and Site Context

This project shall 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, and it is the intention of this project to increase the width of the existing path on both sides to 4m wide.

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 for approximately 800m before it crosses Abbotts bridge (RPS 01476). Existing Bridge 3 (RPS 01475) is located 300m east of Abbotts Bridge (RPS 01476) while a bridge known as the Wooden Bridge is located 180m east of Abbotts 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 Abbotts 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.

In terms of the site context, the Cork County Development Plan (2022 – 2028) has noted that Passage West forms part of the County Metropolitan Cork Strategic Planning Area. The strategic aim for Passage West is to:

- Increase the population and employment of this area so that it can compete effectively for investment and jobs in line with the key enablers identified in the Regional Spatial and Economic Strategy (RSES) for the Southern Region and the Cork (Metropolitan Area Strategic Plan) MASP;
- Consolidate employment at existing employment locations with improved supporting infrastructure, and public transport improvements including those identified in the Cork Metropolitan Area Transport Strategy (CMATS - 2040); and
- Consolidate critical population growth, service, and employment centres within the Cork Metropolitan Area, providing high levels of community facilities and amenities with infrastructure capacity high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus.

This Part 8 Planning application relates to increasing the width of the existing Cork Harbour Greenway between the Cork City/Cork County Boundary to Mariners Quay. Refer to.



Figure 2-1 – Area where the Part 8 Planning relates to in Passage West

3 Project Description

The purpose of this project is to widen the existing path of Cork Harbour Greenway between the Cork City/Cork County Boundary to the Passage West Playground. The intention is to increase the width from an average of 2.8m wide to an average of 4m wide.

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 take place on both the seaward side of the path and the other side, but the existing landscaping and exercise infrastructure will remain untouched. Once the path reaches the Cork Harbour Greenway Car Park, the existing path will be widened to 4m. There is no intrusive work within the Cork Harbour Greenway Car Park or on Roberts Bridge (RPS 01474), but a native Irish hedgerow will be planted between the proposed path and the existing car parking area to supplement the existing landscaping in the area. 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. There are new bollards proposed at access points to the existing path.

For approximately 800m, between the Cork Harbour Greenway 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 sides of the path. Existing benches will remain in-situ except for a bench at Roberts bridge which will be relocated, and new benches will be placed on a new reinforced concrete plinth suitable for the marine environment.

The proposed path will be widened to the existing retaining wall (for the decommissioned railway line), pass over the bridge with no name (RPS 01475). 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 native Irish trees (*Carpinus betulus*) can remain in place. Perennial plants will be planted around the Wooden Bridge 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.

The existing car park adjacent to the existing path located 170m east of the Wooden Bridge will be converted to parallel on-street parking. There is currently no segregation between path users and vehicles at this location. The proposed infrastructure changes will increase safety for vulnerable path users. This proposed on-street parking will be segregated from the pedestrian and cycle path by a proposed 1.8m wide foot path and a proposed low height stone wall (approximately 600mm high). New benches and picnic tables are proposed for this area, along with new native Irish hedgerows and trees.

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. In the area along the quay, there will be new picnic tables.

4 Relevant Planning History

A search of planning applications adjacent to the proposed work site was carried out on Cork County Council's (CCC) planning website. These include:

Table 4-1 – Planning applications adjacent to the proposed path

File Number	Decision	Decision Date	Development Address	Development Description
31916	Part 8 Planning	09/09/2003	1, Cork Street, Pembroke, Passage West, Cork	Alterations, ground floor extension and conversion of dwellinghouse to 2 no. apartments.
115622	Permission for Retention	12/03/2012	Cliff House, Cork Street, Pembroke Td, Passage West, Cork	Retention of new front porch extension to dwelling, new pedestrian entrance from public lane, blocking up of old pedestrian entrance and retention of alterations and increase in height of front boundary wall.
206714	Part 8 Planning	29/01/2021	Main Street, Pembroke, Passage West, Co. Cork	Convert existing water tower to takeaway ice cream/ coffee unit, replace existing door to northwest elevation with new timber door and replace existing window to north east with new timber screen, carry out sundry repairs to existing flat roof.
41965	Part 8 Planning	18/05/2004	Fr. O'Flynn Park, Pembroke, Passage West,	Playground
234763	Permission for Retention	14/06/2023	No. 8 Horsehead, Pembroke, Passage West, Co. Cork	The construction of a retaining wall with protective railing on top, along the rear/northern boundary and returned to the eastern end, the raising and alteration of the existing ground levels to include a sunken seating area at the rear garden of the dwelling.
184595	Part 8 Planning	08/05/2018	Site No. 11 Horsehead House, Pembroke, Passage West, Co. Cork	Construct 1st floor extension to one side of dwelling-house and to complete an attic conversion with associated dormer window and additional roof-lights.
204140	Part 8 Planning	06/03/2020	No. 11 Horsehead House, Pembroke, Passage West, Co. Cork	To reconstruct & extend conservatory at dwelling-house.
216948	Permission for Retention	17/12/2021	6 Horsehead, Pembroke, Passage West,	Construction of a retaining wall and railing on top, the raising and alteration of the existing ground levels, the restoration of the stone walls of the historic bath house - associated with Horsehead House.
184035	Part 8 Planning	28/02/2018	6 Horsehead, Pembroke, Passage West, Co. Cork,	Construct a first-floor balcony to the rear of the existing dwelling.
67948	Part 8 Planning	02/08/2006	Rockville, Lower Rochestown, Rochestown,	Attic conversion, balcony, and alterations to dwellinghouse.

File Number	Decision	Decision Date	Development Address	Development Description
54799	Part 8 Planning	01/11/2005	Parkers Place, Pembroke, Passage West,	Demolition of boathouse building and construction of boat showroom and maintenance store, incorporating 12 no. car spaces and entrance.
136208	Extension of Duration	07/08/2014	Railway Quay, Pembroke, Passage West, Co.Cork	Construction of passenger ferry landing station and car parking facilities comprising of 1 no. pontoon with shelter and access gangway and walkway with bridge head, digital information/advertising boards, bicycle stall, car parking and all associated site works.
84066	Part 8 Planning	15/10/2008	Railway Quay, Pembroke, Passage West, Co.Cork	Construction of passenger ferry landing station and car parking facilities comprising of 1 no. pontoon with shelter and access gangway and walkway with bridge head, digital information/advertising boards, bicycle stall, car parking and all associated site works.
32811	Part 8 Planning	05/08/2003	Plots 1,13 & 14, Horsehead House, Pembroke, Passage West, Co.Cork	Retention of conservatory extension to 2 no. dwellings and sunroom extension with first floor terrace to 1 no. dwelling.
104275	Part 8 Planning	31/03/2010	Star of the Sea, Pembroke, Passage West, Co.Cork	Construction of 1 no. prefabricated classroom to the east side of the school.
711126	Part 8 Planning	14/11/2007	Pembroke, Passage West, Co.Cork	Erection of 1 no. prefabricated classroom.
86319	Part 8 Planning	18/06/2008	Star of the Sea , Pembroke, Passage West,	1 no. prefabricated classroom
35673	Part 8 Planning	14/01/2004	Ardmore House, Ardmore, Passage West, Co.Cork	Relocation of entrance and new entrance/driveway and ancillary works.
613112	Part 8 Planning	06/02/2007	Horsehead House, Pembroke, Passage West, Co.Cork	Retention of alterations to roads and site boundaries of residential development permitted under Reg. No. 01/2638, retention of 3 no. as built dwellinghouses on sites 6, 11, & 12, retention, and completion of dwelling on site no.7 to include conservatory.

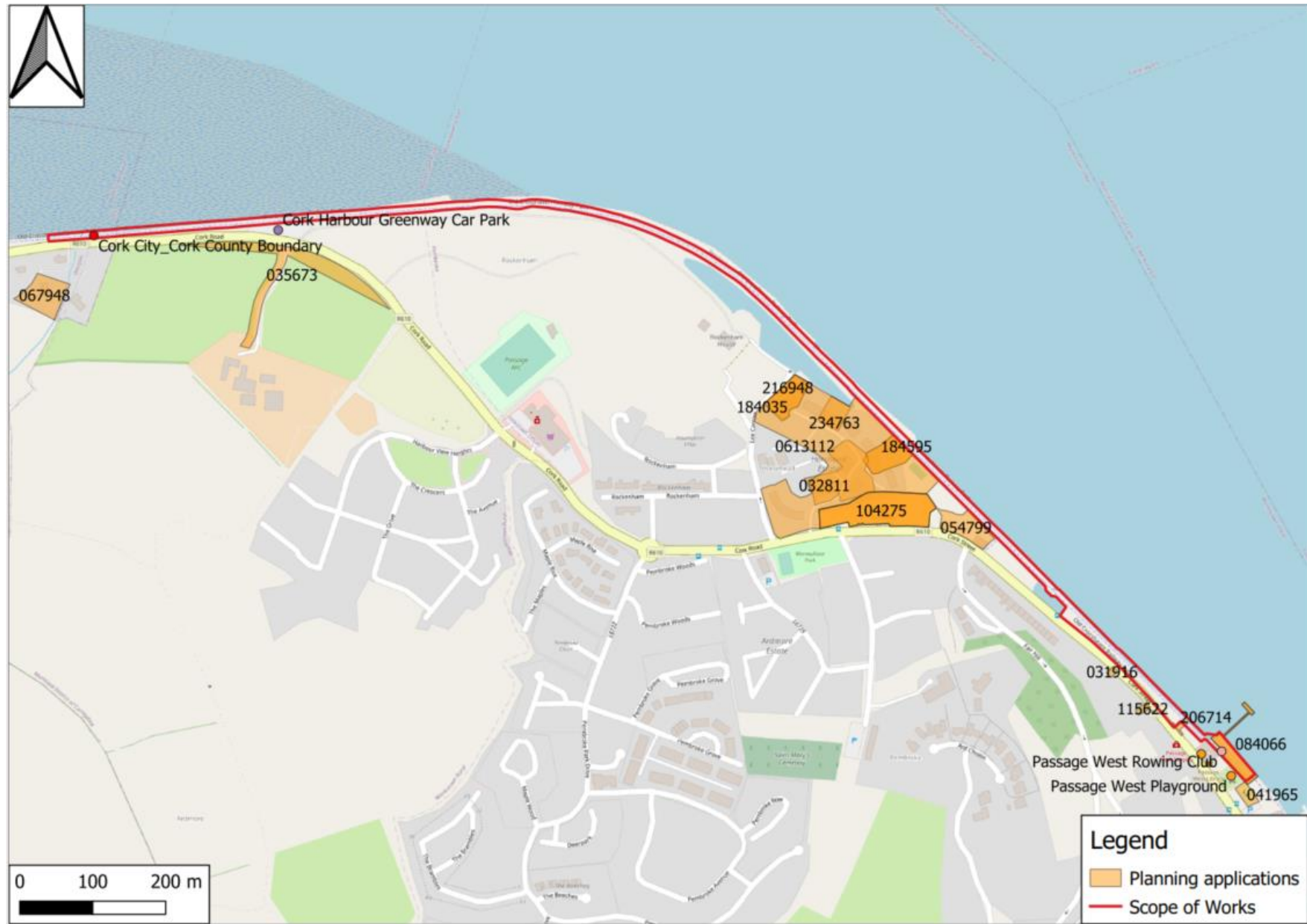


Figure 4-1 – Planning applications in the vicinity of the Passage West Pedestrian and Cycle Route

5 Legislative and Planning Policy Context

There are several legislative and planning policies to support the proposed Active Travel works at a national, regional, and local policy level as follows.

5.1 National Policy Context

5.1.1 Project Ireland 2040 - National Planning Framework

Project Ireland 2040 - National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development for Ireland out to the year 2040. The NPF was adopted and published by the Government on 16th February 2018, as a strategy to replace the National Spatial Strategy, for the purposes of Section 2 of the Planning and Development Act 2000, as amended.

National Policy Objective 27 seeks to 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 64 seeks to 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.

The NPF strategy recognises the importance of Ireland's urban fabric and the need to support the sustainable growth of communities. The strategy includes improving local connectivity to principal communication (broadband), energy, transport, and community infrastructure in urban and rural areas.

The Passage West Pedestrian and Cycle Route conforms with the NPF objectives by providing new infrastructure that promotes healthier lifestyles for the local community.

5.2 Regional Policy Context:

5.2.1 Cork County Development Plan (2022-2028)

It is important to note that while assembling this Development Plan, research and development was planned for possible Pedestrian and Cycle Route locations. It is important to note that the use of abandoned rail lines, utility corridors or other natural linear open spaces were being thought of as possible locations of Pedestrian and Cycle Routes. It is important to note that the County Development Plan Objective for Pedestrian and Cycle Routes is to promote the development of 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.

County Development Plan 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.

County Development Plan Objective TO 10-9 seeks to support the development of a county-wide greenway strategy in Cork, building on the feasibility studies that have already been carried out to date and having regard to the changing national and regional policy context. The strategy would identify and prioritise suitable greenway routes to be progressed through the relevant environmental and ecological impact assessment/design/consent processes and to support the funding and delivery of such projects.

County Development Plan Objective TM 12-2-2 Section C seeks to support delivery of cycle routes, Greenway and Blueway corridor projects subject to appropriate site selection and environmental assessment processes, having regard to the Strategy for the Future Development of National and Regional Greenways July 2018.

County Development Plan Objective TM 12-2-2 Section G seeks to promote sustainable pedestrian and cyclist greenway initiatives, maximising the potential for inter connections between greenways, and connections from residential and employment areas to greenways, subject to robust site selection processes and environmental assessment processes.

County Development Plan Objective TM 12-2-5 seeks to promote new paths and cycleways/ greenways and upgrades to existing paths and cycleways/greenways will be sensitively designed having regard to environmental, nature conservation, landscape and other heritage considerations, and committing, in particular to providing appropriate set-backs from water courses where new paths and cycleways/greenways are proposed along rivers, streams, lakes or other sensitive areas. The development of a greenway strategy for the County is required to guide consideration of future greenway identification and development in a plan-led approach.

The implementation of the Passage West Pedestrian and Cycle Route will support the delivery of the Cork County Development Plan objectives.

5.2.2 Regional Spatial & Economic Strategy (RSES) for the Southern Region

The RSES provides a long-term, strategic development framework for the future physical, economic and social development of the Southern Region and includes Metropolitan Area Strategic Plans (MASPs) to guide the future development of the Region's three main cities and metropolitan areas – Cork, Limerick-Shannon and Waterford. The RSES seeks to achieve balanced regional development and full implementation of Project Ireland 2040 – the National Planning Framework. It will be implemented in partnership with local authorities and state agencies to deliver on this vision and build a cohesive and sustainable region.

5.2.3 Cork Metropolitan Area Strategic Plan (MASP)

Chapter 7.4 in the Cork MASP states '*Passage West is an important residential area based around excellent recreational facilities, harbour setting and greenway*'. The Infrastructure priorities as per Chapter 3 Objective on investment for holistic infrastructure for Passage West includes the following:

- Enhanced public transport connectivity- CMATS.
- Investment in retrofitting infrastructure and services (physical, social and recreational) to improve quality of life for communities.

Objective 8(j) Cycling: Implement and further develop upon the Cork Metropolitan Area Cycle Network Plan 2017, invest in infrastructure to support the integration of the cycle networks throughout the Cork Metropolitan Area and region, improve and develop primary, secondary, greenway (including the Lee to Sea Greenway) and feeder cycle networks and support cycling through provision of a high proportion of segregated cycleways to provide a safe infrastructure for all.

Objective 17 - Metropolitan Open Space, Recreation and Greenbelt Strategy seeks to provide outdoor recreational facilities and the proposed greenway will contribute to this.

Objective 21 - Healthy Cities, Healthy Environment and Health Infrastructure seeks to promote a healthier lifestyle and the proposed greenway will contribute to this.

Key transport infrastructure to accommodate growth, retrofit quality services and enhanced sustainable mobility are needed. The MASP recognises the delivery of an integrated multi modal transport network, informed by the Cork Metropolitan Area Transport Strategy (CMATS), is a key requirement.

5.2.4 Cork Metropolitan Area Transport Study (CMATS)

The aim of this strategy will be to deliver an accessible, integrated transport network that enables the sustainable growth of the Cork Metropolitan Area as a dynamic, connected, and internationally competitive European city region as envisaged by the National Planning Framework 2040.

As part of National Strategic Outcome (NSO) 4 - Sustainable Mobility, the county has a commitment to implement BusConnects for Cork; delivery of comprehensive walking and cycling network; and smarter Travel projects.

As part of National Strategic Outcome (NSO) 8 - Transition to a Low-Carbon and Climate-Resilient Society, sustainable travel measures, including comprehensive cycling and walking networks for metropolitan areas of Ireland's cities, and expanded Greenways.

The implementation of the Passage West Pedestrian and Cycle Route will support the delivery of the CMATS objectives.

5.3 Local Policy Context

5.3.1 Passage West Strategic Plan (2018-2022)

The vision of this strategy is to harness the energy, talent, and resources of Passage West to provide a new impetus to the town's economic development and creativity and to transform the 'village centre' so that it is reflective of everyone's pride and support for the town and its community. A new proactive partnership approach shall enable and support the initiatives and potential that people. To achieve this vision, the strategy could be developed using the followings 'themes':

- Economic Opportunity;
- Green Town;
- New Population;
- Maritime Heritage;
- Village Life;
- Integration;
- Healthy Town;
- Biodiversity.

The Cork Harbour Greenway route, which extends from Kent Station via Pairc Ui Chaoimh, through Blackrock, past Hop Island, to Passage West car park is the longest uninterrupted cycle facility in the study area. This project shall provide a suitable link from Passage West Pedestrian and Cycle Route to the ferry terminal to facilitate cycling trips from Cobh as well as developing a link between Passage West and Carrigaline/Ringaskiddy along the disused railway line.

PW-GO-05 seeks to develop a network of designated walking and cycling routes with special focus on routes that connect the main residential areas with schools and the town centre.

Objective 1.2 seeks to define and protect spaces for sitting, walking, and talking (box planting, benches outdoor heaters).

Objective 5.4 seeks to promote slow activities such as walking, bowls, fishing etc. can form a strong part of developing a healthy town across all age groups.

The implementation of the Passage West Pedestrian and Cycle Route will support the delivery of the Passage West Strategic Plan objectives.

6 Planning Assessment

6.1 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 above European Sites (Great Island Channel SAC and Cork Harbour SPA) in view of the sites' conservation objectives whether alone or in combination with other plans and / or projects. This assessment is based on consideration of:

1. Relevant qualifying interests, their sensitivities, and Conservation Objectives;
2. Potential source pathways between European Sites identified and the proposed development;
3. The temporary and localised (scale) nature of the proposed development.

The Screening report evaluates the objective information presented in the Project Description, taking consideration of the proposed works elements; however, the evaluation does not presuppose that the construction requirements specified in the design, or to be implemented on site by the Contractor, are integral to avoid or reduce harmful effects on any European Site. Therefore, it is considered that in accordance with Article 6(3) of the Habitats Directive, the proposed Passage West Pedestrian and Cycle Route Project works in County Cork has potential to cause a significant effect on the Natura 2000 network and that Stage 2 of the Appropriate Assessment process (Natura Impact Statement) is required.

6.2 Natura Impact Statement Report

The Natura Impact Statement (NIS) report provides an assessment of all potential direct or indirect adverse effects on European Sites. Where the potential for any adverse effect on any European Site has been identified, the pathway by which any such effect may occur has been robustly blocked through the use of avoidance, appropriate design and mitigation measures as set out within this report. The measures ensure that the construction and operation of the proposed development do not adversely affect the integrity of the European Sites.

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. This assessment is based on considerations of:

- Relevant Qualifying Interests, their sensitivities and conservation objectives;
- Potential sources and source pathways that were identified between European Sites and the proposed works; and
- The construction and operational phases of the Passage West Pedestrian and Cycle route.

Therefore, it can objectively be concluded that the proposed development, individually or in combination with other plans or projects, will not adversely affect the integrity of any European Site, in light of their conservation objectives, and there is no reasonable scientific doubt in relation to this conclusion.

6.3 Environmental Impact Assessment screening Report

An Environmental Impact Assessment (EIA) screening report has been completed for the Passage West Pedestrian and Cycle Route and it concluded that the proposed works do not exceed any of the thresholds prescribed in the Regulations that would trigger a mandatory requirement to conduct an EIA and prepare an EIAR. In consideration of sub-threshold projects (Schedule 5, Part 2, Section 15), the proposed project is not listed in Part 2 of the Regulations and therefore does not fall under the EIA requirement for sub-threshold projects. Having regard for the proposed works this report concludes that this proposal is not one which is likely to have significant effects on the environment, either by itself or in

combination with other plans or projects, and that an EIA and subsequent EIAR is not required in relation to this project.

6.4 Ecological Impact Assessment Report

An Ecological Impact Assessment (EclA) report was completed for the proposed pedestrian and cycle path. Potential significant effects to ecosystems and their components, during the proposed construction works and operation of the Passage West Pedestrian and Cycle Path were assessed with consideration of No Net Loss. Best practice and mitigation measures (outlined in the EclA report) have been identified to ensure that potential pollutants are not released from the proposed construction works to the receiving environment such that there will be no risk of adverse effects on ecosystem and their components, including designated sites, habitats, flora, and fauna. Compensation recommendations are included in the EclA report to achieve No Net Loss as a result of the proposed project.

6.5 Archaeology

Tobar Archaeological Services were appointed to carry out an archaeological and cultural heritage impact assessment of the proposed development. The assessment included desk-based research, site inspection and GIS mapping, and provided an assessment of potential impacts on the archaeological and cultural heritage resource within and adjacent to the proposed development site. The existing path and the proposed development follows the dismantled Cork Blackrock & Passage West Railway. Three protected structures comprising railway bridges and an additional bridge not included in the RPS are located on the proposed development. No direct or indirect impacts to the archaeological resource have been identified.

6.6 Flooding

Ryan Hanley has reviewed the CFRAM flood zone maps for this location and noted that there is potential for pluvial flooding risk based on the indicative PFRA OPW analysis. Considering the nature of the proposed development which is classified as less vulnerable development related to flood risk, proper surface water management measures are recommended during the construction and operational stage. Based on the existing ground level and potential 200-year tidal level, it was recommended to increase the ground level around the slipway to 3.15m.

The Contractor's construction plan shall include measures to deal with pluvial runoff and potential groundwater within trenches during the works.

6.7 Structural Inspection

Ryan Hanley carried out a structural inspection of the four bridges along the existing path that is proposed to be widened. Regarding Roberts Bridge, the structural work proposed would be to repair the riverside wingwalls to mitigate against further erosion. In addition to this, it is proposed that vegetation along the verges of the proposed pedestrian and cycle path be cleared, and adequate drainage be provided so water does not penetrate the bridge arch barrel. The extent of this work will be quantified and carried out at design stage. It is also proposed that the existing abutments be made good on Abbots Bridge, the no name Bridge, and the Wooden Bridge.

6.8 Public Lighting

This route shall require alterations and relocations of public lighting infrastructure, as such all public lighting to comply with Bats and artificial lighting in the UK (Guidance Note 08/18) as published by the Bat Conservation Trust, in respect of mitigation strategies, to minimise the impact of outdoor lighting upon bat populations.

Light emitting diodes (LEDs) type lanterns, of the Warm white type, will be installed, with a Colour Temperature of 3,000° Kelvin, as it is considered least disruptive to the emergence of bats from roosts at dusk, and subsequent movement from habitats to foraging locations. LED lanterns do not emit any ultraviolet or infra-red radiation, this again being a desirable feature in relation to impact upon bats, in terms of causing spatial exclusion from artificially lit areas.

Light levels have been kept as low as possible (P4 Class) by reference to levels specified in “Design of road lighting’ - BS EN 5489-1: 2020. Lanterns are mounted at 0° degree tilt and are fully cut off type with no light output above the horizontal plane. Lamp standards should be erected at a 5m mounting height with approximately 35m spacings between lighting columns. The height of the columns also mitigates against vandalism which can be an issue when placing luminaires in isolated locations.

6.9 Utilities

The existing utilities found within the scope of works include ESB, Eircom, Enet, Public Lighting, Foul Sewer, Surface Water, and Watermain Infrastructure at the existing car park on the path south of Fr. Murphy Park. Utilities may require alterations, but the extent of the works will be determined at the Detailed Design stage.

6.10 Signage and Road Markings

This route shall require new markings and signage along its length, as such road and cycle signage shall be in accordance with Department of Transport Traffic Signs Manual (TSM) and shall be agreed with CCC Roads section during the detailed design stage.

6.11 Noise

The proposed works will be subject to working times of 08:00-18:00 during the week and 09:00-13:00 on Saturdays. Working outside this period will be prohibited. The works will produce short term noise associated with construction activities including excavations and breaking out, surface dressing, and deliveries to site.

6.12 Pedestrian and Traffic Management

Access along the existing Passage West Pedestrian and Cycle Route will be maintained during the works. The contractor shall ensure a minimum of 1.8m walking width on the existing path is provided for the duration of the works. In addition to this, the works will be staged in such a way that this minimum width will be kept to active parts of the site. The appropriate signage shall be put in place to communicate the location of construction sites along the length of the existing path.

Where the works will take place within road boundaries, the contractor shall ensure a traffic management plan will be drawn up to ensure the safe passage of pedestrians, cyclists, and vehicles at these points. This plan shall be approved by CCC Roads section.

7 Conclusion

This planning application is made under Section 177AE of the Planning and Development Act, 2000.

As outlined above, there is strong national, regional, and local policy support for the proposed widening of the existing pedestrian and cycle path. In addition to following all relevant national and regional policy, the proposal fully accords with the policies and objectives of the Cork County Development Plan, Cork Metropolitan Area Transport Study (CMATS), Cork Metropolitan Area Strategic Plan (MASP), and the Passage West Strategic Plan.

Regarding the current use of the existing pedestrian and cycle path, it is considered that this project will promote healthier lifestyle, diversity in landscaping, boost tourism, and aims to preserve and promote the cultural heritage of Passage West.

Appendix A - Natura Impact Statement

Appendix B - Ecological Impact Assessment

Appendix C - Bat Survey Report

Appendix D -Tree Survey Report

Appendix E - Flood Risk Assessment Report

Appendix F - Archaeology Impact Assessment Report

Appendix G - Structural Inspection Report