

Kinsale Active Travel Project

Part 8 Planning Report



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Contents

1 Introduction	4
1.1 Project Background	
1.2 Need for the Scheme	
1.3 Existing Transport Infrastructure	
2 Part VIII Process	8
2.1 Introduction	
2.2 Part VIII Application	
2.3 Inspection of Plans and Particulars	
2.4 Submissions and Observations	
3 Policy & Guidance Context	9
3.1 Overview	
3.2 National Policy	
3.3 Regional Policy	
3.4 Local Policy and Plans	
4 Project Objective and Benefits	12
4.1 Project Objective	
4.2 Benefits of Active Travel	
5 Option Development and Selection Methodology	13
5.1 Overview	
5.2 Baseline Assessment	
5.3 Option Selection & Feasibility	
6 Description of Proposed Scheme & Design Statement	14
6.1 Speed Limit	
6.2 Land Acquisition	
6.3 Vehicular Accesses / Side-Entry Treatment	
6.4 On-Street Parking	
6.5 Public Lighting	
6.6 Pavement Materials	
6.7 Surface Water Drainage	
6.8 Construction Requirements	
7 Biodiversity Net Gain & Ecological Enhancements	19
7.1 Introduction	
7.2 Landscape Plan & Planting Schedule	
7.3 Bat Boxes	
7.4 Management of Invasive Species	
8 Environmental Assessments	21
8.1 Overview	
8.2 Existing Environment	
8.3 Appropriate Assessment Screening Summary	
8.4 Environmental Impact Assessment Screening Summary	
8.5 Ecological Impact Assessment Summary	
9 Summary	24

1. Introduction

1.1 Project Background

DBFL Consulting Engineers (DBFL) have been commissioned by Cork County Council to assess the feasibility and design of the Kinsale Active Travel Scheme. The Scheme seeks to provide high-quality pedestrian and cycle facilities between the proposed Kinsale GAA Grounds and the R606 as shown in Figure 1 1, via:

- Bandon Road (L-3234-0).
- Abbey View Road (Compass Quay – Abbey View: L7249-0 and L-3235-0).
- Cappagh (L-7249-0).
- Roseabbey Park (Scoil Naomh Eltin).

The Kinsale Active Travel Scheme has been developed in accordance with the National Transport Authority's (NTA) Project Approval Guidelines (PAG), Phases 2: Options Selection and Feasibility, 3: Preliminary Design, and 4: Statutory Design, and is funded under the NTA's Sustainable Transport Measures Grant (STMG) fund.

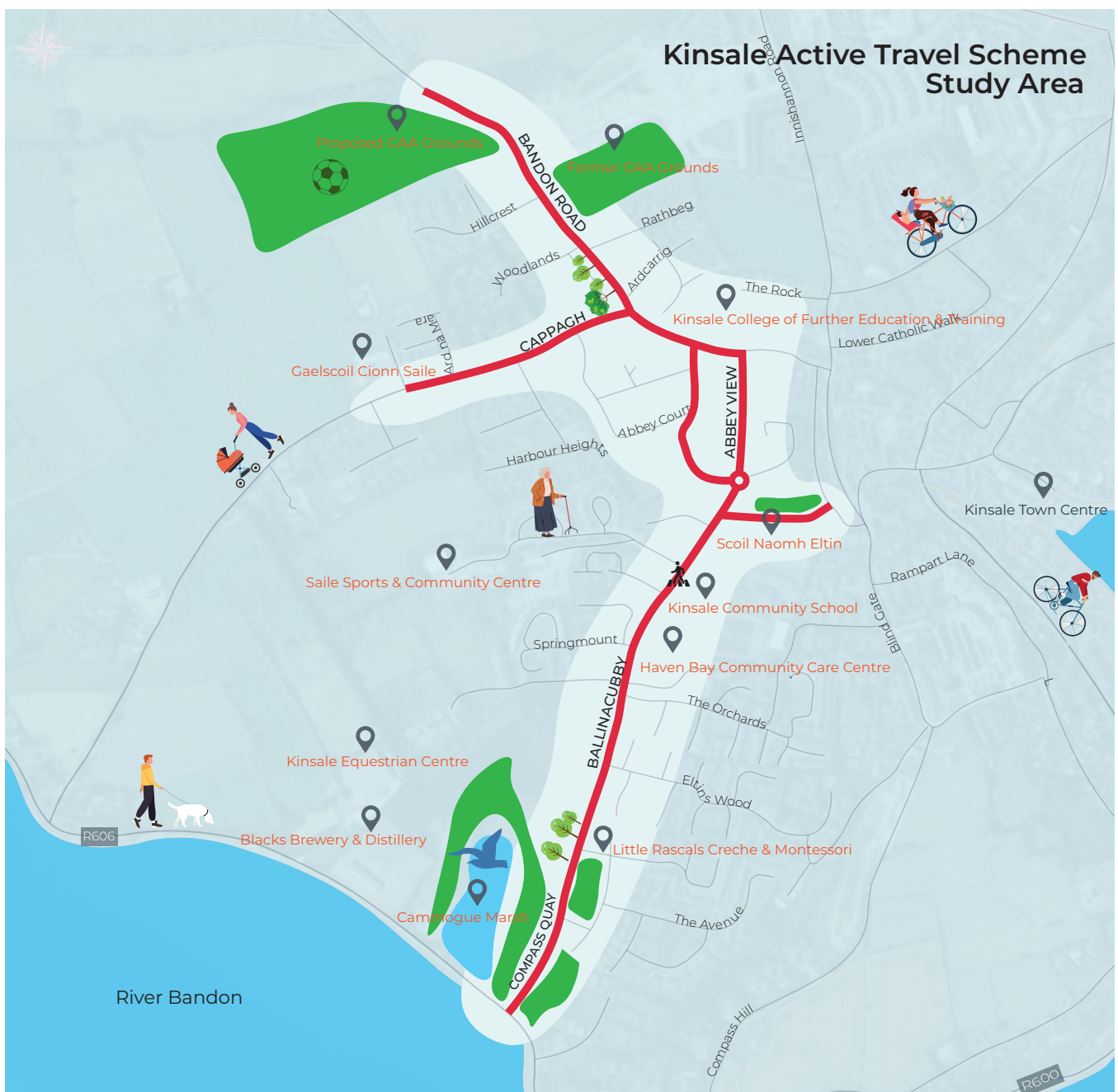


Figure 1-1: Route Extents of the Proposed Scheme, Outlined in Red.

1.2 Need for the Kinsale Active Travel Scheme

The Kinsale Active Travel Scheme proposes to upgrade existing and provide new pedestrian and cycle infrastructure, including junction improvements, toucan crossings and landscaping. The Study Area, located to the west of Kinsale's Town Centre, has a growing population of over 2,000 people, and upward of 1,500 students attending schools in the area. Figure 1-1 identifies the key destinations that are located directly along the route including a number of schools and community services:

- Two primary schools (Scoil Naomh Eltin and Gaelscoil Chionn tSáile)
- One large secondary school (Kinsale Community School)
- Kinsale Campus of the Cork College of Further Education and Training
- Haven Bay Care Centre
- tSáile Sports and Community Centre
- Kinsale GAA Grounds
- Little Rascals Crèche and Montessori
- Cammogue Marsh Wildlife Marsh and Bird Sanctuary

Other nearby destinations include the Kinsale Community Hospital, Blacks Brewery and Distillery, and the Kinsale Equestrian Centre. The *Cork County Development Plan 2022-2028* includes objectives for expansions to the existing schools, with some currently progressing to serve a growing population in Kinsale.

Given the expanding number of people living in the area in addition to the variety of educational, recreational amenities, and other community facilities, there is a critical need for a significant uplift in the provision and quality of safe and accessible active travel infrastructure.

The proposed scheme seeks to future-proof the infrastructure in the area so that it is safe, accessible, and attractive for people to walk, wheel, scoot or cycle for short, local trips.



Figure 1-2: Draft CycleConnects Plan for Kinsale. Source: National Transport Authority.

Moreover, the NTA recently published for consultation, a *CycleConnects Plan* for all key cities, towns and villages in Ireland – including Kinsale. *CycleConnects* aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network. Both Abbey View Road and Bandon Road have been identified under the Draft Plan as Urban Primary Routes as shown in Figure 1-2, and Cappagh, also in the Scheme area, is designated as an Urban Secondary Route.

1.4 Existing Transport Infrastructure

Abbey View Road, Bandon Road, Cappagh and Roseabbey Park cater to a considerable, and growing, number of primary, secondary and third level students. There are also a number of large residential schemes either under construction or recently completed, with expansions proposed for a number of the community facilities.

At present, all roads – Bandon Road, Abbey View Road, Cappagh and Roseabbey Park – consist of a single carriageway in each direction. The current speed limit is 50kph, with a short section of the northern end of Bandon Road designated a 60kph zone.



Image 1-1: Example of opportunity for widening footpath / introducing cycle lane in verge on Abbey View Road.



Image 1-2: Active travel users on Bandon Road currently have to share the space with HGVs, buses and other vehicular traffic.



Image 1-3: People walking with buggies on a section of Bandon Road where there are currently no footpaths in a 60kph zone.



Image 1-4: Cyclist on section of Bandon Road where there are currently no footpaths or cycle facilities.



Image 1-5: Wide junction splays, absence of dropped kerbs and tactile paving make many junctions inaccessible, unsafe and difficult to cross for pedestrians, particularly for those with a disability, older adults, or people with buggies, and facilitate increased speeds by motorists.



Pedestrian infrastructure varies throughout, with generally good quality and continuous provision of footpath along the Abbey View Road (see Image 1-1). The quality and provision gradually deteriorates from the north of Abbey View Road and along Bandon Road where footpaths are generally narrow/sub-standard and discontinuous in places (see Image 1-3). Both Cappagh and Roseabbey Park have a footpath on one side of the road only. The footpath on Cappagh ends abruptly approximately 100m east of the Gaelscoil where the road narrows.

There is one informal crossing provided outside of the Kinsale Community School. There are currently no dedicated cycle facilities in the Study Area. The delivery of the Kinsale Active Travel Scheme will provide a safer, more accessible, and comfortable environment for all users, but particularly people walking, wheeling and cycling, boosting connectivity between many residential estates and community facilities in the area.



Image 1-6: (left) Bandon Road Entrance to Abbey View. (right) Existing Path between Abbey View Road and Bandon Road.

2. Part VIII Process

2.1 Introduction

The Kinsale Active Travel Scheme is currently at Phase 4: Statutory Process in line with the NTA *Project Approval Guidelines*. Where a project is being progressed by a Local Authority, planning permission is applied for under Part VIII of the Planning and Development Regulations 2001-2023 and the procedure is set out in Part 11, Section 179 of the Planning and Development Act 2000 as amended.

Public consultation is a fundamental element of the Part VIII planning application process and this chapter summarises what is involved.

2.2 Part VIII Application

The following is a list of documents and drawings contained in the Part VIII Planning application that accompany this Part VIII Planning Report:

- Part VIII Drawings.
- Landscape Plan and Planting Schedule.
- Appropriate Assessment Screening Report & Determination.
- Environmental Impact Assessment Screening Report & Determination.
- Ecological Impact Assessment Report.
- Photomontages.

2.3 Inspection of Plans and Particulars

Plans and particulars of the proposed development are available for inspection and / or purchase for a fee of €15 per set between the hours of 09:00 to 16:00 on each working day during which the said offices are opened for the transaction of business at the following venues / locations:

- Lobby, Ground Floor, County Hall, Carrigrohane Road, Cork, T12 R2NC.
- Bandon Kinsale Municipal District Office, St. John's Hill, Kinsale, Co. Cork, P17 VF60.

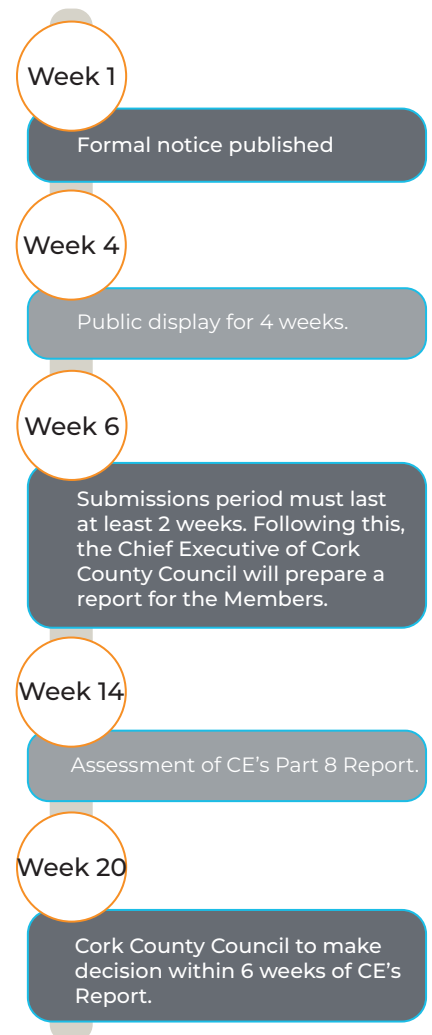
They are also available on Cork County Council's consultation portal: [Public Consultations | Cork County Council \(corkcoco.ie\)](https://www.corkcoco.ie).

A description of the Scheme and ways to engage with the process will also be displayed in the vicinity of the Scheme area on site notices, in accordance with the Planning and Development Regulations.

2.4 Submissions and Observations

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made as follows:

- Online submission form on Cork County Council's website at www.yourcouncil.ie; or
- In writing clearly marked: 'Part VIII – Kinsale Active Travel Scheme', Senior Engineer, Traffic & Transportation, Cork County Council, Floor 3, County Hall, Carrigrohane Road, Cork, T12 R2NC'.



3. Policy & Guidance Context

3.1 Overview

To ensure the Kinsale Active Travel Scheme aligns with strategic national, regional, and local objectives and standards, a review of relevant policy and design guidance was carried out. Table 3-1 summarises these, with an outline of key documents in the following sections.

	National Level Policy
	National Planning Framework 2040
	National Development Plan 2021-2030
	Climate Action Plan 2024
	National Sustainable Mobility Policy
	National Investment Framework for Transport in Ireland
	National Plans, Design Standards & Guidance
	Design Manual for Urban Roads & Streets
	Cycle Design Manual
	SuDS Manual
All-Ireland Pollinator Plan 2021-2025	
Road Safety Strategy 2021-2030	
All-Ireland Pollinator Plan 2021-2025	
Road Safety Strategy 2021-2030	
Regional Policy	
Regional Spatial & Economic Strategy for the Southern Region	
Local Policy	
Cork County Development Plan 2022-2028	
Draft Cork County Council Climate Action Plan 2024-2029	
Kinsale Transportation Study 2009	

3.2 National Policy

3.2.1 National Planning Framework 2040

The *National Planning Framework 2040* (NPF) sets out the strategic vision and long-term framework for the future growth and spatial development of Ireland up to 2040.

A set of National Strategic Outcomes (NSO) underpin the NPF, from which the Kinsale Active Travel Scheme could support the following: NSO 1: Compact Growth; NSO 2: Enhanced Regional Accessibility; NSO 4: Sustainable Mobility; NSO 7: Enhanced Amenity and Heritage; and NSO 8: Transition to a Low Carbon and Climate Resilient Society.

The principle of the Kinsale Active Travel Scheme aligns with the NPF, particularly with the National Policy Objective (NPO) 27, 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”.

3.2.2 National Development Plan 2021-2030

The *National Development Plan* (NDP) is a complementary document to the NPF, setting out a fully integrated framework for public capital investment necessary to deliver the NPF.

The Government commits to encouraging walking, cycling and other active travel methods, and this has been signalled by recent increase in the active travel budget. Whole-of Government funding equivalent to 20% of the 2020 transport capital budget, or €360 million, has been committed annually for the period 2021-2025.

The Scheme is aligned with the NDP's Strategic Investment Priorities under NSO 2: Enhanced Regional Accessibility and NSO 4: Sustainable Mobility.

3.2.3 National Investment Framework for Transport in Ireland

The *National Investment Framework for Transport in Ireland* (NIFTI) is the strategic framework for future investment decision-making in land transport. It will guide transport investment in the years ahead to enable the NPF, support the Climate Action Plan, and promote positive social, environmental, and economic outcomes throughout Ireland. NIFTI translates the NPF's NSOs to a transport specific investment context.



The Kinsale Active Travel Scheme is aligned with the NIFTI's Modal Hierarchy for transport investment. In accordance with its Intervention Hierarchy, the option development process sought to maintain and optimise good quality infrastructure where existing, and improve and provide new infrastructure for walking and cycling where it is currently not provided.

3.2.5 Climate Action Plan 2024

The *Climate Action Plan 2024* sets out a major programme for change in response to reducing Ireland's greenhouse gas emissions. The proposals outlined in the Plan are aimed at achieving a net zero carbon energy system within Ireland and it is envisaged that these proposals will also have associated positive economic and societal benefits, including cleaner air, better public health and a more sustainable economy in the longer term.

Ireland's transport system plays a critical role in realising the ambitious targets of the Climate Action Plan. Consequently, to make growth less transport intensive several key policies are identified, including the expansion of walking, cycling and public transport to promote modal shift.

The Kinsale Active Travel Scheme will help achieve the Climate Action Plan's target of walking, cycling and public transport accounting for 50% of trips across Ireland by 2030 by enhancing the quality and provision of walking and cycling infrastructure in the Study Area.

3.2.4 National Sustainable Mobility Policy

The *National Sustainable Mobility Policy* establishes a strategic framework for 2030 for active travel and public transport journeys to help Ireland meet its climate obligations. It includes an action plan up to 2025, containing actions to improve and expand sustainable mobility options, 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 reduce journeys taken by private car. It states the need to transition transport movement in our urban centres away from the private car and towards active travel and public transport by reallocating space and priority.

The Policy aligns with the *Climate Action Plan* 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 overall vision is to connect people and places with sustainable mobility that is safe, green, accessible and efficient. The Kinsale Active Travel Scheme will help achieve this vision by enhancing the quality and provision of active travel infrastructure, as well as improving overall connectivity for people walking, wheeling and cycling to schools, community services and sports facilities in the area.

3.3 Regional Policy

3.3.1 Regional Spatial and Economic Strategy for the Southern Region

The *Regional Spatial and Economic Strategy for the Southern Region* (RSES) is a link between the NPF and the *Cork County Development Plan 2022-2028*, and brings into focus an overarching vision and policy objectives for the Southern Region. The Transport Vision for the Region is to:

- Reduce the environmental impact of travel.
- Provide for the integrated development of sustainable transport infrastructure to accommodate the necessary switch from the private car.
- Ensure an integrated approach is taken between land use and transport planning to reduce the distance between origin and destination, especially for walking and cycling.

Regional Policy Objective (RPO) 152 aims to:

- Deliver a high level of priority and permeability for walking, cycling and public transport modes, increasing the place context value as per DMURS.
- New development areas will be permeable for walking and cycling and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to a give competitive advantage to these modes. Where possible, developments will provide for filtered permeability.

3.4 Local Policy

3.4.1 Cork County Development Plan 2022-2028

The *Cork County Development Plan 2022-2028* (CCDP) identifies Kinsale as a Main Settlement within the Bandon Kinsale Municipal District. The development strategy for Kinsale is to focus new housing development and population growth close to the existing urban footprint of the town to maximise opportunities for walking and cycling within the town and to reinforce its compact urban form. A significant amount of this residential development is planned for within the vicinity of the proposed Scheme at the north-western end of Bandon Road, reinforcing the need for improved active travel infrastructure through this Scheme.

Cork County Council intend to provide a New Western Relief Road to provide improve connectivity to the west of Kinsale town. While this set route is undetermined, the new Relief Road will extend from the R605 Bandon Road to the southwest, intersecting with both the Cappagh Road and the R606.

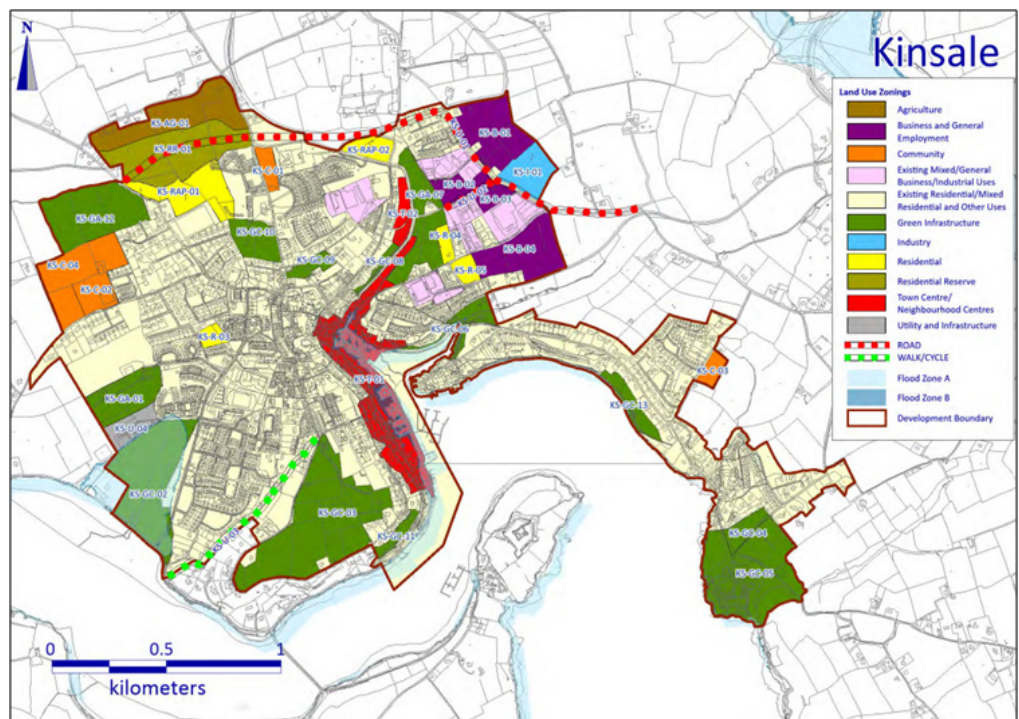


Figure 3-1: Land Use Zoning Objectives for Kinsale. Source: Vol. 5 West Cork - Cork County Development

4. Scheme Objective & Benefits

4.1 Scheme Objective

The main objective of the Kinsale Active Travel Scheme is:

to improve the safety and accessibility of the Bandon Road, Abbey View Road, Cappagh and Roseabbey Park for active travel users, and enhance connectivity to key amenities and destinations in the Study Area.

4.2 Benefits of Active Travel

'Active Travel' is defined by the Department of Transport as 'travelling with a purpose, using your own energy'. Walking, wheeling, cycling and using a non-motorised scooter to make journeys to work, school or the shops, for example, are all considered forms of Active Travel.

Government investment in active travel has increased significantly in recent years. This reflects commitments made at international and European level with regards to the UN's Sustainable Development Goals, and the European Green Deal, for example, and other Government policies such as the *Climate Action Plan*, *National Sustainable Mobility Policy*, and the *National Investment Framework for Transport in Ireland*.

The following section highlights some of the many benefits of active travel infrastructure that is safe, accessible and attractive in a way that enables people of all ages and abilities to choose to walk, wheel, scoot, and cycle.

More than 2,000 residents (CSO, 2016) live in the vicinity, and over 1,500 students are attending schools in the area, and therefore either begin or end their journeys here on a daily basis, as well as those working in and visiting places such as the Haven Bay Care Centre, Sáile Kinsale Sports & Community Centre, and Little Rascals Creche and Montessori. In addition, there is more residential development and school extensions planned in the coming years.

The existing transport infrastructure forms a barrier for some to travel by active modes from their homes to schools, the GAA Grounds, or onward to Kinsale Town Centre – a lack of pedestrian crossings, substandard footpaths and an absence of cycle facilities hinders people from choosing to travel by walking, wheeling, or cycling. This Project presents a significant opportunity to provide people with an alternative to the private car, and make it safer for those who already travel by these modes. According to research carried out by the Government of Ireland in 2023, 73% of car drivers and passengers would swap the car for walking, cycling and public transport for short journeys of less than 2 kilometres, most of which are currently made by private car.

Active travel benefits both the individual and the local community as a whole. Some of the benefits of the Kinsale Active Travel Scheme include:

- By improving the safety and accessibility of the public realm and transport network, the Scheme will enable more people to choose to walk, scoot or cycle for short, local trips.
- Support climate action and reduction of carbon emissions, by providing alternatives to the private car.
- Enable more pupils of Kinsale Community School, Scoil Naomh Eltin, and Gaelscoil Chionn tSáile to travel to school by active modes and independently by providing safer crossing points, junction improvements, and slowing down vehicular traffic.
- Allow pupils to build physical activity into their daily routines, and time to socialise on the way to and from school. This benefits their muscular and cardiorespiratory fitness, cognitive function, and emotional wellbeing.
- Reducing the number of vehicles, particularly in front of the school gate at peak times, will improve local air quality.
- Achieving Biodiversity Net Gain, in accordance with *Cork County Development Plan 2022-2028* and *All-Ireland Pollinator Plan* objectives. Areas have been identified for landscaping and planting which are designed to enhance local biodiversity, as well as measures to manage any Alien Invasive Plant Species. This will also improve access to Green and Blue Spaces (e.g., Cammogue Marsh, Bandon River) for local residents and visitors.

What is Active Travel?

The Department of Transport defines it as 'travelling with a purpose, using your own energy'.



5. Option Development & Selection Methodology

5.1 Overview

The methodology followed to develop the Kinsale Active Travel Scheme is in accordance with the NTA's *Project Approval Guidelines* Phase 2 and 3. A summary of this process is outlined below.

5.2 Baseline Assessment

In order to establish an understanding of the existing conditions, constraints and to develop a working knowledge of the issues along the proposed route, a comprehensive desktop study and several site visits and walkovers of the area were undertaken of the route, including during the "school run" at Scoil Naomh Eltin, Kinsale Community School, and Gaelscoil Chionn tSáile. The following surveys provided an evidence-base and informed the development of the Scheme:

- Topographical Survey.
- Automatic Traffic Counts (ATCs).
- Junction Turning Counts (JTCs).
- Pedestrian and Cycle Counts.
- Ecological Impact Assessment.
- Tree Survey.

5.3 Option Selection and Feasibility

Following a review of the existing conditions of the route, a number of options and design solutions were collaboratively developed, in accordance with standards set out in the *Design Manual for Urban Roads and Streets* (DMURS) and the NTA's *Cycle Design Manual*. The Study Area was divided into six distinct sections:

- Section 1: R606 / Compass Quay Junction - Abbey View Road Mini-Roundabout
- Section 2: Abbey View Mini Roundabout - Abbey View / Bandon Road Junction
- Section 3: Abbey View / Bandon Road Junction - Bandon Road / Cappagh Junction
- Section 4: Bandon Road / Cappagh junction - north of new GAA Grounds
- Section 5: Cappagh
- Section 6: Roseabbey Park

In order to determine the preferred design for the scheme, each option was assessed through a Multi-Criteria Analysis (MCA) based on the Department of Transport's (DoT) Guidelines on the *Common Appraisal Framework for Transport Projects and Programmes* (CAF). The CAF sets out the following criteria:

- Economy
- Integration
- Safety
- Environment
- Accessibility and Social Inclusion

For each assessment criterion considered, options were relatively compared against each other based on a five-point scale, ranging from having significant advantages to having significant disadvantages over other design options. The proposed scheme was further refined through collaborative discussions with the wider Project Teams, including Cork County Council, DBFL, and O'Donnell Environmental Ltd. The proposed Scheme is summarised in Chapter 6.

6. Description of the Proposed Scheme & Design Statement

The Kinsale Active Travel Scheme aims to create a safe, accessible and legible active travel route, serving key destinations along:

- Abbey View Road;
- Bandon Road;
- Cappagh; and
- Scoil Naomh Eltin.

Figure 6-1 illustrates an overview summary of the key aspects of the Scheme proposals, and should be read in conjunction with the Part VIII drawings accompanying this Report.

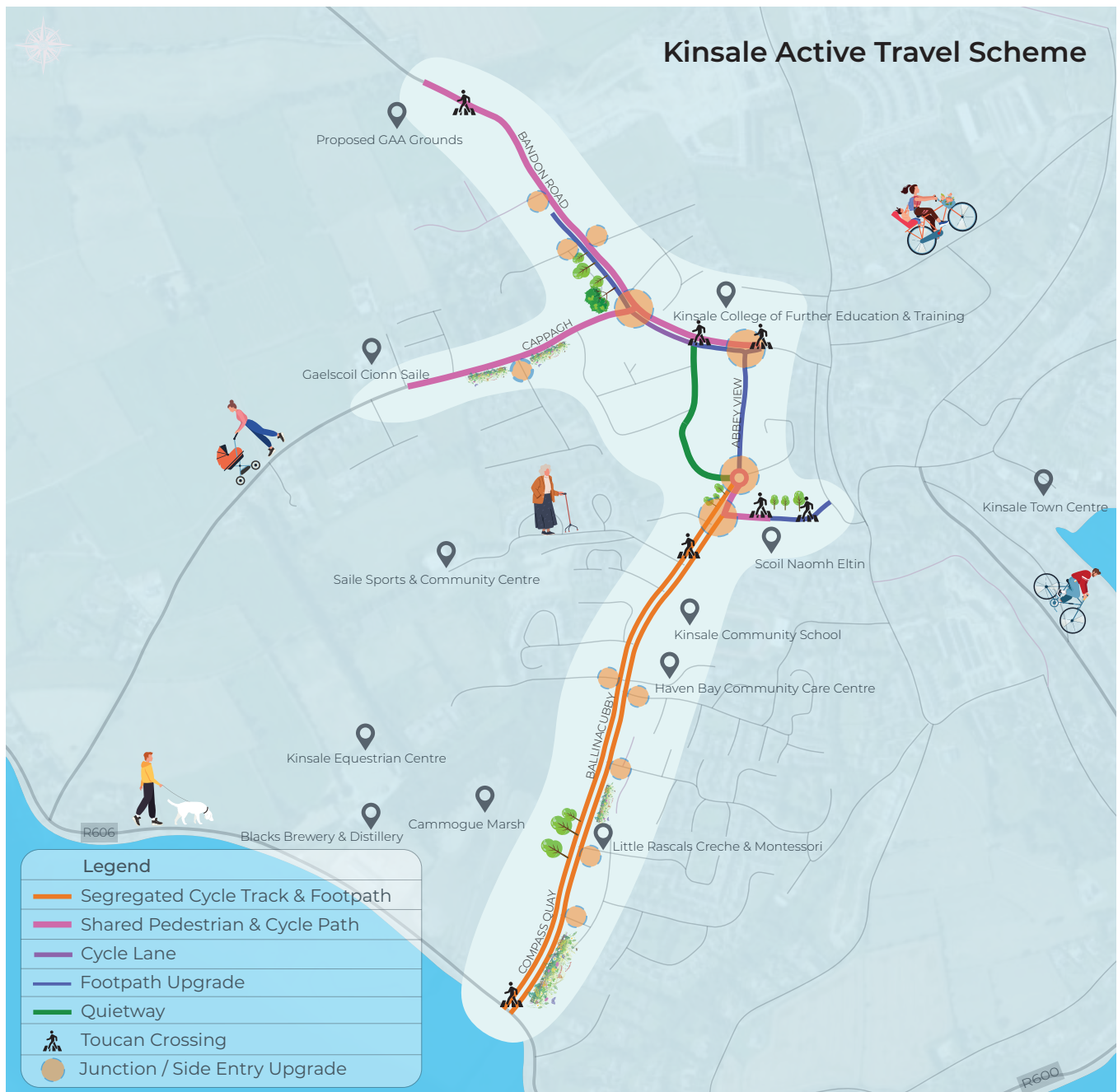


Figure 6-1: Sketch Summary of Preliminary Design Proposals for the Kinsale Active Travel Scheme. For Illustrative Purposes Only. Refer to Part 8 Drawings for Technical Details.

The Scheme incorporates proposals for junction improvements, side entry treatments, raised table and signalised toucan crossings, traffic calming measures, SuDS, trees and landscaping. The proposed Scheme consists of the following:

Section 1: Abbey View Road / Compass Quay (spans from the junction with the R606 and Abbey View Road, as far the mini-roundabout)

- Junction tightening at R606 / Abbey View Road junction to reduce turning speeds.
- Provision of segregated cycle tracks commencing just north of the bridge, with space reallocated from the carriageway and verges, between Cammogue Marsh and the mini-roundabout on Abbey View.
- From Abbey View Road / Roseabbey Park junction, the eastern segregated cycle track transitions to a shared pedestrian and cycle path to connect to shared path on Roseabbey Park.
- Provision of two raised toucan crossings; one just north of the bridge on Abbey View Road, and one outside the Kinsale Community School by the junction with Ballinacubby.
- Improvements to local junctions in line with DMURS, including at-grade pedestrian priority crossings over entrances, and junction tightening.
- Raised table junction at Roseabbey Park / Abbey View Road to slow down vehicular traffic.
- Incorporate grasscrete, tree planting, and landscaping as per accompanying Drawings.

Section 2: Abbeylands & Quietway Route (between mini-roundabout and Bandon Road)

- Retrofit existing mini-roundabout to a compact design including crossings on all arms of the roundabout to improve safety, accessibility and comfort for all users.
- Introduction of a 30kph speed limit zone between the new crossing at Kinsale Community School and the junction with Abbey View Road / Bandon, extending to Roseabbey Park and Abbey View residential streets.
- Upgrade and extension of existing path to form a Quietway via residential streets, Abbey Court and Abbey View. The existing path will be formalised including widening the path, wayfinding signage, and removing kissing gate and fencing between Abbey Court and Abbey View. Supplementary lighting may be required to improve the safety and accessibility.
- Access control to the Quietway on Bandon Road to ensure safety for all road users.
- Incorporate landscaping as per accompanying Drawings.

Section 3: S. Bandon Road (continues westward along Bandon Road up to the junction with Cappagh)

- Provision of a shared pedestrian and cycle path on the northern side of Bandon Road.
- Provision of a new footpath between the junction with Abbey View Road and entrance to the Quietway on the southern side of Bandon Road. Continuing north from the Quietway, a protected cycle lane, flush with the carriageway, is proposed.
- Provision of three new raised crossings; one directly east of the Bandon Road / Abbeylands junction, one at the entrance to the Quietway, and another just south of the Bandon Road / Cappagh junction.
- Improvements to all local junctions in line with DMURS including junction tightening and pedestrian priority crossings.
- Incorporate landscaping as per accompanying Drawings.

Section 4: N. Bandon Road (continues westward along Bandon Road as far as the entrance to the proposed new Kinsale GAA Grounds)

- Continuation of the shared pedestrian and cycle path on the northern side of Bandon Road, varying between 3m-4m with a 0.5m grass verge buffer.
- Improvements to local junctions in line with DMURS, including at-grade pedestrian priority crossings over entrances to development, and reduced corner radii.
- Gateway Treatment from the existing GAA Grounds to calm vehicular traffic and indicate to motorists they are approaching the edge of Kinsale Town, including an extension of the 50kph limit.
- Incorporate landscaping as per accompanying Drawings.

Section 5: Cappagh

- Provision of a shared pedestrian and cycle path on the southern side of the road, between the junction with Bandon Road, as far as the Gaelscoil.
- Incorporate landscaping as per accompanying Drawings.

Section 6: Roseabbey Park

- Raised table junction at Roseabbey Park / Abbey View Road to slow down vehicular traffic around the school environment.
- Relocation of space for a shared pedestrian and cycle path on the southern side of Roseabbey Park, between the junction with Abbey View Road and entrance to Scoil Naomh Eltin.
- Extension of footpath and additional pedestrian crossing at eastern end of Roseabbey Park.

6.1 Speed Limit

There are two speed limit zones in operation in the Study Area at present, 60kph and 50kph. The 50kph limit applies across the majority of the route, with a short section of 60kph at the northern end of Bandon Road. As part of the Scheme, it is proposed to extend the 50kph zone to the northern end of the scheme extents on Bandon Road to cover the increasingly developed areas around Abbeyfort and the future GAA Grounds. The new beginning of the 50kph zone should act as a Gateway and Transition Zone into Kinsale Town from this approach.

It is proposed to introduce a 30kph zone, between the proposed crossing on Abbey View Road adjacent to the Kinsale Community School, and the Abbey View Road / Bandon Road junction, extending to Roseabbey Park and Abbey View residential streets. This is due to the cluster of educational facilities here, including Scoil Naomh Eltin, Kinsale Community College, and the Cork College of Further Education and Training, and resulting high footfall during peak hours. This approach is recommended by the Speed Limit Review's 'School Speed Zones' published by the Department of Transport in September 2023. By reducing the speed limit to 30kph and upgrading the mini-roundabout on Abbey View Road, it is anticipated that vehicular speeds will greatly reduce and create a calmer, safer, and more pleasant experience for all road users.

6.2 Land Acquisition

The proposed route has been designed to maximise utilisation of the existing carriageway, in line with the *National Investment Framework for Transport in Ireland* (NIFTI) and the majority of the Scheme lies within the existing public right of way, however, there are some locations where land acquisition is required in order to deliver the proposal. This has been limited as much as possible, whilst still delivering high-quality transport infrastructure for all modes to the relevant design standards. Where land or property has been identified as necessary to facilitate the delivery of the Kinsale Active Travel Scheme, Cork County Council have contacted and will continue to liaise with the relevant impacted landowners directly.

6.3 Vehicular Accesses / Side-Entry Treatment

Vehicular accesses along the route are proposed to be stopping controlled priority junctions. Kerb radii have been reduced / tightened to reduce vehicle turn speeds and pedestrian crossing distances. Crossings to side roads shall be located on raised platforms with priority given to pedestrians and cyclists, as per example shown in Image 6-1. Stop lines to be located in advance of crossings to encourage two stage stopping traffic exiting the access point.



Image 6-1: Example of a Priority Side Entrance Treatment at Glounthaune as part of Cork County Council's Dunkettle to Carrigtwohil Pedestrian and Cycle Route. Source: DBFL.

6.4 On-Street Parking

There is some informal on-street car parking adjacent to the scheme, which has been retained where practicable. The car parking areas by Compass Quay will be retained and act as a buffer between the new cycle facilities and the carriageway. The scheme will also include a planted buffer strip between the parking bay and cycle track to allow for passenger access / egress, and to prevent 'dooring' of cyclists. The Scheme proposes to introduce grasscrete on these car parking areas, see Image 6-2, as part of local surface water drainage management and SuDS measures. The majority of the on-street parking area on Roseabbey Park has also been retained, with a short section reallocated to provide a safe crossing to Scoil Naomh Eltin on the eastern end, in addition to landing areas to connect to existing pedestrian paths on the northern side.

6.5 Public Lighting

Public lighting provides users with a sense of place and allows users to navigate a route in darker conditions, to identify potential hazards ahead, and increases safety. It is essential for a safe and secure night-time environment. Existing public lighting will mostly service the proposed route. These lighting columns will be maintained, but will need to be relocated to the back of the newly realigned footpaths at the same locations.

Should the Scheme progress to Part 8, the appropriate design and selection of construction materials and proper maintenance of active travel facilities should ensure that they will be used and fulfil the purpose for which they have been provided, and can help reduce ongoing maintenance costs. All surfaces will be subject to a detailed design to identify final proposed depths of layers and confirm material specification.

6.6 Pavement Materials

It is expected that the construction of the shared pedestrian and cycle path sections shall consist of a flexible bound pavement, the pedestrian only footpath of concrete, and the segregated cycle path of a flexible bound pavement. Particular consideration will be given to an anti-slip / anti-skid paving material at Cappagh. It is proposed that the existing road surface will be replaced in parts where it is impacted by the proposed works.



Image 6-2: Example of Grasscrete used on Car Parking Bays at The Marina, Cork. Source: DBFL

6.7 Surface Water Drainage

Gullies located along the Abbey View Road and Bandon Road will be required to be relocated as part of this Scheme in order to provide wider footpaths and dedicated cycle facilities. The Scheme will result in a minor increase in impermeable surfacing, although it is not expected to have a negative effect on surface water infiltration, due consideration will be given to drainage measures within the area including incorporating SuDS.

No amendments to the capacity of the existing surface water network will be required. The design of the scheme has incorporated permeable grasscrete at two locations where there is currently on-street car parking along the southern extents of the Scheme by the Cammogue Marsh, with an example shown in Image 6-2, as well as identified locations for rain gardens as discussed in Section 6.6.

6.8 Construction Requirements

A preliminary Construction Environmental Management Plan (pCEMP) has been prepared with a view to being updated following the Detailed Design stage should the Scheme progress through Part 8 approval. A programme of works will be established to ensure construction works will not have any negative impact on the residential amenity or natural environment of the area.

7. Biodiversity Net Gain & Ecological Enhancements

7.1 Introduction

The Cork County Development Plan 2022-2028 sets out a number of objectives relating to Biodiversity Net Gain, Amenity, Water Management, and Green Infrastructure which this Scheme has regard to. Objective BE15-5(a) sets out to “protect biodiversity and support the principle of biodiversity net gain on land and property owned and managed by Cork County Council”.

The Ecological Impact Assessment (EclA) concluded that the proposed site is considered to be of Local Importance (Lower Value) from an ecological perspective as it has limited areas of seminatural habitat and is not of special importance for any high conservation priority species or habitats. The proposed design has prioritised the use of existing grey infrastructure to limit impact on adjacent green spaces, however some locations need to be widened and realigned to facilitate safe, new and improved walking and cycling infrastructure in line with wider policy objectives and design standards. As a result, some trees and natural vegetation will be impacted.

To ensure that habitats for wildlife in the area are left in a measurably better state than they were before the delivery of the Scheme, this Chapter sets out a number of ways in which this Scheme seeks to support a Biodiversity Net Gain. It should be read in conjunction with the following documents:

- Landscape Plan and Planting Schedule.
- Ecological Impact Assessment (EclA) Report.
- Arboricultural Report.

7.2 Landscape Plan & Planting Schedule

The proposals include a Landscape Plan that includes hedge planting, native tree planting, and pollinator-friendly planting mixes on land managed by Cork County Council throughout that will significantly boost the biodiversity value of the area. The focus is on indigenous, native, and pollinator-friendly plant species, and tree and shrub planting that utilises stock of local provenance.

A Tree Survey and Arboricultural Report estimated that a number of tree groups and hedgerows would need to be removed or partially removed during construction. Construction best practice methodologies, such as hand digging and cellular confinement, will be undertaken to ensure as many trees as possible can be retained in their current location with additional trees proposed at nearby locations.

Three portion of hedgerows approximating 28m in length and composed entirely of non-native *Griselinia* and *Laurel* species will be removed and will be compensated by the planting of 66sqm of native hedgerow and 41sqm of evergreen hedgerow.

80 trees would be partially or fully removed to facilitate the Scheme (comprised of 30 individually tagged trees, 30 trees within tree groups that are to be entirely removed, and 20 trees within tree groups that will be partially removed). Details of these trees (stem diameter) were inputted to the Bristol City Calculator (proposed new version – intended to achieve minimum 10% BNG) and a replacement number of trees of 184 was derived. Current landscape plan allows for 264 trees to be planted as per Table 7-1. This exceeds the number required to achieve 10% BNG.

Other habitats that will be encroached upon will include periphery of scub to the south (any trees lost are accounted for above) and low value amenity grassland. The landscape plan also makes provision for pollinator-friendly grassland mixes (378sqm), shade tolerant pollinator-friendly grassland mixes (148sqm), rain gardens (61sqm), low sward meadows (229sqm) and grass verges with bulbs (803sqm).

These measures are all within the redline boundary of the scheme, and occur on Council owned or managed lands.

Please refer to Planting Schedule and Landscape Plan drawings for further details.

Table 7-1: Kinsale Active Travel Scheme Planting Schedule. Source: Áit Landscape + Urbanism.

Tree Planting	
1 no.	Individual Semi-Mature Tree
40 no.	Individual Heavy Standard Tree
19 no.	Individual Select Standard Tree
4 no.	Individual Small Tree / Large Shrub
Planting Mixes	
200 no.	Woodland Planting Select Standard Tree
378sqm	Pollinator-Friendly Mix
148 sqm	Shade-tolerant Pollinator-Friendly Mix
61 sqm	Rain Garden
803 sqm	Grass Verge with Bulbs
229 sqm	Low Sward Meadow
Headge Planting	
41 sqm	Evergreen Hedge
66 sqm	Native Hedgerow

7.3 Bat Boxes

While no confirmed bat roosts will be lost as a result of the proposed Scheme, it is proposed to incorporate a number of artificial bat boxes as an ecological enhancement measure. There exists abundant high quality woodland habitat along the southern extent of the proposed scheme which presents ample opportunity for the integration of artificial bat boxes on trees. The selection of bat box locations will be decided with cognisance of the following:

- Bat boxes will be installed at a minimum height of 3.5 meters above ground level, and in locations which are inaccessible to unaided climbing (to minimise risk of vandalism).
- Locations will be chosen which are not vulnerable to artificial light or noise pollution during the operational phase of the development, with cognisance given to any additional lighting required.
- Boxes will be installed so that they have southern or westerly aspects and preferably in locations where they will receive some direct sunlight.
- Due to the urban nature of the project, 'Bark Boxes' are recommended as these are less conspicuous than other types of bat box.

7.4 Management of Invasive Species

The Ecological Impact Assessment identifies nine Alien Invasive Plant Species (AIPS) within and adjacent to the Scheme, one of which is Japanese Knotweed, the only 'High Impact' AIPS identified. The others include 'Medium Impact' Black Currant, Butterfly-bush, Himalayan Honeysuckle, Pampas-grass, Three-cornered Garlic, Traveller's-joy, and Virginia Creeper. These have been brought to the attention of the relevant Cork County Council departments and control measures for the AIPS are now in place for routine treatment. Refer to the EclA for more information.

8. Environmental Assessments

8.1 Overview

The following chapter summarises the various independent environmental assessments that were undertaken as part of the design process with regards to ecological and environmental conditions within and in proximity to the Study Area. O'Donnell Environmental Consulting were commissioned on behalf of Cork County Council to undertake the following:

- Appropriate Assessment (AA) Screening.
- Environmental Impact Assessment (EIA) Screening.
- Ecological Impact Assessment (EclA).

O'Donnell Environmental is an independent environmental consultancy and Chartered Institute of Ecology and Environmental Management (CIEEM) 'Registered Practice' which demonstrates a commitment to high professional standards, accountability and the delivery of the best outcomes for biodiversity.

A summary of these assessments' findings are outlined below, with the external reports provided in full accompanying this Report.

8.2 Existing Environment

The proposed works extend primarily along buildings and artificial surfaces habitat consisting mostly of roadways. The southern extent of works is bordered by Cammogue Marsh to the west, identified as an area of local biodiversity value, alongside James Fort pNHA (1060) located to the east of Kinsale Town. The low-order stream Knocknabohilly (IE_W_20K190980) travels under the Bandon Road (L3234) at the north of the development, eventually flowing into the Lower Bandon Estuary that borders the south of the development. Adjoining land uses include residential, educational and amenity land uses. A number of domestic residences are present along the length of the Scheme.

The site is not designated as any category of Strategic Planning Areas under the Cork County Development Plan. The proposed development is contained almost entirely within 'Existing Residential/Mixed Residential and Other Uses' land-use zone, but is bordered in portions by areas of 'Green Infrastructure' land-use, notably Cammogue Marsh Wetland. Additionally, the entirety of the proposed development is contained within 'High Value Landscape'.

8.3 Appropriate Assessment Screening

An Appropriate Assessment (AA) Screening was carried out to determine whether the proposed development is likely to have a significant impact on the conservation objectives of a Natura 2000 site, either individually or in combination with other developments. The AA Screening Determination accompanies the consultation materials. The AA Screening was prepared with cognisance of the following best practice guidance:

- Assessment of Plans and Projects Significantly Affecting Natura 2000 Sites – European Commission Methodical Guidance on the provisions of Article 6(3) and 6(4) of the
- 'Habitats' Directive 92/43/EEC (European Commission, 2021).
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities (DoEHLG, 2009).
- Environmental Assessments and Planning in Ireland. (Office of Planning Regulator, 2021).
- With the following relevant documents considered in the overall ecological design and assessment of the current project:
- Cork County Development Plan 2022-2028.
- Commoge Marsh Nature Reserve Project – Management Plan (RPS, 2005).
- Planning for Watercourses in the Urban Environment (IFI, 20XX).
- Greening and Nature-based SuDS for Active Travel Schemes (NTA, 2023).
- Pollinator-friendly Management of: Transport Corridors (AIPP, 2019).
- Monkstown Active Travel Link and Public Realm Enhancement – Appropriate Assessment Screening Report (ARUP, 2023).
- The SuDS Manual (CIRIA, 2015).

Although the development site is not located within any Natura 2000 site, six designated sites are located within

15km of the proposed development, five Special Protected Areas (SPA) and one Special Area of Conservation (SAC). These sites include:

- Sovereign Island SPA (4124) – 6km southeast.
- Head of Kinsale SPA (4021) – 8.65km south.
- Courtmacsherry Bay SPA (4219) – 10.1km southwest.
- Courtmacsherry Estuary SAC (1230) – 10.1km southwest.
- Seven Heads SPA (4191) – 13.98km southwest.
- Cork Harbour SPA (4030) – 14.57km northwest.

Having conducted an indepth AA Screening utilising the best available scientific information and data, an ecological site walkover and project details provided by Cork County Council on each of the six Natura 2000 Sites it was established that the proposed development does not have the potential to impact the qualifying interests of Sovereign Islands SPA or any other Natura 2000 site via hydrological connectivity, ex-situ effects, cumulative effects, or other pathways. As such, it is considered that bespoke avoidance or mitigation measures are not required to eliminate the likelihood of significant negative impacts occurring on any Natura 2000 Site as a result of the proposal.

It is objectively concluded that the proposed project is not likely to cause significant negative effects on Sovereign Islands SPA (4124), Courtmacsherry Bay SPA (4219), Courtmacsherry estuary SAC (1230), Old Head of Kinsale SPA (4021), Cork Harbour SPA (4030), Seven Heads SPA (4191) or any other Natura 2000 site, individually or in combination with other plans or projects. It is considered that there is no reasonable scientific doubt in relation to this conclusion.

8.4 Environmental Impact Assessment Screening

An Environmental Impact Assessment (EIA) Screening was carried out to determine whether the proposed development is likely to have a significant effect on the environment. The EIA Screening Report accompanies the consultation materials.

An Environmental Impact Assessment Screening was carried out to:

- To inform an opinion as to whether or not the proposed development should be subject to EIA.
- To establish if the proposed project requires EIA mandatorily or as a result of categorisation in a sub-threshold class of development requiring EIA.
- To present information consistent with the requirements of section 176 of the Planning and Development Act 2000 as amended, including the information specified in schedule 7A of the Planning and Development Regulations 2001.
- To provide the competent authority, Cork County Council, with the information necessary to undertake the EIA screening assessment in respect of the proposed development.

The proposal was established by the consultants as a sub-threshold development through the use of template provided by the Office of Planning Regulator in July 2021. As such an EIA Screening was carried out on the development site. The EIA Screening followed the guidance and template given OPR for EIA Screenings. The screening described and considered the nature and scale of the proposed works and the local environmental context in which the proposed works will occur.

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 Assessment Report (EIAR) is not therefore required.

8.5 Ecological Impact Assessment Summary

An Ecological Impact Assessment (EclA) was carried out in order to:

- Establish the ecological baseline.
- Determine the ecological value of the relevant ecological features.
- Assess the predicted impact of the proposed development on relevant ecological features.
- Identify avoidance and mitigation measures where available.
- Assess any residual impacts of the development.

The EclA has been prepared with cognisance of the following best practice guidance:

- Guidelines for Ecological Impact Assessment in the UK and Ireland - Terrestrial, Freshwater, Coastal and Marine' (CIEEM, 2018).
- Guidelines on the Information to be contained in Environmental Impact Assessment Report (EIAR) (EPA, 2022).

The EclA considered the proposed site to be of Local Importance (Lower Value) from an ecological perspective as it has limited areas of semi-natural habitat and is not of special importance for any high conservation priority species or habitats. Distributance impacts will occur during the construction and operation phase which cannot be avoided or fully mitigated, and these will have a slight negative impact on the relevant receptors at a local level.

With the implementation of the avoidance and mitigation measures outlined within the EclA Report, the overall ecological impact of the proposed project (relative to the 'Do-Nothing' scenario) is considered to be negative at a local level in the short-term. In the medium and long-term, the ecological effect of the proposed development is considered to be slight negative.

The EclA identified a number of measures to avoid and mitigate any negative ecological impacts as a result of the proposed Kinsale Active Travel Scheme during both the future Construction and Operational Phases in relation to the following aspects:

- Local Surface Water.
- Habitats and Flora.
- Non-Volant Mammals.
- Bats.
- Birds.
- Other Taxa.

8. Summary & Conclusions

Pursuant to the requirements of the provisions of Section 179 of the Planning and Development Act 2000 (as amended) and Part VIII of the Planning and Development Regulations 2001 (as amended) Cork County Council seeks to deliver the Kinsale Active Travel Scheme.

This Report supports the Part VIII Planning Application for the Kinsale Active Travel Scheme which relates to the following roads:

- Abbey View Road (L3235).
- Roseabbey Park.
- Abbey View (L7346).
- Bandon Road (L3234).
- Cappagh (L7249).

The Report sets out herein the detail and rationale for the proposed scheme, which is consistent with strategic national, regional, and local planning policies to encourage greater use of active and sustainable transport modes, and will assist in delivering Ireland's climate action targets to reduce carbon emissions.

The delivery of the Kinsale Active Travel Scheme is anticipated to bring about a number of benefits for local residents, visitors to the various recreational and community facilities, and the many staff and students attending schools in the vicinity of the route. It will result in:

- Improved safety and accessibility for all road users, particularly for active travel users, by providing segregated footpaths and cycle facilities, dedicated crossings, and reconfiguring junctions in a manner that slows vehicular speeds and give people walking, wheeling and cycling priority.
- Support climate action and reduction of carbon emissions, by providing people with an alternative to the private car.
- Enable more pupils of Kinsale Community School, Scoil Naomh Eltin, and Gaelscoil Chionn tSáile to travel to school by active modes and independently.
- Allow pupils to build physical activity into their daily routines, and time to socialise on the way to and from school. This benefits their muscular and cardiorespiratory fitness, cognitive function, and emotional wellbeing.
- Reducing the number of vehicles, particularly in front of the school gate at peak times, will improve local air quality.
- Enhanced connectivity, by providing an enhanced permeable link between Abbey View Road and Bandon Road for people walking and cycling.
- Biodiversity Net Gain, through incorporating a preliminary landscape plan into the design which identifies space for indigenous species that complements the All-Ireland Pollinator Plan. Additional proposals contributing to Biodiversity Net Gain include the maintenance of the Marsh's sluice valve and the management of Alien Invasive Plant Species This will also improve access to Green and Blue Spaces (e.g., Cammogue Marsh, Bandon River) for local residents and visitors.

The potential environmental and ecological impacts, arising from the future construction and operation of the Project have been reviewed and assessed based on the details available at the Preliminary Design stage and concluded that the proposed Scheme will not result in significant environmental or ecological residual effects. The proposed mitigation measures have been incorporated into the proposed design, and will be carried forward to the relevant stages.

