Glanmire to City Cycle Route (Phase 1)

Part VIII Report

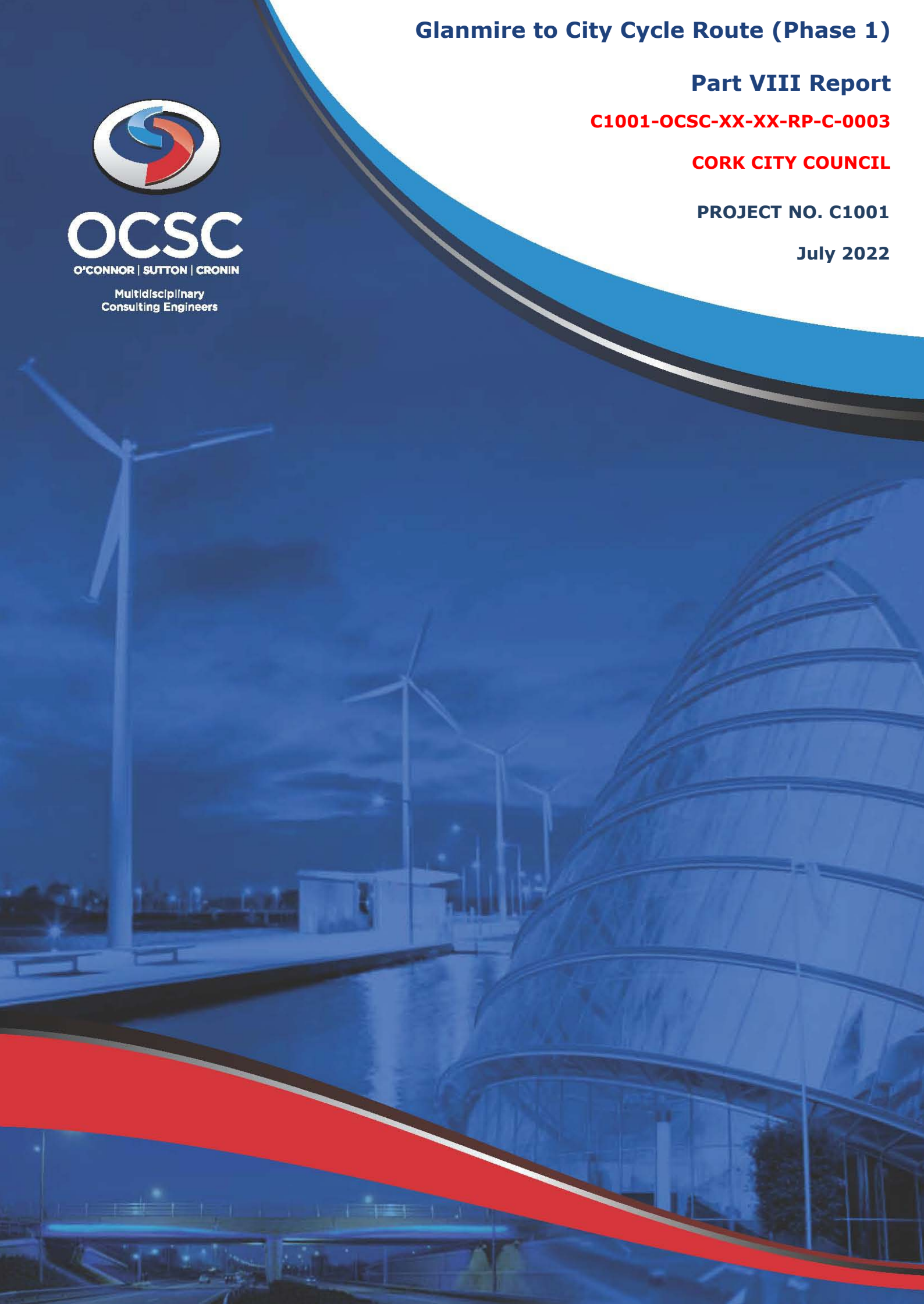
C1001-OCSC-XX-XX-RP-C-0003

CORK CITY COUNCIL

PROJECT NO. C1001

July 2022

OCSC
O'CONNOR | SUTTON | CRONIN
Multidisciplinary
Consulting Engineers



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For

Cork City Council

NOTICE

DOCUMENT CONTROL & HISTORY

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GLANMIRE TO CITY CYCLE ROUTE (PHASE 1) – PART VIII REPORT

TABLE OF CONTENTS PAGE

1 INTRODUCTION 1

1.1 Project Background 1

1.2 Site Overview 2

2 PLANNING AND DEVELOPMENT CONTEXT 3

3 ALTERNATIVES CONSIDERED 5

3.1 Alternate Options 5

3.2 Assessment of the Options 10

3.3 Preferred Option 11

4 CONSULTATION 12

4.1 Statutory Bodies 12

4.2 Affected Landowners 12

5 EXTENT OF PROPOSED WORKS 13

5.1 Existing Site Layout 13

5.2 Proposed Works Extents 14

5.3 Construction Methodology 16

5.4 Access to Site 17

6 IMPACT OF PROPOSED WORKS 18

6.1 Appropriate Assessment Screening Report 18

6.2 Environmental Impact Assessment Report 18

6.3 Ecological Impact Assessment Report (EcIAR) 19

6.4 Tree Survey 19

6.5 Desktop Archaeological Study 20

6.6 Structural Assessment of Boundary Walls 20

7 CONCLUSION 22

APPENDICES

APPENDIX A. EXISTING LAYOUT DRAWINGS

APPENDIX B. PROPOSED LAYOUT DRAWINGS

APPENDIX C. AA SCREENING REPORT

APPENDIX D. ENVIRONMENTAL IMPACT ASSESSMENT REPORT

APPENDIX E. ECOLIGICAL IMPACT ASSESSMENT REPORT

APPENDIX F. TREE SURVEY REPORT

APPENDIX G. DESKTOP ARCHAEOLOGICAL STUDY

APPENDIX H. STRUCTURAL ASSESSMENT REPORT

1 INTRODUCTION

1.1 Project Background

This report supports the Part VIII planning application for the Glanmire to City Cycle Route (Phase 1) Scheme.

The purpose of the scheme is; to provide dedicated cycle tracks and improved pedestrian footpaths along the Glashaboy River from Glanmire Village to the Dunkettle/Tivoli Roundabout. The proposed cycle route will be the first phase in the provision of a continuous cycle route from Glanmire to the City Centre. This route will provide a safe and much needed connection for cyclists wishing to travel from Glanmire to the recently constructed cycle facilities through the Dunkettle Interchange which in turn connect with the Carrigtwohill to Dunkettle Greenway, the Youghal to Midleton Greenway and planned Dunkettle to City Centre Cycle Scheme.

The scheme will include design measures to transform the 1.4km stretch of road from an existing relatively high-speed regional road with no public lighting to a traffic calmed street environment with lower traffic speeds, enhanced pedestrian and cycling facilities and public lighting. The scheme will extend from the Dunkettle/Tivoli Roundabout to the Church Hill Junction.

As part of the project, a multi-criteria analysis was undertaken in accordance with the Department of Transport Tourism and Sports (DTTaS). 'Appraisal Guidelines for Regional and Local Roads Capital Projects'. The options developed were agreed with Cork City Council prior to the assessment being undertaken. The extent of the analysis fell under section 4.5 of the DTTAS appraisal guidelines, Stage 1 – Preliminary Appraisal. The analysis for this stage of design included:

- Completion of the Preliminary Multi Criteria Analysis
- Total Project Budget Sheet

1.2 Site Overview

The site location is on the R639 between Dunkettle Roundabout and Glanmire Village (west of junction with Church Hill) as shown in Figure 1 and Figure 2 below.

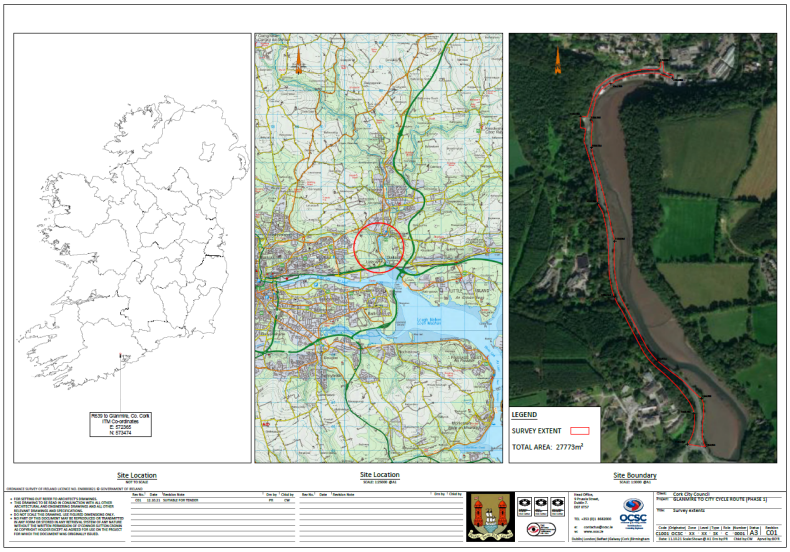

Figure 1 -Site Location

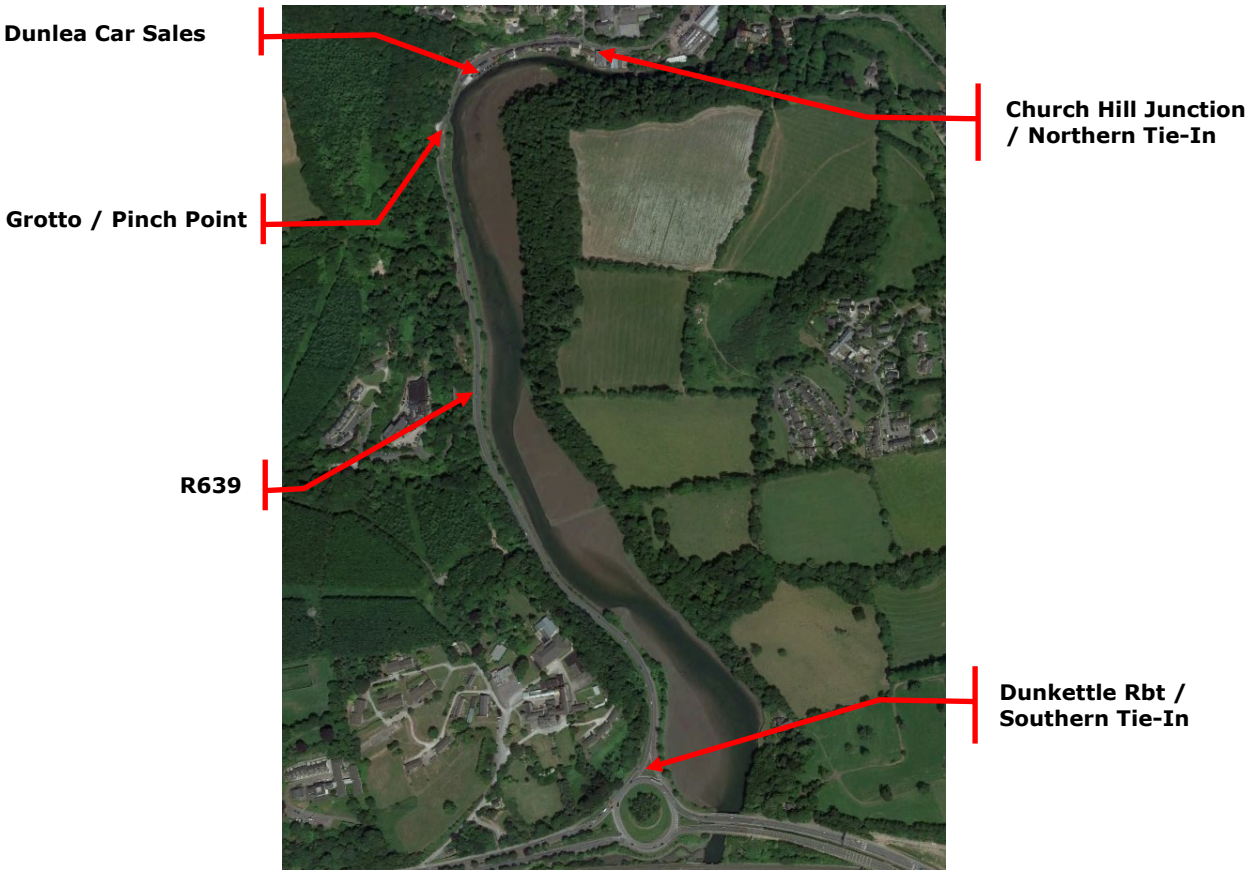

Figure 2 – Key Site Locations

2 PLANNING AND DEVELOPMENT CONTEXT

From a review of the Cork City Development Plan 2022 to 2028 the proposed Glanmire to City Cycle Route (Phase 1) is consistent with the planning and development objectives and policies of Cork City Council's Development Plan 2022-2028. As per Volume One: Written Statement of Cork City Council's Development Plan 2022-2028, the following Development Plan Policies and Objectives are relevant to this project:

Objective 4.1: CMATS

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

Section 4.30: Cycling

The National Development Plan (NDP) commits to the delivery of walking and cycling networks for all of Ireland's cities. Key priorities for developing a cycling network for Cork are:

- *Designating a coherent network of east-west and north-south cycle routes to provide access to all major trip generators.*
- *Improve access to key employment areas and third level education as a priority, followed by schools.*
- *Provide the highest possible level of service on the identified high demand corridors.*
- *Identify and maximise opportunities for high quality greenways; and*
- *Work with key stakeholders and the public in identifying and developing the priority routes.*

Objective 4.4: Active Travel

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

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

Objective 4.5: Permeability

a) *All new development, particularly alongside the possible routes identified for public transport improvements, shall include permeability for pedestrians, cyclists, and public transport so as to maximise its accessibility.*
b) *To maximise permeability, safety, security and connectivity for pedestrians and cyclists by creating direct links to adjacent roads*
c) *and public transport networks in accordance with the provisions of statutory guidance as prescribed.*
d) *Prepare a permeability strategy for areas throughout the city.*

Section 10.281: Transport and Connectivity

Glanmire has local road network challenges and this is exacerbated by high car dependency with 81% people choosing the private car to travel to work and education. This could improve with improved sustainable and active travel infrastructure and services. These include improved pedestrian and cycle routes, bus network upgrade and development of the proposed greenway adjacent to the Glashaboy River.

Objective 10.68: Glanmire Town Centre Framework Plan

During the lifetime of the Plan, Cork City Council in consultation with relevant stakeholders will prepare and implement a Framework Plan to identify short, medium- and long-term regeneration objectives to provide a distinctive town centre for Glanmire. These objectives will prioritise a vibrant, distinctive, welcoming and accessible town centre with a focus on sustainable and active travel, place making and nature-based solutions. The framework will coordinate provision of services, infrastructure, land use, travel, urban design and development.

3 ALTERNATIVES CONSIDERED

3.1 Alternate Options

As part of the scope, a total of six options have were assessed; Options 1, 2, 3, 4, 4b and 5. Each of the options was assessed with regard to the following objectives:

a) Enhance the potential for a greater uptake in cycling through the provision of safe cycling infrastructure, segregated from general traffic wherever practicable.
b) Enhance the potential for a greater uptake in walking through the provision of enhanced infrastructure, including widened footpaths, safe crossing facilities, public lighting and unimpeded pedestrian space.
c) Ensure that the proposed infrastructure links into and provides seamless connectivity with the other active travel schemes under development in the area which will ultimately connect with Cork City Centre
d) Provide a design that improves the safety, environment and welfare for all vulnerable road users whilst providing value for money for the State.
e) transform the nature of the existing road from a relatively high-speed regional road with no public lighting to a street environment with lower traffic speeds, enhanced pedestrian and cycling facilities and public lighting.
f) Carefully consider the public realm in the design and development of the transport infrastructure and seek to enhance key urban focal points where appropriate and feasible.
g) Enable compact growth, regeneration opportunities and more effective use of land in Cork for present and future generations, through the provision of safe and efficient sustainable transport networks.

The following is a summary of the Options that were assessed as part of the preliminary design process:

Option 1:

- Provision of segregated footpaths on both sides of the roadway from the southern tie to the 'pinch-point' adjacent to the Grotto. Western footpath continues to tie-in west of Church Hill Junction whilst eastern footpath

discontinued for 145m between the Grotto and the existing footpath on the eastern side of the village. Footpath widths range from 1.80m to 1.30m.

- Provision of dual off-road segregated cycle track on the eastern side of the roadway from the southern tie to the 'pinch-point' adjacent to the Grotto. Dual Cycle Track width of 2.75m for entire provided length.
- Provision of a Shared Vehicle and Cycle facilities between the Grotto and the scheme tie-in west of Church Hill Junction.
- Provision of planting within the provided 1.0m verge on the eastern side of the roadway between the southern tie-in and the Grotto.
- Provision of Segregated / Formalised Street Parking on the southern side of the village for 110m.
- Provision of repairs to the existing boundary walls.

Option 2:

- Provision of segregated footpaths on both sides of the roadway from the southern tie to the 'pinch-point' adjacent to the Grotto. Western footpath continues to tie-in west of Church Hill Junction whilst eastern footpath discontinued for 145m between the Grotto and the existing footpath on the eastern side of the village. Footpath widths range from 1.80m to 1.30m.
- Provision of off-road segregated cycle track on both sides of the roadway from the southern tie to the 'pinch-point' adjacent to the Grotto. Cycle Track width of 1.25m for entire provided length.
- Provision of a Shared Vehicle and Cycle facilities between the Grotto and the scheme tie-in west of Church Hill Junction.
- Provision of planting within the provided 0.75m verge on both sides of the roadway between the southern tie-in and the Grotto.
- Provision of Segregated / Formalised Street Parking on the southern side of the village for 110m.
- Provision of repairs to the existing boundary walls.

Option 3:

- Provision of segregated footpaths on both sides of the roadway from the southern tie to the tie-in west of Church Hill Junction. Footpath widths range from 1.80m to 1.30m.

- Provision of dual off-road segregated cycle track on the eastern side of the roadway from the southern tie to the western side of the Dunlea Car Sales building. Dual Cycle Track width of 2.75m for entire provided length.
- Provision of a 70m cantilevered boardwalk along the eastern side of the roadway between the Grotto and the western side of Dunlea Car Sales.
- Provision of a Shared Vehicle and Cycle facilities between the end of the segregated cycle facilitates west of Dunlea Car Sales and the scheme tie-in west of Church Hill Junction.
- Provision of planting within the provided 1.0m verge on the eastern side of the roadway between the southern tie-in and the Grotto.
- Provision of Segregated / Formalised Street Parking on the southern side of the village for 110m.
- Option has a requirement for the purchase of 160sq.m (0.0395 Acres) of land at the corner of Dunlea Car Sales
- Provision of repairs to the existing boundary walls.

Option 4:

- Provision of segregated footpaths on both sides of the roadway from the southern tie to the tie-in west of Church Hill Junction. Minimum footpath widths of 1.80m.
- Provision of dual off-road segregated cycle track on the eastern side of the roadway from the southern tie to the eastern side of the Dunlea Car Sales. Dual Cycle Track width of 2.75m for entire provided length.
- Provision of a 70m cantilevered boardwalk along the eastern side of the roadway between the Grotto and the western side of Dunlea Car Sales.
- Provision of a community 'Viewing Point' and Seating Area / Trail Head Area with the remaining space installed as additional parking facilities. The provision of this new off-street parking area will also accommodate the displaced on-street spaces (mixture between standard, disabled, "park & cycle" and e-charge spaces). The removal of on-street parking within the village will facilitate the provision of unimpeded wider footpaths and improved place making for all users.
- Provision of a Shared Vehicle and Cycle facilities between the end of the segregated cycle facilitates east of Dunlea Car Sales and the scheme tie-in

west of Church Hill Junction with a reduced speed limit of 30KMPH and change of surface material to red road surfacing.

- Provision of planting within the provided 1.0m verge on the eastern side of the roadway between the southern tie-in and the Grotto.
- Option 4 has a requirement for the purchase of 1,400sq.m (0.346 Acres) of land - Dunlea Car Sales entire plot.
- Provision of repairs to the existing boundary walls.

Option 4b:

- Provision of segregated footpaths on both sides of the roadway from the southern tie to the tie-in west of Church Hill Junction. Minimum footpath widths of 1.80m.
- Provision of dual off-road segregated cycle track on the eastern side of the roadway from the southern tie to the tie-in west of Church Hill Junction. Dual Cycle Track width of 2.75m for entire provided length.
- Provision of a 70m cantilevered boardwalk along the eastern side of the roadway between the Grotto and the western side of Dunlea Car Sales.
- Provision of a 110m cantilevered boardwalk along the southern side of the residential dwellings parallel to Glanmire Village.
- Provision of a community 'Viewing Point' and Seating Area / Trail Head Area with the remaining space installed as additional parking facilities. The provision of this new off-street parking area will also accommodate the displaced on-street spaces (mixture between standard, disabled, "park & cycle" and e-charge spaces). The removal of on-street parking within the village will facilitate the provision of unimpeded wider footpaths and improved place making for all users.
- Provision of a reduced speed limit of 30KMPH and change of surface material to red road surfacing within the village.
- Provision of planting within the provided 1.0m verge on the eastern side of the roadway between the southern tie-in and the Grotto.
- Option has a requirement for the purchase of 1,400sq.m (0.346 Acres) of land - Dunlea Car Sales entire plot.
- Option has a requirement for the purchase of 80sq.m (0.01977 Acres) of land – Residential Lands including demolition of existing garage.

- Provision of repairs to the existing boundary walls.

Option 5:

- Provision of segregated footpaths on both sides of the roadway from the southern tie to the tie-in west of Church Hill Junction. Minimum footpath widths of 1.80m.
- Provision of dual off-road segregated cycle track on the eastern side of the roadway from the southern tie to a point 65m east of the Dunlea Car Sales. Dual Cycle Track width of 2.75m for entire provided length.
- Provision of a 70m cantilevered boardwalk along the eastern side of the roadway between the Grotto and the western side of Dunlea Car Sales.
- Provision of a community 'Viewing Point' and Seating Area / Trail Head Area with the remaining space installed as additional parking facilities. The provision of this new off-street parking area will also accommodate the displaced on-street spaces (mixture between standard, disabled, "park & cycle" and e-charge spaces). The removal of on-street parking within the village will facilitate the provision of unimpeded wider footpaths and improved place making for all users.
- Provision of a Shared Vehicle and Cycle facilities between the end of the segregated cycle facilitates east of Dunlea Car Sales and the scheme tie-in west of Church Hill Junction with a reduced speed limit of 30KMPH and change of surface material to red road surfacing.
- Provision of planting within the provided 1.0m verge on the eastern side of the roadway between the southern tie-in and the Grotto.
- Option has a requirement for the purchase of 1,400sq.m (0.346 Acres) of land - Dunlea Car Sales entire plot.
- Option has a requirement for the purchase of 350sq.m (0.0865 Acres) of land – lands to the north to allow for extended cycle facilities.
- Provision of repairs to the existing boundary walls.

3.2 Assessment of the Options

There were 6 main criteria under which the options were assessed and given a scoring. The main criteria are listed in Table 1 below:

Main Criteria:	Sub Criteria:
Economy	Transport Efficiency and Effectiveness
	Wider Economic Impact
	Transport Reliability and Quality
Safety	Collision Reduction (PIA/mvkm)
	Security
Environment	Air quality
	Noise and Vibration
	Landscape and Visual Qty
	Biodiversity
	Cultural, Archaeological , Architectural Heritage
	Land Use
	Water Resources
	Landfill
Accessibility and social inclusion	Vulnerable groups
	Deprived Geographical area
Integration	Transport Objectives
	Land Use Integration
	Geographic Integration
	Integration with other Government Policies
Physical Activity	Opportunities for pedestrians and cyclists

Table 1 - Main Criteria and Sub Criteria

A score value of between 1 and 7 was provided for each option against the main criteria. The range of scoring was determined by the level of impact of each option under the respective main criteria against the Do-Nothing option:

- 1 – Major or highly negative impact compared to the baseline
- 2 – Moderately negative impact compared to the baseline
- 3 – Minor negative impact compared to the baseline
- 4 – No significant impact or neutral
- 5 – Minor or slightly positive impact compared to the baseline
- 6 – Moderately positive impact compared to the baseline
- 7 – Major or highly positive impact compared to the baseline

3.3 Preferred Option

Option 4 achieved the highest marks totalling 125 marks. The following elements enabled Option 4 to score better than the other options:

- Economic: Provides value for money whilst achieving the scheme objectives of providing connectivity, integration and public realm improvement.
- Safety: The longer area, excluding Option 4b, of segregated cycle and pedestrian facilities reduces the 'shared' surfaces and minimises the shared spaces between vehicles and vulnerable road users.
- Environment: The practical use of lands, the provision of a public area / viewing point and the removal of the on-street parking provides real improvements for the community.
- Accessibility and Social Inclusion: The connectivity through provision of the uninterrupted pedestrian and cycle facilities provides real connection between the people of the area and the larger community.
- Integration: Provides integration with the future development of sustainable modes of transport within Cork City with particular reference to the Cork City Development Plan 2022 to 2028.
- Physical Activity: The provision of the segregated cycle facilities provides a safe and accessible facility for public and a sustainable method of transport.

The completed Options Report was issued to Cork City Council and the National Transport Agency (NTA) who both ratified the selection of the preferred option – Option 4.

4 CONSULTATION

4.1 Statutory Bodies

As part of the Feasibility Design, Options Selection and Preliminary Design regular meetings were held with Cork City Council (the Client). These meetings consisted of progress updates, highlighting any issues that arose and discussing potential solutions or variations to the design. There have been no issues in relation to the works to date.

As part of the planning process for this project, the project proposals including scheme drawings will be available for public inspection at the offices of the Cork City Council and on Cork City Council's online consultation portal https://consult.corkcity.ie/

4.2 Affected Landowners

Preliminary meetings have been held between Cork City Council and any affected landowner.

5 EXTENT OF PROPOSED WORKS

5.1 Existing Site Layout

The scheme is location on the regional road (R693) between the Dunkettle Roundabout and Glanmire Village which currently has a speed limit of 80km/hr with an overall length in the region of 1.4km. The existing road cross section between the Dunkettle Roundabout and Church Hill Junction (in Glanmire Village) varies but has two distinct layouts.

Firstly, from the Dunkettle Roundabout to the 'Grotto' the roadway width is approximately 9.5m which consists of 4.3m traffic lanes and a 0.45m hard-shoulder on either side. There is a verge on the western side with an average width of approximately 1.4m which becomes a footpath after the Vienna Woods Hotel. On the eastern side there is a verge of average width of 1.5m and a footpath averaging at 1.45m in width. The road is wide with limited restrictions to the line of sight. The road runs adjacent to the Glashaboy River which further extends the illusion of openness and encourages speed.

Secondly, the section between the 'Grotto' and the Church Hill Junction is narrower in profile. The road width is reduced to 6.7m and after the 'Grotto' there is a pinch point where the eastern footpath is stopped for a gap of just over 100m. Within the village between Dunlea Car Sales and the Church Hill Junction the southern side of the roadway is generally taken up with unauthorised parked vehicles which restricts the movement of vulnerable road users, cyclists and vehicles.

Figure 3 – Road Narrows after the 'Grotto'

5.2 Proposed Works Extents

The proposed development consists of the following:

- Provision of segregated footpaths on both sides of the roadway along the entire length of the scheme. Minimum footpath widths of 1.80m.
- Provision of two-way segregated cycle track on the eastern side of the roadway from the Dunkettle/Tivoli Roundabout to the Village. Two-way cycle track width of 2.75m.
- Provision of a 70m cantilevered boardwalk (to provide continuity of the pedestrian footpath and cycle track) along the eastern side of the roadway opposite the Grotto.
- Provision of a community space, seating/trail head area and parking area immediately west of the Village. The provision of this new off-street parking area will accommodate displaced on-street spaces (mixture between standard, disabled, "park & cycle" and e-charge spaces). The removal of on-street parking within the village will facilitate the provision of unimpeded wider footpaths and higher quality public realm.
- Provision of a traffic calmed environment with enhanced public realm within the Village. This includes a reduced speed limit of 30 Kmph, removal of overhead cables, attractive lighting, wider footpaths and a change in road surface colour.
- Replacement planting of 10 no. trees and planting of 40 no. new trees in addition to pollinator friendly planting within the proposed 1.0m verge on the eastern side of the roadway between the roundabout and the Grotto.
- Repairs to the existing boundary walls".

Figure 4 – Photomontage: Before and After View in Glanmire Village

Figure 5 – Photomontage: Before and After View along R639

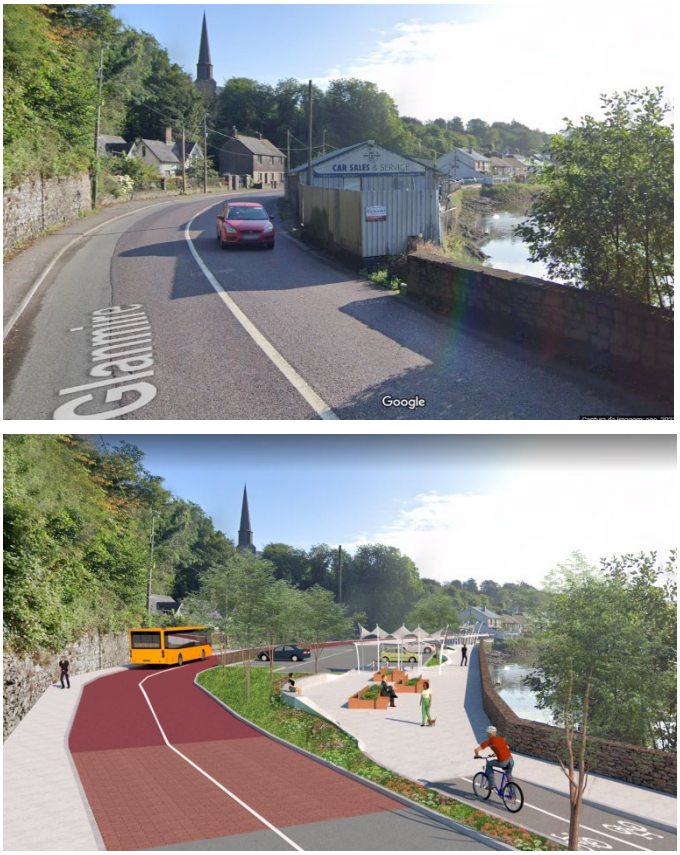

Figure 6 – Photomontage: Before and After View of Public Realm Area

5.3 Construction Methodology

All construction activities will be controlled within the construction site. Materials, waste handling and storage will be within confines of the site. Temporary traffic management will be put in place. A construction demolition plan will be submitted prior to any works being undertaken.

Vehicles associated with the construction will rest on the worked lane of the roads. This lane will be closed off to the public. A stop-go system will be in place to direct traffic. All traffic management proposals will be agreed with the local authority in advance of the works being carried out.

Adequate warning signs will be on display to illustrate the required personal protective equipment (PPE) and risks associated with the works.

5.4 Access to Site

The site is location along the extents of the R639 between the Dunkettle Roundabout and the Church Hill Roundabout in Glanmire. Access to the project will be from either end of the scheme. It will be imperative that access is maintained to all properties, businesses and lands during the construction stage of the project.

6 IMPACT OF PROPOSED WORKS

An Appropriate Assessment Screening Report (AA), Ecological Impact Assessment (EcIA), Tree Survey, Desktop Archaeological Study and Structural Assessment of the Boundary Walls have been prepared in relation to the Glanmire to City Cycle Route (Phase 1) Scheme.

6.1 Appropriate Assessment Screening Report

The completed Appropriate Assessment Screening Report (AA) is contained within Appendix C of this report.

The conclusion of the AA Screening Report states the following:

> *This stage 1 screening for AA of the proposed works on the Glanmire Cycle Route in Cork City shows that implementation of the proposed project is not foreseen to have any likely significant effects on any European sites.*
>
> *The Cork Harbour SPA is the nearest European site or qualifying habitat, and is located immediately adjacent to the proposed development site. The distance to the downstream SAC is 4.7km direct to The Great Island Channel SAC. The AA screening process has considered potential effects which may arise during the construction and operational phases as a result of the implementation of the project.*
>
> *Through an assessment of the pathways for effects and an evaluation of the project characteristics, taking into account the processes involved and the distance of separation from European sites, it has been evaluated that there are no likely significant adverse effects on the qualifying interests, special conservation interests, or the conservation objectives of any designated European site. The ecological integrity of the European sites is not foreseen to be significantly affected by the project.*

6.2 Environmental Impact Assessment Report

The completed Environmental Impact Assessment Report (EIAR) is contained within Appendix D of this report.

The screening decision of the Environmental Impact Assessment Report states the following:

Based on the nature, scale, and location of the proposed project, by itself and in combination with other plans and projects, it is considered that the overall impact on the receiving environment will be low.

An Appropriate Assessment (AA) Screening Report has been prepared by OCSC which concluded that the project will not give rise to significant impact on any European sites and therefore has been screened out.

6.3 Ecological Impact Assessment Report (EcIAR)

The completed Ecological Impact Assessment Report (EcIAR) is contained within Appendix E of this report.

The conclusion of the Ecological Impact Assessment Report states the following:

The proposed construction of a cycle track from Glanmire Village to the junction of the R639 and N8 roundabout will not result in significant effects on the ecology of the area.

There will be no effect on sites designated for nature conservation as a result of the proposed development. There will be a permanent loss of some disturbed habitat within the site, but as these are commonly occurring and widespread habitats in the area, their loss will not be significant. Overall, the residual effects are not anticipated to be significant.

6.4 Tree Survey

The completed Tree Survey is contained within Appendix F of this report.

The completed survey recognised that as part of the scheme a number of existing young trees are to be removed as part of the scheme however, the proposed scheme will include planning of approximately 50 trees.

The route enjoys a number of street trees and riverbank trees of varying maturity and quality. The proposed layout will necessitate the removal of

some existing street trees, with replacement tree planting implemented as part of the scheme to mitigate against proposed tree removals.

The report provides a number of recommendations in relation to protection of trees during the Construction Stage of the project to prevent damage to roots and trees within the works zone.

6.5 Desktop Archaeological Study

The completed Desktop Archaeological Study is contained within Appendix G of this report.

The completed Desktop Archaeological Study states the following:

The results of this archaeological and cultural heritage impact assessment identified ten sites of archaeological and/or cultural heritage significance within the study area. These comprise one RMP, St Mary and All Saint's Church (CH001), three 19th century alms houses (CH002-CH004), an 18th-19th century gate (CH005), a 19th century house previously in use as Post Office (CH006), a gate lodge (CH007), a late 18th/ early 19th c. building/ dwelling (CH008), a townland boundary with no extant remains (CH009) and an area of archaeological potential (AAP) (CH010), the Glashaboy River.

The report further recommends the following:

All ground reduction associated with the development (including any enabling works that are required in advance of construction, such as geotechnical investigations) should be subject to a programme of archaeological monitoring, under licence, by a suitably qualified archaeologist.

6.6 Structural Assessment of Boundary Walls

The completed Structural Assessment of the Boundary Walls is contained within Appendix H of this report.

The completed Structural Assessment of the Boundary Walls states the following:

It was determined that the boundary wall is not a recorded protected structure, there is no heritage value noted on the Archaeology Survey Database and the structure is not included in the National Inventory of Architectural Heritage. It is therefore concluded that the recommended refurbishment works would not adversely impact on the heritage or archaeology of the area.

The report goes on to identify a number of defects to the boundary wall and recommendations on remediation works to be carried out as part of the proposed works.

7 CONCLUSION

The Glanmire to City Cycle Route (Phase 1) Scheme will provide dedicated cycle tracks and improved pedestrian footpaths along the Glashaboy River from Glanmire Village to the Dunkettle/Tivoli Roundabout. The proposed cycle route will be the first phase in the provision of a continuous cycle route from Glanmire to the City Centre. This route will provide a safe and much needed connection for cyclists wishing to travel from Glanmire to the recently constructed cycle facilities through the Dunkettle Interchange which in turn connect with the Carrigtwohill to Dunkettle Greenway, the Youghal to Midleton Greenway and planned Dunkettle to City Centre Cycle Scheme.

The scheme will include design measures to transform the 1.4km stretch of road from an existing relatively high-speed regional road with no public lighting to a traffic calmed street environment with lower traffic speeds, enhanced pedestrian and cycling facilities and public lighting. The scheme will extend from the Dunkettle/Tivoli Roundabout to the Church Hill Junction.

The scheme has progressed through the Feasibility and Options Assessment Stage of the project and in doing so completed Environmental and Heritage Assessments, Liaison with Affected Parties and completion of preliminary design drawings. The proposed design is in line with Cork City Council objectives as laid out in the Cork City Development Plan 2022 to 2028 and strategic design documents.

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APPENDIX A. EXISTING LAYOUT DRAWINGS

OCSC
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APPENDIX B. PROPOSED LAYOUT DRAWINGS

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APPENDIX C. AA SCREENING REPORT

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APPENDIX D. ENVIRONMENTAL IMPACT ASSESSMENT REPORT

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APPENDIX E. ECOLIGICAL IMPACT ASSESSMENT REPORT

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APPENDIX F. TREE SURVEY REPORT

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APPENDIX G. DESKTOP ARCHAEOLOGICAL STUDY

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APPENDIX H. STRUCTURAL ASSESSMENT REPORT

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