



Cork
County Council
Comhairle Contae Chorcaí

L2471 Clarke's Hill Road Improvement Scheme Part 8 Planning Pack Volume 1

Part 8 Report

January 2018

L2471 Clarke's Hill Road Improvement Scheme

Planning and Development Act, 2000.

Planning and Development Regulations, 2001.

Report prepared pursuant to the requirements of Article 83, Part 8
of the Planning and Development Regulations, 2001, as amended

January 2018

5 Eastgate Avenue
Eastgate
Little Island
Co Cork T45 EE72
Ireland

T +353 (0)21 480 9800

mottmac.com

Road Design Office,
Innishmore,
Ballincollig,
County Cork

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1 Introduction

The L2471 Clarke's Hill Road is located in Rochestown, County Cork just off the R610 Rochestown Road. Due to the construction of large residential housing developments in the area, the existing road cross section and alignment of the L2471 Clarke's Hill Road and associated junction with the R610 Rochestown Road requires upgrading especially to accommodate vulnerable road users and the bus route serving the local area (B-C on Figure 1).

The L2471 and the L2472, (between the R610 Rochestown Road Junction (point C, Figure 1) and the Maryborough Hill Junction (point A, Figure 1), near Broadale Housing Estate), measures approximately 2.5km. Cork County Council has, in recent years, upgraded the L2472 (and a short section of the L2471) between Maryborough Hill and the upper entrance (signalised junction) to Mount Oval Development on the L2471 Clarke's Hill (A-B on Figure 1). The completed road upgrade works were delivered in two phases (i.e. two construction projects) between 2010 and 2014. Phase 1 was for upgrade works between Mount Oval and Foxwood Estate and Phase 2 was for upgrade works between Foxwood and Maryborough Hill.

1.1 Proposed Development

Cork County Council intends to upgrade the existing L2471 Clarke's Hill Road (approximately 1Km in length) and associated junction with the R610 to the required standard for a "Local Collector Road" with accommodation for vulnerable road users and local bus services.

The scheme is to include for the following;

A carriageway typically widened to 6m, 2 no. 2m footpaths, upgraded bus set-down locations and renewed boundary walls/fences. In addition, the current signalised junction at the upper (southern) entrance to the Mount Oval housing estate will be upgraded. A new signalised junction will be formed at the lower (northern) entrance to the Mount Oval housing estate. In addition, the junction between the R610 and the L2471 will be signalised. This will incorporate a right turn lane from the L2471 onto the R610 and likewise from the R610 onto the L2471.

1.2 Benefits of the Proposed Development

The completion of the proposed road development will improve the road infrastructure and improve safety in the area for pedestrians and bus users, motorists and cyclists, by providing improved services to road users. In addition, it will serve to complete the final phase of the L2472 and L2471 upgrade schemes (i.e. Phase 3 of 3).

1.3 Planning and Development Regulations

The proposed road development is considered under Part 8 of the Planning and Development Regulations, 2001 as amended.

Most developments by a local Authority are subject to a public consultation process as set out in the Planning and Development Regulations. This process is typically referred to as the 'Part 8 Process'. This procedure requires that notice of the proposed development be given in the public press and that a site notice be erected. The notice will set out where the plans and

details of the proposal are available for inspection by the public and the dates for inspection and receiving submissions.

Any submissions or observations which are received by the Council are considered in the context of a Part 8 'Manager's Report' which is subsequently prepared and is presented to the Councillors for adoption. The 'Manager's Report' lists those who made a submission together with a summary of the points made in their respective submissions. The Report then addresses each point which forms the Local Authority's response.

Arising from consideration of the representations, the 'Manager's Report' sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal. It is then a matter for the members of the Council (i.e. the Councillors) to grant planning or not.

Pursuant to the requirements of Part 8 of the Planning and Development Regulations, 2001; as amended, notice is hereby given that Cork County Council proposes to carry out improvement works on the L2471 Clarke's Hill Road in Rochestown, Cork.

The locations for inspecting the Part 8 Planning documentation, the relevant dates and necessary information relating to making submission and observations to the Local Authority, is set out in the Part 8 Planning Notice. A copy of the Part 8 Planning Notice is attached in Appendix A of this report.

This Planning Report has been prepared by Mott MacDonald as part of the Planning Procedure under Part 8 of the Planning and Development Regulations, 2001. A Screening for Appropriate Assessment report and Preliminary Ecological Appraisal Report are included in the planning pack documentation.

The following documentation should be read in conjunction with this report:

Table 1: Documentation to be read in conjunction with this report

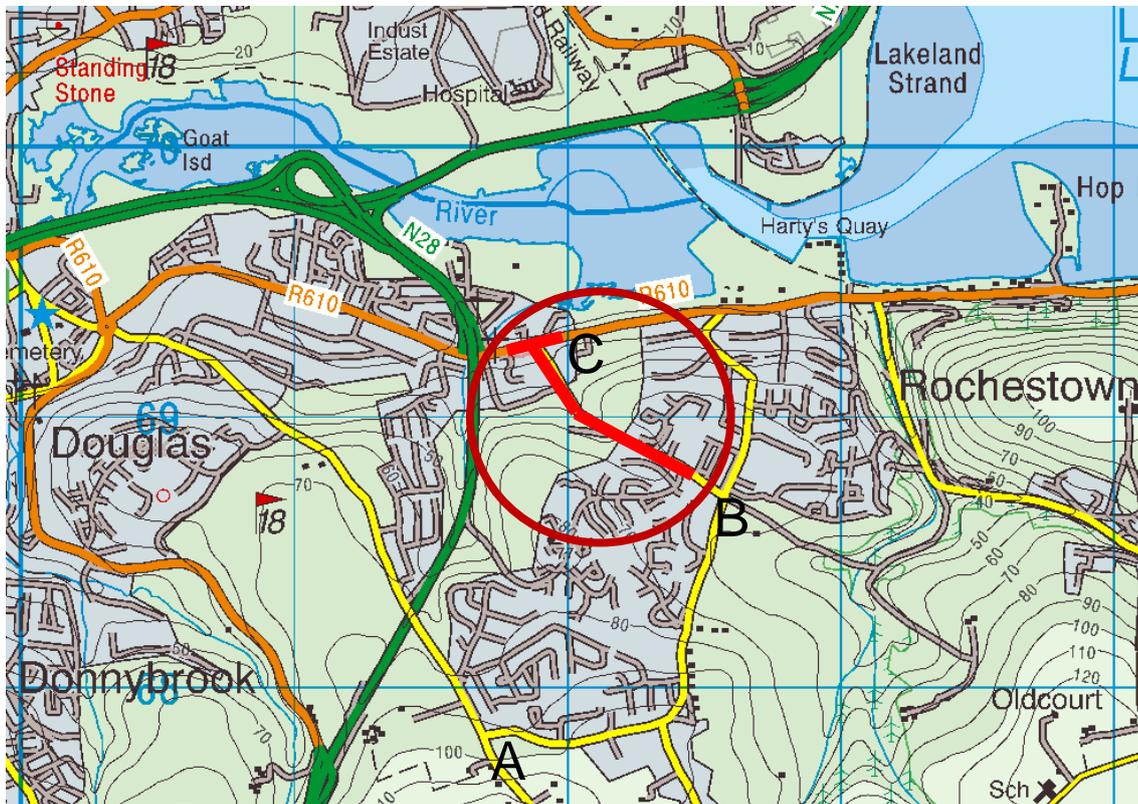
Document Number	Document Title
369641-DR-0000-0008 Rev P01	Site Location Map
369641-DR-0100-0010 Rev P03	Part 8 Planning Layout Sheet 1 of 3
369641-DR-0100-0011 Rev P03	Part 8 Planning Layout Sheet 2 of 3
369641-DR-0100-0012 Rev P04	Part 8 Planning Layout Sheet 3 of 3
369641-DR-0100-0013 Rev P01	Part 8 Planning Typical Cross section
369641-RP-3000-0001 Rev P2	Screening for Appropriate Assessment Report
369641-RP-3000-0002 Rev P2	Preliminary Ecological Appraisal Report

2 Description of the Proposed Road Development

2.1 Location

The proposed L2471 Clarke's Hill Road Improvement Scheme is located in the townlands of Monfieldstown and Mounthovel to the southeast of Cork City spurring from the R610 regional road. The R610 regional road is the main thoroughfare between the city and Passage West. Clarke's Hill road is of local road status.

Figure 1: Proposed road development location



Source: © OSi Licence: CCMA/Cork County Council/2008/2010

2.2 Road Type

The proposed road improvement works on the L2471 will consist of a Single Carriageway road (6.0m carriageway road) and a footpath 2m wide (aside from pinch points) in both directions. Bus set down areas are provided on both sides of the proposed road development. The scheme has a speed limit of 50kph in keeping with the surrounding road network and the existing speed limit in the area.

The proposed layout is shown on drawings 369641-DR-0100-0010 to 0013 located in Volume 2 of the planning pack documentation.

A preliminary design has been prepared in accordance with the principles outlined in the Design Manual for Urban Roads and Streets (DMURS) published by the Department of Transport, Tourism and Sport (DTTAS) in 2013.

2.3 Demolition

There are sections of existing boundary walls that will need to be demolished in order to cater for the slight realignment and/or widening of the road. There will not be a need to demolish any house.

2.4 Junctions

The existing junctions along the L2471 will remain with no new junctions formed. The existing L2471/R610 junction will be reconfigured to include a right turning lane from the R610 Rochestown Road onto the L2471 and, likewise, a right turning lane from Clarke's Hill (L2471) onto the Rochestown road. Currently this is envisaged as a signalised junction.

The junction between the existing lower Mount Oval 'Clarke's Wood' entrance, and Clarke's Hill will now be a signalised junction.

The junction between the existing upper Mount Oval 'Dewberry' entrance and Clarke's Hill will remain signalised but will include a new right turning lane from Clarke's Hill into the housing estate.

2.5 Road Closures / Re-Alignments

It is not proposed to extinguish any public rights of way (permanent road closure).

2.6 Earthworks/Excavation

No significant Earthworks/Excavation are anticipated on the scheme.

Minimal earthworks will be required to construct the widened section of Clarke's Hill at the northern end of the scheme where the right turning lanes are being added to the R610/L2471 junction. It is likely that retaining walls will be required at some locations to retain the existing earth banks adjacent to the road.

2.7 Drainage

The proposed road drainage will facilitate the efficient removal of surface and sub-surface water while minimising the impact of runoff on the receiving environment. The principle type of drainage systems will be kerb and gully which will be integrated into the existing drainage network.

The existing stream currently takes the runoff from the existing road. This will continue to be the case. As the road is being widened along its length there will be locations where the stream will have to be slightly realigned.

2.8 Public Utilities

The design of the proposed road improvement scheme will include for the provision of road lighting for the full length of the proposed road improvement scheme including interactions with

the existing local public lighting network. The lighting lanterns will be reused where possible or be replaced in a similar location adjacent to the footpath where the road is being widened.

Local electricity diversions and alterations will be made as necessary to facilitate the new proposed road development.

The design of the new proposed road improvement scheme will include for the interaction with foul sewers and watermains in the vicinity of the proposed road development.

The design of the new proposed road improvement scheme will include for the interaction with telecommunications in the vicinity of the proposed road development.

Ducting will be provided for any future extension of services such as telecommunications and electricity.

2.9 Signage

Appropriate signage and road markings as required, and in accordance with the Traffic Signs Manual will be provided.

2.10 Pedestrian/Cycleway Facilities

A 2m wide footway will be provided for the full length of the proposed road development on both sides of the carriageway. Pinch points are necessary in some locations but the footpath width will be 1.2m minimum at these locations over short lengths. Crossing points will be provided as necessary at junctions. In the case of signalised junctions, the pedestrians will be catered for with a dedicated signal phase to allow them to cross the junction safely. All crossings will have the required tactile paving arrangements as necessary.

2.11 Traffic Management

Traffic management will be required during the construction phase of the works. A detailed traffic management plan will be produced by the Contractor following consultation and agreement with the Gardaí and Cork County Council in advance of construction of the scheme.

3 Consultation

3.1 Introduction

This chapter outlines the consultation undertaken as part of the preparation of the design and documentation being brought forward for Part 8 approval.

3.2 Consultees

Consultation was carried out with relevant national authorities and local/Road Planning Authorities in advance of the Part 8 planning application. A summary of all correspondence made is included in Table 2 below.

Table 2 List of consultation undertaken to date in preparation of the application

Consultee

<ul style="list-style-type: none"> Health and Safety Authority Office of Public Works Cork County Council Cork Road Design Office Cork City Council Planning Department Southern & Eastern Regional Assembly 	<ul style="list-style-type: none"> Garda Síochána Cork City Council (Fire Officer) Health Services Executive, National Ambulance Service Cork City Council Water Irish Water
<ul style="list-style-type: none"> Bord Gáis Éireann Electricity: ESBI (ESB Networks) Failte Ireland Irish Farmers Association Cork Chamber of Commerce CIE / Iarnród Éireann 	<ul style="list-style-type: none"> Communications: Éir Vodafone Virgin Media Ireland Three BT Ireland Bus Éireann Transport Infrastructure Ireland

3.3 Further Public Consultation

3.3.1 Plans and Particulars

Plans and particulars of the proposed works will be available for inspection, or purchase at a fee not exceeding the reasonable cost of making a copy, during normal office hours, Monday to Friday (excluding Bank Holidays), from 29th January 2018 to 12th March 2018 at the 2018 in the following Cork County Council venues: -

- County Hall, Carrigrohane Road, Cork
- Carrigaline Area Engineers Office, Church Road, Carrigaline, Co. Cork

3.3.2 Submissions or observations

Submissions or observations in relation to the proposed development, dealing with the proper planning and sustainable development of the area in which the works will be constructed may

be made in writing to the Senior Engineer, Project: Clarke's Hill Road - Part 8 Planning, Road Design Office, Cork County Council, Innishmore, Ballincollig, Co. Cork on, or before, 3.00 p.m. on Monday 26th March 2018.

All comments, including names of those making comments, submitted to the Council in regard to this development will form part of the statutorily required report to be presented to the monthly meeting of Cork County Council. Accordingly, they will also be included in the minutes of that meeting and may appear in the public domain.

3.3.3 Notice of Proposed Development (Newspaper & Site)

In accordance with Article 81.1a of the regulations notice of the proposed development was placed in the approved newspaper 'The Examiner' on the 26th January 2018. A copy of the newspaper notice is contained in Appendix A of this report.

In accordance with Article 81.1b of the regulations site notices have been erected on the land on which the proposed development would be situated. The site notice locations are shown on the scheme layout drawings.

4 Environmental Impacts

4.1 Environmental Impact Assessment Screening

The works are at a local scale and the project does not meet the threshold for EIA under Part 10, Schedule 5 and Schedule 7 of the Planning and Development Regulations 2001.

4.2 Appropriate Assessment Screening

Articles 6(3) and 6(4) of Council Directive 92/43/ECC on the Conservation of natural habitats and of wild fauna and flora habitats (the 'Habitats Directive') require that where a plan or project, either individually or in combination with other plans or projects, is likely to have a significant effect on a Natura 2000 Site, and where that plan or project is not directly connected with or necessary to the nature conservation management of the site, it shall be subject to 'Appropriate Assessment' to identify any implications for the Natura 2000 site in view of the site's conservation objectives. Natura 2000 sites include Special Protection Areas (SPAs), Special Areas of Conservation (SACs), Sites of Community Importance (SCIs) which have been adopted by the (EU), but not yet formally designated by the governments of Member States, as well as candidate SPAs, SACs and SCIs.

The first stage in the Appropriate Assessment process is Stage 1 Screening for Appropriate Assessment. This assessment was undertaken to determine whether the proposed works; alone, and in-combination with other projects, are likely to have significant effect on the conservation objectives of the European sites within the Zone of Influence (up to a 15 km radius of the site-).

The Screening for Appropriate Assessment Report has been prepared (Document ref: 369641-RP-3000-0001 P2). The overall conclusion of the Stage 1 Screening for Appropriate Assessment was that there are no significant effects as a result of the proposed development on the European sites. Progression to Stage 2 in the Appropriate Assessment process is therefore considered not to be necessary.

4.3 Preliminary Ecological Assessment

An ecological assessment was undertaken in November/December 2016. The methodology of the survey, outcomes of the survey and proposed mitigations/conclusions are detailed in a Preliminary Ecological Appraisal report (document ref 369641-RP-3000-0002 P2).

The main recommendations from the report are as follows:

- Retain all mature trees where feasible;
- Rebuild stone wall at the end of Clarkes Hill along the new boundary if feasible;
- Retain hedgerows and treelines where feasible;
- Any excavated material that is to be moved off site must be disposed of to a licensed waste facility to prevent the spread of Winter Heliotrope.
- Further surveys to determine presence of lamprey species.

In this regard, these recommendations will be further assessed at detail design stage and 'built' into the design where appropriate. For example, the loss of trees along the Mount Oval housing

estate boundary will be replaced by planting more trees further into the estate (within the existing tree belt).

4.4 Landscape and Visual

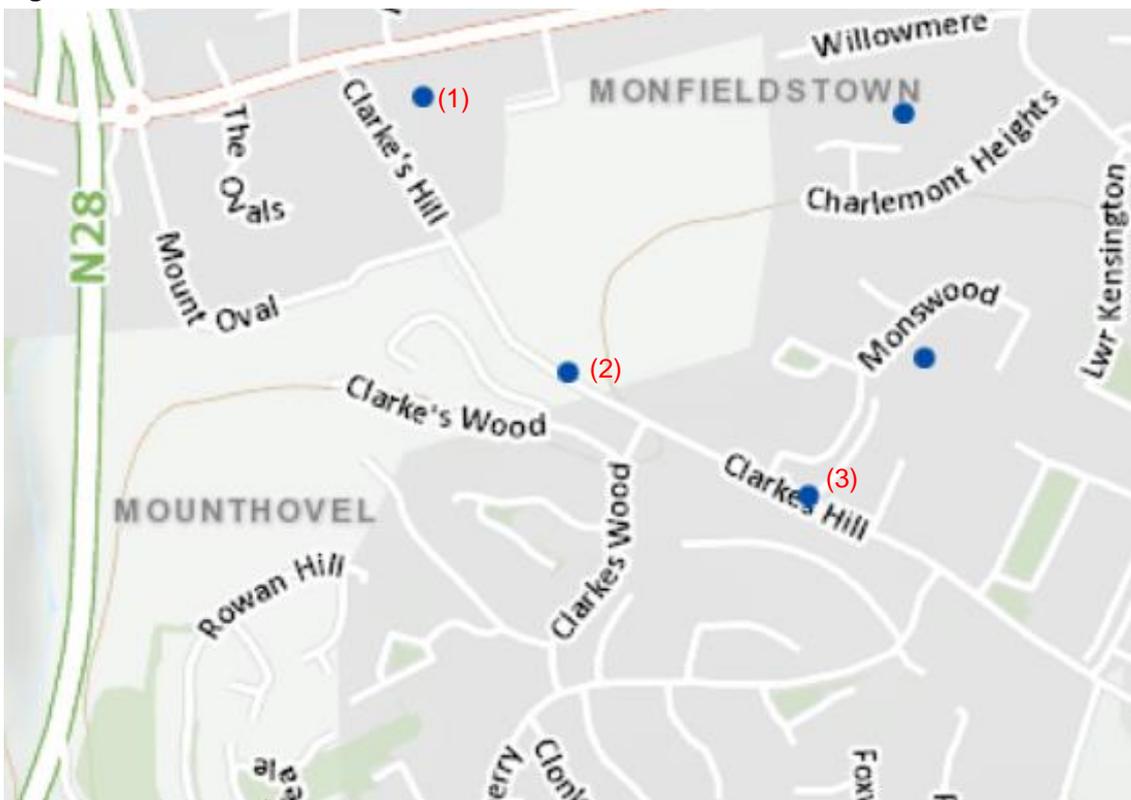
It is not considered that there will be significant changes to the existing landscape and visual amenity of the area as it is a retrospective scheme onto an already existing road.

4.5 Cultural Heritage

The Buildings of Ireland website (NIAH) was reviewed. There are three sites registered on it in the vicinity of the works. Beechvale Lawn (1) - Reg. No. 20872014 is recorded with reference to the house. Hill House (2) Reg. No. 20872009 is recorded with reference to the gates/railings and Oldwood (3) Reg. No. 208720015 is recorded with reference to the house. In this regard, the scheme is unlikely to have an adverse impact on these properties as it is not directly impacting on the curtilages of the recorded properties.

There are no archaeological impacts envisaged in the vicinity of the site.

Figure 2: NIAH record locations



Source: www.buildingsofireland.ie

4.6 Noise

There will be a minor noise impact during the construction of the works. The requirements for mitigation of same will be outlined in the construction requirements which will be reflected in a construction management plan prepared by the Contractor at the time of construction.

The scheme itself is not determined to have a noise impact on the local area as it is a retrospectively fitted road widening scheme and is not envisaged to generate traffic over and above the existing traffic on the road.

5 Land Acquisition and Accommodation Works

Land acquisition by Cork County Council will be required in order to construct this proposed road development.

The proposed development area consists predominantly of a combination of urban edge land uses with some woodland area.

The preliminary design has been progressed to permit planning and land acquisition procedures to be undertaken. In this regard, the preliminary design of the road alignment, cross-section, pedestrian facilities, fencing, drainage, utilities, have been considered in order to ascertain the required land acquisition.

This will be further progressed at the detail design stage.

Cork County Council will acquire the necessary lands to construct the proposed road development through the Compulsory Purchase Order process.

6 Conclusion

The proposed works are consistent with the proper planning and sustainable development of the area to which it relates. Cork County Council propose to carry out works which include the provision of an improved road cross section, new footpaths, new bus set-down facilities and all associated works.

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A. Notice of Proposed Development

NOTICE UNDER SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT, 2000 AND PART 8, ARTICLES 79-85 OF THE PLANNING AND DEVELOPMENT REGULATIONS, 2001, AS AMENDED

Pursuant to the requirements of Part 8 of the Planning and Development Regulations, 2001 as amended, notice is hereby given that Cork County Council proposes to carry out the following development:-

Cork County Council intends to upgrade the existing L2471 Clarke's Hill Road and associated junction with the R610 Rochestown Road.

Location: The location of the works is in the townlands of Monfieldstown and Mounthovel in Rochestown.

Nature and extent of proposed development: The scheme is an extensive Urban Road Improvement Project that will include the introduction of new footpaths, bus set-down facilities, road widening & surfacing, and all associated works. In order to deliver this scheme, land acquisition will be necessary. The completion of the proposed local road improvement scheme will improve the road infrastructure for road users with a specific emphasis on facilities for pedestrians and local bus services. The scheme measures approximately 1km in length and the roads are within the 50km/h speed limit.

Cork County Council has, in recent years, upgraded the L2472 (and a short section of the L2471) between Maryborough Hill and the upper entrance (signalised junction) to Mount Oval Development. The completed local road upgrade works were delivered in two phases between 2010 and 2014. The current road improvement scheme will serve to complete the final phase of the L2472 and L2471 local road upgrade schemes (i.e. Phase 3 of 3).

Plans and particulars pertaining to the proposal will be available for inspection by the public for a period beginning on the 29th January 2018 and ending on the 12th March 2018 in the following Cork County Council venues: -

- County Hall, Carrigrohane Road, Cork
- Carrigaline Area Engineers Office, Church Road, Carrigaline, Co. Cork

The public display will be available for viewing on each day during which the said offices are open for the transaction of business. A copy of the documents may be purchased on request (Tel. No. 021 / 4871026), on receipt of payment of a specified fee not exceeding the reasonable cost of making a copy.

Submissions and observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development will be situated, may be made in writing to the: -

**Senior Engineer,
Project: Clarke's Hill Road - Part 8 Planning
Road Design Office,
Cork County Council,
Innishmore,
Ballincollig,
Co. Cork.**

On or before 3.00p.m., Monday 26th March 2018.