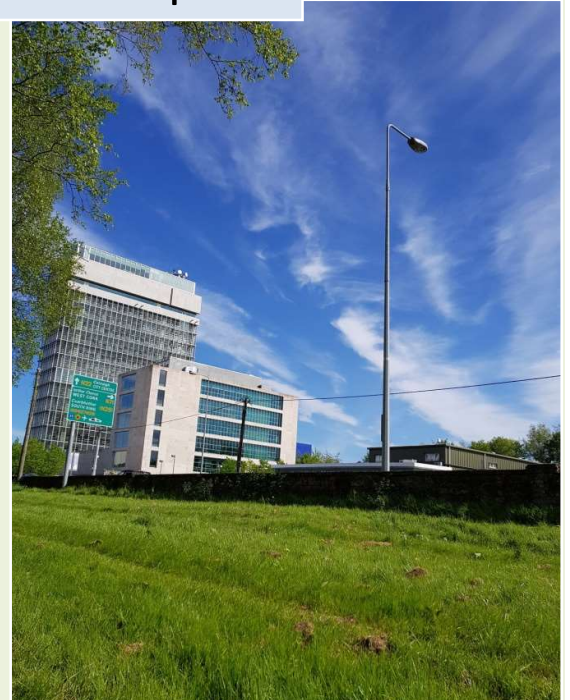


February 2024

Part VIII Chief Executive's Report



Project Title:

Carrigaline TPREP Phase 1B

Planning & Development Act 2000 (as amended) - Part XI
Planning & Development Regulations 2001 (as amended) - Part VIII



Comhairle Contae Chorcaí
Cork County Council

**Sustainable Travel Unit, Roads and Transportation
Directorate**

Document Info Sheet

Project Title	Carrigaline TPREP Phase 1B
Document Title	Part VIII Chief Executive's Report
Filename	CTPREP Phase 1B Managers Report

Prepared by:

Cork County Council

Sustainable Travel Unit

Roads & Transportation Directorate

Floor 2 Ext., County Hall

Carrigrohane Road, Cork, T12 R2NC

Tel: +353 21 428 5813

trafficandtransport@corkcoco.ie

www.corkcoco.ie

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1. Introduction

This is a Part VIII report, pursuant to the provisions of Section 179 of the Planning and Development Act, 2000, for proposed road reconfiguration, provision of active travel infrastructure and traffic management alterations in Carrigaline, Co. Cork.

This scheme was developed as part of the Carrigaline Transportation and Public Realm Enhancement Plan (CTPREP), which was prepared by Cork County Council to provide the framework for an integrated transport network for Carrigaline. The purpose of this Plan is to rejuvenate the town centre and to improve the access to it by providing an elaborate active travel network. This plan is focused on increasing pedestrian and cycle priority within Carrigaline, as well as public transport priority, to encourage people to use sustainable modes of transport. This plan was endorsed by the Elected Members at the Carrigaline Municipal District meeting on 19 July 2021.

The proposals aim to connect residential estates to the active travel network in Carrigaline. It is envisaged that the provision of the proposed infrastructure would improve safety for active travel users. The provision of these measures is expected to promote a shift in commuting to more sustainable forms of transportation.

This scheme also aims to provide high-quality safer connectivity between places of employment, schools, sporting facilities, local amenities, and residential areas in Carrigaline, and to provide a recreational amenity for pedestrians and cyclists.

This Part VIII scheme is the next stage in the rollout of the Carrigaline TPREP; Phase 1A was approved by elected members in September 2022.

Cork County Council commenced the Part VIII Planning Process for this project with the publication of a Press Notices in the Irish Examiner on 10th November 2023, and in the Carrighoun on the 25th November 2023. Also, site notices were erected at various locations throughout the scheme area on the 10th November 2023. Project proposals were on public display in Cork County Council's Municipal District Office in Carrigaline, and at the Planning Counter, ground floor, County Hall from the commencement date until 8th December 2023.

Statutory Consultees were furnished with copies of the relevant documentation, and their views were sought. The closing date for receipt of submissions was 8th December 2023. In total, 32 submissions were received by the closing date, and included observations from business, statutory consultees, and private residents.

2. Planning Context

The area included in Phase 1B of the Carrigaline TPREP is shown below in Figure 1 and is located within the administrative area of Cork County Council in the Carrigaline Municipal District. This section of the report provides an overview of the policy framework within which the proposed works are being progressed.

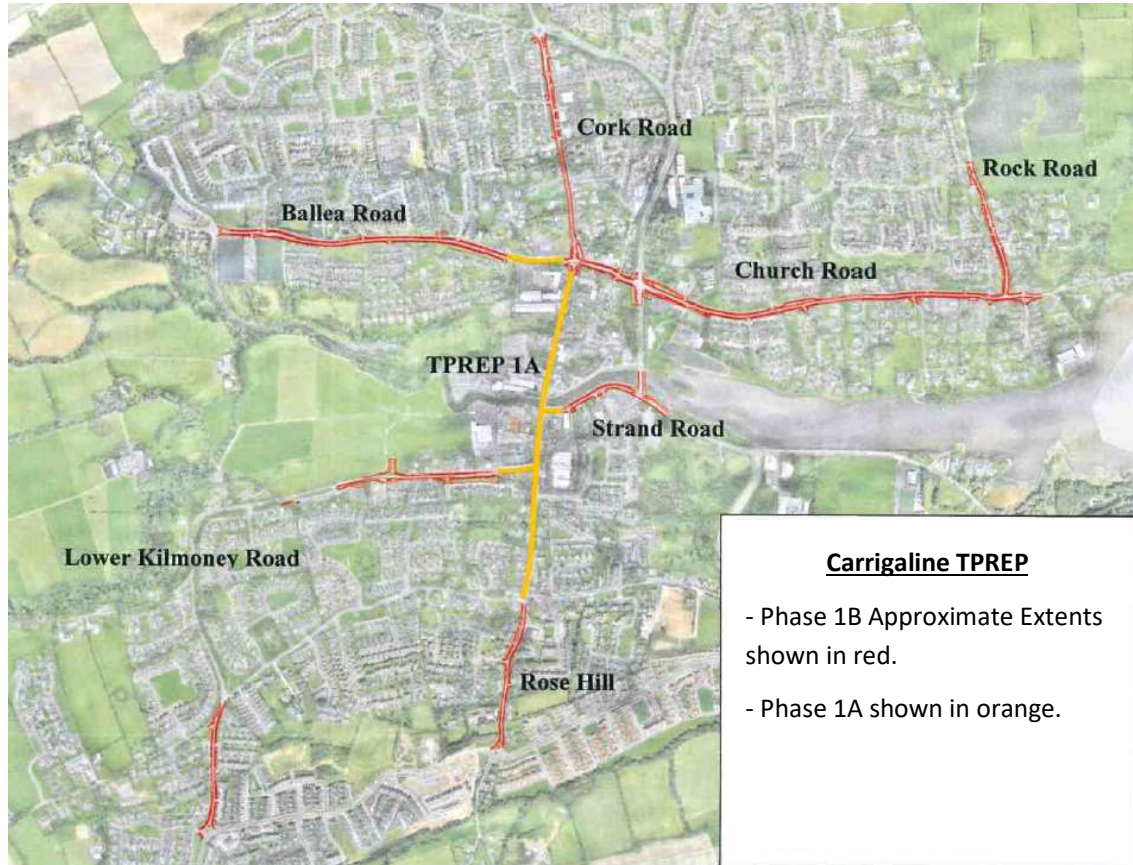


Figure 1 Approximate Extent of Proposed Part VIII Scheme for Carrigaline TPREP Phase 1B (Red)

2.1 Climate Action Plan 2019

The National Climate Action Plan, published in 2019 by the Department of Communications, Climate Action & Environment sets out an ambitious course of action over the coming years to address the issue of climate disruption in Ireland.

Under the category of 'Transport', the Action Plan outlines the following critical measures to the success of the plan:

- Modal Shift to sustainable transport modes;
- Conversion of public fleets to electric vehicles;
- Incentives and regulation;
- An EV charging network;
- The use of biofuels; and

- Leveraging emerging technologies.

The implementation of the BusConnects programmes within Irish cities is also listed as a key action within the overall plan.

2.2 National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping future growth and development. The NPF, which provides the framework for future development and investment in Ireland, is fully supported by the Government's investment strategy for public capital investment and investment by the State sector in general. It is the overall Plan from which other, more detailed plans will take their lead, including city and county development plans and regional strategies, hence the title, National Planning 'Framework'.

The National Strategic Outcomes identified within the NPF include the following:

- Compact Growth;
- Enhanced Regional Accessibility;
- Strengthened Rural Economies and Communities;
- Sustainable Mobility;
- A strong economy, supported by Enterprise, Innovation and Skills;
- High-Quality International Connectivity;
- Enhanced Amenity and Heritage;
- Transition to a low-carbon and climate-resilient society;
- Sustainable management of water, waste and other environmental resources; and
- Access to quality childcare, education and health services.

Some of these outcomes are further described below:

Compact Growth

The NPF states:

'Carefully managing the sustainable growth of compact cities, towns and villages will add value and create more attractive places in which people can live and work. All our urban settlements contain many potential development areas, centrally located and frequently publicly owned, that are suitable and capable of re-use to provide housing, jobs, amenities and services, but which need a streamlined and co-ordinated approach to their development, with investment in enabling infrastructure and supporting amenities, to realise their potential. Activating these strategic areas and achieving effective density and consolidation, rather than more sprawl of urban development, is a top priority.'

Sustainable Mobility

The NPF states:

'In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies

such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'

Transition to a Low Carbon and Climate Resilient Society

The NPF states:

'The National Climate Policy Position establishes the national objective of achieving transition to a competitive, low carbon, climate-resilient and environmentally sustainable economy by 2050. This objective will shape investment choices over the coming decades in line with the National Mitigation Plan and the National Adaptation Framework. New energy systems and transmission grids will be necessary for a more distributed, renewables-focused energy generation system, harnessing both the considerable on-shore and off-shore potential from energy sources such as wind, wave and solar and connecting the richest sources of that energy to the major sources of demand.'

The proposed improvements to Carrigaline are expected to transform the area through the establishment of a priority corridor for sustainable transport modes, in turn supporting the continued modernisation of the public transport fleet and a transition towards low-carbon modes of transport.

2.3 National Sustainable Mobility Policy

The purpose of this policy is to set out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade. Its targets are to deliver at least 500,000 additional daily active travel and public transport journeys and a 10% reduction in kilometres driven by fossil fuelled cars by 2030 in line with metrics for transport set out in the Climate Action Plan 2021.

Some of the initiatives to be undertaken to achieve this include:

- Continuing to protect and maintain the safety of existing walking, cycling and public transport networks and ensuring that new sustainable mobility infrastructure meets the highest safety standards;
- Continuing measures to address safety issues when travelling on public transport;
- Developing pedestrian enhancement plans and cycle network plans to guide investment in new active travel infrastructure and retrofitting of existing infrastructure;
- Expanding walking and cycling options across the country, including greenways;
- Rolling out the Safe Routes to School Programme;
- Rebalancing transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport.
- Identifying a pathway for the implementation of suitable demand management measures at national and local level to reduce reliance on the private car.

- Expanding behavioural change measures including the Smarter Travel Workplaces and Campus Programmes and Cycle Right training programme.

The policy is accompanied by an Action Plan which identifies goals, core actions, implementing authority and timelines for the output.

2.4 Smarter Travel – A Sustainable Transport Future (2009-2020)

Smarter Travel – A Sustainable Transport Future (2009-2020) is a government policy document which was launched in 2009. The policy document was prepared in the context of unsustainable transport and travel trends in Ireland.

Notwithstanding the economic conditions of recent years and the associated impacts on transport trends in this country, Ireland will still see excessive car ownership levels, higher car usage levels, lower speeds and longer commute times, increased health issues, pollution and congestion, and an overall decline in quality of life in the coming years if intervention measures are not implemented.

The overall vision set out in this policy document is to achieve a sustainable transport system in Ireland by 2020. This vision remains valid now and into the future, beyond the initial envisaged lifecycle of the document. The challenge therefore is to act, putting strategies in place to incrementally change the travel and transport system in Ireland to a more sustainable format, and to continue to support the implementation of these strategies at all levels.

2.5 National Cycling Policy Framework

The Department of Transport published the National Cycling Policy Framework in 2009. The policy framework emanates from the Government's transport policy for Ireland – Smarter Travel – A Sustainable Transport Future. The Smarter Travel policy sets out a vision for how a sustainable travel and transport system can be achieved. The strategy provides a framework to incrementally change travel and transport systems in Ireland to a more sustainable pattern.

2.6 Cork County Development Plan

Cork County Council's Cork County Development Plan 2022 - 2028 identifies walking and cycling, and the provision of walking and cycling infrastructure to be a key component to movement and accessibility for shorter or some medium length journeys especially in towns and villages. The development plan enshrines the intentions of Cork County Council in relation to walking and cycling in Objective TM 2-1 Walking and TM 2-2 Cycling which state:

TM 2-1

(a). New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these modes. See DMURS (2020 or later revision) and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance.

- (b). All new developments are to be designed to latest DMURS standards, unless precluded by space or other constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility
- (c). Development should incorporate the retention of existing routes and linkages which contribute to permeability of an area, particularly those providing access to key services, facilities and public transport infrastructure. Loss of existing links shall not occur if their loss results in more circuitous trips
- (d). Walkability and accessibility by walking mode will be a central objective in the planning and design of all new transport infrastructure and public transport services.
- (e). Public realm upgrades will be promoted to enhance walking and cycling provision in settlements.
- (f). Support the function of the Cork Metropolitan Area Transport Strategy to achieve higher rates of modal shift to sustainable transport.

TM 2-2

- (a). Engage with representatives of disability rights associations when planning accessibility works to ensure that the perspective of vulnerable road users is taken into account.
- (b). Support the delivery of the cycle network set out in the Metropolitan Area Cycle Network Plan subject to SEA and AA where required.
- (c). Support delivery of cycle routes, Greenway and Blueway corridor projects subject to appropriate site selection and environmental assessment processes, having regard to the Strategy for the Future Development of National and Regional Greenways July 2018.
- (d). Support the development of a safe, coherent and continuous cycling infrastructure to cater for the needs of all groups of cyclists, especially new cyclists, school children and the elderly and support safe walking and cycle routes particularly in the approach to schools.
- (e). Engage with other agencies to explore the potential for the designation of cycling corridors, such as grey lanes, on particular routes within the existing road network.
- (f). Where appropriate, identify alternative routes, signposted for cycling and walking, to improve the experience and uptake of active travel.
- (g). Promote sustainable pedestrian and cyclist greenway initiatives, maximising the potential for inter connections between greenways, and connections from residential and employment areas to greenways, subject to robust site selection processes and environmental assessment processes.
- (h). Seek to improve connectivity within the County and region for walking routes and commuter cycling routes and recreational amenity functions.

CL-U-05

The Bridgemount Link was also retained in the current County Development Plan as a specific objective, CL-U-05, which states to 'Provide a Greenway along old railway line from the river north towards Ballyhemiken.'

Error! Reference source not found. shows an extract from the Cork County Council Development Plan 2022 – 2028 for the Carrigaline Municipal District area. Note that the Plan shows the proposed north south route along the old railway line through Bridgemount. This route is a specific development objective which has been included in Cork County Development Plans since 1996.

The Cork County Development Plan 2022 - 2028 recognises the Carrigaline TPREP as a robust transportation strategy to facilitate future sustainable development. Transport interventions will be supported by public realm interventions. It is recognised that the TPREP attempts to deliver maximum benefit / return from the existing road network and only to improve the network in the future after all modes of transport have been enhanced. The TPREP endeavours to enhance the sustainability of the town by influencing the movement of people and traffic through the town. This will be achieved through the delivery of new pedestrian walking (and cycling) routes which are planned to be developed as part of the Carrigaline TPREP.

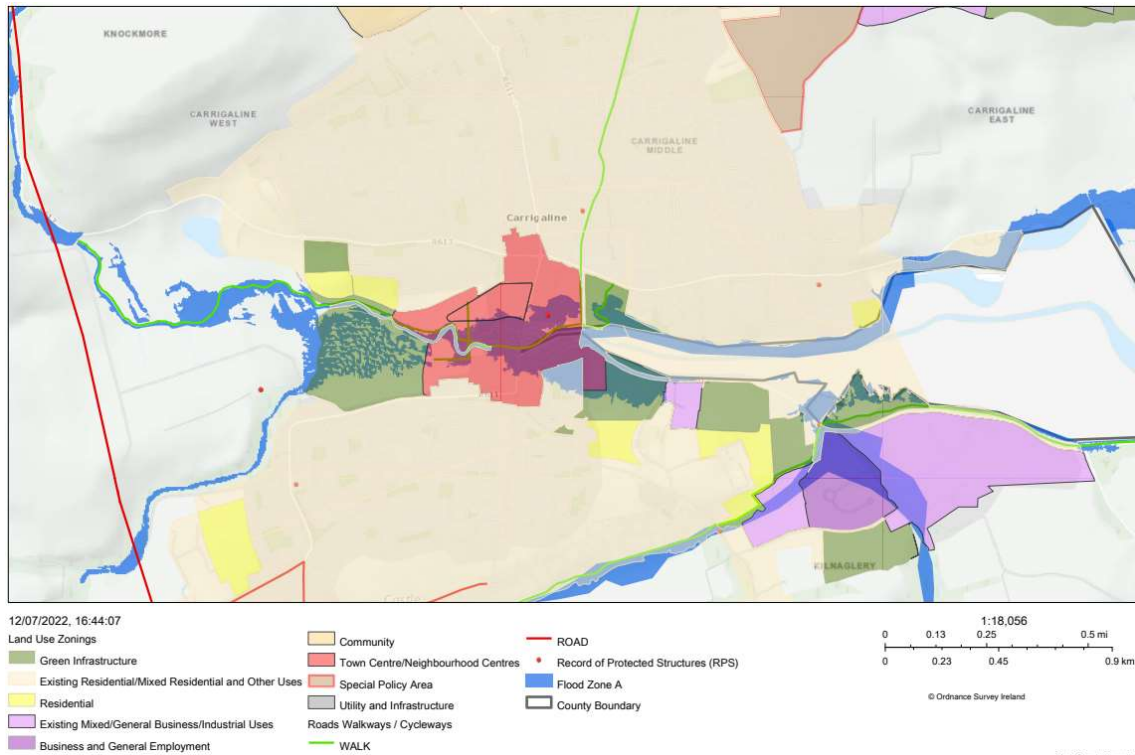


Figure 2 Cork County Councils Development Plan 2022 - 2028 (Carrigaline)

2.7 Cork Metropolitan Area Transport Strategy (CMATS)

The proposed routes have been identified as a primary route (CL-U1) through Carrigaline Main Street, and as a greenway (CL-GW1) through Bridgemount, in the Cork Metropolitan Area Transport Strategy 2040. The greenway route will form part of a route that will connect the strategic employment centre of Ringaskiddy with existing and proposed residential areas in Carrigaline. The primary route will form part of the main route through the town centre of Carrigaline connecting residential areas with town centre shopping and employment.

National Government Policies, The Cork County Development Plan 2022, and the Cork Metropolitan Area Cycle Network Plan policy documents, all support the CTPREP Phase 1A proposals.

2.8 Carrigaline Transportation and Public Realm Enhancement Plan

The Carrigaline TPREP was endorsed by the Carrigaline Municipal District Elected members in July 2021. This plan was also adopted in the Cork County Development Plan 2022 to 2028. The Carrigaline Transportation and Public Realm Enhancement Plan (TPREP) is an integrated transportation framework focused on addressing the transportation infrastructure and public realm enhancement required to support the sustainable development of Carrigaline. The TPREP included a comprehensive pedestrian and cycle network for Carrigaline. Cork County Council identified a number of key routes as critical infrastructure to be implemented in the short term. These routes, which are included within the Phases 1A project, provide the first building block in the desired transformation towards an increased active travel mode share and a corresponding reduction in car use in Carrigaline.

The Carrigaline TPREP and supporting infrastructure is in line with the 2040 National Planning Framework and National Development Plan 2018 – 2027 and its National Strategic Outcomes including Sustainable Mobility and Enhanced Regional Mobility.

It is also in line with the Cork Metropolitan Area Strategic Strategy (CMATS) principles which includes, for example, the provision of an efficient and safe transport network, to prioritise sustainable transport and reduce car dependency, to provide a high level of public transport connectivity and to enhance the public realm through traffic management and transport interventions.

3. Project Proposal

Cork County Council intends to develop & enhance pedestrian and cycle facilities, traffic management alterations and road layout reconfigurations within the town of Carrigaline. The proposed routes included in Phase 1B form the primary & secondary routes of the active travel network envisaged under the Carrigaline TPREP.

Carrigaline TPREP Phase 1B aims to connect residential areas in Carrigaline with places of employment, schools, sporting facilities, and local amenities. It will also provide infrastructure that will act as a recreational amenity for pedestrians and cyclists. The delivery of this scheme would also encourage a change in mindset with respect to mobility within the town itself. The delivery of this scheme is planned to connect with Phase 1A, which was approved by elected members in September 2022.

The scheme complies with national, regional, and local policy to improve accessibility, safety and prioritises active travel as alternative modes of travel. The proposed upgrades will continue to help transform Carrigaline from being congested and dominated by car to a cleaner, more sustainable & healthier town.

Benefits of this proposal:

- Encouraging sustainable modes of transport by expanding a high-quality active travel network and improve the priority of these transport modes in Carrigaline;
- Expected reduction of the dominance of the car in Carrigaline and providing a safer environment for vulnerable road users in the heart of the town;
- Prioritization of public transport;
- Formalisation of on-street parking;
- Improved active travel connections between residential estates employment, schools, sporting facilities, local amenities, and;
- Planting of native trees and pollinator friendly green space, resulting in a biodiversity net gain.

4. Project Description

The proposed locations of the Phase 1B scheme are:

- Cork Road (R-611) from Ballinrea Road (L-2464) roundabout to the Ballea Road (R-613) junction.
- Rose Hill (L-2495) from Upper Kilmoney Road (L-6501) to the junction with Castle Heights.
- Ballea Road (R-613) from Mill Lane (L-6572) to the junction with Pottery Road (L-2534).
- Church Road (R-613) from the junction with Cork Road (R-611) to the junction with The Estuary (L-9118).
- Rock Road (L-2490) from Church Road (R-613) to Laurelmount Drive (L-2539).
- Lower Kilmoney Road (R-611) from the roundabout at Castle Heights to the junction with Upper Kilmoney Road (L-6501) and also from the entrance to Woodview (L-6569) to the junction with Pottery Road (L-2534).
- Strand Road (L-2547) from the Carrigaline Library to the Lidl Roundabout.

The works that are proposed as part of Phase 1B are as follows:

- a) Provision of a segregated shared space on the western side of Cork Road;
- b) Provision of entry treatment at the junction of Main Street / Ballea Road / Church Road and Cork Road;
- c) Provision of raised entry treatments along Cork Road;
- d) Provision of segregated cycle tracks on both sides of the road for the majority of route, including a provision of shared space infrastructure at pinch points on Church Road;
- e) Provision of continuous footpaths on both sides of road for Church Road section and majority of Rock Road section;
- f) Introduction of formalised and reconfigured car parking outside the Church and School on Church Road;
- g) Provision of raised entry treatments along Church Road / Rock Road;
- h) Provision of a segregated cycle track southbound on Rose Hill;
- i) Adjustment to roundabout to negate northbound traffic from travelling on to Rose Hill;
- j) Provision of raised entry treatments along Rose Hill;
- k) Introduction of formalised parking along Kilmoney Road Lower;
- l) Provision of segregated cycle tracks on both sides of the road for the majority of the route, including a provision of shared space infrastructure at pinch points on Kilmoney Road Lower;
- m) Provision of continuous footpaths on both sides of road for majority of Kilmoney Road Lower;
- n) Provision of raised entry treatments along Kilmoney Road Lower;
- o) Provision of protected style junction on Kilmoney Road Lower / Pottery Road;
- p) Provision of active travel connectivity between Abbey View and Lower Clevedon;
- q) Provision of segregated cycle tracks on both sides of the road;
- r) Introduction of formalised car parking outside Carrigaline AFC;
- s) Provision of raised entry treatments along Ballea Road;
- t) Provision of continuous footpaths on both sides of road for entire Ballea Road section;
- u) Provision of segregated cycle track on north side of the road for the majority of the route on Strand Road, including a provision of shared space infrastructure upon entry on to Main Street; and
- v) Provision of signalised junction at Owenabue Bridge / Strand Road junction.**

5. Public Consultation Process

5.1 Overview

As referred to in the introduction, Cork County Council commenced the Part VIII Planning Process for Phase 1B of this project with the publication of a Press Notices in the Irish Examiner on 10th November 2023, and in the Carrigdhoun on the 25th November 2023. Also, site notices were erected at various locations throughout the scheme on the 10th November 2023. Project proposals were on public display in Cork County Council's Municipal District Office in Carrigaline, in Cork County Councils library in Carrigaline, and at the Planning Counter, ground floor, County Hall from the commencement date until 8th December 2023.

Plans and particulars of the proposed development were available for inspection and / or purchase for a fee of €15 per set from 10th November 2023 until 8th December 2023 between the hours of 09:00 to 17:00 at the following venues / locations:

- Lobby, Ground Floor, County Hall, Cork
- Carrigaline Municipal District Office, Church Road, Carrigaline Middle, Carrigaline, Co. Cork P43 E281
- Cork County Council's website at: www.corkcoco.ie/en/resident/planning-and-development/public-consultations/active-part-8-development-consultation ;

A virtual exhibition was available to view online from 10th November 2023 until 8th December 2023. This provided the general public with access to the plans and documentation in an exhibition-style setting.

The content included a variety of high-quality information and visualisations that can be outlined as follow:

- Welcome and Introduction
- Project Overview
- Street Drawings
- Proposed Views / Photo Montages
- Landscape Drawings
- Planning Documentation including an Appropriate Assessment Screening Report & Determination, Environmental Impact Assessment Screening Report, Ecological Impact Assessment Report, Part VIII Planning Report.

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, were able to be made on or before 17:00 on Friday December 22nd, 2023 as follows:

- Online submission form on Cork County Council's website at www.yourcouncil.ie; or
- In writing clearly marked: 'Part VIII – Carrigaline TPREP Phase 1B', Senior Engineer, Traffic & Transportation, Cork County Council, Floor 3, County Hall, Carrigrohane Road, Cork, T12 R2NC'.

5.2 Information provided in the Public Consultation

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

- Proposed Views;
- Appropriate Assessment Screening Report;
- Appropriate Assessment Screening Determination;
- Environmental Impact Assessment Screening Report;
- Ecological Impact Assessment Report;
- Landscape Drawings;
- Part VIII Planning Report; and
- Public Notice.

The proposed Part VIII planning application was also published in a virtual room accessed through the Cork County Council website, and on Facebook and Twitter.

6. Key Concerns Raised in Submissions

In total 32 submissions were received before the close of submission date of 22nd December 2023.

The matters raised in each of the submissions are addressed individually in Section 7.3. However, the main concerns raised are noted below.

1. Perceived safety risks;
2. Parking / accessibility;
3. Anti-social behaviour;
4. Environmental Impacts;
5. Traffic Management; and
6. Property Acquisition.

7. Part VIII Process

The response to submissions received from individuals, organisations, businesses, statutory consultees etc. are contained in Section 7.3.

7.1 Submissions

The following tables list the individuals and organisations that made observations or submissions before the deadline date. Also listed are the Statutory Consultees notified of the project and other agencies impacted by the scheme.

Individuals and Organisations

Name	Address	Date Received	Reference No.
Elliot O'Keefe	Belshade 6 Cork Rd, Carrigaline, Cork	10.11.2023	LAC561111188
Ben Woods & Rachel Hassett	Orchard House, Rock Road, Carrigaline, P43FD76, Cork	14.11.2023	LAC561578203
Mr Jimmy Wong	1st Floor, Owenabue Mall, Main Street, Carrigaline, Cork	14.11.2023	LAC561818401
Transport Infrastructure Ireland (TII)	c/o Tara Spain, 42A, Parkgate St, Dublin 8	16.11.2023	LAC562639156
Paula Desmond	26 Carrigmore, Carrigaline	17.11.2023	LAC562900548
Richard Harrington	Kingfisher Cottage, Kilmoney Road Lower, Carrigaline	17.11.2023	LAC562731128
Yvonne O'Donovan	76 Clevedon, Kilmoney Rd, Carrigaline	20.11.2023	LAC563232372
Paula Goggin	72 Clevedon lower, Kilmoney Road Lower, Carrigaline	24.11.2023	LAC564487136
Deirdre Giles	71 Lower Clevedon, Lower Kilmoney Road, Carrigaline	26.11.2023	LAC564807774
Kelvin D. Fall	Hilltop, Kilmoney, Carrigaline, Co. Cork P43 PT68	06.12.2023	LAC567415768
Patrick O'Flynn	Sweet Briar, Rosehill, Carrigaline	12.12.2023	LAC568843167
Uisce Eireann	Uisce Eireann, PO Box 6000, Dublin 1, D01 WA07, Ireland	12.12.2023	Email received 12/12/23
Peter Parbrook	Greystones, Carrigaline	17.12.2023	LAC570014257
Ursula Farwell	75 Clevedon, Kilmoney Road Lower, Carrigaline	17.12.2023	LAC570055216
Joanne O'Sullivan	6 Endsleigh, Ballea Road, Carrigaline	18.12.2023	LAC570390784

Sam McCormack	Main street, Carrigaline	18.12.2023	LAC570093601
Idoia Murphy	Lower Kilmoney Road, Carrigaline	19.12.2023	LAC570646454
Karen McCarthy	38 Clevedon, Carrigaline	19.12.2023	LAC570659783
Sean Murphy	2, Lower Kilmoney Road, Carrigaline	19.12.2023	LAC570649883
Michelle O Sullivan	Pipers Cross, Kilmoney, Carrigaline	20.12.2023	LAC570757400
Pat Twomey	The Rock, Carrigaline, P43 F752	20.12.2023	LAC570910943
Ronan and Jane O'Mahony	Ballea Road, Carrigaline, P43HD66	20.12.2023	LAC570960358
Aidan O'Donovan	3 Clevedon, Lower Kilmoney Road, Carrigaline, Co. Cork	21.12.2023	LAC571233654
Barry O'Sullivan	Pipers Cross, Kilmoney, Carrigaline, Co. Cork	21.12.2023	LAC571230036
Damien O'Sullivan	Pipers Cross, Kilmoney, Carrigaline, Co. Cork	21.12.2023	LAC571204214
Deirdre Dwane	Sent via email	21.12.2023	Email received 21/12/23
Gill and Ken Kiely	Pipers Cross, Kilmoney, Carrigaline, Co. Cork	21.12.2023	LAC571216577
Jerry O'Sullivan	Pipers Cross, Kilmoney, Carrigaline, Co. Cork	21.12.2023	LAC571233409
Kay O'Sullivan	3 Clevedon, Lower Kilmoney Road, Carrigaline, Co. Cork	21.12.2023	LAC571220621
Blake Walsh	Beechcrest, Lower Road, Crosshaven, Co. Cork	22.12.2023	LAC571376579
Charmaine McGowan	142 The Meadows, Belgooly, Co. Cork	22.12.2023	LAC571342102
National Transport Authority	Dun Sceine, Harcourt Lane, Dublin 2	22.12.2023	LAC571416861

Statutory Consultees

No.	Name	Date Received	Address
1.	National Parks and Wildlife Service	-	Department of Environment, Heritage and Local Government, Muckross House, Killarney National Park, Killarney, Co. Kerry
2.	The Heritage Council	-	Church Lane, Kilkenny
3.	An Taisce	-	Tailor's Hall, Back Lane, Dublin 8
4.	National Monuments	-	Development Applications Unit, Department of Arts, Heritage and the Gaeltacht, Newtown Road, Wexford
5.	The Arts Council	-	70, Merrion Square, Dublin 2

6.	Fáilte Ireland	-	Paddy Matthews, Manager of Environment and Planning, 88-95 Amien Street, Dublin 1
7.	Uisce Eireann	12/12/2023	Planning Notification, Irish Water, Colville House, 24-26 Talbot Street, Dublin 1
8.	Inland Fisheries Ireland - South West Region	-	Sunnyside House, Masseytown, Macroom, Co. Cork
9.	Environmental Protection Agency	-	EPA, Inniscarra, Co. Cork
10.	Transport Infrastructure Ireland	16/11/2023	Parkgate Business Park, Parkgate Street, Dublin 8.
11.	National Transport Authority	-	Dun Sceine, Harcourt Lane, Dublin, D02 WT20
12.	OPW	-	Jonathon Swift Street, Trim, Co. Meath
13.	Mary Sleeman	-	County Archaeologist, Floor 3, County Hall
14.	Mona Hallinan	-	Conservation Officer, Floor 3, County Hall
15.	Waterways Ireland	-	2 Sligo Road, Enniskillen, Co. Fermanagh BT74 7JY
16.	ESB Networks	-	Sarsfield Road, Wilton, Cork, T12 E367
17.	EirGrid Plc	-	60 Shelbourne Road, Ballsbridge, Dublin 4 D04 FW28
18.	Department of the Environment, Climate and Communications Marine and Natural Resources	-	9-31 Adelaide Road, Parkgate Street, Dublin 2 D02 X285
19.	Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	-	23 Kildare Street, Dublin 2, D02 TD30

7.2 Response to Submissions

Name	Address	Submissions Summary	Cork County Council Response
Elliot O'Keefe	Belshade 6 Cork Rd, Carrigaline, Cork	<p>My family residence is located at Postcode P43NV24, I have placed a red X on Dwg.24285392-ARP-1B-XX-DR-TR-0101 attached, I have also attached 'Proposed View 1' with a red X showing the house location. I have planning granted to move the entrance to my property 3m North, still on the Cork Rd (planning No 19/06116), also attached.</p> <p>My safety concern is for vehicles/people entering and leaving my property onto the existing footpath/Cork road. Currently e-scooters/e-bikes etc already travel at excessive speeds on this narrow footpath and when walking/driving from my driveway onto the footpath/road you run the risk of being struck by a fast moving pedestrian/bike/scooter and cars. By making this path a cycle lane I assume the footpath will be widened as currently it is not wide enough for two buggies, wheelchairs, bikes or dogwalkers to come against each other?</p> <p>The reason I have planning for an entrance change is to widen and deepen the entrance to my driveway to allow vehicles/people a clear view North and South before stepping/driving onto the footpath/road.</p> <p>I welcome all the progress and cycle lanes coming to Carrigaline but the safety for my family including 3 Children under 6 years of age is of concern when they can't walk (drive in time) out of their home safely and not directly onto a fast-paced cycle lane/road is a</p>	<p>The path on the western side of the Cork Road is proposed to be widened to allow for a shared space pathway, allowing for pedestrians, bicycles, and other forms of active travel to travel along it with more space to accommodate them. This wider path alongside the widening and deepening of your driveway should allow for a safer access / egress to and from your property at this location.</p> <p>The speed limit is also proposed to be lowered from 50km/h to 30km/h at this location which should also allow for safer access / egress to and from your property at this location.</p>

		concern. It would be great to find a solution to this issue	
Ben Woods & Rachel Hassett	Orchard House, Rock Road, Carrigaline, P43FD76, Cork	Hi There I am referring to your proposed plans at P43FD76 TREP Phase 1B and the proposed land acquisition of 1.1metres at our address. The drawings which were sent to us are based on old drawings. I have attached the new drawings for review. We are planning to start on the front boundary wall as outlined in the plans over the coming weeks. We would be grateful if someone from the council can come out and mark the proposed acquisition with yellow tape or pegs at your earliest convenience.	Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme. Subject to planning consent CCC surveyors will delineate the boundary
Mr Jimmy Wong	1st Floor, Owenabue Mall, Main Street, Carrigaline, Cork	Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme. Subject to planning consent CCC surveyors will delineate the boundary	This location is not within the boundary of the scheme for Phase 1B.
Transport Infrastructure Ireland (TII)	c/o Tara Spain, 42A, Parkgate St, Dublin 8	TII has no observations to make on this Part VIII.	Noted
Paula Desmond	26 Carrigmore, Carrigaline	Concern about wide cycleway at the grotto/ church. The plans impede people attending mass/funerals etc who need to park there. Also concerned about the impact of the plans for Owenabue carpark on disabled drivers as the rear carpark is too far away.	The proposed design for the layout of Church Road allows for safer and more attractive access for active travel modes to the church including cycling and walking. The protected cycle lanes and narrowing of the carriageway increase the attractiveness of cycling, while the narrowing of the carriageway and new raised crossing increase the attractiveness for

			<p>pedestrians to travel to the church at this location. These measures should allow for greater modal shift and allow people to get to the church in different modes than that of the private car.</p> <p>Parking still remains with 14 no. regulated spaces available to park along Church Road. The previous design had no regulated parking spaces.</p> <p>There will also be public car parking and a pedestrian link provided from the proposed Aldi Car Park off Main Street.</p> <p>The Owenabue car park is outside the scope of this project.</p>
Richard Harrington	Kingfisher Cottage, Kilmoney Road Lower, Carrigaline	<p>Slide #2 in the attached PPT shows the existing footpath which starts at 4.5M and tapers in to 2.1M. The proposed works will essentially remove my retaining wall and expand the size of the inner footpath in line with the outer footpath which will then become a bicycle lane.</p> <p>It is also proposed to have a footpath and bicycle lane on the opposite side of the road.</p> <p>The current view of this can be seen in the slides attached.</p> <p>I have measured current new bicycle lanes and paths, and the width is 2m footpath and 2m bicycle lane.</p> <p>The area opposite the Retaining wall is 6.2m in width (Shown in slide 4) which would allow for the bicycle lane and footpath while leaving an additional 2.2 M.</p> <p>I am proposing that the plans are changed to move the position of the road over 2m which would allow for my retaining wall and garden to be untouched and would be a much more streamlined and cost-effective approach.</p>	<p>The current proposal only allows for a shared space path on the southern side of the road at this location. This shared space needs to be on the southern side of the road to provide a link to the active travel route on Abbeyview / Woodview.</p> <p>The preliminary design options had looked at cycle lanes on both sides of the road along Kilmoney Road Lower, however, following the environmental and ecological assessment of the scheme, the proposed route has been selected to reduce the extent of works required along Kilmoney Road Lower. This was to avoid impact on sensitive surrounding environmental receptors, in particular hedgerow and treeline habitats.</p> <p>Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme.</p>

		<p>I would be extremely concerned with the potential structural risks to my property should my retaining wall be removed.</p> <p>It is also worth noting that there are multiple tonnes of stone back filled behind the retaining wall for structural stability and drainage.</p> <p>Furthermore, should the retaining wall be removed the stone will flow out onto the road and pull my garden along with it which has sewer pipes running along the inside of the wall also.</p>	
Yvonne O'Donovan	76 Clevedon, Kilmoney Rd, Carrigaline	<p>I'm writing to express concern about a proposed cycle lane linking Woodview and Lower Clevedon in the above Section 8 application. There is no logic in this proposal whatsoever. The 2 estates have never been linked and the Clevedon residents don't want them linked. Its a small estate of 81 houses and that's the way we want it to stay. Your drawing 10 conveniently doesn't show the infrastructure on the lower Clevedon side. Bikes and scooters coming along the road have to turn right at a busy junction to get back down onto the Kilmoney Road right into oncoming traffic coming into the estate. This will be a disaster in terms of health and safety and will undoubtedly lead to an injury or worse still a fatality. Only people who live in the Clevedon estate would be familiar with the dangers of this junction. People unfamiliar with it would not. It is a complete design cop-out by Cork County Council to try to railroad a cycle lane into an estate like this. If there isn't room for it on the Kilmoney road then it shouldn't be installed. The council would be better served in fixing the stone wall on the Kilmoney Road at this location rather than hair</p>	<p>The proposed shared facility linking Lower Clevedon and Abbeyview / Woodview has been removed from the plans in recognition of the comments received from the public consultation.</p> <p>Following the environmental and ecological assessment of the scheme, the proposed route has been selected to reduce the extent of works required along Kilmoney Road Lower. This was to avoid impact on sensitive surrounding environmental receptors, in particular hedgerow and treeline habitats. Removing this section of the project has prevented the removal of treeline and hedgerow habitat.</p>

		brained cycle lanes that no-one wants or needs. There is a large bulge in that wall at the moment and there is an extreme danger that the wall will collapse on top of someone walking past at some stage or worse a parent pushing a pram. Please remove this proposed cycle link between the Woodview and Lower Clevedon estate from your proposals.	
Paula Goggin	72 Clevedon lower, Kilmoney Road Lower, Carrigaline	As a resident of Clevedon Lower housing estate I have concerns regarding the creation of a shared use path entering the estate. I have concerns about safety and possibly public order. It is a secluded, private section of the estate where anti social behaviour would go unnoticed except for the houses in Clevedon overlooking the proposed path. I have observed gatherings of young people (men) drinking and climbing over the wall between the estates. I am a single resident approaching retirement age - I would have concerns about this proposed connecting pathway.	<p>The proposed shared facility linking Lower Clevedon and Abbeyview / Woodview has been removed from the plans in recognition of the comments received from the public consultation.</p> <p>The design of the scheme incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept that states that the proper design and effective use of the built environment can lead to a reduction in the opportunity, fear and incidence of predatory stranger-to-stranger type crime, as well as result in an improvement of the quality of life (of where and how we live, work and play). CPTED is the design or redesign of a venue to reduce crime opportunity and fear of crime through natural, mechanical and procedural means. CPTED is a crime prevention theory grounded in environmental criminology – namely, the proposition that carefully designed places such as building, parks, car parks, and other structures in the surrounding environments can improve the quality of life by deterring opportunities for crime and reducing the fear of crime.</p>
Deirdre Giles	71 Lower Clevedon, Lower Kilmoney Road, Carrigaline	As a resident of Lower Clevedon, Carrigaline, I question safety aspects in relation to traffic and cycle	The proposed shared facility linking Lower Clevedon and Abbeyview / Woodview has been removed from

		<p>movements in concurrent spaces and movement of delivery and rubbish collections. I also question the impact in terms of anti-social behaviour.</p>	<p>the plans in recognition of the comments received from the public consultation.</p> <p>The design of the scheme incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept that states that the proper design and effective use of the built environment can lead to a reduction in the opportunity, fear and incidence of predatory stranger-to-stranger type crime, as well as result in an improvement of the quality of life (of where and how we live, work and play). CPTED is the design or redesign of a venue to reduce crime opportunity and fear of crime through natural, mechanical and procedural means. CPTED is a crime prevention theory grounded in environmental criminology – namely, the proposition that carefully designed places such as building, parks, car parks, and other structures in the surrounding environments can improve the quality of life by deterring opportunities for crime and reducing the fear of crime.</p>
<p>Kelvin D. Fall</p>	<p>Hilltop, Kilmoney, Carrigaline, Co. Cork P43 PT68</p>	<p>We object very strongly to the proposal for several reasons Health & Safety being the main one. How can submissions be made for planning permission when the engineers are using out of date maps? If 1.1mtr. is taken from our front garden our wall will end up under our guttering and we will have no vision leaving our property, which is a health and safety concern to us and anyone using the new cycle lane.</p>	<p>The line of sight allows for pedestrians and cyclists to observe any people or activity ahead, and time to slow down, stop or react otherwise. The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This</p>

			engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme.
Patrick O'Flynn	Sweet Briar, Rosehill, Carrigaline	We are living on the Church Hill - Castle Heights road. We are one of those directly affected by the road widening. One observation. The cycle lane is on the opposite side of the road to us. Will there be plastic bollards protecting the cyclists? That we think will make it difficult for a truck to come in our drive.	It is noted that as the design progresses, and more detailed topographical survey is available, impacts on driveways and access will continue to be reviewed with changes incorporated if appropriate. The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Accessibility Audit of the scheme. There will be no plastic bollards protecting cyclists.
Uisce Eireann	Uisce Eireann, PO Box 6000, Dublin 1, D01 WA07, Ireland	Dear Sir/Madam, Please accept this submission in respect of the above-referenced Part 8 planning application for the proposed Carrigaline Transportation and Public Realm Enhancement Plan (Carrigaline TPREP) Phase 1B, Carragaline, Co. Cork. Uisce Éireann (UÉ) has reviewed the plans and particulars submitted with the application and have the following observations; Uisce Éireann has no objection in principle to the proposal, however our records indicate the presence of numerous water services infrastructure which may be impacted by the proposed development. Therefore, Uisce Éireann requests the applicant to liaise with Uisce Éireann during the final design stage of the proposed development works in order	Submission is noted. CCC will liaise with Uisce Eireann during the design phase and agree to follow the requirements outlined by Uisce Eireann in their submission.

		<p>to ascertain the impact on the existing Uisce Éireann network infrastructure so that protection works or replacement works can be agreed and carried out as appropriate.</p> <p>Uisce Éireann requests that prior to any works being undertaken, that the location of any / all watermain(s) / sewer(s) and any associated fittings shall be confirmed on the ground with the local water curator.</p> <p>The new kerb-lines should be set out on site so that the local water curator can ensure that the new kerb-line will not be sitting on top of the existing water main and sewer line as the new kerb-line appears very close to this nrastructure in the submitted drawings.</p> <p>Uisce Éireann requests that the integrity of the infrastructure shall be protected during the works and the Council's water service's engineer consulted prior to and during construction.</p> <p>Uisce Éireann respectfully requests any grant of permission be conditioned as follows:</p> <ol style="list-style-type: none">1. The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann's infrastructure shall be protected both during and after the completion of the works relating to this proposal.	
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Peter Parbrook	Greystones, Carrigaline	Concerns around Parking at Carrigaline AFC, cars will currently mount the pavement and park on the pedestrian pavement. There is zero point to place cycle lanes in a road way, when those lanes will not	Parking on cycle lanes is illegal and Cork County. The protected cycle lanes are slightly elevated and segregated from the vehicle carriageway by a low kerb. The elevation, kerb, coloured surfacing and

		<p>be kept clear, consider a higher kerb to prevent illegal parking/blocking.</p> <p>Concerns over accessibility of property, land acquisition brings entrance closer to junction, fears cars will park illegally for use of the Soccer Club, and impact visibility. Suggestions of yellow line locations to prevent.</p> <p>Concern of Speed of Cars turning into the Ballea Woods estate due to effective widening of the corner with the cycle lane. Would be good if the pedestrian ramp was sufficient as a speed bump to ensure drivers need to slow. Also suggest a local 30kph limit due to children crossing and wayward footballs.</p> <p>A number of detailed concerns around Land Acquisition - largely in relation to insufficient details, and environmental impacts / inaccuracy in landscape evaluation.</p>	<p>signage will clearly define the cycle lanes and in itself deter illegal parking.</p> <p>Regarding access to your property and cars turning too fast into Ballea Woods at this location, it is proposed to reduce the junction radii has been to slow turning vehicles and to provide a raised table to further slow down vehicles. Raised tables are effective measures for traffic calming and provides more visibility to pedestrians crossing the road. These measures should allow for safer access and egress to and from your property.</p> <p>Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme.</p>
<p>Ursula Farwell</p>	<p>75 Clevedon, Kilmoney Road Lower, Carrigaline</p>	<p>The Planners, while making an entrance from Abbey View into Clevedon so that Cyclists, Walkers and people pushing Buggy's, possibly also accompanied by young children, can bypass the footpath on Kilmoney Road have failed to take into account that everyone including young cyclists and including those accompanied by young children has to exit this road adjoining the main entrance to Clevedon at an extremely dangerous "blind" junction. Any car or Delivery Lorry or Bin Lorry turning left off the Kilmoney Road into Clevedon cannot have sight of anyone coming out of this side road until they have turned and entered the Estate at which point they are</p>	<p>The proposed shared facility linking Lower Clevedon and Abbeyview / Woodview has been removed from the plans in recognition of the comments received from the public consultation.</p>

		<p>faced with people crossing the main entrance to Clevedon, on a downward trajectory in order to once more access the footpath on Kilmoney Road, literally feet away from them and possibly too late to stop. Walkers, Cyclists and people pushing Buggy's exiting this road via a route they believe to be safe, onto the main entrance to Clevedon and crossing in order to once more access the Kilmoney Road footpath, cannot have sight of traffic making a left turn off Kilmoney Road until it is upon them.</p> <p>As a Taxpayer, I object to this unwarranted solution on the grounds that it poses a grave danger to the Public.</p>	
Joanne O'Sullivan	6 Endsleigh, Ballea Road, Carrigaline	<p>A great deal of active travel improvements that are very much welcomed from my perspective as a daily user by bike and foot and with pram.</p> <p>Big gap in connectivity between village and Mountain Road, however, that will leave my bike commute dangerous and an entire side of the town disconnected.</p> <ol style="list-style-type: none"> 1. I would, however, question why there is no advanced stopping box/bike box included at the junction of Church Road and Bothar Guidel to allow those on bicycles easily traverse the junction and join the new N-S cycle track on Bothar Guidel. This is a junction I use twice daily to travel to family in Kilnagleary, and often just filtering to the traffic lights is difficult. There needs to be a facility to easily transition from the proposed E-W bike lane to the N-S lane at these lights. 	<ol style="list-style-type: none"> 1. The proposed upgrade of this junction provides large shared space areas where cyclists traversing east – west or vice versa can cross Bothar Guidel safely together with pedestrians. The crossing of the road will be assisted by a pedestrian and cycle signal phase which will provide a conflict free opportunity to cross the road. 2. Noted. This is an enforcement issue. 3. Following the environmental and ecological assessment of the scheme, the proposed route has been selected to reduce the extent of works required along Kilmoney Road Lower. This was to avoid impact on sensitive surrounding environmental receptors, in particular hedgerow and treeline habitats. Removing this section of the project has

		<p>2. This is to be greatly welcomed, with a word of advice, to ensure that parked cars cannot “overhang” the footpath or cycle path as they currently do at the church side, often blocking my way while I walk along this stretch with the buggy.</p> <p>3. Kilmoney Road Lower is a MAJOR issue for my cycle commute. I use it to get from my home to Mountain Road and continue over Doolieve on to Riverstick and Belgooly. It is a horrible stretch of road to cycle, not at all to do with the road, but with the massive impatience and downright bullying of drivers. I am therefore delighted to see it get active travel improvement, but without segregated cycle tracks here, there will be no modal shift for any of the residents of Wrenville, Castleheights, etc. I am hugely disappointed that your plan has a watered down “option 5a”, that takes away segregation for cyclists at a crucial part of the road, basically dumping us out in front of vehicles, on an incline. Indeed, there is confusion within the Part 8 report itself on this design. Your documents state that the preferred option is option 5 (p.41), which includes segregation, but the drawings illustrate option 5a, which removes the cycle lane from Abbey View all the way to the junction of Wrenville, a crucial section that necessitates protection. Option</p>	<p>prevented the removal of treeline and hedgerow habitat.</p> <p>4. Noted.</p> <p>5. Noted. This is an enforcement issue.</p>
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		<p>5, with full segregation for the entire section, therefore, needs to be implemented in full.</p> <p>4. I am surprised and disappointed that there is another major omission from your plans – a crossing, which is badly needed, to allow pedestrians to safely cross the road at the Forrest Road junction (see below). In fact, between this omission and the gap in cycle path in this section, it seems there is no thought given to the connectivity of this whole side of Carrigaline with the town centre at all.</p> <p>5. This is great, once enforcement is in operation for those who will try and park on the new cycle paths and footpaths, as they currently do at peak match times.</p>	
Sam McCormack	Main street, Carrigaline	Mostly agree and support the plan, however reiterate the NEED for fully segregated cycle tracks in the plans (Option 5 yes, not 5A) - please continue to segregate cycle lanes as standard, as this makes them safer, cleaner + prevents illegal parking.	<p>Cork County Council notes this positive feedback on the scheme objectives.</p> <p>Following the environmental and ecological assessment of the scheme, the proposed route has been selected to reduce the extent of works required along Kilmoney Road Lower. This was to avoid impact on sensitive surrounding environmental receptors, in particular hedgerow and treeline habitats. Removing this section of the project has prevented the removal of treeline and hedgerow habitat.</p>
Idoia Murphy	Lower Kilmoney Road, Carrigaline	I am writing to you to express my concern at the planned development in Carrigaline which will result	The design of the scheme incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security

		<p>in a walkway and cycle track directly outside my house.</p> <p>I have lived in my current address for many years but recently I am terrified to be in my house alone, particularly at night.</p> <p>My partner is away from home frequently and each night I can see young men congregating right outside and it's obvious that drugs are being sold.</p> <p>With the planned new access, I genuinely fear that the situation will deteriorate further, and I will become a prisoner in my own home.</p> <p>I fully appreciate the desire to provide a safe means of travel along the Kilmoney road, the speed bumps have certainly helped but why not speed cameras as well?</p> <p>There is plenty of room alongside the current footpath, all the way up to its termination point, to widen it and add cycle lanes.</p> <p>I am also concerned that the planned works will narrow an already difficult to navigate road and the increase in foot traffic and bicycles will just further exacerbate the situation.</p> <p>I am not against progress and having lived in Carrigaline for many years its great to see the investment being made in the town. In this instance I would ask you to consider the alternatives I have mentioned.</p>	<p>concept that states that the proper design and effective use of the built environment can lead to a reduction in the opportunity, fear and incidence of predatory stranger-to-stranger type crime, as well as result in an improvement of the quality of life (of where and how we live, work and play). CPTED is the design or redesign of a venue to reduce crime opportunity and fear of crime through natural, mechanical and procedural means. CPTED is a crime prevention theory grounded in environmental criminology – namely, the proposition that carefully designed places such as building, parks, car parks, and other structures in the surrounding environments can improve the quality of life by deterring opportunities for crime and reducing the fear of crime.</p> <p>Submission is noted.</p> <p>The proposed facility is wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p>
Karen McCarthy	38 Clevedon, Carrigaline	The proposed route is going directly in front of sheltered housing and through a quiet residential park which will lead to unsocial activity and a	The proposed shared facility linking Lower Clevedon and Abbeyview / Woodview has been removed from the plans in recognition of the comments received from the public consultation.

		possibility of giving quick and easy access to people who are intent on criminal activities	The design of the scheme incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept that states that the proper design and effective use of the built environment can lead to a reduction in the opportunity, fear and incidence of predatory stranger-to-stranger type crime, as well as result in an improvement of the quality of life (of where and how we live, work and play). CPTED is the design or redesign of a venue to reduce crime opportunity and fear of crime through natural, mechanical and procedural means. CPTED is a crime prevention theory grounded in environmental criminology – namely, the proposition that carefully designed places such as building, parks, car parks, and other structures in the surrounding environments can improve the quality of life by deterring opportunities for crime and reducing the fear of crime.
Sean Murphy	2, Lower Kilmoney Road, Carrigaline	<p>Having lived at this address for 25 five years and nearing retirement I wish to be able to enjoy my residence, its seclusion is the primary reason I purchased it.</p> <p>Your proposal will bring large numbers of pedestrians and cyclists into direct contact with cars and is ill conceived.</p> <p>It will also place the pedestrians using the new pathway into direct contact with the entry to the estate for vehicles and place them at considerable risk as vehicles turning right from the town direction will not be able to see them, you have created a blind corner.</p> <p>The cul de sac is already plagued by anti-social behaviour including the blatant sale of drugs. There</p>	<p>The proposed shared facility linking Lower Clevedon and Abbeyview / Woodview has been removed from the plans in recognition of the comments received from the public consultation.</p> <p>The design of the scheme incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept that states that the proper design and effective use of the built environment can lead to a reduction in the opportunity, fear and incidence of predatory stranger-to-stranger type crime, as well as result in an improvement of the quality of life (of where and how we live, work and play). CPTED is the design or redesign of a venue to reduce crime</p>

		<p>have also been several assaults, indecent in nature, by people accosting passers-by and now you are proposing to open up the area and provide more scope for this type of behavior.</p> <p>A better solution would have been to cut back the bank on the Kilmoney road to widen the footpath and allow you to add cycle lanes, but I suspect the easy cheap option was taken without any thought as to its impact on residents.</p> <p>The fact that no notices advising of the planned works were posted outside the estate only supports my claim of lazy planning.</p> <p>Having looked at the proposal I believe that you have failed to recognize an obvious flaw, people will continue to use the existing footpath rather than walk uphill through a secluded area known for unsavory incidents in the past.</p>	<p>opportunity and fear of crime through natural, mechanical and procedural means. CPTED is a crime prevention theory grounded in environmental criminology – namely, the proposition that carefully designed places such as building, parks, car parks, and other structures in the surrounding environments can improve the quality of life by deterring opportunities for crime and reducing the fear of crime.</p> <p>Following the environmental and ecological assessment of the scheme, the proposed route has been selected to reduce the extent of works required along Kilmoney Road Lower. This was to avoid impact on sensitive surrounding environmental receptors, in particular hedgerow and treeline habitats. Removing this section of the project has prevented the removal of treeline and hedgerow habitat.</p>
Michelle O Sullivan	Pipers Cross, Kilmoney, Carrigaline	<p>We only recently purchased this land & will lose all privacy, we wouldn't've of built the house if we knew there would be a lot of people walking right past it our sons bedroom is at front of house. We will lose garden space and safe parking for our cars. We also just paid €12,000 to get drive tarmacked.</p>	<p>Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme.</p>
Pat Twomey	The Rock, Carrigaline, P43 F752	<p>The Council propose to acquire 15.7 sq metres of our land to facilitate the implementation of Phase 1B Part VIII of TPREP. This may remove the safe exit from our property. Flor O'Sullivan was to contact me to discuss this but so far has not. Fri 22 Dec is the deadline for making submissions.</p>	<p>Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme.</p>
Ronan and Jane O'Mahony	Ballea Road, Carrigaline, P43HD66	<ul style="list-style-type: none"> The plans would require the removal of our current boundary which is made up of mature hedging, bushes and trees ranging 	<p>Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This</p>

		<p>from 12feet in height – 17feet (in the highlighted area). Our boundary offers security, a full safe enclosure for our children and dogs, noise reduction from the busy road and privacy. Any changes to our existing boundary would compromise all of these and our family's safety is, as you can understand our priority.</p> <ul style="list-style-type: none"> Concerns relating to privacy RE any potential replacement physical boundary: As one of the original homes on the Ballea road we are on a raised sight, any changes to our mature existing boundary to one of a reduced height would open us up to overlooking directly into our main living space from the housing estate directly across the road, road users and home owners in the direction of the busy primary school and also direct passersby on the road / footpath / cycle lanes. We value our privacy and find this a huge privacy and safety concern. A reduction and change to our existing boundary would also lead to an unacceptable increase in the noise levels from the road and passing pedestrians. In relation to vehicles entering and exiting the lane across the proposed footpath and cycle lane, we have a safety concern as this requires cars to travel over the pedestrian lanes and is a potential issue for all. With cyclists moving at speed and the 	<p>engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme.</p> <p>The line of sight allows for pedestrians and cyclists to observe any people or activity ahead and time to slow down, stop or react otherwise. The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>Traffic management measures and construction management will be in place to reduce and minimise disruption for the duration of the works.</p> <p>As part of the Part VIII planning application, both an Environmental Impact Assessment Screening Report and an Ecological Impact Assessment Report have been carried out. Construction best practice, such as hand digging around trees, will be undertaken to ensure as many trees as possible can be retained in their current location. Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p> <p>There are currently no formal carparking spaces along Ballea Road, however cars are parked informally along this road. It is proposed to introduce formalised</p>
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		<p>encouragement of children to use the new lanes the potential for accidents needs to be reduced and examined. We wish to highlight this issue.</p> <ul style="list-style-type: none"> • Our existing boundary is abundant with berry bushes for which we harvest fruit for Jam and a safety for a host of wildlife from birds, to bees, to butterflies and many many more. Removal of this wildlife safe haven would leave many animals vulnerable and displaced. • We have concerns relating to the negative effects of the proposed new boundary and reduction of site size on the fiscal value, appeal and desirability of our property. • We intend to build and develop our land, a loss of land is detrimental to these plans. Also we fear potential issues we may have with our future planning due to the encroached proposed new land boundaries proximity to the road etc. Another concern relating to this point is any delays from planning approval, to the start and completion of the proposed works, would restrict us from using and developing our land fully until a replacement boundary is constructed. • We have a strong concern in relation to access and disruption for the duration of the proposed works for the residents of our lane. As our lane is narrow any works on the main 	<p>car parking outside Carrigaline AFC which will result in a total of 15 no. new car parking spaces.</p>
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		<p>road would interfere with entering and exiting the lane and we are concerned about not only our own access but that of emergency vehicles having issues accessing the lane should their services be required.</p> <ul style="list-style-type: none">• The proposed plans would remove the collection area used by homes on the lane for waste collection, bins would have to be left obstructing the cycle lanes causing a potential issue to users. An alternative area would need to be created to facilitate this essential service.• We highlighted an issue relating to the area of land the department is proposing to acquire to Engineer Flor O'Sullivan, Re the boundary line and dimensions to the west on the drawings originally provided and sought clarity and an updated drawing for same. This clarity or drawing was never provided.• Removal of an essential hard shoulder used for school drop off and pick up would disperse cars to surrounding housing estates and private property creating congestion and access issues. This is a concern for the disruption to residents lives, homes and property access in case of emergency, as seen in other areas in Carrigaline.	
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<p>Aidan O'Donovan</p>	<p>3 Clevedon, Lower Kilmoney Road, Carrigaline, Co. Cork</p>	<p>I object to the proposed option for the Kilmoney Road Lower- especially the sixth option -reference option 5a.</p> <p>This option is a short cut hodge podge approach to the problem and is inefficient and is detrimental to the safety of pedestrians and cyclists.</p> <p>Option 5a brings pedestrians and cyclists into a busy housing estate with two visible pinch points and two blind spot corners created at the junction entrance/exit of Lower Clevedon and Woodview. These are already dangerous junctions to negotiate between frustrated parents and other drivers trying to get out onto the main road at peak traffic times and for school pick up times throughout Carrigaline. The Estate is also a 'waiting point' for cars whose drivers are waiting to pick up passengers from the buses that stop outside Clevedon.</p> <p>This problem will only get worse with extra pedestrians, cyclists, dog walkers and e-scooters being encouraged to use this new shared facility walkway using the internal roadway of the housing estate as a shared facility -"madness"!!</p> <p>This option 5a where Pedestrians and cyclists are going to be funnelled into a housing estate where cars are parked on the kerb side and will have to use this shared facility with utility trucks, landscape contractors and Council contractors, who park their vehicles at the entrance/exit of Woodview and Lower Clevedon during the summer time and when maintenance has to be carried out on overhead cable, street lighting – not to mention maintenance</p>	<p>The proposed shared facility linking Lower Clevedon and Abbeyview / Woodview has been removed from the plans in recognition of the comments received from the public consultation.</p> <p>Following the environmental and ecological assessment of the scheme, the proposed route has been selected to reduce the extent of works required along Kilmoney Road Lower. This was to avoid impact on sensitive surrounding environmental receptors, in particular hedgerow and treeline habitats. Removing this section of the project has prevented the removal of treeline and hedgerow habitat.</p> <p>The design of the scheme incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept that states that the proper design and effective use of the built environment can lead to a reduction in the opportunity, fear and incidence of predatory stranger-to-stranger type crime, as well as result in an improvement of the quality of life (of where and how we live, work and play). CPTED is the design or redesign of a venue to reduce crime opportunity and fear of crime through natural, mechanical and procedural means. CPTED is a crime prevention theory grounded in environmental criminology – namely, the proposition that carefully designed places such as building, parks, car parks, and other structures in the surrounding environments can improve the quality of life by deterring opportunities for crime and reducing the fear of crime.</p>
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		<p>to the road surface and drains and trees along the main road.</p> <p>This new proposed walkway between Lower Clevedon and Woodview will have to negotiate an approximate twenty-foot land gradient between the two estates and will be unsuitable to persons with reduced mobility and wheelchair users, including young families with prams.</p> <p>Whatever structure is used to overcome this gradient it will just become a haven for unsociable behaviour – alcohol and drug use and will be an unsecured route for the vulnerable pedestrians that are forced to use this route.</p> <p>The only option for this proposed route- Is a cycle path on both sides of the road. This cycle path will parallel the whole roadway from the town centre, starting down by the service station/Co-Op end of the road and traveling all the way up to the Wrenville side of Carrigaline.</p> <p>This cycle pathway would need further sufficient lighting and traffic calming in place to keep pedestrians and cyclists safe and secure for its use.</p>	
Barry O'Sullivan	Pipers Cross, Kilmoney, Carrigaline, Co. Cork	<p>Firstly I have had zero notification or communication about this proposal from the council even though it is running along the front of my house. I have had to get second hand information from my neighbours which is all wrong.</p>	<p>Cork County Council commenced the Part 8 Planning Process for this project with the publication of a Press Notices in the Irish Examiner on 10th November 2023, and in the Carrigdhoun on the 25th November 2023. Also, site notices were erected at various locations throughout the scheme area on the 10th November</p>

		<p>I drive a large van for work I wont be able park or maneuver my van safely if this proposal goes ahead. I also invested a lot of money in re-surfacing my drive with tarmac this will have to be dug up now as a result.</p> <p>I am single man in his 60's living on my own, I would we feel very unsafe in my home with the possibility of anti-social behaviour happening outside my house and i would also feel intimidated with young teens gathering on the path outside my house.</p>	<p>2023. Project proposals were on public display in Cork County Council's Municipal District Office in Carrigaline, and at the Planning Counter, ground floor, County Hall from the commencement date until 8th December 2023.</p> <p>Statutory Consultees were furnished with copies of the relevant documentation, and their views were sought. The closing date for receipt of submissions was 8th December 2023. In total, 32 submissions were received by the closing date, and included observations from businesses, statutory consultees, and private residents.</p> <p>A virtual exhibition was available to view online from 10th November 2023 until 8th December 2023. This provided the general public with access to the plans and documentation in an exhibition-style setting. The content included a variety of high-quality information and visualisations that can be outlined as follow:</p> <ul style="list-style-type: none"> • Welcome and Introduction • Project Overview • Street Drawings • Proposed Views / Photo Montages • Landscape Drawings • Planning Documentation including an Appropriate Assessment Screening Report & Determination, Environmental Impact Assessment Screening Report, Ecological Impact Assessment Report, Part VIII Planning Report.
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Damien O'Sullivan	Pipers Cross, Kilmoney, Carrigaline, Co. Cork	Invasion of privacy, losing a big portion of front garden, there isn't sufficient space to park cars out	The design of the scheme incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security

		<p>the front of house if this project goes ahead, potential of anti-social behaviour outside property.</p> <p>Plenty of available ground across from property in Kilmoney Heights estate to make wide foot/cycle paths, have recently spent a lot of money re-surfacing drive with tarmac this will have to be dug up now if proposal goes ahead.</p> <p>Son's bedroom is at the front of the house and if a footpath is put down it will be outside his window and with pedestrians and anti-social behaviour. Won't have any privacy as pedestrians and cyclist will be staring into our house.</p> <p>Increased potential accidents outside house if vehicles are turning into drive across a footpath</p>	<p>concept that states that the proper design and effective use of the built environment can lead to a reduction in the opportunity, fear and incidence of predatory stranger-to-stranger type crime, as well as result in an improvement of the quality of life (of where and how we live, work and play). CPTED is the design or redesign of a venue to reduce crime opportunity and fear of crime through natural, mechanical and procedural means. CPTED is a crime prevention theory grounded in environmental criminology – namely, the proposition that carefully designed places such as building, parks, car parks, and other structures in the surrounding environments can improve the quality of life by deterring opportunities for crime and reducing the fear of crime.</p> <p>It is noted that as the design progresses, and more detailed topographical survey is available, impacts on driveways and access will continue to be reviewed with changes incorporated if appropriate. The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>
Deirdre Dwane	Sent via email	<p>I am writing with regard to section 4.5 of above, regarding Lower Kilmoney Road. A few queries please.. I note a proposal on page 10 of street drawings to put a shared pathway between Abbey View and Clevedon. Will this mean pedestrians and cyclists travelling east will be expected to turn into Clevedon, up a steep incline, turn left to travel parallel to existing road? Does this mean pedestrians/</p>	<p>The proposed shared facility linking Lower Clevedon and Abbeyview / Woodview has been removed from the plans in recognition of the comments received from the public consultation.</p> <p>Quiet street treatment: They are called Quiet Streets due to the low amount of general traffic and are deemed suitable for cyclists</p>

		<p>cyclists will be on roadway within Clevedon estate? This is currently a cul de sac with a turning circle at end. And within Abbey View this portion of road is busy serving estates Woodview and Abbey View and Carrigaline Day care centre for elderly. There is Sheltered housing for elderly along this stretch. Or is the intention to widen existing footpath at road level? There is a wide verge here, with mature trees / shrubs at southern side (inner side within estate). These trees/ shrubs provide great privacy/ sound barrier for residents from heavy traffic. I note a planning notice at Abbey View, but none at Clevedon. What does " quiet street treatment " mean?</p>	<p>sharing the roadway with the general traffic without the need to construct segregated cycle tracks or painted cycle lanes.</p>
Gill and Ken Kiely	Pipers Cross, Kilmoney, Carrigaline, Co. Cork	<p>As homeowner we have a child with AUTISM and as he is a flight risk we need to have guarantee that his safety is upmost important the noise from the public passing . We also just laid €12000 worth of tarmac and would not have done if we knew these plans were in place</p>	<p>Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme.</p>
Jerry O'Sullivan	Pipers Cross, Kilmoney, Carrigaline, Co. Cork	<p>I am a widower in my 80's living in a granny flat, there is a junction outside my sitting room window if this proposal goes ahead there will loitering and anti-social behaviour happening outside my sitting room I will feel very unsafe and would be very nervous of anything happening to me.</p> <p>My lovely big garden outside my granny flat will be gone if the proposal goes ahead, my drive is tight enough as it is, if it was to get any smaller it would be very hard to manoeuvre my van in a safe manner and park it safely.</p>	<p>The design of the scheme incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept that states that the proper design and effective use of the built environment can lead to a reduction in the opportunity, fear and incidence of predatory stranger-to-stranger type crime, as well as result in an improvement of the quality of life (of where and how we live, work and play). CPTED is the design or redesign of a venue to reduce crime opportunity and fear of crime through natural, mechanical and procedural means. CPTED is a crime prevention theory grounded in environmental</p>

			<p>criminology – namely, the proposition that carefully designed places such as building, parks, car parks, and other structures in the surrounding environments can improve the quality of life by deterring opportunities for crime and reducing the fear of crime.</p> <p>It is noted that as the design progresses, and more detailed topographical survey is available, impacts on driveways and access will continue to be reviewed with changes incorporated if appropriate. The final designs will be rigorously assessed against all relevant design standards. In particular, vulnerable road user safety will be assessed through a Road User Audit, Road Safety Audit and Disability Audit of the scheme.</p>
Kay O'Sullivan	3 Clevedon, Lower Kilmoney Road, Carrigaline, Co. Cork	<p>I object to the proposal of the pathway between Woodview & Clevedon on the grounds that I purchased my home in a quiet cul de sac and the increased traffic will having a huge negative effect on us as residents, with the increased noise levels and potential increased unsociable behaviour we already are dealing with in this area. Seamus McGrath has been made aware of this.</p> <p>The proposal makes no sense, as this pathway will emerge onto a turning circle use by residents and large utility trucks on a regular basis. It can already be seen that Woodview, Clevedon and Abbyview have congestion with cars parking on the roads within the estate as most families now have 2/4 cars per household.</p> <p>The safest option looking at the proposals is that the cycle lane has to be parallel to the existing road both</p>	<p>The proposed shared facility linking Lower Clevedon and Abbeyview / Woodview has been removed from the plans in recognition of the comments received from the public consultation.</p> <p>Following the environmental and ecological assessment of the scheme, the proposed route has been selected to reduce the extent of works required along Kilmoney Road Lower. This was to avoid impact on sensitive surrounding environmental receptors, in particular hedgerow and treeline habitats. Removing this section of the project has prevented the removal of treeline and hedgerow habitat.</p>

		<p>into and out of the village. This would be the safest, and most secure and well-lit option for the public. Serious consideration must be given also to the residential traffic that would be coming from both estates and bringing bike users across these laneways would endanger all concerned within the estate. The proposal to connect these two estates is flawed and detrimental - as it now becomes a shared facility/roadway, where traffic from Abbeyview coming down onto Woodview, which houses families and elderly people, would have to merge with cyclist and pedestrians coming from the pathway via Clevedon.</p>	
<p>Blake Walsh</p>	<p>Beechcrest, Lower Road, Crosshaven, Co. Cork</p>	<p>The drawings show the boundary wall being CPO'd but the visuals show it remaining in place. Does that mean it will be re-built further inside the property or it will stay as it is, but it will no longer belong to the property? • There are 5 steps at the front of the property which are removed in the visual image, I don't understand how it's possible to remove these given the gradient. • There is no consideration in the documents for the vehicular entrance – for example there is currently a significant drop in height between the path and the road but that doesn't seem to have been factored in. This visual just shows the path continuing. Also, will parking space within the property be reduced if the wall is being moved inwards? • There is also a wall running along the southern side of the building which is going to be impacted, I don't fully understand how this is going to be dealt with given that the visuals show some of it removed. • A wall is being removed on the northern</p>	<p>It is proposed that the footpath and boundary wall will be acquired by CCC. In the preliminary design stage, various options were looked at regarding the proposed design here. At the detailed design stage, a more detailed survey will be undertaken of this area, allowing for a better evaluation of the design regarding the gradients, interface between the footpaths and the entrances to the property / properties at this location., the details of the boundary wall, steps and footpath at this location will be evaluated in the detailed design stage.</p> <p>Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme. This process will fairly assess the impact of the proposed scheme on properties and provide for</p>

		<p>side of the property and the visuals show that it's not being rebuild. I don't understand why it's not. Is it because the garden is being CPO'd? Part of the garden at the north part of the property is labelled in the documentation as "green area" even though it is not included as the maps as CPO. • The projected visuals show part of the property with a flower bed being removed however this is not then included in the CPO Map. • The calculation for the land acquisition is incorrect. For example, part of the northern boundary is being CPO'd but not included in the drawing. Likewise on the western side part of the land being CPO'd has not been included.</p>	<p>mitigation measures including for the construction of new boundary walls.</p>
<p>Charmaine McGowan</p>	<p>142 The Meadows, Belgooly, Co. Cork</p>	<p>It has recently been announced that there will be significant funding for a Cork to Kinsale route. Those same cyclists can also use the Velo 1 signage that is in place. In order to achieve interconnectivity and benefit this infrastructure I would strongly recommend that option 5 be progressed in respect of the treatment of Kilmoney Road Lower. The report clearly articulated that "Option 5 is the preferred option for Kilmoney Road Lower, as it combines the best facilities and has minimal landtake in constrained areas.". The report then seems to take a contradictory approach of proposing option 5a to reduce the "the extent of works required of the option between the junction of Kilmoney Road Lower and Pottery Road and the junction of Kilmoney Road Upper and Kilmoney Road Lower". It is my view that the works required for this scheme are entirely necessary in order to</p>	<p>Cork County Council notes this positive feedback on the scheme objectives.</p> <p>Following the environmental and ecological assessment of the scheme, the proposed route has been selected to reduce the extent of works required along Kilmoney Road Lower. This was to avoid impact on sensitive surrounding environmental receptors, in particular hedgerow and treeline habitats. Removing this section of the project has prevented the removal of treeline and hedgerow habitat.</p>

		<ul style="list-style-type: none"> • be an exemplar of connectivity in the context of one of the largest urban centres in Cork • provide the residents of Kilmoney Road Lower with infrastructure to enable safe cycling and walking ways • allow safe connectivity for those coming from Belgooly, Riverstick and Kinsale (and Norway and Portugal for those on the velo 1 route!) • complete the piece and continue the strong communication to motorists that the infrastructure for cyclists and walkers as equal users of the thoroughfare until clear signage indicates it is ended • strongly resonate with the Cork climate action plan that clearly articulates the need to move away from fossil fuels. <p>It is surely way beyond the time when we have to continue business in giving priority to the motorist in places where people live and move about. This would necessitate that pinch points would be treated differently with priority for cyclists and pedestrians rather than primacy being afforded to motorised vehicle users.</p> <p>There can surely be replanting of hedgerows and trees as a priority to “avoid impact on sensitive surrounding environmental receptors, in particular hedgerow and treeline habitat. Removing this section of the project has prevented the removal of c.400m</p>	
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		<p>of treeline and hedgerow habitat.” The local population could be involved in this planting. Be brave and continue the support and safety of active travellers on this stretch by progressing option 5. Now is the time to spark opportunity. I have just walked my children from the safe routes to school footpath in front of the school in Belgooly and this is a great example of the place making and the active travellers being supported even though it challenged the dominance of the car user and took time to get it over the line. Many thanks for the super suite of documents and interactive approaches to facilitate my involvement.</p>	
<p>National Transport Authority</p>	<p>Dun Sceine, Harcourt Lane, Dublin 2</p>	<p>The National Transport Authority (NTA) submits the following observations for the Councils consideration.</p> <p>The NTA, in collaboration with Cork County Council, Cork City Council and TII, completed a transport strategy for the Cork Metropolitan Area (CMATS) in 2020, which provides a long-term strategic planning framework for the integrated development of transport infrastructure and services for the period up to 2040. CMATS sets out a phased implementation plan for the short, medium and long terms, which is intended to guide the progress of projects identified as being required to meet the anticipated demand for transport, in a manner which is consistent with CMATS’ objectives.</p> <p>In regard to the subject scheme under the Carrigaline TPREP Phase 1B, the NTA would consider</p>	

		<p>the objectives informing the proposal to be complementary to those of CMATS as they relate to the development of improved pedestrian, cycle and public transport networks and the improved provision for movement by sustainable transport modes.</p> <p>The NTA is therefore supportive in principle of the proposed scheme, this being based on the assumption that all subsequent phases, including detailed design, will be undertaken in consultation with the NTA.</p> <p>Related to this, in regard to other transport projects of relevance to Carrigaline, including <i>Cork Bus Network Redesign</i> and the associated provision of bus stops, the NTA would place a critical emphasis on the need for a collaborative and complementary approach to be taken between projects, in a manner which usefully informs the outstanding phases in the subject scheme's development. 2</p> <p>I trust the views of the NTA will be taken into consideration.</p>	
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7.3 Statutory Consultees

Number	Name	Matters Raised	Cork County Council Response
1.	Uisce Eireann	Irish Water apparatus in vicinity. Protect their assets, and no construction above where their assets are located.	Noted - Irish Water apparatus in vicinity, and CCC agree to comply with requirements noted in Uisce Eireann submission.
2.	Transport Infrastructure Ireland	No specific observations to make.	Nil

7.4 Planner's Report

Carrigaline Transportation and Public Realm Enhancement Plan (TPREP) Phase 1B

Carrigaline, Co. Cork

Part 8 Planning Report



Comhairle Contae Chorcaí

Cork County Council

Location and Nature of Development

The Carrigaline TPREP is a strategic transportation plan for the town which outlines the required infrastructure to encourage more walking, cycling and public transportation use. The vision of the TPREP is to provide a framework for an integrated transport network for Carrigaline with the purpose of rejuvenating the town centre, enhancing cycle and pedestrian amenities for residents and promoting connectivity with surrounding destinations by sustainable travel modes.

The Carrigaline TPREP is an integrated transportation framework focused on addressing the transportation infrastructure and public realm enhancement required to support sustainable development in Carrigaline. The TPREP includes for comprehensive cycle and pedestrian networks in Carrigaline, as well as the prioritisation of public transportation and enhancement of public realm infrastructure in the town. The key objectives identified in the TPREP are:

1. Rejuvenate the Carrigaline town centre;
2. Ease congestion and the dominance of private car in Carrigaline through the provision of sustainable transport infrastructure; and
3. Create new public realm opportunities with increased accessibility for all.

The proposed development - TPREP Phase 1b - includes a network of pedestrian and cycle routes within Carrigaline which will enhance the priority of these modes of transport. These routes forms part of a comprehensive pedestrian and cycle route network that was identified in the Carrigaline TPREP study carried out in 2020 and 2021. The proposed development encompasses six routes including:

1. Cork Road from the Ballinrea Road Roundabout at the northern edge south to the Ballea Road Roundabout;
2. Rose Hill from the Kilmoney Road Upper Junction in the north to the Rose Hill Junction to the south;
3. Ballea Road from the Mill Road Roundabout (to the west) to the Junction with Main Street (in the east);
4. Church Road from the Cork Road/R612 Junction (to the west) to the Junction with an unnamed road east of The Estuary. This section also extends from the Junction at Church Road and Rock Road in the south to the Junction of Fernhill Road and Laurelmount Drive in the north;
5. Kilmoney Road Lower between the entrance to Dairygold Co Op Superstore and Abbey View, and between Castle Heights and Upper Kilmoney Road; and
6. Strand Road from Dunnes Stores to the southern edge of Bothar Guidel Bridge and east to Owenabue Sail Garden.

The works will involve the provision of:

- segregated shared spaces - Cork Road, pinch points on Church Road and Strand Road;
- segregated cycle tracks - Rose Hill, Ballea Road, Church Road, Kilmoney Road Lower and Strand Road;
- formalised car parking – Ballea Road (Carrigaline AFC), Church Road (Church & School) and Kilmoney Road Lower;
- continuous footpath – Ballea Road, Church Road, Rock Road and Kilmoney Road Lower;
- realignment of roads, roundabouts and junctions – Rose Hill, Kilmoney Road; and
- provision of new signalised junction at Oweabue Bridge/Strand Road junction.

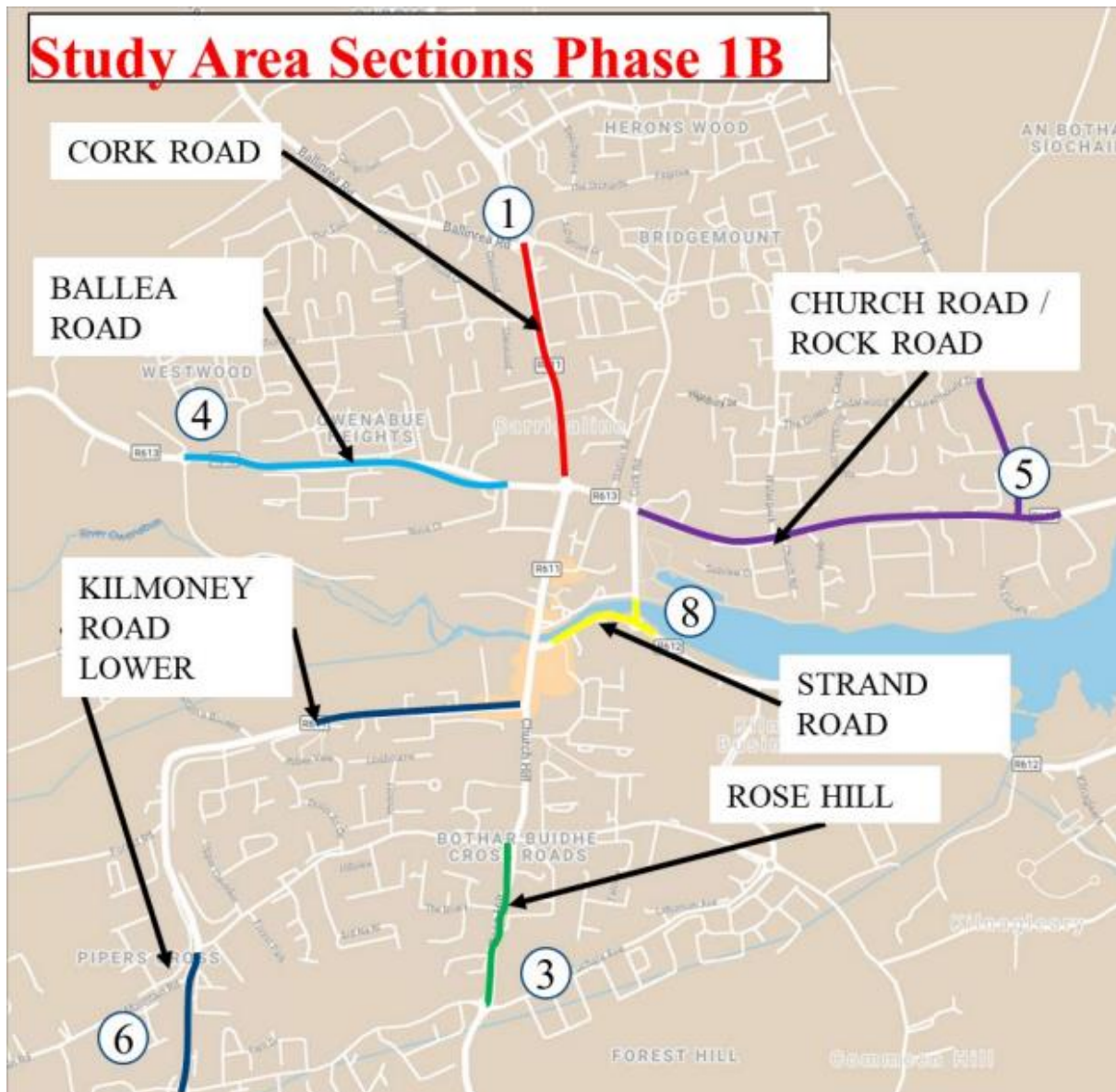
The project will also involve the introduction of signage (quiet streets) and speed control measures including the introduction of raised ramps at various points around the scheme. Most of the works will be undertaken within existing road or footpaths networks, however the works will require the removal of treelines, scattered trees, hedgerows and amenity grassland habitats in some locations including Ballea Road, Fernhill Road, Church Road, Kilmoney Road, Church Hill, Rose Hill and the R611.

New tree and hedgerow planting is proposed as part of the landscaping scheme associated with this project and it is proposed to install SuDS features as part of the landscaping scheme. The proposed physical works include:

- excavations of existing road and pathway surfaces and repaving of the street to include installation of new footpaths and cycle tracks;
- installation of new drainage into the existing drainage network;
- installation of street lighting; and
- new landscape planting (including SuDS features).

Surface water run-off will enter the existing surface water drainage system or will be discharged via the stormwater network. No dewatering will be required. All works will be implemented in accordance with a Construction and Environmental Management Plan as standard.





Figures 1 and 2: Project Extent

Policy context

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

Sustainable Mobility is one of the 11 strategy statements of the RSES strategy. *Low Carbon Climate Resilient and Sustainable Society* is also a relevant strategy statement in relation to this proposed development. The Cork Metropolitan Area Strategic Plan (MASP) seeks to integrate sustainable economic and social development with the protection and enhancement of the natural environment to ensure the transition to a climate resilient society. Objectives seek a healthy, green and connected

metropolitan area, green infrastructure, inter-connected parks, sports and recreation facilities and greenways.

Placemaking initiatives and public realm enhancements are strongly supported in the Cork MASP. Within this context, Cork MASP Policy Objective 17 refers to initiatives that provide important economic, leisure and tourism, health, active and sustainable travel and environmental benefits to the Cork Metropolitan Area.

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

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

Volume 4 of the Cork County Development Plan (CDP) 2022 states that TPREP aims to deliver a robust transportation strategy to facilitate future sustainable development (as envisaged under the National Planning Framework) within the town of Carrigaline.

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

Appropriate Assessment Screening Report

A Screening Report was produced to fulfil the requirements of EU Habitats Directive (92/34/EEC). The screening document provides the information required to establish whether or not the proposed scheme is likely to have a significant impact on the Natura 2000 sites in the context of their conservation objectives and specifically on the habitats and species for which the Natura 2000 sites have been designated. There are two EU sites within Cork Harbour and these have been identified as occurring within the potential zone of influence of the proposed project. These are the Great Island Channel Special Area of Conservation and the Cork Harbour Special Protection Area.

The Report for Screening for Appropriate Assessment, contained under separate cover, concludes that there are no material impacts arising from the proposed scheme on Natura 2000 sites. It is therefore not necessary to progress to Stage 2 Appropriate Assessment.

EIA Screening

Parts 1 and 2 of Schedule 5 of the Planning and Development Regulations S.I. 600 of 2001, as amended, specify classes of development in relation to the requirement for an EIA. Under Section 172 (1) (a), an EIA is mandatory for development which would be of a class specified in Parts 1 or 2 of Schedule 5 if no quantity, area, or other limited is specified, or which would equal or exceed any relevant quantity, area, or other limited where such a limit is specified.

Urban development is listed as Class 10 (b) (iv) Infrastructure Projects in Part 2 of Schedule 5 as follows:

“Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)”

The proposed development constitutes an urban development in other parts of a built-up area. However, as the site area is 8.55 hectares, the proposed development is considered to be a sub-threshold urban development.

An EIA Screening report has been provided which states that the nature, scale and location of the proposed development is such that there is no real likelihood of significant adverse effects on the environment arising from the proposed development.

An EIA screening has been carried out – see Appendix A – and this concluded that based on a preliminary examination of the nature, size or location of the development, there is no real likelihood of significant effects on the environment and EIA is not required.

Detailed design stage should ensure that any potential impacts on high value treelines, trees and hedgerows, should be reduced further.

Flooding and Surface Water

A Flood Risk Assessment (FRA) was prepared for Phase 1A of the Carrigaline TPREP (Arup, 2022) which found that the Lee catchment Flood Risk Assessment Management Study (CCC, 2014) noted that sections of the land where the proposed development is situated are within 1:1000 or 0.1% AEP Flood Extent for fluvial flooding. The FRA also indicates that the Proposed Development is not within area at high risk of pluvial flooding or groundwater flooding. However, the Proposed Development is partially located within the 0.5% and 0.1% AEP Flood Extent for tidal flood risks. Submitted documents state that the design of the proposed development includes upgrades to the existing drainage system including the provision of additional gullies where required and SuDS systems (tree pits and rain gardens) to reduce the risk to acceptable levels.

Nature based solutions to surface water management are an effective means of adapting to climate change and creating climate resilient communities. A mechanism for integrating all of these considerations is through water sensitive urban design.

Surface water management Objective WM 11-10 of the CDP 2022 (Surface Water, SuDS and Water Sensitive Urban Design) requires that all new developments incorporate sustainable drainage systems (SuDS) and proposals should demonstrate that due consideration has been given to nature-based solutions in the first instance in arriving at the preferred SuDS solution for any development. Thus, detailed design stage should include Nature based SUDS where appropriate.

Conclusion

According to Transportation and Public Realm Enhancement Plan (TPREP), the Carrigaline population is highly dependent on cars for travel. It is recognised in the Cork MASP that private transport (car, van etc) accounts for 70% of the transport mode to travel and education. Appendix A shows these figures across the Southern Region, and it is evident that Cork County accounts for the lowest mode share percentage of green (walking/cycling) and the highest for private transport. Figures 3 and 4 provide statistics for the Cork Metropolitan Area and Carrigaline. Both show a high dependency on private transport.

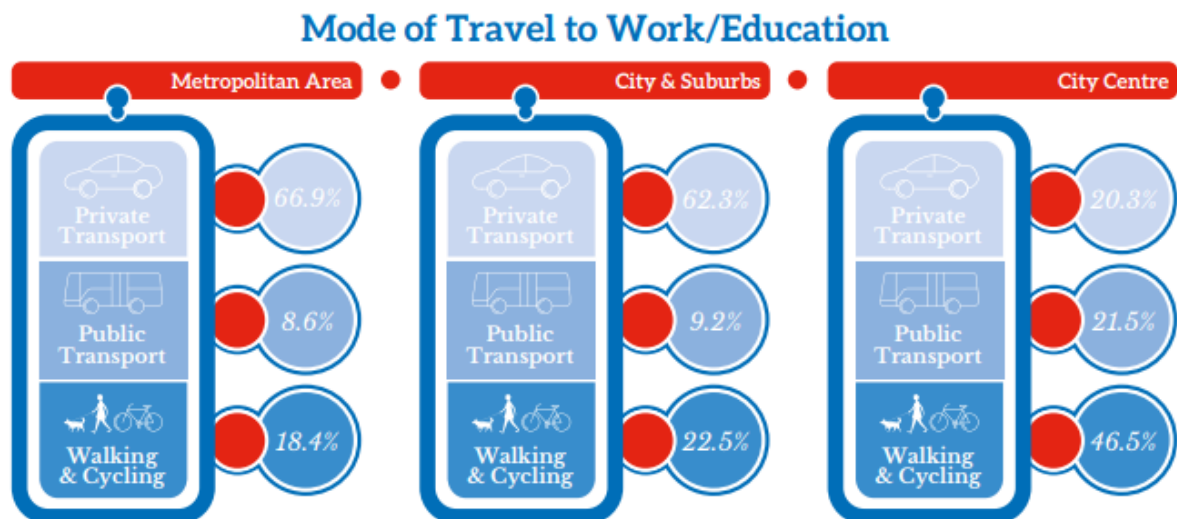


Figure 3: Cork MASP mode of travel to work/education statistics (Source: Southern RSES)

Usual means of travel (Work & Education)

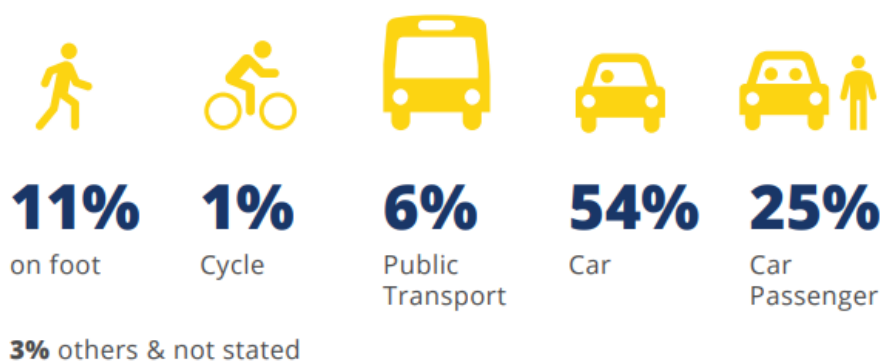


Figure 4: Carrigaline mode of travel to work/education statistics (Source: TPREP)

TPREP also states that compared to other locations within County Cork, Carrigaline is highly dependent on car-based transport with less than 20% of trips carried out by walking, cycling or public transport. This relatively low percentage provides an opportunity to increase this modal share considering the high numbers of local trips most notably school trips, occurring on the current transportation network. Accordingly, the need to address these trends by providing high-quality infrastructure for pedestrians and cyclists is necessary to make these alternative modes of transport become more appealing.

It is considered that the proposed development will provide an improvement to the existing sustainable transport infrastructure in Carrigaline and will be the catalyst for change in Carrigaline to encourage more trips to be taken by sustainable travel modes. The proposed Carrigaline TPREP Phase 1B scheme is the next stage in the continued roll out of sustainable transport infrastructure and will assist in delivering on targeted reduction in carbon emissions.

The proposed development provides a positive contribution to placemaking, and the principle of development is supported by the CDP 2022.

Appendix A: Mode of Travel to Work/Education

Commuting to Work and Education

Commuting Flows by trip time and mode of transport

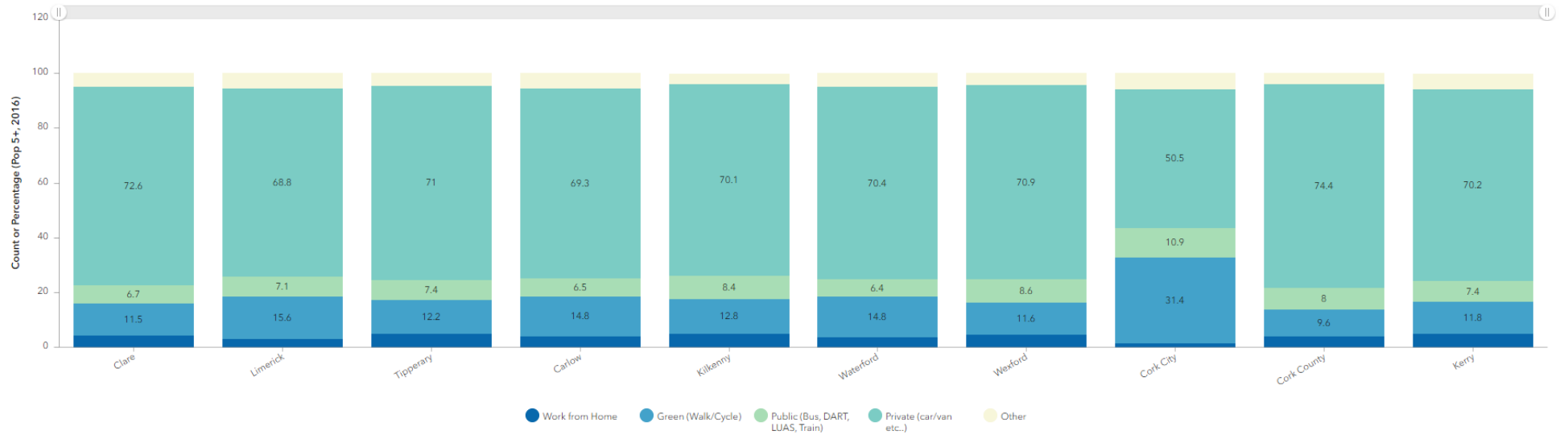
Indicator: Mode of Travel to Work/Education (Census 2016)

[Back to Theme](#)

Notes on the Indicator

Filters:

Select Mode All Modes	Trip Type All Trips	Format Percent	Region Southern	Geography County
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(Source: Regional Monitor <https://arcq.is/1jGnae>)

Appendix B: EIA Assessment

Establishing if the proposal is a ‘sub-threshold development’:	
Planning Register Reference:	None provided.
Development Summary:	<p>The proposed development - TPREP Phase 1b - includes a network of pedestrian and cycle routes within Carrigaline which will enhance the priority of these modes of transport. These routes forms part of a comprehensive pedestrian and cycle route network that was identified in the Carrigaline TPREP study carried out in 2020 and 2021. The proposed development encompasses six routes including:</p> <ol style="list-style-type: none"> 1. Cork Road from the Ballinrea Road Roundabout at the northern edge south to the Ballea Road Roundabout; 2. Rose Hill from the Kilmoney Road Upper Junction in the north to the Rose Hill Junction to the south; 3. Ballea Road from the Mill Road Roundabout (to the west) to the Junction with Main Street (in the east); 4. Church Road from the Cork Road/R612 Junction (to the west) to the Junction with an unnamed road east of The Estuary. This section also extends from the Junction at Church Road and Rock Road in the south to the Junction of Fernhill Road and Laurelmount Drive in the north; 5. Kilmoney Road Lower between the entrance to Dairygold Co Op Superstore and Abbey View, and between Castle Heights and Upper Kilmoney Road; and 6. Strand Road from Dunnes Stores to the southern edge of Bothar Guidel Bridge and east to Owenabue Sail Garden. <p>The works will involve the provision of:</p> <ul style="list-style-type: none"> • segregated shared spaces - Cork Road, pinch points on Church Road and Strand Road; • segregated cycle tracks - Rose Hill, Ballea Road, Church Road, Kilmoney Road Lower and Strand Road; • formalised car parking – Ballea Road (Carrigaline AFC), Church Road (Church & School) and Kilmoney Road Lower; • continuous footpath – Ballea Road, Church Road, Rock Road and Kilmoney Road Lower; • realignment of roads, roundabouts and junctions – Rose Hill, Kilmoney Road; and • provision of new signalised junction at Oweabue Bridge/Strand Road junction. <p>The project will also involve the introduction of signage (quiet streets) and speed control measures including the introduction of raised ramps at various points around the scheme. Most of the works will be undertaken within existing road or footpaths networks, however the works will require the removal of treelines, scattered trees, hedgerows and amenity grassland habitats in some locations including Ballea Road, Fernhill Road, Church Road, Kilmoney Road, Church Hill, Rose Hill and the R611.</p>

	New tree and hedgerow planting is proposed as part of the landscaping scheme associated with this project and it is proposed to install SuDS features as part of the landscaping scheme.
Was a Screening Determination carried out under Section 176A-C?	No, Proceed to Part A
A. Schedule 5 Part 1 - Does the development comprise a project listed in Schedule 5, Part 1 , of the Planning and Development Regulations 2001 (as amended)? (Tick as appropriate)	
No	Proceed to Part B
B. Schedule 5 Part 2 - Does the development comprise a project listed in Schedule 5, Part 2 , of the Planning and Development Regulations 2001 (as amended) and does it meet/exceed the thresholds? (Tick as appropriate)	
Yes the project is of a type listed but is <i>sub-threshold</i> : Urban development is listed as Class 10 (b) (iv) Infrastructure Projects in Part 2 of Schedule 5 as follows: <i>“Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)”</i> The proposed development constitutes an urban development in other parts of a built-up area. However, as the site area is 8.55 hectares, the proposed development is considered to be a sub-threshold urban development.	Proceed to Part C
C. If Yes , has Schedule 7A information/screening report been submitted?	
Yes, Schedule 7A information/screening report has been submitted by the applicant	Screening Determination required.

EIA Screening Determination

Preliminary Examination:		
The planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.		
	Comment:	Yes/No/ Uncertain:
<p>Nature of the development: <i>Is the nature of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Will the development result in the production of any significant waste, or result in significant emissions or pollutants?</i></p>	<p>The nature of the proposed scheme is consistent with positive placemaking initiatives that may be carried out in any settlement i.e. the improvement of pedestrian and cycling facilities. Therefore, the nature of the proposed development is not exceptional in the context of the existing environment.</p> <p>The principal natural resource in the area is Cork Harbour Special Protected Area (SPA) and the Owenboy River proposed natural heritage area (pNHA). There will be some waste generated on site. Standard domestic waste will be generated in construction compounds and welfare facilities. This will be segregated at source, removed from site and disposed of in a suitable licenced facility.</p> <p>There will be some Construction and Demolition (C&D) waste generated from the Proposed Development, in the form of some asphalt and/or concrete. The quantities of C&D waste are not expected to be significant and will be removed from site and recycled where possible or disposed of in a suitable licenced facility. Should the appointed contractor encounter contaminated ground during the excavation works, it will be managed appropriately and disposed of at suitably licensed and permitted facilities in accordance with the requirements of current Irish waste management legislation.</p>	No
<p>Size of the development: <i>Is the size of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Are there cumulative considerations having regard to other existing and/or permitted projects?</i></p>	<p>The proposed project is considered to be an urban development within other parts of a built-up area. The proposed development is 8.55 hectares (ha) which is below the 10 hectares threshold in other parts of a built up area, therefore an EIAR is not required to be produced in accordance with Schedule 5 Part 2 (10) (b) (iv).</p>	No

	<p>There are no known cumulative considerations having regard to other existing and/or permitted projects.</p>	
<p>Location: <i>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?¹</i></p> <p><i>Does the proposed development have the potential to affect other significant environmental sensitivities in the area?</i></p>	<p>A Screening Report was produced to fulfil the requirements of EU Habitats Directive (92/34/EEC). The screening document provides the information required to establish whether or not the proposed scheme is likely to have a significant impact on the Natura 2000 sites in the context of their conservation objectives and specifically on the habitats and species for which the Natura 2000 sites have been designated. The key sites under consideration are Great Island Channel SAC (001058) and Cork Harbour SPA (004030).</p> <p>The Report for Screening for Appropriate Assessment concludes that there are no material impacts arising from the proposed scheme on Natura 2000 sites. It is therefore not necessary to progress to Stage 2 Appropriate Assessment.</p>	<p>No</p>
<p>Preliminary Examination Conclusion:</p>		
<p>Based on a preliminary examination of the nature, size or location of the development, there is no real likelihood of significant effects on the environment.</p> <p>EIA is not required.</p>		

¹ Sensitive locations or features includes European sites, NHA/pNHA, Designated Nature Reserves, land designated as a refuge for flora and fauna, and any other ecological site which is the objective of a CDP/LAP (including draft plans).

7.5 Modifications to Existing Proposal

- The provision of the active travel connectivity between Abbey View and Lower Clevedon is omitted from this stage of the Carrigaline TPREP.

8. Recommendation

The proposals which are the subject of this Part VIII Planning Process will provide high quality connectivity between the town centre and the residential estates of Carrigaline. This scheme will provide priority to sustainable modes of transport within the town centre and also greatly enhance the public realm.

The proposed scheme will provide a safe environment for walking and cycling, improved accessibility and permeability and a valuable facility for residents, school children, commuters, and leisure enthusiasts.

Having considered the submissions and the Planner's Reports, I am satisfied that the proposed development, incorporating the recommended modifications as detailed in Section 7.6, is in accordance with the proper planning and sustainable development of the area and I have no hesitation in recommending to the Members of Carrigaline Municipal District that Cork County Council should proceed accordingly.

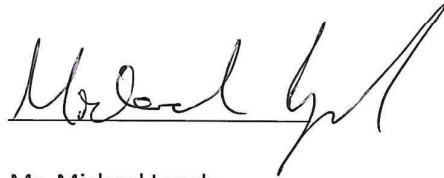
Please note that the completion of the project in its entirety is subject to acquisition of third-party lands and funding from the National Transport Authority.

SIGNED:



Mr. Niall Healy
Director (Roads & Transportation)
Cork County Council

SIGNED:



Mr. Michael Lynch
Divisional Manager South
Cork County Council

Date: 20 February 2024

Date: 21 February 2024

9. Appendices

9.1 Appendix A: Local newspaper advertisements

9.2 Appendix B: Site Notice



CORK COUNTY COUNCIL

DEVELOPMENT UNDER SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT, 2000 AS AMENDED, AND NOTICE PURSUANT TO THE REQUIREMENTS OF PART 8, ARTICLE 81 OF THE PLANNING AND DEVELOPMENT REGULATIONS, 2001, AS AMENDED

Notice is hereby given that Cork County Council proposes to carry out the following development:

Carrigaline Transportation and Public Realm Enhancement Plan (Carrigaline TPREP) Phase 1B

Location:

- Cork Road (R-611) from Ballinrea Road (L-2464) roundabout to the Ballea Road (R-613) junction.
- Rose Hill (L-2495) from Upper Kilmoney Road (L-6501) to the junction with Castle Heights.
- Ballea Road (R-613) from Mill Lane (L-6572) to the junction with Pottery Road (L-2534).
- Church Road (R-613) from the junction with Cork Road (R-611) to the junction with The Estuary (L-9118).
- Rock Road (L-2490) from Church Road (R-613) to Laurelmount Drive (L-2539).
- Lower Kilmoney Road (R-611) from the roundabout at Castle Heights to the junction with Upper Kilmoney Road (L-6501) and also from the entrance to Woodview (L-6569) to the junction with Pottery Road (L-2534).
- Strand Road (L-2547) from the Carrigaline Library to the Lidl Roundabout.

In public and private lands within the townlands of Carrigaline Middle, Carrigaline West, Kilmoney, Kilnagleary.

Nature and extent of proposed development:

The scheme involves the construction of a number of sustainable transport interventions in Carrigaline to facilitate enhanced pedestrian, cyclist and bus movement including:

- Provision of a segregated shared space on the western side of Cork Road;
- Provision of entry treatment at the junction of Main Street / Ballea Road / Church Road and Cork Road;
- Provision of raised entry treatments along Cork Road;
- Provision of segregated cycle tracks on both sides of the road for the majority of route, including a provision of shared space infrastructure at pinch points on Church Road;
- Provision of continuous footpaths on both sides of road for Church Road section and majority of Rock Road section;
- Introduction of formalised and reconfigured car parking outside the Church and School on Church Road;
- Provision of raised entry treatments along Church Road / Rock Road;
- Provision of a segregated cycle track southbound on Rose Hill;
- Adjustment to roundabout to negate northbound traffic from travelling on to Rose Hill;
- Provision of raised entry treatments along Rose Hill;
- Introduction of formalised parking along Kilmoney Road Lower;
- Provision of segregated cycle tracks on both sides of the road for the majority of the route, including a provision of shared space infrastructure at pinch points on Kilmoney Road Lower;
- Provision of continuous footpaths on both sides of road for majority of Kilmoney Road Lower;

- Provision of raised entry treatments along Kilmoney Road Lower;
- Provision of protected style junction on Kilmoney Road Lower / Pottery Road;
- Provision of active travel connectivity between Abbey View and Lower Clevedon;
- Provision of segregated cycle tracks on both sides of the road;
- Introduction of formalised car parking outside Carrigaline AFC;
- Provision of raised entry treatments along Ballea Road;
- Provision of continuous footpaths on both sides of road for entire Ballea Road section;
- Provision of segregated cycle track on north side of the road for the majority of the route on Strand Road, including a provision of shared space infrastructure upon entry on to Main Street; and
- Provision of signalised junction at Owenabue Bridge / Strand Road junction.

Please note that the above measures are shown graphically on the scheme drawings. An Appropriate Assessment screening report, an Environmental Impact Assessment screening report, an Ecological Impact Assessment & Landscaping Plan and a Part 8 Planning Report form part of this application.

Cork County Council has undertaken a screening determination under Section 120(1B)(b)(i) of the Planning and Development Regulations, 2001, as amended. In its determination the Council had regard to the description of the features of the proposed development and the measures envisaged to avoid or prevent significant adverse effects on the environment of the development. The conclusion of the determination was that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required. Where any person considers that a development proposed to be carried out by a local authority would be likely to have significant effects on the environment, he or she may, at any time before the expiration of 4 weeks beginning on the date of publication of this notice, apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have such effects. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

Plans and particulars of the proposed development will be available for inspection for a period of 4 weeks at the following venues:

- Cork County Council's website at: www.corkcoco.ie/en/resident/planning-and-development/public-consultations/active-part-8-development-consultation ;
- Lobby, Ground Floor, County Hall, Cork;
- Carrigaline Municipal District Office, Church Road, Carrigaline Middle, Carrigaline, Co. Cork.

The documents can be viewed at the above locations between the hours of 09:00 and 17:00 on each working day during which the offices are opened for the transaction of business, for a period beginning on Friday 10th November 2023 up to and including Friday 8th December 2023. The documents can be purchased for a fee of €15 per set at these locations.

A virtual exhibition will be available online from November 10th 2023 until December 8th 2023. This will provide the general public with access to view the plans and documentation in an exhibition-style setting. The link for the virtual exhibition is:

www.corkcoco.ie/en/resident/planning-and-development/public-consultations/active-part-8-development-consultation

Submissions and 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 Online at Cork County Council's website at www.yourcouncil.ie or in writing clearly marked: Part 8 TPREP - Phase 1B, Senior Engineer, Traffic and Transportation, Cork County Council, Floor 3, County Hall, Carrigrohane Road, Cork, T12 R2NC, on or before 17:00 on Friday 22nd December 2023.

Senior Engineer, Traffic and Transportation, 9th November 2023.



Comhairle Contae Chorcaí
Cork County Council

**Sustainable Travel Unit, Roads and
Transportation Directorate**