

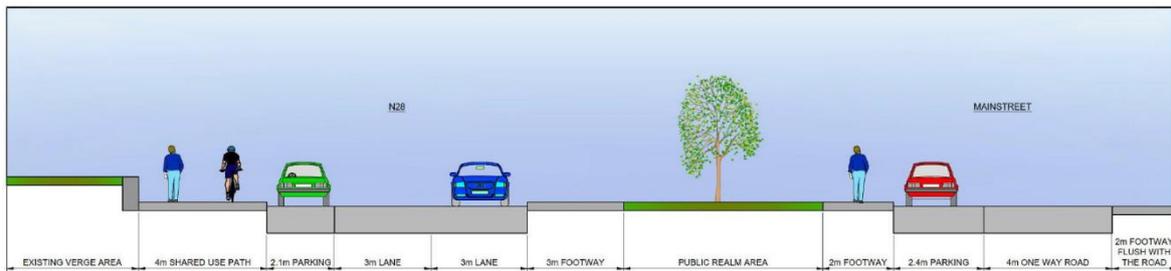
## Ringaskiddy Public Realm

Part 8 Report Prepared Pursuant to the Requirements of the Planning and Development Act

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Cork  
County Council  
Comhairle Contae Chorcaí



## Ringaskiddy Public Realm

**Part 8 Chief Executives Report**  
Cork County Council  
Carrigaline Municipal District  
Co. Cork

**September 2021**

Prepared by  
Vincent Florish,  
Executive Engineer,  
Municipal District Operations & Rural Development

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## **Ringaskiddy Public Realm**

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### **1. INTRODUCTION / PROJECT JUSTIFICATION:**

This is the Part 8 Report for the Public Realm enhancement proposal for Ringaskiddy Village core. The proposed scheme is funded on foot of An Bord Pleanála's decision to grant permission to Port of Cork under ref. no. PA.040035 redevelopment of existing port facilities, (Strategic Infrastructural Development). In particular, condition no.17 relating to a financial contribution to an enhanced public realm to the village.

Realigning, modification & reduction of existing road carriageway widths, Provision of raised toucan crossing points & the relocation of bus stops. Modification & widening of existing paths to facilitate shared use.

Reconfiguration of existing car parking spaces. The works will also include paving, seating, bike parking, soft landscaping, drainage, urban trees, lighting, and all associated site works at Ringaskiddy Village in the Townland of Barnahely: Main Street (part) & Townland of Loughbeg: Main Street (part).

The report is prepared pursuant to the Requirements of Section 179 of the Planning and Development Act. This report lists the names of each member of the public or organisation that made a submission and provides a response to the main issues contained in the submissions. The Part 8 Report is issued to each elected Member of the Municipal District in advance of the decision being taken by the Members on whether or not to proceed with the Scheme as proposed.

Refer to 'Principal Features of the Scheme' and the attached drawings in Appendix B, for a more detailed description of the scheme.

### **2. PROCEDURE:**

In accordance with the Planning and Development Regulations 2001 as amended by subsequent legislation, a Part 8 Planning Procedure is required for certain classes of development by, on behalf, or in partnership with local authorities. Part 8 procedure applies to the construction of a new road, or the widening or realignment of an existing road where the estimated cost exceeds €126,000.00 (Part 8 – Section 80 (1)(k))

It is envisaged that the Project will exceed these limits and therefore required a Part 8 Planning Procedure.

A Notice was placed in the Irish Examiner on Friday 23<sup>rd</sup> July 2021. 3 number Site notices were also erected and maintained onsite throughout timeline period. The plans and details of the proposal were made available for public viewing and comment during the period 23<sup>rd</sup> July 2021 to 23<sup>rd</sup> August 2021 at the following locations:

- Area Engineer's Office, Carrigaline, Co. Cork
- Planning Department, County Hall, Cork
- Online at Cork County Councils Public consultation portal

In addition the following bodies were notified by letter of the proposed development:

- An Taisce
- Office of Public Works
- Minister for Dept. of Housing, Local Government and Heritage
- Heritage Council
- Fáilte Ireland
- Planning Department Cork County Council
- Transport Infrastructure Ireland "TII"
- Bus Éireann

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### EIA Pre-Screening Assessment

The proposed development does not fall into a project class specified in Part 1 or 2 of Schedule 5 of the Planning and Development Regulations which requires an EIA. Furthermore, none of the infrastructural elements of the proposed development individually meet the threshold in Part 2 that require an EIA (i.e. provision of carparking). It is therefore determined that an EIA is not required and can be excluded at this pre-screening stage.

### **3. DESCRIPTION OF THE EXISTING SITE:**

#### **3.1 Location:**

The proposed development includes improvement works the Village Core of Ringaskiddy. The proposed development is located in the village of Ringaskiddy, approximately 19km east of Cork City.

The proposed scheme is centred on the 'village green' amenity space measuring 104metres x 23metres addressing the bounded by the Main street or N28 and minor junction with the Old Post Office Road to the south. The Ringaskiddy Port of Cork is to the north. The scheme extends more than 150 metres east and west of the village green and involves works to the N28 and curtilage (pavements and parking) north and south of carriageway.

The green is overlooked by low scale (1 & 2 storey) residential dwellings, a public house and vacant retail unit, and a café to the west. Community facilities such as church/oratory, primary school, community centre in the near vicinity. The green is currently grassed with some mature deciduous trees. A Bus Eireann bus stop with shelter is incorporated into the green. The main street / N28 is characterised by poor quality footpaths and is in need of upgrade incorporating soft landscaping to improve visual amenity and afford some level of shelter and buffer from traffic. The N28 is a heavily trafficked route serving inter alia the Port and (un)related industries, Pharma Industries and the Haulbowline Naval base. The environmental quality of the village core and amenity of the open space is seriously diminished/ injured by the heavy trafficked route.

#### **3.2 The Development:**

The proposed scheme involves:

Realigning and reducing the existing carriageway width from 9m to 6m to provide a single lane carriageway. The existing right turn lane, ghost islands and centre island road markings will be removed.

A 4m raised toucan crossing will be provided for safe crossing of both pedestrians and cyclists. The raised element of the crossing will reduce traffic speeds through the village.

The carriageway widths and corner radii will be reduced to lower vehicular speeds and provide more priority for both pedestrians and cyclists.

The existing footway on the north side of the N28 will be widened to 4m to provide a Shared Use Path, this will allow for future cycling connections through the village.

Provision of a public realm which includes:

- High quality paving materials to enhance the public space,
- Incorporation of public seating and paths,
- A facility for cyclists to park their bicycles safely,
- Providing trees and planting in the landscaped areas,
- New online bus stop and bus shelter.

## **Ringaskiddy Public Realm**

*Part 8 Report Prepared Pursuant to the Requirements of the Planning and Development Act*

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The one-way system on Main Street to the east of Old Post Office Road will remain but the following will be provided:

- 4m one-way road,
- Raised pedestrian crossing at the entrance to Main Street,
- Retention of parking bays at 2.4m wide,
- A defined footpath, flush with carriageway to allow access to the existing houses.
- A two-way system will remain in place on Main Street to the west of Old Post Office Road, the following will be provided,
- 5m two-way road,
- Raised pedestrian crossing at the entrance to Main Street,
- A defined footpath, flush with carriageway to allow access to the existing houses.
- The existing bus stop is to be relocated from its current location to a new online location, slightly west of the one-way entry to Main Street.

Ballincollig Carrigaline Local Area Plan 2017

The site is zoned Town Centre with Objective RY – T 02. “This area denotes the existing built footprint of Ringaskiddy and any proposals for development within this core area should comply with the overall uses acceptable in town centres areas. Any future development should reflect the scale and character of the surrounding existing built up residential area.” The town centre covers 18 acres.

“Open Space

3.7.33 The objectives in this plan for areas of passive open space seek to apply an appropriate degree of protection on those visually important open areas that contribute to the setting of Ringaskiddy and amenity afforded by the harbour generally.” The Planning Authority will undertake to identify new areas of open space to compensate for the loss of any open space which may occur as a result of the construction of the M28 scheme. Such open space is most appropriately located as close to the town centre as is practicable”

### **3.4 Essential precautions:**

Enhancement of the public realm is a welcome and important initiative to counter the continued expansion and intensification of Port and Industry operations and to help revitalise the village core and improve the residential amenity of the area. It is consistent with NPF, RSES, CDP policy to revitalise declining village/ town centres in terms of townscape, urban design, community and placemaking.

Design details accord with DMURS standards, i.e. Design Manual for Urban Roads and Streets

The proposed scheme accords with and/or aligns with the LAP, in particular, sections 3.7.28 & 3.7.33 relating to town centre and open space.

The public realm enhancement scheme is considered to be timely, given the ‘recent’ opening of the port’s western access, (at R613 junction), and given that the M28, when completed, shall divert much of the HGV traffic, in particular, away from the village core, affording further opportunity to recolonise and reallocate space to pedestrians/ cyclists and on-street activity.

**4. PRINCIPAL FEATURES OF THE SCHEME:**

**4.1 Design Philosophy:**

The prime objective for Cork County Council is to design a scheme that meets the needs of all users whom can be accommodated in the overall design. The Municipal District Operations & Rural Development section has put an emphasis on a Scheme that is accessible to all residents and visitors to the Area and a good design will encourage use and proper enjoyment of this public space.

The proposed scheme is designed to provide a safe pedestrian & cyclists zone while not affecting other users. The scheme is described under the following headings:-

**4.2 The Site:**

Enhancement of the public realm of the village core to create an amenity space for residents & visitors alike. To improve pedestrian & cycling connectivity, reduce traffic speed in village core & increase green space & additional landscaped areas.

Enhancement of the public realm is a welcome and important initiative to counter the continued expansion and intensification of Port and Industry operations and to help revitalise the village core and improve the residential amenity of the area. It is consistent with NPF, RSES, CDP policy to revitalise declining village/ town centres in terms of townscape, urban design, community and placemaking.

The site layout is shown on the drawings.

**4.3 Traffic:**

Extensive consultation with TII regarding the crossing of the N28 which cuts through the village. The carriageway widths and corner radii will be reduced to lower vehicular speeds and provide more priority for both pedestrians and cyclists.

Design details accord with DMURS standards, i.e. Design Manual for Urban Roads and Streets  
The proposed scheme accords with and/or aligns with the LAP, in particular, sections 3.7.28 & 3.7.33 relating to town centre and open space.

The public realm enhancement scheme is considered to be timely, given the 'recent' opening of the port's western access, (at R613 junction), and given that the M28, when completed, shall divert much of the HGV traffic, in particular, away from the village core, affording further opportunity to recolonise and reallocate space to pedestrians/ cyclists and on-street activity.

**4.4 Land Acquisition:**

Site is an existing Cork County Council Amenity Area, No Land acquisition required or proposed.

**5. PART 8 SUBMISSIONS & RESPONSES:**

**5.1. Public Consultation Process:**

Prior to the planning process we sought feedback from the community on proposals for the design. Some items were incorporated into the design however suggestions that were on private lands could not be included. The inclusion of cycling facilities was a common theme, so the design incorporated shared paths and went beyond the initial scope of the scheme to address the green area as a standalone project. Connectivity to areas of open Port Of Cork Land to the north of the N28 & addressing traffic calming to improve the village core all incorporated following the feedback from the public.

Planning Permission under 'Part Eight' of the Planning and Development Regulations is required and a public notice was placed in the 'Irish Examiner' newspaper on the 23<sup>rd</sup> of July 2021. A copy of the newspaper Notice forms part of this Report in Appendix A. In addition, Part 8 Notices were displayed along the route.

Plans and particulars of the proposal were available for inspection by the public for a period beginning on the 23<sup>rd</sup> of July 2021 and ending the 23<sup>rd</sup> of August 2021 in the following venues:

- Planning Department, Cork County Council office on Floor 1 Reception Area, County Hall, Carrigrohane Road, Cork.
- Area Engineer's Office of Cork County Council, Carrigaline, County Cork.
- Online at [www.corkcoco.ie](http://www.corkcoco.ie)

on each day during which the said offices were open for the transaction of business.

Submissions / comments on the proposals had to be submitted in writing to the County Council on or before 5.00pm, Friday, 6<sup>th</sup> of September 2021. This was via paper to council office or online via [yourcouncil.ie](http://yourcouncil.ie).

**4.2 List of Submissions:**

Submissions were received from the following:

1. Cork County Council
2. TII
3. Members of the public

The next section provides a response to the issues raised in these submissions.

Submission No.	Submission on behalf of	Submission received from	Submission (Extracts)	Response
1.	Cork County Council Planning Department	Thomas Watt Senior Planner	“Having regard to the planning policy context as set out above, I consider that the Part 8 proposal complies with the Cork County Development Plan and respective MD Local Area Plan. The requirement for EIA can be excluded at this pre-screening stage as the proposed development does not fall within Schedule 5 of the Planning and Development Regulations.”	No Comment.
2.	TII	Cynthia Tobin on behalf of Andrew Moore, Regulatory & Administration Executive.	TII request that proposed works to the N28, national primary road, comply with the requirements within TII publications (Standards) for National roads, including relevant safety standards & regard should be had to “Management of Skid resistances” & “Surfacing materials for new & maintenance construction”. Design approach & materials proposed in the Part 8 need to be consistent & compatible with the current N28 EU TEN-T Core network function.	Design will be in consultation with TII in regard to materials & detailed design.
3.	TII	Lucy Curtis NRDO	Consultation with TII on the detailed design.	This will be carried out to ensure a safe scheme delivered to meet the needs of all.
4.	Traffic and Transportation Cork County Council	Aaron Higgins	<ul style="list-style-type: none"> <li>It would have been beneficial to see the extents of the improvement scheme extended west to Warren’s Court to integrate with the upgraded pedestrian and cyclist facilities at the signalised junction at the port entrance. This leaves a gap in provision between these improved pedestrian and cyclist facilities and the public realm improvements in the town centre.</li> </ul>	The limited budget confined the area of focus to the village core, the development contribution is to address the public realm. Any Greenway or commuter connectivity project outside this scope of this project cannot be addressed under this scheme.

			Could the proposed 3.4m wide path have been carried further west to the scheme extents?	
	Members of the public			
5.		Emily Houghton	That a connection footpath be installed to facilitate An Post postal box by the community centre, currently on a grass verge.	This can be incorporated into the works.
6.		Mary Jordan	Retention of old existing walls in the village eg. along the footpath in front of Ferryboat Inn and along the old road in front of Martello Park at eastern side of the village. Also retention of parking spaces for the residents of Palmer's Terrace.	This can be looked at for detailed design to incorporate where possible.
7.		Eoghan O'Hara	<p>I welcome the plans for the improvement to the public realm in Ringaskiddy as a cycle commuter and a regular customer to the local Perry Street Cafe. The previous setup with "Centre Islands" on the road installed circa 2013 has made this section of my commute very dangerous with motor vehicles attempting to overtake my bicycle between the centre islands or sometimes impatient motorists dangerously close passing or tailgating. The removal of these coupled with traffic calming and a controlled crossing will ensure my cycling through the village will be much safer even with the lack of cycle lanes.</p> <p>As cyclists still have to share the vehicular lane with motor traffic, which can include large vehicles, a 30km/hr speed limit should be implemented to ensure safety of all road users.</p> <p>Rather than uncontrolled pedestrian crossings, pedestrian priority crossings should be considered especially as residents on the Village must cross the busy road when heading to Paddys Point or Haulbowline amenity park. Make it easier for people to walk and cycle to local amenities.</p>	<p>Traffic speed reduction reviews are outside the scope of this project, however this request has been sent to the roads directorate to consider as part of any review in the area. Details of the bus shelter to be considered by the design team.</p> <p>Regarding crossing of the N28, There is a central controlled crossing, the other crossings are uncontrolled. This was designed in conjunction with TII.</p>

			It is important the bus shelter is designed correctly for is exposed location in a Cork Harbour Village taking into account prevailing winds and adverse weather which can be experienced in this area.	
8.		Ciara Tuohy and Daniel Gooch	<p>Having made a submission after the concept phase of the Ringaskiddy Public Realm we were very disappointed when the Part 8 Proposed Enhancement was published. I attach the original email sent.</p> <p>Our main concern is in relation to the area just in front of our property. Due to road changes, over the years, a green put in front, the position of the traffic island, etc., we do not have any parking space outside the property. We have to park on the grass verge when we need to bring shopping etc. in from the car or bring our 2 year old daughter to/from the house. When getting deliveries etc. the drivers have to park on the road outside, blocking the road. The public on street parking spaces across from our property are taken up by families who visit the playground, nor would it be suitable to have to cross the very busy road with our young daughter. We feel that while this particular area will be nice for visitors and those who will cycle/ drive past, the plan will make it much more difficult for our family (long term residents of the immediate area). This could easily be avoided by incorporating the driveway we requested into the plans, instead of adding an extra, unnecessary path adjacent to the path which already exists. Over the past few months two other areas in the village have had small green areas outside their houses removed, when new footpaths were being provided, to allow for better parking directly outside their houses. We are happy to show you these areas if necessary.</p>	The engineering design team will look at detailed design at the area near this property to see what can be accommodated safely within the public realm design, Roads safety concern on sight lines & access & egress. Currently there is no public parking at this green area, there is no change of use proposed as part of this public amenity enhancement. Pedestrian & cyclist safety is paramount and will lead the considered final design at this location as it will of the entire considered project layout & connectivity.
9.		Gary Jordan	<ul style="list-style-type: none"> <li>The hard landscaping elements of the proposal are very much welcomed and fit in well with the current layout of the village centre - however, a concern that exists is the proposal to remove part of the existing and original sea wall running the length of the</li> </ul>	The incorporation of the old sea for as much as it is possible wall into the design will be looked at the detailed design stage., there are sections that were replaced & not original.

			<p>southern extremity of the main plaza area (north of Ferry Boat Inn) - this is one of the only existing areas where the wall remains in good condition and is sentimental to many living in the village - efforts should be made to retain as much, if not all, of this wall for those reasons.</p> <ul style="list-style-type: none"> <li>• The improved road alignment, including narrowing of the existing carriageway, is very welcome, in line with the proposal of a raised table (with signalised pedestrian crossing) in order to reduce vehicular speed through the village on the N28. The proposal to move traffic to the northern side of the N28 away from residential buildings and businesses is also welcome.</li> <li>• The portrayal of the main plaza area appears to lack some form of vision and design (when compared to other town/village squares and plazas within public realms in Cork County) - although the proposal is a very welcome improvement, it appears basic and rudimentary and lacks any form of inspiring landscape architecture, vitality or vibrancy.</li> <li>• The main plaza should also include areas for external power sources to be provided for potential future events such as musical performances, street markets, Christmas lights, etc.</li> <li>• A provision should also be made for an external power source for a future 'phone-box' style community defibrillator location. There appears to be no lighting on this plaza area also, if even low level, would be welcome and improve the aesthetics of the area.</li> <li>• Concern may also exist in terms of the proposed 'online' location of the bus stop, in that should traffic</li> </ul>	<p>The scope of the works has expanded to accommodate pedestrian &amp; cycling connectivity through the village with the ability to connect to future projects. This will push the budget to the maximum. Detailed design will look at costing and materials selection &amp; landscaping elements that can proceed outside the Part 8 process with consultation with the community group.</p> <p>This can be considered. This would require a new metered connection request with ESB networks. This can be discussed with the community group as connection &amp; bills would be in their name.</p> <p>This can be considered. This would require a new metered connection request with ESB networks. This can be discussed with the community group as connection &amp; bills would be in their name.</p>
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			<p>build behind a stopped bus in the eastern direction, it may encourage motorists to make a left turn onto 'Main Street' running along in front of the Ferry Boat Inn in order to avoid waiting, and would therefore increase traffic in this area – but possibly only at peak times.</p> <ul style="list-style-type: none"> <li>• The Community Centre is facing a major renovation in the coming months, and it is asked if the resurfacing (and extent of scheme) could be increased further up Priest's Avenue in order to include the entrance to the Community Centre and therefore including the Centre in the overall Realm as a result.</li> <li>• Overall, the Proposed Enhancement of the Public Realm of Ringaskiddy Village Centre is very welcome and a very positive step towards the continuing improvement of the area as a whole.</li> </ul>	<p>The bus stop will not be a terminal point, the "online" recommendation came from TII in order to reduce traffic speed. The time to bypass the bus on an alternative road would take longer than time a bus would stop to allow passengers alight. Should this become an issue provision of ramps could be looked at on the area in front of the ferry boat inn.</p> <p>The budget is limited, the funding contribution is part of a development contribution for open space amenity. To spend money resurfacing Priests Ave would be a roads directorate function.</p>
10.		Kathleen Tuohy	<p>I own a property at (Redacted), and my daughter now lives there with her partner and baby girl. Due to road changes, over the years, and the position of the traffic island added in recent times, added to the demolishing of the wall of the adjacent property, so we can no longer park next to the house, we do not have any parking space outside the property at present. The planned development of the realm would mean less parking in the immediate vicinity, as more people would use the facilities planned for the realm. I ask that one of the two paths, planned for the small green in front of (Redacted) would be removed and a parking space would be allowed there instead. There is no necessity for 2 paths, one adjacent to the other. I note that the two other areas at the edge of this realm plan had their green areas</p>	<p>The engineering design team will look at detailed design at the area near this property to see what can be accommodated safely within the public realm design, Roads safety concern on sight lines &amp; access &amp; egress. Currently there is no public parking at this green area, there is no change of use proposed as part of this public amenity enhancement. Pedestrian &amp; cyclist safety is paramount and will lead the considered final design at this location as it will of the entire considered project layout &amp; connectivity.</p> <p>All street parking will be unassigned and based on first come first served basis. Crossing points to allow safe crossing of the N28 to the street parking along the northern edge of the road is facilitated.</p>

			<p>removed, in order to provide adjacent parking. I respectfully ask that this would also happen in the above area. I suggest a space something similar to the other entrance to Main Street ( ie the one-way entrance).</p> <p>Please read my original submission, sent to you in March 2021, for further details. Thank you.</p>	
11.		Breeda and Jer Twomey	<p>Traffic reduction and speed restriction measures on the N28 and Main Street are much welcomed.</p> <p>Would like to see access to Main Street restricted to residents only and suppliers serving the Public House.</p> <p>The provision of double yellow lines on Main Street to prevent on street parking other than in the parking bays and therefore allowing the realm measures in place to work.</p> <p>The parking bays on Main Street be reserved for residents parking only as Public House customers tend to rely on parking on Main Street rather than the parking bays on the N28. The 2m space allowed between the properties and the proposed new footpath on Main Street will be narrow for outside property parking and therefore increases the risk of parking on the pavement. Bays are usually provided at 2.4m wide. There is also the added safety risk of reversing over a pavement to park.</p> <p>The tidal stub wall on Main Street remains as it has historical importance to the local area. It would be nice to have a plaque in place explaining it's original function.</p>	<p>We cannot restrict access on a public road, we currently do not restrict parking to residents only. This request is outside the scope of this project.</p> <p>The N28 is a national road and under the remit of TII.</p> <p>The local authority currently does not restrict parking to residents only. This would require bylaws review across the county.</p> <p>This can be considered as part of the design to give history of the village.</p>

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**6. SUMMARY:**

Proposed Public Realm Enhancement of Ringaskiddy Village centre including: Realigning, modification & reduction of existing road carriageway widths, Provision of raised toucan crossing points & the relocation of bus stops. Modification & widening of existing paths to facilitate shared use. Reconfiguration of existing car parking spaces. The works will also include paving, seating, bike parking, soft landscaping, drainage, urban trees, lighting, and all associated site works.

The Council considers the proposed Scheme, as indicated on the Part 8 documentation as enhancement of the village core. The Scheme will be an addition to the leisure facilities in the vicinity and having assessed the submissions, we do not propose to make any major modifications to the Part 8 planning drawings. Consultation with TII for selection of materials for the works on the N28 & any safety works required by TII will be followed for the detailed design.

**7. CONCLUSION / RECOMMENDATION:**

The proposed development follows the provisions of the Cork County Development Plan and with the proper planning and sustainable development of the area.

The development of this project is acceptable and would be of benefit to the community and is therefore in keeping with the proper planning and sustainable development of the area to which it relates.

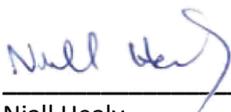
The works proposed shall improve the public realm & improve pedestrian & cycling connectivity through the village.

The design approach can be summarised under 4 key principles:

- High Quality Urban Design – utilising the well-connected location of the Site and offering a sense of place within the village core. A place to linger, play, chat, eat and watch. A social, healthy street.
- Sustainability – incorporating best practice design, construction, materiality in terms of energy efficiency, waste, active mobility/transport, and biodiversity, tackling traffic congestion head on.
- Community – ensuring an inclusive environment that is and feels accessible to all. This includes creating amenity spaces where residents and the wider community feel welcome to spend time.
- Connectivity – the creation of a high- quality and activated route through the Main Street, to provide a safe, attractive, and legible link and revitalise the village core.

It is recommended that the development should proceed as set out in the Part 8 Drawings and Report, which were on public display. The drawings are set out in Appendix B of this Report.

SIGNED: \_\_\_\_\_

  
Niall Healy  
Director of Services,  
Municipal District Operations & Rural Development.

DATE: 21.09.2021

SIGNED: \_\_\_\_\_

  
Valerie O'Sullivan  
Divisional Manager South, Cork County Council

DATE: 21.09.2021

## Appendix A -Notices

'Irish Examiner' Advertisement, dated 23<sup>rd</sup> July 2021.



Comhairle Contae Chorcaí  
Cork County Council

### PUBLIC NOTICE

**CORK COUNTY COUNCIL  
PLANNING & DEVELOPMENT ACT 2000 (as amended) –Part XI  
PLANNING & DEVELOPMENT REGULATIONS 2001 (as amended) - Part 8**

Notice is hereby given, pursuant to the provisions of Part XI of the Planning & Development Act, 2000 (as amended) and in accordance with the requirements of Part 8, Article 81 and Article 83 of the Planning & Development Regulations, 2001 (as amended) that Cork County Council proposes to undertake the following development:

#### SCHEDULE

LOCATION	NATURE & EXTENT OF DEVELOPMENT	OFFICES AT WHICH PLANS AND PARTICULARS MAY BE INSPECTED
Ringaskiddy Village Townland of Barnahely: Main Street (part)	Public Realm Enhancement of Ringaskiddy Village centre including:  Realigning, modification & reduction of existing road carriageway widths, Provision of raised toucan crossing points & the relocation of bus stops.	By appointment (See 1 below) at: Planning Department Floor 1 County Hall, Carrigrohane Road Cork.
Townland of Loughbeg: Main Street (part)	Modification & widening of existing paths to facilitate shared use.  Reconfiguration of existing car parking spaces. The works will also include paving, seating, bike parking, soft landscaping, drainage, urban trees, lighting, and all associated site works.	By appointment (See 1 below) at: Cork County Council, Carrigaline Area Office, Church Rd, Co. Cork  <b>Online at:</b> <a href="https://www.corkcoco.ie/en/planning/part-8-development-consultation">https://www.corkcoco.ie/en/planning/part-8-development-consultation</a>

1. By appointment with a member of the Council staff by calling the following number (021) 437 1800 or emailing: [CarrigalineMD@corkcoco.ie](mailto:CarrigalineMD@corkcoco.ie)

Plans and Particulars of the proposed development may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy for a period of 4 weeks from 23/07 /2021 during public opening hours at the offices listed above Monday - Friday 9.00am to 4.00pm.

A submission or observation in relation 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:

By using the online submission form on [www.yourcouncil.ie](http://www.yourcouncil.ie) or, in writing, to: Vincent Florish, Municipal District Operations & Rural Development, Floor 5 County Hall, Carrigrohane Road, Cork before 4.00pm on 06 /09 /2021.

As per Article 81 of the Planning and Development Regulations 2001 (as amended), an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an EIA is not required. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (date), apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

Signed  
Vincent Florish  
23/07/2021

*Personal Information may be collected by Cork County Council to enable the processing of your submission/ enquiry. Cork County Council can legally process this information as necessary to comply with its statutory/legal obligations. Such information will be processed in line with the Council's privacy statement which is available at [www.corkcoco.ie](http://www.corkcoco.ie). For certain processes such as Temporary Road Closures, personal data may need to be transferred to a third party where such third party is the applicant. Accordingly, please indicate if you consent to the transfer of your personal information to the applicant.*

### SITE NOTICE

**CORK COUNTY COUNCIL  
PLANNING & DEVELOPMENT ACT 2000 (as amended) –Part XI**

**PLANNING & DEVELOPMENT REGULATIONS 2001 (as amended) - Part 8**

Notice is hereby given, pursuant to the provisions of Part XI of the Planning & Development Act, 2000 (as amended) and in accordance with the requirements of Part 8, Article 81 and Article 83 of the Planning & Development Regulations, 2001 (as amended) that Cork County Council proposes to undertake the following development:

**SCHEDULE**

<b>LOCATION</b>	<b>NATURE &amp; EXTENT OF DEVELOPMENT</b>	<b>OFFICES AT WHICH PLANS AND PARTICULARS MAY BE INSPECTED</b>
Ringaskiddy Village Townland of Barnahely: Main Street (part)  Townland of Loughbeg: Main Street (part)	Public Realm Enhancement of Ringaskiddy Village centre including: Realigning, modification & reduction of existing road carriageway widths, Provision of raised toucan crossing points & the relocation of bus stops. Modification & widening of existing paths to facilitate shared use. Reconfiguration of existing car parking spaces. The works will also include paving, seating, bike parking, soft landscaping, drainage, urban trees, lighting, and all associated site works.	By appointment (See 1 below) at: Planning Department Floor 1 County Hall, Carrigrohane Road Cork.  By appointment (See 1 below) at: Cork County Council, Carrigaline Area Office, Church Rd, Co. Cork  <b>Online at:</b> <a href="https://www.corkcoco.ie/en/planning/part-8-development-consultation">https://www.corkcoco.ie/en/planning/part-8-development-consultation</a>

1. By appointment with a member of the Council staff by calling the following number **(021) 437 1800** or emailing: **CarrigalineMD@corkcoco.ie**

Plans and Particulars of the proposed development may be inspected or purchased at a fee not exceeding the reasonable cost of making a copy for a period of **4 weeks from 23/07 /2021** during public opening hours at the offices listed above Monday - Friday 9.00am to 4.00pm.

A submission or observation in relation 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:

By using the online submission form on [www.yourcouncil.ie](http://www.yourcouncil.ie) or, in writing, to:

**Vincent Florish, Municipal District Operations & Rural Development, Floor 5 County Hall, Carrigrohane Road, Cork** before 4.00pm on **06 /09 /2021**.

As per Article 81 of the Planning and Development Regulations 2001 (as amended), an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an **EIA is not required**. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (date), apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

Signed

Vincent Florish

23/07/2021

1.1 Appendix C – Scheme Drawings

Drawing No.	Title	Scale	Rev. No.
D2-02	Location Map	NTS	---
D2-03	Layout sheet 1 of 3	NTS	---
D2-04	Layout sheet 2 of 3	NTS	---
D2-05	Layout sheet 3 of 3	NTS	---
D2-06	Sections	NTS	---
D2-07	Details		

**Note:** The attached printed drawings in Appendix C (as per list above) are Not to Scale.

