



Comhairle Contae Chorcaí  
Cork County Council

# **Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative Public Realm Infrastructure Bundle –Part 8 Report of Chief Executive**

**Housing Infrastructure Implementation Team  
Planning Directorate  
June 2022**

Planning & Development Act 2000 & Regulations 2001  
(as amended)



Comhairle Contae Chorcaí  
Cork County Council



Tionscaldal Éireann  
Project Ireland  
2040

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# Contents<sup>1</sup>

Chapter	Page
<b>Executive Summary</b>	<b>4</b>
<b>1. Introduction</b>	<b>6</b>
1.1. Purpose of this Report	6
1.2. Part 8 Process	6
1.3. Part 8 Documentation and Conclusions	7
<b>2. Nature and Extent of Proposed Development</b>	<b>9</b>
2.1. Proposed Development	9
<b>3. Planner's Report on Planning Context and Planning Policy Compliance</b>	<b>11</b>
3.1. Development Description	11
3.2. Site Description	12
3.3. Policy Context	13
3.4. Other Key Projects in Carrigtwohill	16
3.5. Assessment	16
3.6. Conclusion	21
<b>4. List of Persons/Bodies who made a Submission</b>	<b>23</b>
<b>5. Issues Raised and Chief Executive Response</b>	<b>24</b>
5.1. Issues and Responses	24
5.2. Summary of Proposed Modifications	63
<b>6. Recommendation</b>	<b>65</b>
<b>Appendix A. Site Notice</b>	<b>67</b>
<b>Appendix B. List of Statutory and Non-Statutory Bodies Consulted</b>	<b>70</b>
<b>Appendix C. Summary of Part 8 Submissions</b>	<b>71</b>
<b>Appendix D. Proposed Modification Sketches</b>	<b>109</b>

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<sup>1</sup> Contents in accordance with the requirements of the Planning and Development Act 2000 (as amended) Part 11 S.179(3)b

# Executive Summary

This report provides an analysis and response to the submissions made to Cork County Council in relation to the Part 8 Planning Application for 'Carrigtwohill URDF Initiative – Public Realm Infrastructure Bundle. The submissions have been reviewed by both Cork County Council and Atkins Consulting Engineers. A summary of the submissions and responses can be found in the Appendices. All submissions are available for inspection at Floor 3, County Hall up until the conclusion of the Part 8 process.

74 entities made submissions under the process - 5 from statutory/non-statutory bodies, and 69 from the public. A positive response has been received through both the public consultation event and the submission process. The report concludes that some of the submissions are in support of the proposed development and the majority of submissions request either modifications or clarifications.

The report recommends the following proposed modifications to the application;

- **Modification 1** – An additional car park is proposed to the south of Main Street as described in the Cobh Municipal District Local Area Plan and supporting documentation.
- **Modification 2** – Provision of 2 no. car parking spaces opposite the new Station Road car park entrance, is proposed. This provision would be assessed during detailed design and would be subject to safe operation of nearby junctions and road safety auditing.
- **Modification 3** - The retention of a maximum of 3 no. set-down spaces outside Carrigtwohill Shopping Centre will be assessed at detail design stage. This would be subject to the set down spaces not impacting adjacent road safety, the safe operation of the junction to the west, a Road Safety Audit and subject to establishing the public footpath connectivity to the west as per the Part 8 drawing. The spaces would be located at the east end, away from the proposed signalised junction.
- **Modification 4** - The provision of a loading bay on Main Street to the east of the Station Road/ Main Street junction and a loading bay on Station Road to the north of the Station Road/ Main Street junction will be assessed during the detailed design stage. The provision of these loading bays will be subject to maintaining the safe operation of the streets and nearby junctions and the conclusion of a Road Safety Audit.
- **Modification 5** - The proposed pedestrian link connecting Castle Close/ Castle Avenue with Cluain Cairn is to be removed.
- **Modification 6** – The route of the proposed pedestrian link between An Fána and Cluain Cairn is to be amended to follow the route of the existing 'dirt track' between the two locations.
- **Modification 7** - The proposal for the specific school drop-off area at Castlevue estate/Scoil Chlochair Mhuire is to be removed. This includes the proposed cycling and pedestrian crossing of the Castlevue access road.
- **Modification 8** - The existing on-line bus stop at O'Donovan Transport will be re-located and a new ambulant parking space will be provided at the west edge of the Civic Space. The bus stop will be re-located further west towards the proposed bike parking area. The bus stop on the opposite side will also be re-located further west to ensure legibility. This is subject to detailed design and agreement with Bus Eireann.
- **Modification 9** – An alteration to the Main Street/ Centra car park entrance is proposed to allow HGVs to enter the car park from the west.
- **Modification 10** - Double yellow lines will be provided as part of the upgrade of the Castlevue Access Road and Main Street junction including signalisation and narrowing of the roads on the junction approach. Integrate the Bury's Bridge to Carrigtwohill cycle route with the proposed junction upgrade.

- **Modification 11** - An alternative access to the residential property which is the subject of submission reference 410341558 is proposed to the new access road to the carpark at the Presbytery. The alternative access is subject to Landowner agreement to permanent closure of the existing Carrigane Road entrance to the property to vehicular traffic.
- **Modification 12** - The secondary entrance onto Station Road from the property which is the subject of submission reference 413503338 is to be maintained and is to replace the existing vehicular entrance. The proposed entrance onto Cúl Árd is to be removed.
- **Modification 13** - The Amenity/Biodiversity area on the eastern side of Station Road (south of Parochial House) is to be removed from the proposals.
- **Modification 14** – The car park on the new road running south from Main Street will be moved further south. North of this carpark, access will be provided to lands to east referenced in the submission no. 413308128 lands from the new road running south of Main Street for their future development.
- **Modification 15** – Parallel parking will be implemented adjacent to the shared path through the Centra car park.
- **Modification 16** - One of the two ambulant parking spaces proposed on Main Street outside Centra is to be replaced with a set down space by modification of the Part 8.
- **Modification 17** – The east-west link road running south of O’Donovan Transport will be re-aligned to remove the bend and reduce the impact at the south-east corner of O’Donovan Transport lands. In addition, a planted buffer strip will be provided on the western and southern boundaries of O’Donovan Transport lands with the new road. In addition, the local reduction in width of the cross section of the new road running south from Main Street and/ or alteration of its alignment will be assessed during detail design to reduce impact on O’Donovan Transport lands along their west boundary.
- **Modification 18** – Measures to be provided to allow for bus priority southbound on Wisers Road between the Wisers Road and IDA Industrial Estate junction and the Wisers Road and Main Street junction including through these junctions.
- **Modification 19** – The access road to the Presbytery will have footpaths/verges provided on both sides. An access from the Presbytery will be provided to the new access road.
- **Modification 20** – An access from residential property on the west boundary of O’Donovan Transport will be provided to the new access road running south from Main Street.
- **Modification 21** – The section of the cycle and pedestrian link between the new east west link road and the N25 will be removed.

# 1. Introduction

## 1.1. Purpose of this Report

This is the Report of the Chief Executive to the Members of the Cobh Municipal District Committee which is to be considered at a special meeting on June 10<sup>th</sup>, 2022, whereby a decision will be considered by the Committee as part of the Part 8 Planning Process for the 'Carrigtwohill URDF Initiative – Public Realm Infrastructure Bundle' proposals. The final decision to approve the Part 8 with modifications will be made at a Full Council Meeting on 27<sup>th</sup> June 2022.

The aims of the proposed infrastructure works included in the Carrigtwohill URDF Initiative - Public Infrastructure Bundle are as follows:

- To support regeneration, compact growth, and sustainable development in Carrigtwohill;
- To provide a public realm upgrade with better quality streetscapes and public spaces and to unlock the potential of Carrigtwohill town;
- To improve connectivity between Carrigtwohill Town Centre and residential developments, Carrigtwohill train station, schools, business parks, commercial premises etc.
- To encourage sustainable modes of transport by reducing car dominance and providing safe pedestrian and cyclist facilities;
- To upgrade existing road junctions to improve performance for traffic as well as catering for pedestrian/cyclist demand;
- Co-ordination and integration of proposals with other proposed infrastructure projects in Carrigtwohill.

The necessary infrastructure improvements were informed by the provisions outlined in the Cobh Municipal District Local Area Plan 2017.

## 1.2. Part 8 Process

Pursuant to the provisions of Part 8 of the Planning and Development Regulations, 2001 (as amended), the Council advertised the Part 8 proposals accordingly:

- 27 no. site notices were erected on Thursday, February 24<sup>th</sup>, 2022 and maintained at various locations around the Carrigtwohill at each project site throughout the submission period. See Appendix A for the Site Notice text.
- Cork County Council published a notice of the proposals in the Irish Examiner on Friday, February 25<sup>th</sup>, 2022;
- The notice advised the public that the drawings were available for inspection at the following venues:
  - Cork County Council's website at <https://www.corkcoco.ie/en/planning/housing-infrastructure-implementation-team/public-consultation-part-8s>
  - Planning Counter, Ground Floor, County Hall, Cork between the hours of 09:00 and 16:00 on each working day, subject to COVID-19 restrictions.
  - Cork County Council Area Engineer's Office at Ballinglanna, Glanmire and Cobh Municipal District Office, Carrig House, Cobh, Co. Cork between the hours of 09:00 and 17:00 on each working day during which the said offices are opened for the transaction of business, subject to COVID-19 restrictions.

- The notice also advised the public that Submissions or Observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made on or before 17:00 on Friday April 8th, 2022.
- All submissions are available for inspection in County Hall throughout the submission period and will continue to be available until the Part 8 process is concluded. A summary of the submissions is included in Appendix C.
- 15 Statutory Bodies and 7 Non-Statutory Bodies were notified in writing and by email on Friday, March 4<sup>th</sup>, 2022, including a link to the relevant documentation, with the timeframe for submissions within the public consultation period (See Appendix B).
- An internal report was also sought from the Planning Department which is included in this report. (See Section 3).

In addition to the statutory requirements, the Council also engaged with a number of residents & landowners prior to and during the Part 8 process who were identified as being likely to be affected by the proposed development. All requests for individual meetings were met by the Council and their Design Consultants before relevant submissions were made. A total of 40 individual meetings were held.

The Council and their Design Consultants also held a public exhibition of the Part 8 proposals in the Carrigtwohill Community Centre on February 8<sup>th</sup>, 2022 from 3pm to 7pm. This event had 121 registered attendees.

Council Officials organised a special joint meeting of the Cobh Municipal District on June 10<sup>th</sup>, 2022 to outline the Chief Executive's Report on the submissions prior to putting the Part 8 before the full Council.

### 1.3. Part 8 Documentation and Conclusions

The following is a list of the documents and drawings which were available to the public throughout the submission period and are still available for viewing on the Cork County Council Part 8 website:

- Part 8 Planning Application Report
- Press Notice
- Site Notice
- Appropriate Assessment Screening Determination
- Archaeological and Built Heritage Assessment
- Carrigtwohill Urban Regeneration and Development Fund Initiative - Public Realm Infrastructure Bundle
- Drawing Booklet
- Ecological Impact Assessment (EclA)
- Environmental Impact Assessment Screening Determination
- Environmental Impact Assessment Screening Report
- Flood Risk Assessment
- Report on Screening for Appropriate Assessment

The **Appropriate Assessment Screening Determination Report** determines that on the basis of the information contained in the AA Screening Report and other project documents which is considered adequate to undertake a screening assessment and to make a screening determination Cork County Council is satisfied that the proposed project poses no likelihood of causing significant effects on the Cork Harbour SPA or the Great Island Channel SAC. Thus, it is recommended that it is not necessary for the proposed project to proceed to Appropriate Assessment.

The **Flood Risk Assessment** concludes that the development is in agreement with the core principles contained within the Office of Public Works' (OPW) Planning System and Flood Risk Management Guidelines.

The **Ecological Impact Assessment** concludes that consideration of the pre-construction surveys and measures to be adopted during construction results in the residual effects of the proposed development being reduced to 'not significant'. In essence, this can be described as having no perceivable impacts on ecological features (habitats or species). Impacts may be beneath levels of perception, within normal bounds of variation.

The **Environmental Impact Assessment Screening Determination Report** concludes that there is no real likelihood of significant effects on the environment arising from the proposed development and it is determined that an Environmental Impact Assessment is not required.

The **Archaeological and Built Architectural Heritage Screening Assessment** concludes that the Works associated with the Public Realm Infrastructure Bundle will not directly impact any recorded archaeological sites or protected structures. There is, however, potential to uncover sub-surface archaeological remains during ground works within greenfield areas. As such, a programme of licenced archaeological monitoring has been recommended for this portion of the works. It notes that the works will require the removal and replacement of a number of nineteenth-century road-side structures and removal of sections of historic masonry walls. A programme of pre-works architectural recording is proposed.

It is considered by the authors of the report that the Public Realm Infrastructure Bundle has the potential to greatly improve the built environment and town centre of Carrigtwohill and that overall, the proposals will have a positive impact on the townscape and streetscape character of the settlement.

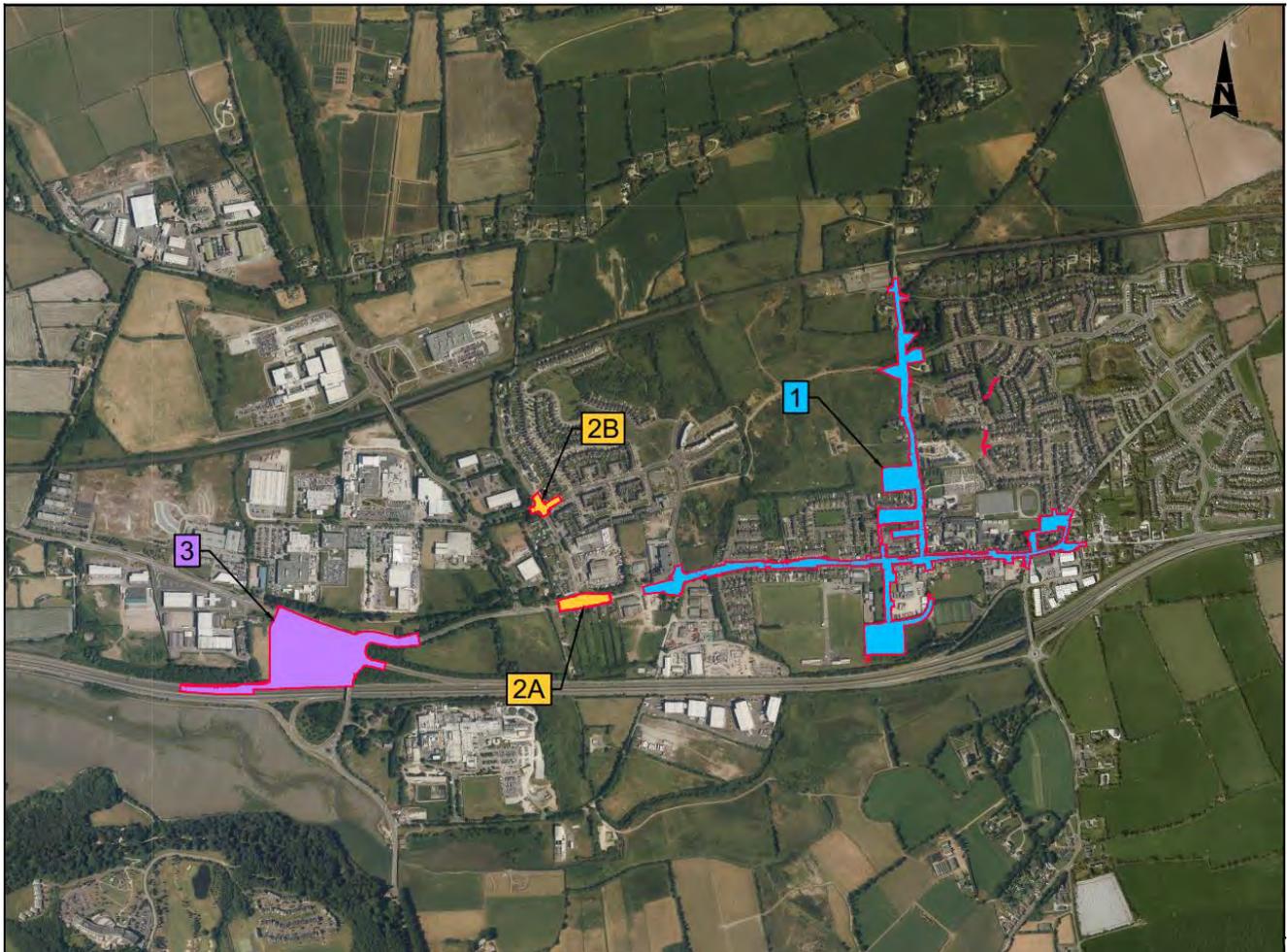
## 2. Nature and Extent of Proposed Development

### 2.1. Proposed Development

With reference to Figure 2-1 the three projects which comprise the Carrigtwohill URDF Initiative - Public Realm Infrastructure Bundle are as follows:

1. **Main Street and Station Road Public Realm Works** comprising of the following:
  - a. Upgrade of Main Street and Station Road junction including footpath widening, road re-alignment and widening, re-surfacing, signalisation, provision of pedestrian crossings and removal of existing structures/buildings;
  - b. Provision of three new public spaces as follows:
    - i. At junction of Station Road and Main Street;
    - ii. At and north of the Community Centre on Main Street;
    - iii. At and west of St. Mary's Church on Station Road.
  - c. Public realm upgrade of Station Road from the junction with Main Street to the junction at Carrigtwohill Train Station including:
    - i. Road widening with footpaths / off-road cycle tracks on both sides of the road, raising of existing roads levels where required, and re-location of the existing Grotto;
    - ii. Removal of existing boundary walls, re-building of boundary walls, re-location of entrances and local realignment of the stream channel;
    - iii. Two number 'Biodiversity Areas';
    - iv. New street lighting, undergrounding of overhead lines, new underground services and drainage, and diversion of existing services where required;
    - v. Traffic calming measures including re-surfacing, road narrowing, tree planting and raised tables, signalised and unsignalised raised pedestrian crossings;
    - vi. Removal of on-street carparking and provision of a new car park (46 no. spaces);
    - vii. Upgrade of existing car park at Patrick Pearse Place;
    - viii. New shared use pedestrian and cyclist path between Station Road and recreation areas south of Main Street via Patrick Pearse Place and the existing Centra car park;
    - ix. New footpaths connecting the following housing developments:
      - Cluain Cairn and An Fána;
      - Cluain Cairn and Castle Close/Castle Avenue.
  - d. Public realm upgrade of Main Street from the junction with Castl lake Avenue to the junction with Carrigane Road including:
    - i. Footpath widening on both sides of the road with varying surface treatments;
    - ii. Shared cycle/pedestrian path on north side of the road from junction with Castl lake Avenue to Bán Na Gréine;
    - iii. Removal of existing boundary walls, re-building of boundary walls, and re-location of entrances;
    - iv. Street lighting, undergrounding of overhead lines and diversion of existing services as required;
    - v. Traffic calming measures including re-surfacing, road narrowing, tree planting, raised tables, signalised and unsignalised raised pedestrian crossings;
    - vi. Re-location of on-street car parking to three new car parks (45 no. spaces);
    - vii. New road running south from Main Street including underground services, and public lighting;
    - viii. New school drop off area accessed from Carrigane Road and ambulant accessible parking.
2. **Wises Road Junction Upgrades** comprising of the following:
  - a. Upgrade of junction of Wises Road and Main Street including provision of traffic signals, pedestrian crossings, road re-alignment and footpath widening;

- b. Upgrade of junction of Wises Road and Oakbrook Link Road/ IDA Industrial Estate Access Road including provision of traffic signals, road re-alignment and footpath widening.
3. **N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures** to include an increase in the size of the existing northern roundabout, 2 no. pedestrian/ cyclist crossings, widening and re-alignment of approach roads to the roundabout. The crossings will be connected to the Dunkettle to Carrigtwohill Inter-Urban Cycle Route on the north side of the roundabout and to the proposed pedestrian and cyclist path which will cross the N25 on the existing bridge over the N25. The shared path across the bridge will be delivered as part of a separate project.



**Figure 2-1 - Carrigtwohill URDF Initiative - Public Realm Infrastructure Bundle**

### 3. Planner’s Report on Planning Context and Planning Policy Compliance

<b>From</b>	Noel Sheridan, A/Senior Planner, Planning & Development Louise Ahern, Executive Planner, Planning & Development
<b>To</b>	Donald Cronin, Senior Executive Engineer, Housing Infrastructure Implementation Team, Planning & Development
<b>Re</b>	Carrigtwohill URDF Initiative – Part 8 Public Realm Infrastructure Bundle
<b>Date</b>	11 <sup>th</sup> February 2022

#### 3.1. Development Description

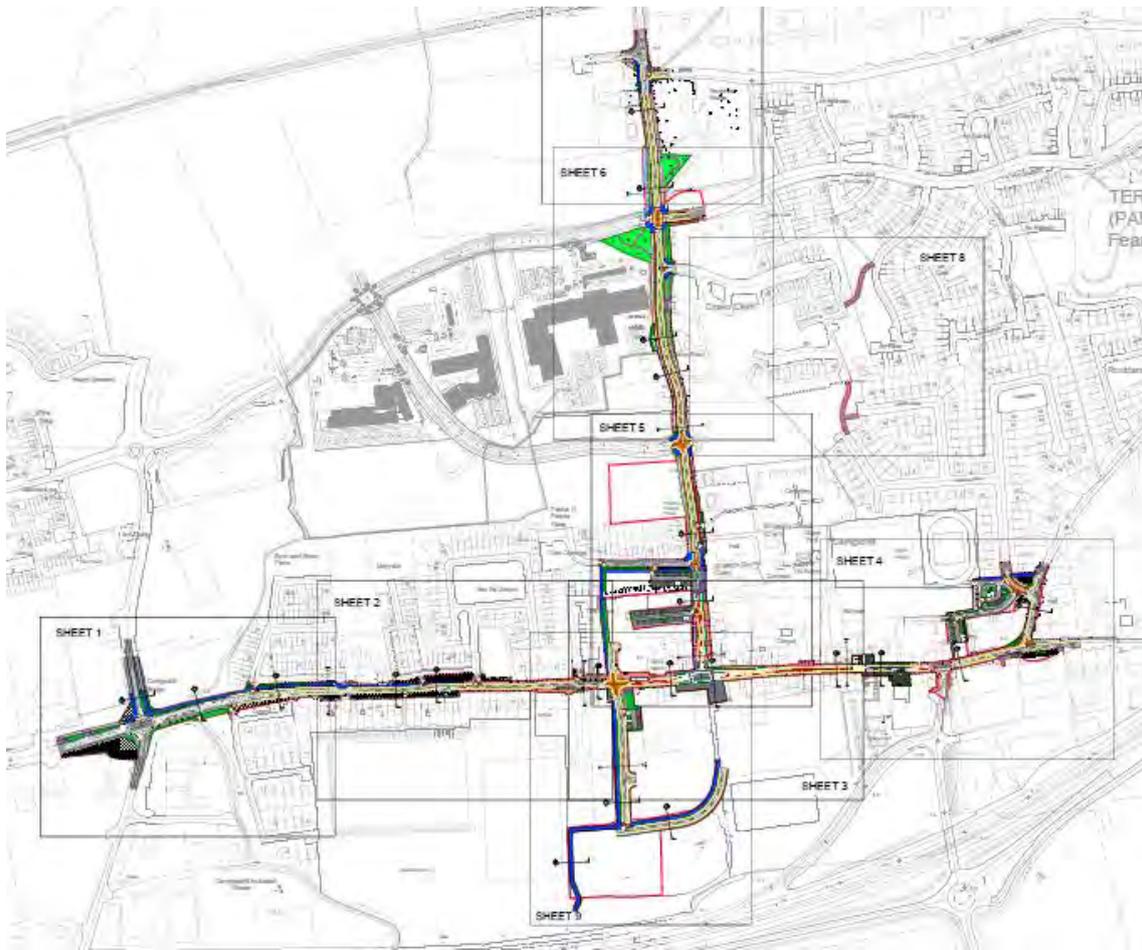
Cork County Council is proposing to carry out junction upgrades and to enhance the public realm in the town of Carrigtwohill including additional capacity interim measures at the N25 Junction 3 (Cobh Cross). The aims of the proposed infrastructure works included in the Carrigtwohill URDF Initiative Public Realm Infrastructure Bundle are as follows:

- To support regeneration, compact growth, and sustainable development in Carrigtwohill;
- To provide a public realm upgrade with better quality streetscapes and public spaces and to unlock the potential of Carrigtwohill town;
- To improve connectivity between Carrigtwohill Town Centre and residential developments, Carrigtwohill train station, schools, business parks, commercial premises etc.
- To encourage sustainable modes of transport by reducing car dominance and providing safe pedestrian and cyclist facilities;
- To upgrade existing road junctions to improve performance for traffic as well as catering for pedestrian/cyclist demand;
- Co-ordination and integration of proposals with other proposed infrastructure projects in Carrigtwohill.

The works will consist of:

- Main Street and Station Road Public Realm Works including footpath widening, road re-alignment, resurfacing, signalisation, traffic calming measures, street lighting, demolition of buildings at the junction of Main Street and Station Road along with other small-scale demolition works and provision of new public spaces;
- Upgrade of Wises Road junction;
- Additional capacity measures at N25 Junction 3 (Cobh Cross) including widening and realignment of approach roads to the roundabout.

A detailed description of the nature and extent of works has been provided in Section 1.2 of the Part 8 Planning Application Report which accompanies the application.



**Figure 3-1 - Extent of Carrigtwohill Public Realm Works Area (8.1ha)**



**Figure 3-2 - N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures (5.2ha)**

### 3.2. Site Description

The extent of the overall project is illustrated in Figure 3-1 and Figure 3-2 above, the total area of which equates to 13.3ha and includes:

- Main Street from the junction with Castlelake Avenue to the junction with Carrigane Road;
- Station Road from the junction with Main Street to the junction at Carrigtwohill Train Station;
- Carrigane Road from the junction with Main Street to the junction with Castlevue Estate;

- Cluain Cairn, An Fána, Castle Close, Castle Avenue;
- Wises Road/Main Street junction;
- Wises Road/Oakbrook Link Road/IDA Industrial Estate Access Road junction;
- N25 Junction 3 and lands adjoining this junction.

The proposed development is located within the settlement boundary of Carrigtwohill as per the Cobh MD LAP 2017. Most of the works are located within the *Existing Built-Up Area* which comprises a mixture of residential and commercial uses. A small portion of the overall project is located within the *Town Centre / Neighbourhood Centre*.

### 3.3. Policy Context

#### 3.3.1. National Policy/ Regional Policy

- **Project Ireland 2040: National Planning Framework, (Feb, 2018)** The NPF is the overarching policy and planning framework for the social, economic, and cultural development of the country.
- **Regional Spatial and Economic Strategy (RSES) for the Southern Region** The RSES sets out the strategic regional development framework for the Region. The primary aim of the RSES is to implement *Project Ireland 2040 – the National Planning Framework*, at the regional tier of Government and to support NPF policy for achieving balanced regional development.
- The RSES includes the **Cork Metropolitan Area Strategic Plan (MASP)** which is a high level and long-term strategic vision and which identifies critical priorities for the sequencing and delivery of growth of the City and the wider Metropolitan area.
- **Design Manual for Urban Roads and Streets, (DECLG, 2013)**. This document provides guidance in relation to the design of urban roads and streets and seeks to support and encourage more sustainable travel patterns in urban areas.
- **The Planning System and Flood Risk Management – Guidelines for Planning Authorities and technical Appendices (2009)** These guidelines require the planning system at national, regional and local levels to avoid development in areas at risk of flooding, adopt a sequential approach to flood risk management when assessing the location for new development based on avoidance, reduction and mitigation of flood risk and incorporate flood risk assessment into the process of making decisions on planning applications and appeals.
- **The National Cycle Policy Framework (NCPF)** sets out a suite of interventions to improve the ease and safety of cycling in order to achieve greater mode share going forward. The NCPF states that making provision for cyclists in the urban environment does not merely consist of providing dedicated cycling facilities but also involves wider traffic interventions that benefit all vulnerable road users.

#### 3.3.2. Local Policy

##### 3.3.2.1. Cork Cycle Network Plan 2017

Cork City and County Council commissioned the preparation of a Cycling Network Plan for the Cork city Metropolitan Area and surrounding towns. The objective of the project is to provide a clear plan for the future development of the cycling network within the Metropolitan Area to encourage greater use of cycling for trips to work, school, recreation and leisure.



**Figure 3-3 - Extract from Map CN1 – Cork Inter-Urban Route Network**

### 3.3.2.2. Cobh Municipal District Local Area Plan 2017

The site is located within the development boundary of Carrigtwohill as outlined in the Cobh MD LAP 2017. The following policy objectives are relevant to this development proposal:

<b>CT-GO-04</b>	To improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas.
<b>CT-GO-05</b>	To broadly support the principles of the Midleton and Carrigtwohill Transportation Study published in August 2010 as they apply to Carrigtwohill, in a sustainable manner.
<b>CT-GO-07</b>	A network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town’s main residential areas, schools, the town centre and the railway station complex. The network of designated walking and cycling routes proposed will include the following residential areas within the town: <ul style="list-style-type: none"> <li>• Bog Road;</li> <li>• Fota Rock;</li> <li>• Gortnamucky;</li> <li>• Rocklands;</li> <li>• Terry’s Land (North &amp; South); and</li> <li>• Tullagreen</li> </ul>
<b>CT-GO-09</b>	To support the implementation of important safety improvements to the national road network generally in accordance with the N25 improvement proposals developed by the National Roads Authority and outlined in the Midleton and Carrigtwohill Transportation Study August 2010.
<b>CT-GO-10</b>	To secure significant road safety and traffic management improvements to Station Road so that it can provide a safe, pleasant and effective route between the station and the town centre.
<b>CT-GO-12</b>	To support the implementation of the Carrigtwohill North Framework Masterplan Study.
<b>CT-GO-14</b>	All development shall contribute to improved pedestrian and cyclist connectivity and shall include proposals for the provision of improved pedestrian / cycle access routes, provision of new footpaths or improvement of existing footpaths and provision of facilities for cyclists, as appropriate.

	A network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centres in accordance with the Cork Cycle Network Plan 2017.
<b>CT-U-13</b>	Upgrade of Station Road.
<b>CT-U-14</b>	Upgrade of Main Street.

### 3.3.2.3. Cork County Development Plan 2014

The following are relevant policies from the 2014 CDP:

<b>TCR 2-1</b>	<p><b>Town Centre</b></p> <p>g) Encourage the preparation of targeted public realm strategies and other strategies in a general and specific sense for individual towns over the lifetime of the plan, particularly where a need has been identified through the local area plan process.</p>
<b>TO 7-1</b>	<p><b>Walking / Cycling and Greenways</b></p> <p>Promote the development of walking and cycling routes throughout the County as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.</p>
<b>TM 2-2</b>	<p><b>Cycling</b></p> <p>a) Encourage and facilitate a safe walking and cycling route network and a culture of walking and particularly cycling in the county, as a viable alternative travel choice. Local Area Plans will set out Active Travel Strategies (cycling and walking) for individual towns and their hinterlands.</p> <p>b) Improve the streetscape environment for pedestrians, cyclists and those with special mobility needs while seeking to provide facilities which enhance safety and convenience. The Design Manual for Urban Roads and Streets (DMURS) is a useful guidance tool.</p> <p>c) Ensure that development in urban areas, towns and villages is well located, permeable and prioritises walking, cycling and access to public transport and other important amenities. The Design Manual for Urban Roads and Streets (DMURS) is a useful guidance tool.</p> <p>d) Promote the development of an integrated and coherent local and countywide cycle network to form part of the wider National Cycle Network. Routes will be promoted which generally seek to avoid or minimise impacts on the environment and on EU designated sites.</p>

### 3.3.2.4. Draft Cork County Development Plan

The Draft Cork County Development Plan was issued on Wednesday 21<sup>st</sup> April 2021. It is intended that the new Cork County Development Plan 2022 will be the first consolidated Plan for the entire functional area of Cork County Council and relates to the new administrative boundary of the County. The new County Development Plan will replace not just the current County Development Plan (as varied) but also the current 8 Municipal District Local Area Plans made in 2017 as well as the existing Town Development Plans.

Carrigtwohill is identified as a Main Town under the Draft CDP. The following draft CDP Objectives are relevant:

**PL 3-1:** Building Design, Movement and Quality of the Public Realm

**PL 3-3:** Delivering Quality and Inclusive Places

**TCR 9-1** Town Centres

**TM 12.1:** Integration of Land Use and Transport

**TM 12.2:** Active Travel

Volume 4, Section 2.3 of the Draft CDP outlines the vision and policy objectives for Carrigtwohill.

### 3.4. Other Key Projects in Carrigtwohill

There are a number of key infrastructure projects and developments currently under way in Carrigtwohill which are relevant to this proposed Part 8 development:

**19/5707 Station Road Schools Campus:** Permission granted for construction of three no. new school buildings and the construction of a main link road with roundabout from Castl lake Housing Estate to Station Road and an additional link from the roundabout to Station Road. This campus comprises of two primary schools and one post-primary school.

As evidenced in the Traffic Impact Assessment submitted with the school campus application the trips generated from this development will be significant and rely heavily in terms of the site's central location and accessibility to quality public transport facilities to lessen the impact of the development from a vehicular traffic perspective. It was acknowledged during the assessment of this planning application that without the necessary safe and convenient pedestrian and cycle routes being provided along Station Road for its full extent as part of the application the aspirations for modal split as outlined in the application will not be met culminating in unacceptable levels of vehicular traffic congestion and unsafe pedestrian and cycle environments for students and users of the school campus. Therefore, conditions were attached to the permission requiring either the delivery / implementation of the required upgrades and / or junction signalisations or payment of a special contribution towards same.

**Bury's Bridge Cycleway:** Part 8 permission for strategic cycleway scheme connecting Bury's Bridge at Dunkettle with Carrigtwohill. The cycleway enters the east side of Carrigtwohill to the north of Cobh Cross (N25 Junction 3) and runs parallel to Carrigtwohill Main Street before turning north and running along the Castl lake Access Road where it then joins the link roads associated with the new schools' campus permitted under 19/5707.

### 3.5. Assessment

The proposed development relates to infrastructural improvement works and enhancement of public realm, pedestrian connectivity, and outdoor living in Carrigtwohill. The project seeks:

- To support regeneration, compact growth, and sustainable development in Carrigtwohill;
- To provide a public realm upgrade with better quality streetscapes and public spaces and to unlock the potential of Carrigtwohill town;
- To improve connectivity between Carrigtwohill Town Centre and residential developments, Carrigtwohill train station, schools, business parks, commercial premises etc.
- To encourage sustainable modes of transport by reducing car dominance and providing safe pedestrian and cyclist facilities;
- To upgrade existing road junctions to improve performance for traffic as well as catering for pedestrian/cyclist demand;
- Co-ordination and integration of proposals with other proposed infrastructure projects in Carrigtwohill.

The works will consist of:

- Main Street and Station Road Public Realm Works including footpath widening, road re-alignment, resurfacing, signalisation, traffic calming measures, street lighting removal of structures and provision of new public spaces;
- Upgrade of Wisers Road junction;

- Additional capacity measures at N25 Junction 3 (Cobh Cross) including widening and realignment of approach roads to the roundabout;
- Demolition of buildings at the junction of Main Street and Station Road along with small scale demolition works.

A detailed description of the proposed development has been provided in Section 1.2 of the Part 8 Planning Application Report which accompanies the application and Section 3.2.1 of the EIA Screening Report.

From a land use planning perspective, the proposed development is located on lands within the Town Centre and the Existing Built-Up Area of Carrigtwohill as per the Cobh MD LAP 2017. The Plan recognises as a key growth area within Metropolitan Cork it is essential that Carrigtwohill develops an attractive vibrant urban centre of its own with shops, services, attractive streets, buildings and public spaces to meet the needs of the local population, attract investment to the area and send a positive signal to investors about the importance of Carrigtwohill as a key growth centre for the future reflecting Carrigtwohill's strengths in terms of multi-modal accessibility and emerging role as a retail destination within Metropolitan Cork. A key priority for the future therefore, is to develop a strategy to guide the coherent development of the town centre in terms of land use and urban design, addressing issues such as the range of uses to be accommodated, priority areas for development, improved pedestrian facilities, traffic and connectivity issues and improvements to the public realm.

Carrigtwohill is well served by national road infrastructure being located on the N25 Cork-Waterford Road however there is a problem with traffic congestion and on street parking in the town centre which detracts from the public realm. The Plan recognises that the growth in background traffic levels, new development in the area and the need to provide additional capacity for future growth are likely to necessitate the following road network improvements:

- Cobh / Carrigtwohill Junction and Roundabouts;
- Upgrades to the road network within Carrigtwohill itself; and
- Upgrade to the N25 between Carrigtwohill and Midleton.

Much of the existing built-up area of Carrigtwohill is within a convenient walking or cycling distance from the town's new railway station and the town centre itself. In order to make the most advantageous use of the new railway service and link it back to the town centre as well as employment and residential developments it is important to encourage the provision of safe, convenient and pleasant access to the station area for walkers and cyclists. The development of this network will also facilitate better access to the town centre and ultimately between the main residential and employment areas.

It is a general policy objective of the LAP (CT-GO-04) to improve public realm spaces within the Town Centre and to allow greater connectivity between existing and proposed development areas and to establish a network of designated walking and cycling routes to provide safe, convenient and pleasant routes between the town's main residential areas, schools, the town centre and the railway station complex (CT-GO-07). CT-GO-08 seeks to ensure that provision is made in proposals for new development, particularly for housing, office, retail, industrial and educational uses to provide safe, convenient and pleasant routes linking the development to the railway station and the other principal areas of the town for walkers and cyclists. CT-GO-10 seeks to secure significant road safety and traffic management improvements to Station Road so that it can provide a safe, pleasant and effective route between the station and the town centre. It is a specific policy objective to upgrade Station Road (CT-U-13) and Main Street (CT-U-14).

As noted above, there are a number of key infrastructure projects currently underway in Carrigtwohill including the new school campus on Station Road and the Bury's Bridge Cycleway connecting Carrigtwohill to Dunkettle via Little Island. A key aim of the Carrigtwohill Initiative – Public Realm Infrastructure Bundle is to co-ordinate and integrate the design with these projects as well as other development in Carrigtwohill. This Part 8 application comprises three main elements:

1. Main Street and Station Road Public Realm Works
2. Wisers Road Junction Upgrades and
3. N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures

### Main Street and Station Road Public Realm Works

The upgrade of Main Street and Station Road junction includes the signalisation of the junction and to provide a pedestrian crossing on each arm of the junction. The Station Road carriageway will be increased to 6m in width and proposed works will require the demolition of the building on the north-west corner of the junction in order to provide suitable road and footpath widths. An enhanced public space with new street lighting, street furniture, trees and planting are proposed at the upgraded junction which will be a central focal point in the Town Centre. On street parking will be re-located to reduce car dominance, improve safety and enhance the town core experience for pedestrians.

The upgrade of Station Road will extend from the junction with Main Street northwards to the junction at the Train Station and will include new shared pedestrian and cycle path and improved pedestrian connectivity between existing housing developments at Cluain Cairn, An Fána and Castle Close / Castle Avenue, a new civic space at St Mary's Church, enhanced public realm and new landscaped and planted areas. The existing Grotto on Station road will be re-located to the back of the proposed footpath which will allow the Grotto to be accessed safely from the footpath. Traffic calming measures including the use of different road surface materials, road narrowing, tree planting, raised tables and signalised crossing will be provided on Station Road providing greater priority for vulnerable road users. A new car park will be provided on the west side of Station Road for relocation of existing car parking spaces.

The upgrade of Main Street will extend from the junction with Castlelake Access Road at the western end of the Town to the junction with Carrigane Road at the eastern end of the Town. A shared cycle and pedestrian path is proposed on the northern side of Main Street from Castlelake Access Road as far as the entrance to Bán na Gréine which will connect the proposed Bury's Bridge cycle route. A new road is proposed to run south of Main Street to lands zoned 'Town Centre' in the LAP which will help divert heavy goods vehicles away from the centre of Carrigtwohill. An enhanced area around the Community Centre is proposed by creating a larger and more attractive civic space as a focal point within the Town Centre. Traffic calming measures in the form of different road surface materials, road narrowing, tree planting, raised tables and signalisations will be provided along Main Street. Existing on-street car parking will be re-located to allow for wider footpaths and drop-off areas are proposed for Scoil Chlochair Mhuire and St. Aloysius Schools. A number of existing structures including buildings, boundary walls and entrances will be demolished to facilitate the proposed works and a number of boundary walls and entrances will be re-located to suit the new alignment.

### Wisers Road Junction Upgrade

It is proposed to signalise this junction to enhance pedestrian and cyclist connectivity to the IDA Business Park and allow for existing and future pedestrian, cycle and vehicular traffic. The shared path layout at the junction will be integrated with the proposed Bury's Bridge cycleway which recently received Part 8 planning permission and with the Active Travel measures proposed for Wisers Road as part of a separate CCC project.

### N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures

This junction is one of two main entry / exit points between Carrigtwohill and the national road network as well as the main entry / exit point between Cobh and the national road network. Based on current capacity issues at this junction and following traffic modelling carried out it is proposed to increase the size of the northern roundabout to provide more opportunity for vehicles to enter the roundabout from the N25 eastbound off-slip,

an additional lane around the roundabout and additional stacking capacity as far as the N25 diverge lane to address the issues observed during morning and evening peaks.

### 3.5.1. Flood Risk and Surface Water Management

The application is accompanied by a Flood Risk Assessment (FRA) undertaken in accordance with the *Planning System and Flood Risk Management Guidelines for Planning Authorities* in order to inform the proposed development. The proposed works comprise water compatible development only and the FRA concludes that the development is in agreement with the core principles contained within the Guidelines.

### 3.5.2. Environmental Impact Assessment Screening

Schedule 5, Article 93, Parts 1 & 2 of the Planning and Development Regulations (2001, as amended) set out the thresholds for different classes of development for the purposes of Part 10 where an EIAR is required. An Environmental Impact Assessment Screening Report has been prepared by Atkins. The report assessed the potential impact of the proposed development in conjunction with committed developments in the surrounding area and concludes that the mandatory criteria for both the Planning and Development Act and a road development under the Roads Act have not been met and therefore the application is subject to sub threshold assessment where the likely significant effects on the environment must be determined in order to ascertain if a sub-threshold EIA is required.

The following sub-classes from Schedule 5 are relevant:

#### Class 10. Infrastructure Projects

*(b)(iv) 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 total area of the Main Street and Station Road element equates to 7.4ha and the Wises Road Junctions amount to 0.7ha. The existing predominant land use along Station Road is residential. The land use along Main Street comprises a mix of residential, retail and commercial. The retail and commercial uses are mainly concentrated at the eastern end of Main Street. The extent of the works located within the commercial / retail area of Main Street amount to less than 2ha.

The lands directly adjoining the Cobh Cross element of this project are undeveloped and are not located within the ‘business district’ or the built-up area. This element of the project measures 5.2ha.

The extent of works located within what could be described as the business district involve an area of less than 2ha and the N25 junction upgrade works amounting to 5.2ha are located outside of the business district and outside of the built-up area. Furthermore, the proposed development relates to environmental improvement works / upgrade of an existing streetscape and public realm. There will be no new structures only upgrading of existing roadways, junctions and public realm. It is therefore concluded that the scheme is under the threshold in respect of Class 10(b)(iv) of Part 2, Schedule 5 of the Planning and Development Regulations, 2001 (as amended) and mandatory EIA is not required.

As the Scheme is sub-threshold, it has therefore been assessed on a case-by case basis in accordance with the *Criteria for Determining Whether or Not a Development Would or Would Not be Likely to have Significant Effects on the Environment* as outlined within Annex III of the EIA Directive.

The EIA Screening Report has considered the characteristics of the proposed development and potential impacts, the environmental site setting and the type and characteristics of potential impacts. Having reviewed and considered the Environmental Impact Assessment Screening Report and having regard to:-

- The scale, nature and characteristics of the proposed development which relates to environmental improvement works, public realm, street enhancement measures and junction upgrade works which are under the threshold in respect of Class 10(b)(iv) of Part 2, Schedule 5 of the Planning and Development Regulations, 2001 as amended;
- The assessment and conclusions of the Habitats Directive Appropriate Assessment Screening Report and Screening Determination that the proposed works, individually or in combination with other plans / projects, are not likely to have a significant effect on a European site (Natura 2000 site);
- The criteria set out in Article 120(4)(a) of the Planning and Development Regulations, 2001 as amended;
- The mitigation measures proposed in the report to inform the environmental impact assessment screening of the proposed development, including the implementation of standard best practice procedures, a project specific CEMP and robust waste management procedures and a Traffic Management Plan;

It is considered that there is no real likelihood of significant effects on the environment arising from the proposed development and I am satisfied that the proposed development does not require a Sub Threshold EIAR.

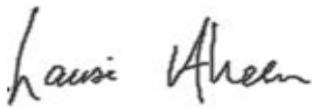
### 3.5.3. Appropriate Assessment

The application is accompanied by an Appropriate Assessment Screening Report which concludes that the proposed works, individually or in combination with other plans / projects, are not likely to have a significant effect on a European site (Natura 2000 site) and an AA Screening Determination has been made by Cork County Council as the Competent Authority.

### 3.6. Conclusion

The core principles of the project are to enhance and strengthen the vitality and development potential of the existing town centre by supporting regeneration and compact growth, to improve streetscapes and public spaces, to improve connectivity between the town centre and residential developments, to encourage sustainable modes of transport by reducing car dominance and providing safe pedestrian and cyclist facilities, to upgrade existing road junctions to improve performance for traffic and to co-ordinate and integrate with other infrastructure projects either proposed or currently underway. It is further intended that these public realm works will catalyse further investment in the Town Centre. The streetscape and public realm upgrades will be strategic in attracting further investment into the town amenities and services while simultaneously strengthening Carrigtwohill a key growth centre within Metropolitan Cork and generating significant potential for employment and residential development. The proposed development will produce social, economic and environmental / physical benefits with the potential to unlock key town centre sites, attract higher density development, create a strong sense of place and facilitate enhanced pedestrian permeability, making Carrigtwohill a more attractive place to work, live and invest.

Having reviewed the policy context for the area, based on the attached plans and particulars, the proposed development is considered to be in accordance with the proper planning and development of the area. The proposal is consistent with the national strategic objectives of the National Planning Framework, the Regional Spatial and Economic Strategy for the Southern Region and is consistent with the local policies and objectives of the Cork County Development Plan 2014, the Draft Cork County Development Plan 2021 and the Cobh Municipal District Local Area Plan 2017 as well as the Cork Cycle Network Plan 2017.



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**Louise Ahern**  
**Executive Planner**



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**Noel Sheridan**  
**Senior Executive Planner**

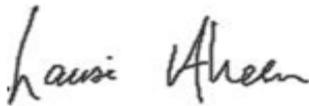
### 3.7. Addendum

<b>From</b>	John Lalor, A/Senior Planner, Planning & Development Louise Ahern, Executive Planner, Planning & Development
<b>To</b>	Donald Cronin, Senior Executive Engineer, Housing Infrastructure Implementation Team, Planning & Development
<b>Re</b>	Carrigtwohill URDF Initiative – Part 8 Public Realm Infrastructure Bundle
<b>Date</b>	2 <sup>nd</sup> June 2022
<b>Re</b>	Carrigtwohill URDF Initiative – Part 8 Public Realm Infrastructure Bundle – Addendum Report

This report should be read in conjunction with the previous Planning Part 8 Report dated 11th February 2022. This report is an addendum to the previous report following the 21 no. modifications made to the proposed scheme on foot of the public consultation process.

The modifications presented and illustrated in the HIIT presentation to the Cobh MD In-Committee meeting are noted. The modifications relate mainly to the provision of additional car parking spaces off of Main Street, the provision of set-down spaces and loading bays on Main Street, amendments to proposed pedestrian links, re-location of bus stops on Main Street, alterations to junctions and entrances and re-alignment of the proposed east-west link road south of O’Donovan Transport including provision of a planted buffer.

The modifications presented and illustrated in the HIIT presentation are considered to be minor in the context of the overall scheme and are consistent with the local policies and objectives of the Cork County Development Plan 2014, the Draft Cork County Development Plan 2021 (including the Amendments of March 2022) and the Cobh Municipal District Local Area Plan 2017.



**Louise Ahern**  
**Executive Planner**



**John Lalor**  
**A/Senior Executive Planner**

## 4. List of Persons/Bodies who made a Submission

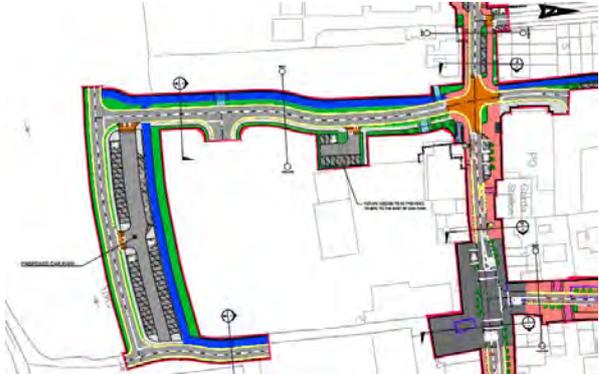
## 5. Issues Raised and Chief Executive Response

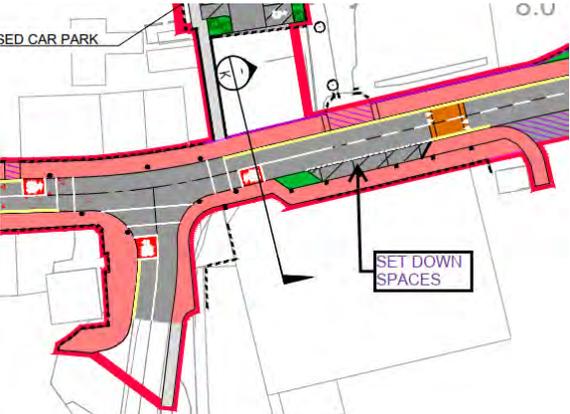
### 5.1. Issues and Responses

#### 5.1.1. Parking - General

**Table 5-1 – Issues and Responses in relation to Parking - General**

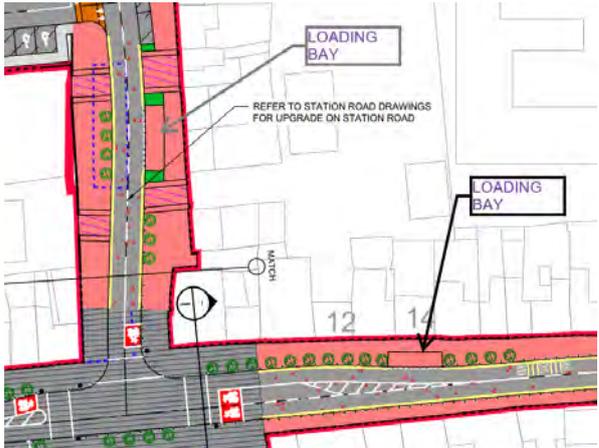
	Issues Raised	Response
1	<p>Concerns are raised in submissions that the proposals will result in a lack of parking for residents of Main Street and Station Road and for clients and staff of Main Street businesses. The following concerns/ queries are noted in the submissions:</p> <ul style="list-style-type: none"> <li>• The lack of parking will result in damage to existing businesses and slow the growth of any new businesses. The proposals do not counter the offer of ‘out of town’ retail and commercial centres.</li> <li>• A number of submissions query how many car parking spaces will be made available for businesses clients and staff.</li> <li>• Older residents and families with young children will particularly be impacted by no longer being able to park outside their homes/ dropped off at their door.</li> <li>• Older residents and families with young children will also be particularly impacted by no longer being able to park outside businesses/ dropped off at their door.</li> <li>• The proposals will result in a lack of parking space availability for residents of Main Street who will no longer be able to park outside their own homes. It is suggested that the proposed car parking capacity will be taken up by funerals/ weddings/ people working in Carrigtwohill. It is suggested that the car parking spaces proposed will not provide the same parking capacity as those lost.</li> <li>• The proposed car parks will result in excessive walking distances for Main Street residents.</li> <li>• The proposed car parks will result in a safety risk for people walking between the car</li> </ul>	<p>It is noted in the Cobh MDLAP that there is substantial traffic congestion and on-street parking in the town centre which detracts from the public realm. Traffic surveys, on-site observations and extensive traffic modelling have highlighted that parking on Main Street, including school drop-offs, is one of the main contributors to congestion on Carrigtwohill Main Street during peak hours. Traffic modelling has shown that without mitigation this issue will exacerbate congestion even further in the coming years as Carrigtwohill develops.</p> <p>As well as traffic congestion cars parked partially on footpaths at numerous locations on Main Street and Station Road have been observed frequently. This blocks routes for pedestrians and discourages walking. It is considered that maintaining the existing parking arrangements would not be satisfactory.</p> <p>It is noted that the proposals aim to encourage sustainable modes of transport and to reduce car dominance in Carrigtwohill. This is being done by providing high quality safe pedestrian and cyclist facilities connecting existing and proposed residential areas with the train station, places of employment and schools. This will encourage a modal shift to more sustainable modes of transport and should reduce the need for car parking spaces in Carrigtwohill.</p> <p>A parking study undertaken by Cork County Council has informed the car parking proposals. There is a total of 101 parking spaces on the public road on Main Street (between Castl lake Access Road and Carrigane Road) and Station Road (between Cois Cille and Main Street). This is comprised of designated, established and set down spaces.</p> <p>An additional car park with provision for bus parking and some additional replacement parking that has been identified within the submissions is proposed by modification to the Part 8 to cater for the following;</p>

	Issues Raised	Response
	parks and their homes/ places of work especially at night.	<ul style="list-style-type: none"> <li>• Circa. 20 no. spaces related to losses at Main Street/ Station Road civic space e.g., O'Donovan Transport;</li> <li>• 7 no. spaces at all weather pitches and playground;</li> <li>• 15 no. spaces due to removal of proposed school turning area by modification;</li> <li>• 13 no. other spaces in response to the submissions.</li> </ul> <p>The additional car park would be provided to the south of Main Street as described in the Cobh Municipal District Local Area Plan and supporting documentation and as indicated in the below sketch.</p> 
2	<b>A number of alternative suggestions are made across a number of submissions and are responded to as follows:</b>	
(i)	It is suggested that existing parking arrangements should be maintained.	As noted above it is considered that maintaining the existing parking arrangements would not be satisfactory.
(ii)	It is suggested that instead of provision of parking within Carrigtwohill, parking should be provided further from the village with walkways and bus services connecting these car parks with the village centre.	Cork County Council considers it appropriate that car parking is re-located to new car parks which are in proximity to the town centre. This will allow for relatively short walks between the car parks and homes, places of work and businesses. .
(iii)	It is suggested that parking for residents on the church side of Station Road is maintained and double yellow lines are provided on the opposite side.	<p>Double yellow lines are proposed on the opposite side of Station Road.</p> <p>Provision of 2 no. car parking spaces opposite the Station Road car park entrance, is proposed by modification of the Part 8. The provision would be assessed during detailed design and is subject to safe operation of nearby junctions and road safety auditing.</p>

	Issues Raised	Response
(iv)	It is suggested that long term parking is removed from Main Street with the retention of set down parking and loading bays.	 <p>It is proposed that parking will be re-located as shown on the Part 8 drawings. Some set down parking is being retained in response to submissions.</p> <p>Further details on the response to submissions in relation to set down areas and loading bays are in point (vi) below and in Section 5.1.2 and 5.1.17 of this report.</p>
(v)	It is suggested that short term and residential permit parking on one side of the street with no parking on the other side would work better.	The option of parking on one side of the street only has already been assessed. There is insufficient space to retain parking.
(vi)	It is suggested that the car parking spaces outside Carrigtwohill shopping centre should be retained with one available for bicycles;	<p>The retention of a maximum of 3 no. set-down spaces by modification of the Part 8 will be assessed at detail design stage. This would be subject to the set down spaces not impacting adjacent road safety, the safe operation of the junction to the west, a Road Safety Audit and subject to establishing the public footpath connectivity to the west as per the Part 8 drawing. The spaces would be located at the east end, away from the signalised junction.</p> 
(vii)	Consideration should be given to retaining a number of parking spaces on Main Street if there are particular needs.	Consideration has been given to this elsewhere in the report.
(viii)	Residents of 1 to 6 Patrick Pearse Place will no longer have parking and so should be facilitated in the church car park.	Residents of 1 to 6 Patrick Pearse Place will have the option of parking in the Station Road car parks and other car parks within Carrigtwohill. There will however be no designated parking for residents.

### 5.1.2. Loading Bays/ Delivery Areas

**Table 5-2 – Issues and Responses in relation to Loading Bays**

	Issues Raised	Response
1	No. loading bays are proposed. Loading bays/ Delivery areas should be provided for Main Street businesses.	<p>There are currently no designated loading bays on Main street due to lack of available space. Deliveries to Main Street businesses should be arranged by businesses to take place outside peak morning and evening traffic hours to avoid peak traffic congestion.</p> <p>The provision of a loading bay on Main Street to the east of the Station Road/ Main Street junction and a loading bay on Station Road to the north of the Station Road/ Main Street junction will be assessed during the detailed design stage by modification to the Part 8. The provision of these loading bays will be subject to no impacts on the safe operation of the streets and nearby junctions and a Road Safety Audit. Double yellow lines will remain in the proposals.</p> 
2	No locations are provided for home deliveries e.g., fuel deliveries.	For residents of Main Street and Station Road home delivery services may use vacant public car parking spaces. Fuel deliveries/home deliveries should be timed for off-peak traffic times.

### 5.1.3. Proposed Footpath between Castle Close/ Castle Avenue and Cluain Cairn

**Table 5-3 – Issues and Responses in relation to Footpath between Castle Close/ Castle Avenue and Cluain Cairn**

	Issues Raised	Response
1	There are numerous objections to the proposed footpath connecting Castle Close/ Castle Avenue with Cluain Cairn.	The footpath is proposed to improve connectivity and permeability between existing residential areas in Carrigtwohill and key destinations e.g., the

	Issues Raised	Response
		<p>railway station, the schools on Main Street and the planned Station Road school's campus etc. This will reduce walking times and thereby encourage this mode of transport over car trips. Modal shift from car transport to more sustainable modes of transport is crucial for the sustainable development of Carrigtwohill. It would reduce car traffic.</p> <p>It is noted that there is an existing informal route between Cluain Cairn and Castle Close/ Castle Avenue. This involves scaling the wall between the two areas. There are health and safety risks associated with this.</p> <p>This link proposal is to be removed by modification of this Part 8.</p>
<b>The following specific concerns are included in the objections:</b>		
2	Removal of wall and provision of footpath will lead to unlawful behaviour. It will make it more difficult for gardai to pursue individuals who cause trouble in the area. It will increase anxiety for mature residents of Castle Close.	This link proposal is to be removed by modification of this Part 8.
3	Proposal will lead to misuse of Castle Close green area by others leading to increase in littering, dog fouling, and anti-social behaviour. It will lead to the loss of a safe and secure play area of children. Numerous submissions note that this green area is maintained by residents of Castle Close/ Castle Avenue.	This link proposal is to be removed by modification of this Part 8.
4	Proposal will lead to increased litter/ stray dogs/ cats/ rodent activities due to proximity of opening in wall to Cluain Cairn refuse area.	This link proposal is to be removed by modification of this Part 8.
5	There is no requirement for a path for residents of Castle View/ Castle Avenue as there is already a walkway through the graveyard on to Station Road. There is also an alternative route via Main Street and Station Road. Residents of Castle Close do does not want additional foot traffic through their estate.	This link proposal is to be removed by modification of this Part 8.
6	The walkway will result in a loss of property value.	This link proposal is to be removed by modification of this Part 8.
7	It is queried whether Cork County Council have any right to interfere with this green area in the absence of clear title and since the estate was completed prior to the 2000 Planning and Development Act.	This link proposal is to be removed by modification of this Part 8.

	Issues Raised	Response
8	The lowering of the wall will result in privacy issues.	This link proposal is to be removed by modification of this Part 8.

#### 5.1.4. Proposed Footpath between An Fána and Cluain Cairn

**Table 5-4 – Issues and Responses in relation to Proposed Footpath between An Fána and Cluain Cairn**

	Issues Raised	Response
1	It is suggested that there is a dirt track running through the green which is in a more appropriate location for the proposed connection between An Fána and Cluain Cairn. The pathway as proposed in the Part 8 drawings will be unwelcome by residents of An Fána.	Route to be amended as suggested by modification of this Part 8.

#### 5.1.5. School Drop-off Area at Castlevue

**Table 5-5 – Issues and Responses in relation School Drop-off Area at Castlevue**

	Issues Raised	Response
1	There are numerous objections in relation to the School Drop-off Area at Castlevue including strong objections from Scoil Chlochair Mhuire.	<p>The opposition of Scoil Chlochair Mhuire in particular makes it difficult to proceed with the school drop-off area. The public realm works proposals can proceed without the school drop off area although it is likely to lead to a continuation of congestion on Main Street. This congestion will be somewhat alleviated by the suite of Active Travel Measures in the proposals and the removal of on-street parking and the re-location of Scoil Chlíodhna. Enhanced Active Travel connectivity is also important for this.</p> <p>It is noted that the school drop-off and parking will be addressed as part of proposals for the upgrade of St. Aloysius/ Scoil Chlochair Mhuire. The timeframe anticipated by the Department of Education for the delivery of the school upgrade is within 5 years and would also be expected to alleviate the congestion.</p> <p>The proposal for a specific school drop-off area at Castlevue is to be removed by modification of the Part 8.</p>
	<b>The following specific concerns are included in the objections:</b>	
2	Carrigane Road/ Castlevue Estate junction is currently difficult to exit in the morning/ evening. It is also unsafe. The proposals will exacerbate the	The proposal for a specific school drop-off area at Castlevue is to be removed by modification of the Part 8.

	Issues Raised	Response
	problem and will restrict entry and exit to residents and emergency services.	
3	The school drop off area will result in additional pressure at the Carrigane Road/ Main Street junction.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
4	It is unclear how the proposed school drop off area will operate or how many spaces will be available.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
5	The proposed school drop-off area is located too far away.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
6	The proposed school drop-off area is inadequate for the numbers attending the schools.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
7	It is queried what measures will be put in place to prevent Castleview from becoming 'clogged' during school collection times. Double parking and parking in front of houses are noted as existing problems which will be exacerbated.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
8	An alternative location for the school drop-off area which would be accessed from Main Street is suggested.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
9	The existing use of the Castleview Estate entrance as a drop-off/ collection point for the two schools has caused daily parking and safety issues. The proposals will exacerbate the problem.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
10	The two schools should have moved to the new schools' campus to alleviate traffic issues in the village.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
11	The right of way of residents will be impacted as will safety for children walking out of the estate.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
12	Measures are suggested to aid residents trying to leave Castleview Estate during peak times e.g., a yellow box and a roundabout at the exit of the estate.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
13	Unrestricted access to and egress from the school drop off area will result in school traffic assuming right of way and will result in safety issues.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
14	The amount of traffic coming into Castleview estate will increase to use the drop-off area.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.

	Issues Raised	Response
15	Unattended children will be left waiting for lifts in Castleview Estate.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
16	The use of the drop-off area for school buses serving St. Aloysius school is queried.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
17	Safety concerns are raised regarding the proposed cycling/ pedestrian crossing of Castleview Access Road.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8. This includes the proposed cycling and pedestrian crossing of the Castleview Access Road.
18	The proposed drop-off area will make Castleview Estate a turn-around area for the village.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
19	A comprehensive traffic study of the entrance to the estate is requested.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
20	The school drop off area will be used by traffic from Cúl Árd, Fota Rock, Elmbury and Water Rock.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
21	Concern is raised that a large amount of the Scoil Chlochair Mhuire playing field will be used for the turning area. This will impede student development, the wellbeing of autistic students, remove a sanctuary for students and remove a playing area which helps to prevent obesity. It would mean that the school garden would have to be foregone to replace the lost play area. It would result in a loss of biodiversity.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
22	The Dept. of Educations' plans for a new block of classrooms should be co-ordinated with Cork County Council's proposals. Contact should be made by Cork County Council with the Dept. of Education.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
23	The provision of disabled spaces in the drop-off area does not serve the needs of those with mobility issues or those who are prone to sensory overload.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
24	It is noted by the Board of Management of Scoil Chlochair Mhuire that the school drop off area as proposed will not be beneficial for the school.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
25	The implementation of the school drop-off area would require a second School Traffic Warden.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
26	The proposals result in Scoil Chlochair Mhuire becoming land-locked with access for emergency vehicles prevented.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.

## 5.1.6. School Buses

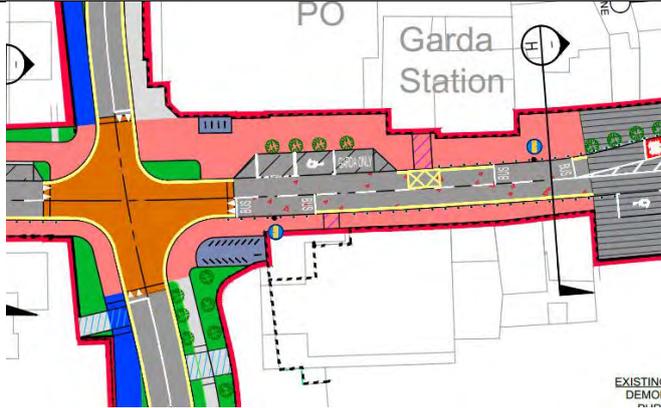
**Table 5-6 – Issues and Responses in relation to School Buses**

	Issues Raised	Response
1	The areas proposed for the use by private school buses are queried as there are no designated areas shown on the proposals.	<p>An additional car park with provision for bus parking is proposed by modification to the Part 8. As noted in Section 5.1.1 the planned location of the car park is south of Main Street to the south of O'Donovan Transport lands and immediately west of the all-weather playing pitches.</p> 
2	It is noted that school buses cause traffic problems on the main arteries of Carrigtwohill and that this issue is not addressed in the proposals.	An additional car park with provision for bus parking is proposed by modification to the Part 8.
3	It is queried whether school buses will use the school drop-off area at Castlevew.	The proposal for a specific school drop-off area at Castlevew is to be removed by modification of the Part 8.

## 5.1.7. Public Bus Facilities

**Table 5-7 – Issues and Responses in relation to Public Bus Facilities**

	Issues Raised	Response
1	The proposals for bus stops are unclear and it is queried as to if they have been considered.	<p>Public buses have been considered in the proposals. The existing on-line bus stop at O'Donovan Transport will be re-located and a new ambulant parking space provided by modification to the Part 8. The bus stop will be re-located further west towards the proposed bike parking area. The bus stop on the opposite side will also be re-located further west to ensure legibility. This is subject to detailed design and agreement with Bus Eireann.</p>

	Issues Raised	Response
		
2	Cars regularly park on the footpath at the West End bus-stop and it is queried how this will be addressed.	The existing bus stop at this location is to be retained. It is proposed that double yellow lines, prohibiting parking, will be provided on both sides of the road at this location.
3	A bus-stop on the western side of the Barryscourt Road is suggested.	The location of new public bus-stops is a matter for the National Transport Authority (NTA) and is outside the scope of this project. Cork County Council are co-ordinating this project with the Bus Connects project which is being run by the NTA.
4	It is recommended in the NTA submission that lanes accommodating bus routes should contain one lane 3.25m wide and 3.0m minimum with a total cross section of 6.25m. This is not achieved on Main Street where a proposed 5.5m wide cross-section is proposed.	A 5.5m wide cross-section is proposed at this point because the overall section width is only 10.4m. The suggestion to widen the road to a minimum width of 6.0m will be considered during detailed design stage.

### 5.1.8. Maintenance Responsibility for the Public Realm

**Table 5-8 – Issues and Responses in relation to Maintenance Responsibility for the Public Realm**

	Issues Raised	Response
1	Queries are raised about the responsibility for the maintenance and upkeep of the proposed civic spaces including cleaning, removal of litter and protection of planting.	Cork County Council will be responsible for the maintenance and upkeep, cleaning, removal of litter and protection of planting.
2	A query is also raised in relation to Cork County Council's policy in relation to litter, bins, collection of bins and CCTV footage on Main Street.	Cork County Council will be responsible for arranging for removal of litter, provision of public litter bins and collection of waste from public litter bins.

### 5.1.9. Anti-Social Behaviour at Civic Spaces

**Table 5-9 – Issues and Responses in relation to Anti-Social Behaviour at Civic Spaces**

	<b>Issues Raised</b>	<b>Response</b>
1	Seating areas in civic spaces will result in anti-social behaviour including gangs congregating.	The provision of seating in the civic spaces will be considered as part of the detailed design. It is noted that street furniture, if well designed, provide a place and function value. The civic spaces will be designed to be active and to encourage a good mixture of uses which will help to design out anti-social behaviour.
2	It is queried as to what measures are being put in place to address anti-social behaviour and who will be responsible for these measures.	<p>During the detailed design phase design measures will be applied to mitigate the potential for anti-social behaviour. These measures include:</p> <ul style="list-style-type: none"> <li>• Designing pedestrian/ cycle links to have clear sight lines and to be overlooked by development;</li> <li>• Ensuring pedestrian links are short and well lit;</li> <li>• Designing civic spaces and streets to be active with the potential for a good mixture of uses.</li> </ul> <p>Cork County Council and their consulting engineers will be responsible for the design of these measures.</p>

### 5.1.10. Environmental/ Heritage Issues

**Table 5-10 – Issues and Responses in relation to Environmental Issues**

	<b>Issues Raised</b>	<b>Response</b>
1	A detailed survey of the Woodstock channel section which is to be re-aligned is requested by IFI. This includes an electro-fishing survey, bed levels, sinuosity, extent and location of pools, shallows, channel width and length and surrounding vegetation. It is requested that the information is forwarded to IFI when complete. The re-aligned channel should mimic the characteristics of the existing channel.	<p>Cork County Council and their consultants will liaise with IFI on the extent of surveys recommended by IFI. The results of any surveys will be shared with IFI.</p> <p>It is noted that the dimensions of the new channel will reflect those of the existing stream.</p>
2	The AA Screening Report does not adequately address all impacts (cumulative impacts, likely mitigation measures during construction etc. which cannot be identified due to the level of detail in the Part 8 documents) and it is likely that approval will be required from An Bord Pleanála under Section 175 of the Planning Act.	Cork County Council is satisfied that the AA Screening Report does adequately address all impacts
3	It is suggested that the Woodstock River crossing of Main Street is marked so that people know that they are passing over a river. Signage is suggested.	This suggestion will be considered for implementation during the detailed design phase of the project.

	<b>Issues Raised</b>	<b>Response</b>
4	It is requested that the loss of stone walls and other like heritage should be minimised.	The loss of stone walls and other like heritage will be minimised as appropriate.
5	It is suggested the one or two poles from the overhead lines could be retained to maintain a connection with that part of the past.	This suggestion will be considered for implementation during the detailed design phase of the project.
6	The replacement hedgerow on Station Road is welcomed as long as it is comprised of a mix of locally native species. A bank for the hedgerow to sit is suggested.	This suggestion will be considered for implementation during the detailed design phase of the project. All hedgerows will be specified by a Landscape Architect based on advice from project ecologists.
7	It is suggested that upright/ fastigate and lollipop trees should be avoided in the proposals if possible.	This suggestion will be considered for implementation during the detailed design phase of the project. All trees will be specified by a Landscape Architect based on advice from project ecologists.
8	It is suggested that landscaping associated with the scheme generally should be locally native plant species and not require annual re-planting;	This suggestion will be considered for implementation during the detailed design phase of the project. All landscaping will be specified by a Landscape Architect based on advice from project ecologists.
9	It is requested that the use of any kind of plastic membrane for 'weed-suppressing' qualities should be prohibited. Gravel/ slate/ stone chipping should also be avoided as a landscaping substrate.	This suggestion will be considered for implementation during the detailed design phase of the project.
10	A submission from the Dept. of Housing, Local Government and Heritage states that consideration and specialist measures should be included to ensure the continued habitat for and presence of the Garden Warbler.	Further surveys will be undertaken during the detailed design stage to check for the presence of the Garden Warbler. Consideration and specialist measures will be included if necessary, to ensure the continued habitat for and presence of the Garden Warbler.
11	A request is made that consideration be given to preserving the grotto on Station Road in its current form and to re-locate it 'as is' with all elements including boundary walls intact.	The Station Road grotto is being re-located as part of the Carrigtwohill Schools Campus project planning permission.
12	It is suggested that a remnant of the building to be demolished to the south of the Main Street/ Station Road junction should be preserved and incorporated into the plans.	This suggestion will be considered for implementation during the detailed design phase of the project.

### 5.1.11. Shared Path from Station Rd. to Main St. via Patrick Pearse Place

**Table 5-11 – Issues and Responses in relation to Shared Path from Station Rd. to Main St. via Patrick Pearse Place**

	<b>Issues Raised</b>	<b>Response</b>
1	It is noted that the shared path will run through the Centra car park. It is queried as to where	The shared path through the car park will run through a number of existing car parking spaces.

	Issues Raised	Response
	customers will park. Separately parallel parking to replace the lost perpendicular parking is suggested.	The car park layout has been reviewed and a layout has been developed whereby the construction of the path could result in a loss of approximately 9 spaces through the implementation of parallel parking and other rationalisation.  It is noted that a new car park with 46 spaces is proposed on Station Road. This car park will have pedestrian access to the existing Centra car park. An additional new car park is proposed by modification of the Part 8 (to the south of Main Street).
2	Pedestrians/ cyclists will not adhere to the proposed route as there is a shorter route through the green area.	The most direct route through the green area would have a greater impact on the green area. Cyclists are likely to stick to the path due to the smooth surface. During the detailed design stage planting/ fencing and other measures will be developed to make it more attractive for users to stick to the proposed path.
3	Persons using the shared path could be injured by footballs etc. from the green area	This is not considered to be a major risk for users of the path. During the detailed design stage planting/ fencing and other measures will be considered to reduce the risk and impacts on the green area.
4	Hundreds of students coming to and from the schools will use the walkway.	It is hoped that the proposed shared path will be used by school students as part of the modal shift from car transport to walking and cycling. The path will sufficient capacity for students and residents.
5	600m <sup>2</sup> of green area and 200m <sup>2</sup> (20 spaces) of the church car park will be lost as a result of the route. It is suggested that the proposed car park to the south of Patrick Pearse Place could be used for the shared path instead.	The loss of green area will be around the perimeter of the green and there will still be a significant green area available following construction of the path.  There will be no nett loss of car parking spaces from the church car park. Lining the car park will allow it to be used more efficiently.  A route through the car park to the south was considered but there is insufficient space to provide a 3m wide shared path.  An additional new car park is proposed by modification of the Part 8 (to the south of Main Street). This will provide additional parking capacity.
6	Closing the church car park entrance from Station Road will result in traffic entering/ exiting the car park having to cross the pedestrian/ cycle path and this is noted as being unsafe.	The shared path will be on a raised crossing at the entrance to the car park. Users of the shared path will have priority over cars entering and exiting the car park. The raised crossing will act as a traffic calming measure for cars who will slow down crossing the path.

	<b>Issues Raised</b>	<b>Response</b>
7	The re-alignment of the junction of the car park access road with Main Street will need to be considered carefully to avoid collisions between delivery vehicles and pedestrians.	The Council's Consulting Engineers have reviewed the auto tracking for delivery vehicles. An alteration to the junction layout is proposed by modification to the Part 8 for HGVs to enter from the west.
8	It is requested that the paths are optimally designed to reduce the possibility of anti-social behaviour.	The path will be through open space and active areas, will be overlooked, have clear sightlines and will be well lit. These features will mitigate the risk of anti-social behaviour.

### 5.1.12. Road and Shared Path running south from Main Street

**Table 5-12 – Issues and Responses in relation to Shared Path running south from Main Street**

	<b>Issues Raised</b>	<b>Response</b>
1	The rationale for this proposed road and shared path is queried.	The road and shared path are proposed to provide access to lands which are zoned for town centre development south of Main Street; to established public car parking and to access existing amenities. The road will also allow for the re-location of the entrance to the haulage yard from Main Street to this new road. The shared path will provide access to amenity areas south of Main Street.
2	An alternative route for the proposed cycleway/walkway is suggested by Carrigtwohill GAA grounds to allow for future unburdened playing field development.	This section of the cycleway/walkway is to be removed by modification of the Part 8

### 5.1.13. General Traffic and Road Safety Design Observations

**Table 5-13 – Issues and Responses in relation to General Traffic and Road Safety Design Observations**

	<b>Issues Raised</b>	<b>Response</b>
1	The proposals do not address excessive speed limits on the Carrigane Road and may exacerbate them by providing a new smoother and faster road surface.	The speed limits on Carrigane Road are outside of the scope of this process. The proposals are intended to calm traffic and reduce speeds throughout Carrigtwohill including on the Carrigane Road. Traffic calming measures on Carrigane Road include a slight reduction in carriageway width on the southern end in order to provide a 2.5m wide footpath and a raised crossing at the junction of Carrigane Road and Main Street.
2	The turning radius at Carrigane Road/ Main Street junction is noted to cause excessive speeds at this junction. Additional development e.g., 160 houses on Carrigane Road will feed directly to this junction	A raised table crossing is proposed at the junction of Carrigane Road and Main Street. This will require motorists to reduce speed at this junction.

	Issues Raised	Response
	<p>and exacerbate problems there. Traffic signals with a pedestrian crossing phase are suggested. Separately a roundabout is suggested at the Carrigane Road/ Main Street junction.</p>	<p>Traffic modelling undertaken as part of this project shows that additional development will exacerbate queuing on Carrigane Road without the mitigation measures proposed as part of this project. Traffic modelling shows that with the measures proposed as part of this project the Carrigane Road/ Main Street junction will operate within capacity by 2025.</p> <p>Traffic signals at the Carrigane Road/ Main Street junction have been considered and traffic modelling shows that the signals would not operate effectively and cause congestion elsewhere.</p> <p>A roundabout is not recommended for this junction.</p>
3	<p>Traffic from additional residential developments and new schools will increase traffic backlogs 'exponentially'. Signalised junctions/ traffic control systems are suggested. Separately it is suggested that traffic signals will not work and will not solve the traffic problems.</p>	<p>A Strategic Transport Assessment (STA) for Carrigtwohill, which includes the road network of Carrigtwohill and the surrounding areas, has been undertaken as part of the Carrigtwohill URDF initiative in development of the Part 8 proposals. Traffic modelling has shown that by 2025, with already committed and anticipated development (including the new schools campus development) and traffic patterns and without the interventions proposed in the Carrigtwohill Public Realm project, existing congestion on Main Street and roads leading on to it will be exacerbated. There will also be increased congestion at N25 Junction 3 (Cobh Cross).</p> <p>The traffic modelling found that the following measures, would allow for all junctions in Carrigtwohill to operate within capacity in 2025:</p> <ul style="list-style-type: none"> <li>• Cobh Cross upgrade;</li> <li>• School link roads;</li> <li>• Upgrade Station Road including upgrade and signalisation of Station Road/ Main Street junction</li> <li>• Signalise Castlflake/ Main Street junction</li> <li>• Signalise Wyses Road/ Main Street junction</li> <li>• Signalise Costcutter's Corner</li> <li>• Encouraging of more sustainable transport modes for Main Street schools i.e., cycling, walking, car sharing, public transport including improved facilities;</li> <li>• Provision of designated drop-off areas away from Main Street;</li> </ul>

	Issues Raised	Response
		<ul style="list-style-type: none"> <li>• Provision and enforcement of no parking/ no drop-off zones on Main Street;</li> <li>• Re-location of Scoil Mhuire Naofa and Scoil Chliodhna would also be required.</li> </ul> <p>The results of the traffic modelling show that with the above interventions in place, the Carrigtwohill road network will operate within capacity.</p>
4	Traffic flow will not be improved and will be restricted due to traffic calming and a lack of loading bays for HGVs.	<p>See above response to point 3 in relation to traffic flows.</p> <p>Loading bays are dealt with elsewhere in this report (See Section 5.1.2).</p>
5	It is suggested that the proposed civic spaces would be better used to improve traffic flow.	<p>This project aims to provide a public realm upgrade with better quality streetscapes and public spaces to help unlock the potential of Carrigtwohill. It also aims to reduce car dominance in Carrigtwohill. The provision of civic spaces plays an important role in achieving these goals and it would not be appropriate to utilise these spaces for vehicular traffic.</p> <p>There are a number of road junction upgrades in the proposals, in particular the Station Road/ Main Street junction and N25 Junction 3 which will help to improve traffic flow.</p>
6	It is suggested that a right turn lane should be provided for westbound traffic on Main Street to allow straight ahead traffic to flow. A left turn lane for traffic entering Main Street from Costcutter's Corner is suggested.	<p>A right turn lane is proposed for westbound traffic turning from Main Street on to Station Road (Church Lane).</p> <p>There is insufficient space for a left turn lane for traffic entering Main Street from Costcutter's Corner. Traffic modelling has shown that the performance of this junction will improve as a result of the proposed junction upgrade which includes signalisation and improved visibility.</p>
7	A distributor road connecting Wyse's Road and Station Road is suggested. It is suggested that if this road is provided that many of the interventions on Main Street would not be required. Separately it is noted that the distributor road connecting Station Road and Wyse's Road is not included in the plans or traffic simulations.	A distributor road connecting Wyse's Road and Station Road is outside of the scope of this Part 8.
8	It is noted that at the junction of Castlake and Main Street that cars regularly park on the corner of the junction. It is queried as to how this problem will be addressed.	The proposed upgrade of the Castlake Access Road and Main Street junction includes signalisation and narrowing of the roads on the junction approach. There will be insufficient space for cars to park on the corner of the junction. Double yellow lines will be provided by modification to this Part 8 to prohibit parking.

	Issues Raised	Response
9	It is queried what speed limiting measures are proposed for Main Street.	Traffic calming measures including re-surfacing, road narrowing, tree planting and raised tables, signalised and unsignalised raised pedestrian crossings are proposed for Main Street as shown in the Part 8 drawings.
10	Additional roundabouts in Carrigtwohill are suggested to allow for safe turnaround areas	Additional roundabouts are not recommended.
11	It is stated that it does not seem practical to have cycle lanes on both sides of Main Street. Vehicles would likely encroach on the paths and the lanes seem very close to the entrances to houses. Separately it is noted that cyclists on Main Street will still be on the road.	Cycle lanes are not proposed on either side of Main Street within the town centre. Off-road cycling facilities have been considered but there is insufficient space to provide them. Cyclists on Main Street will use the road. Traffic calming measures as noted in point 9 above are proposed to reduce traffic speeds on Main Street and to make them safer for vulnerable road users.
12	It is queried whether a full traffic study, traffic modelling and an impact assessment has taken place.	A full traffic study, traffic modelling and an impact assessment has taken place.
13	<p>There are objections to the proposal to demolish Guilders Public House to allow for the upgrade of the Main Street/ Station Road junction. A number of alternatives are suggested including:</p> <ul style="list-style-type: none"> <li>Acquisition of the land connecting the western end of Pearse Place with Main Street to allow a circular clockwise one-way system to obviate the necessity of demolishing the public house on the western side of the Main Street/ Church Lane junction.</li> <li>A one-way system.</li> <li>Moving the traffic signals on Station Road to the junction of Station Road and the new car park across from the church. This would allow traffic in one direction on Station Road through the junction with Main Street. The direction of flow would be dependent on the signal phase.</li> <li>An alternative route for the pedestrianisation of the Main Street/ Station Road junction.</li> </ul> <p>Separately it is suggested that traffic volumes at the Station Road/ Main Street junction will be reduced as a result of the school's campus link roads obviating the need for the junction upgrade.</p>	<p>The options noted have been considered but are not recommended for the following reasons:</p> <ul style="list-style-type: none"> <li>Station Road is very narrow (total width is approx. 5m) at its junction with Main Street. The implementation of a one-way system or a shuttle run would require an absolute minimum of 3m of carriageway space for vehicular traffic. This would leave 2m for footpaths i.e., 1m on each side. This is significantly below the absolute minimum recognised standard width for footpaths i.e., 1.8m.</li> <li>Pedestrianisation of the Main Street/ Station Road junction would require an alternative route for vehicular traffic. The alternative route suggested would run from Station Road, through the proposed car park to the south of Station Road and the Centra car park before emerging on to Main Street. This route would mean that the capacity of the proposed car park would be greatly reduced. A significant number of car parking spaces would also be lost from the Centra car park. These car parking spaces would need to be re-located elsewhere.</li> <li>A link road through existing residential and retail areas would not be viable.</li> </ul>
14	It is requested that a traffic light system is provided between the junction of Wyse Road, Annsgrrove,	This junction is outside of the scope of this Part 8.

	Issues Raised	Response
	Terrysland and the road to the Tibbotstown reservoir because this junction is currently blind.	
15	It is queried as to what level of residential developments will be allowed before the traffic management systems are put in place	It is intended that the measures included in the Part 8 proposals will be progressed upon receipt of Part 8 planning approval and subject to funding.
<b>NTA Submission</b>		
16	<p>The following recommendations area made:</p> <ol style="list-style-type: none"> <li>1. Consideration should be given to a one-way system for Station Road/ Church Lane;</li> <li>2. Shared pedestrian and cyclist links on streets in urban environments should only be considered as a last resort and in such instances a 4 metres minimum width should be provided;</li> <li>3. Segregated junctions should be considered along Station Road to facilitate the anticipated large numbers of pedestrians and cyclists along this route;</li> <li>4. Dedicated vehicle set down areas for parents (with the exception of Disabled Persons Parking Spaces) are not encouraged in close proximity to schools unless there is no safe alternative area for set-down within a short walk;</li> <li>5. A revised side road crossing arrangement is suggested;</li> <li>6. It is recommended that lanes accommodating bus routes should contain one lane 3.25m wide (3.0m as an absolute minimum) resulting in a total cross section width of 6.25m. This is not achieved on Main Street in particular where the proposed 5.5m cross-section is proposed.</li> <li>7. A transition zone and Gateway treatment at each of the main town entrances is encouraged. It is queried as to how cyclists will be accommodated through the main street of the town;</li> <li>8. It is recommended that raised tables are considered for inclusion at junctions;</li> <li>9. The removal of turning lanes at the western end of the scheme, with the re-allocation of this space to pedestrians/ cyclists is suggested;</li> <li>10. Other matters as follows: <ol style="list-style-type: none"> <li>a. The impact which the schemes interventions will have on walking and cycling catchment for key destinations should be clearly presented;</li> </ol> </li> </ol>	<p>The response to points 1 to 10 is as follows:</p> <ol style="list-style-type: none"> <li>1. Please see response to point 13 above;</li> <li>2. Shared links are proposed given the lack of available space for the provision of segregated facilities. There are a number of pinch points which mean that a uniform 4m wide shared path is difficult to achieve. As part of the detailed design Cork County Council and their designers will review the potential for increasing the width of the shared facility to 4m.</li> <li>3. Segregated junctions will be considered along Station Road as part of the detailed design stage of the project.</li> <li>4. The school drop-off area has been proposed to allow for the re-location of school drop-offs and collections from Main Street. Refer to section 5.1.5 for further information.</li> <li>5. The revised road crossing arrangement will be considered as part of the detailed design stage of the project.</li> <li>6. This suggestion will be considered at detailed design stage.</li> <li>7. Planting, traffic signals, road narrowing, change of surfacing and raised tables are provided to transition to the town centre on the western side of Main Street. Road narrowing, planting, a change of surfacing and a raised crossing are provided on the eastern side of Main Street. Cyclists using Main Street will use the road. There is insufficient space to provide segregated cycling facilities. Traffic calming measures as noted in point 9 above are proposed to reduce traffic speeds on Main Street and to make them safer for vulnerable road users.</li> <li>8. Raised tables are proposed at a number of junctions. The provision of additional raised tables will be considered during the detailed design stage.</li> <li>9. The removal of turning lanes has been considered but it is necessary to retain these</li> </ol>

	Issues Raised	Response
	<p>b. The impact on vehicular access to the train station should be clearly presented;</p> <p>c. The rationale for the proposed interventions at the N25 junction should be clarified.</p> <p>Finally, it is noted that the NTA would welcome the opportunity to discuss the observations and recommendations with Cork County Council.</p>	<p>turning lanes in order not to exacerbate existing traffic congestion on Main Street.</p> <p>10.</p> <p>a. The interventions will improve walking and cycling connectivity between Carrigtwohill Town Centre and key catchments e.g., residential developments, Carrigtwohill train station, schools, business parks, commercial premises etc.</p> <p>b. The existing vehicular access arrangements to the train station will be maintained. Access via Station Road will be improved through the junction upgrade of Station Road and Main Street as well as the planned opening of the school's link roads which will allow vehicular access from Castlelake to Station Road.</p> <p>c. The objectives of the N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures are:</p> <ul style="list-style-type: none"> <li>- To provide a safe route for pedestrians and cyclists through the junction between the planned Dunkettle to Carrigtwohill Inter-urban cycle route and the proposed pedestrian/ cycle link to the R624 which is being proposed as part of a separate project;</li> <li>- To provide additional capacity at the junction to reduce the occurrence of traffic on the off-slips from backing up on the N25 mainline carriageway and to cater for future development.</li> </ul>

#### 5.1.14. Car Park north of Main Street (Orchard Car Park)

**Table 5-14 – Issues and Responses in relation to Car Park north of Main Street (Orchard Car Park)**

	Issues Raised	Response
1	It is suggested that this car park is insufficient.	The Council considers this car park to be sufficient.
2	The location of a parking area in the 'Orchard' is queried and it is stated that there is no rational basis for this. Separately it is stated that the provision of parking in this site is not included in the Local Area Plan which identifies the location for a new public car park to the south of Main	This parking area is proposed because it will provide parking spaces for parking which is to be re-located from Main Street. These spaces are intended to be used by staff/ customers of Main Street businesses in its vicinity and Main Street

	<b>Issues Raised</b>	<b>Response</b>
	Street. It is stated that the parking area is more likely to be used as an overflow staff and visitor parking space for local schools and that the pedestrian link will be rarely used and may attract anti-social behaviour.	residents. A pedestrian link is proposed to allow for convenient pedestrian access to Main Street. The Local Area Plan does not preclude the development of a car park in this area. The draft Cork County Development Plan 2022-2028 notes Objective CT-RA-05 applies to this site: it is proposed that this site could be used for a small scale infill residential development of approximately two dwellings facing Main Street with provision for a pedestrian north-south link through the site to Main Street, and a perpendicular/stepped housing arrangement to the rear with potential for the provision of overlooked public on-site carparking with vehicular access from the northern site boundary.
3	Separately the proposed car park in the Parish field is somewhat welcomed as it may stop cars obstructing footpaths (e.g., Eir workers, attendees of Jehovah Witness Hall etc.) at Castleview. It is suggested that it should only be implemented without the drive through element. It is suggested that the car park should only be accessible during school times.	The car parking within the school drop-off area has been removed along with the drop-off area by modification of the Part 8.
4	It is suggested that the pedestrian exit from the Main Street car park should be on the eastern boundary so that there would be much less interaction with car park traffic. Separately an alternative route for the pedestrian link through the Diocesan property to the east is suggested.	The location of the pedestrian exit as per the proposals is the optimum location for a pedestrian link between the car park and Main Street. The link opens on to Main Street at the proposed signalised pedestrian crossing at the junction of Main Street and Barryscourt Road. This will direct pedestrians to cross the road at the signals. If the exit from the car park were moved further east, it would encourage pedestrians to cross away from the signalised crossing. This would increase the risk of pedestrians being struck by vehicular traffic.

### 5.1.15. Implementation of Proposals

**Table 5-15 – Issues and Responses in relation to Implementation of Proposals**

	<b>Issues Raised</b>	<b>Response</b>
1	The timeline for the implementation of the proposals is queried. The level of notice that will be provided to residents when this development is to commence is queried. Separately it is suggested that the work should begin immediately.	If planning permission is obtained implementation of the proposals is likely to commence in 2025 subject to funding. Several surveys/ investigations will be required prior to the finalisation of detailed design and construction. Cork County Council will aim to ensure that residents who are impacted by the works will

	Issues Raised	Response
		receive a minimum of 6 weeks' notice prior to construction commencing.
2	It is queried as to how residents will be protected during the development i.e., to prevent disruption to essential services and to protect quality of life. It is queried as to how access to their property will be maintained during construction and if alternative access/ parking will be provided.	A detailed traffic management plan will be prepared prior to commencement on site. This will need to be approved by the Cork County Council Area Engineer. The proposed works will be phased to minimise disruption. Alternative parking measures will be put in place prior to the re-location of parking from Main Street.
3	The provision of builder's compounds and contractor parking is queried.	The provision of builder's compounds and Contractor parking will be a matter for the Contractor appointed to construct the works. The contract documents will require the Contractor to identify a suitable location for their compound, including parking requirements, for agreement with Cork County Council.

### 5.1.16. Issues Specific to individual Residents/ Property Owners

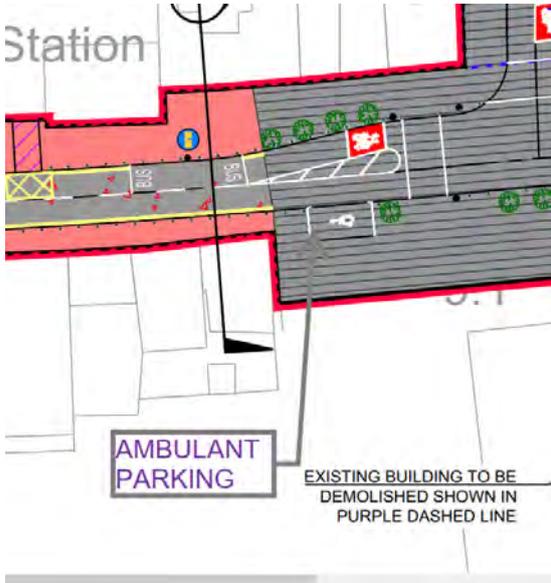
**Table 5-16 – Issues Specific to Individual Residents/ Property Owners**

	Issues Raised	Response
<b>Marie and Geraldine O'Flynn (Ref: 412324861) – Station Road upgrade</b>		
1	No confirmation of how much of their property will be required for the proposals has been provided.	Several meetings have taken place on site to discuss the proposals and understand the concerns. Land take requirement has been clarified to the Landowner on site and is subject to detailed design.
2	It is requested that the existing wall between the property and Guilders should be left as is or replaced with a wall of the same height.	It is noted that the existing wall between the property and Guilders will be partly removed as part of the works. The remainder will be retained subject to structural survey. Boundary treatments/ accommodation works will be dealt with as part of the land acquisition process (subject to Part 8 planning approval).
3	It is requested that the existing wall between the property and Church Road cottages (noted as approx. 7.5 ft) and the entrance walls of the house (6.5/ 7 ft) are re-built to the same height;	Boundary treatments/ accommodation works will be dealt with as part of the land acquisition process (subject to Part 8 planning approval).
4	Confirmation is requested that the connection from their property to the water mains is protected during the construction works.	The construction contract for the construction of the works will require existing services/ utilities to be protected during the works.

**Patricia Carr (Ref: 412269467) – Footpath between Castle Close and Cluain Cairn**

	Issues Raised	Response
1	The proposed walkway will pass too close to their property and their boundary will be attractive to 'youths' drinking and anti-social behaviour.	This link proposal is to be removed by modification of this Part 8.
2	The public lighting on the walkway will shine directly into their window.	This link proposal is to be removed by modification of this Part 8.

**Paul and Ellis Cashman (Ref: 41228737) – Main Street Upgrade**

1	A resident in the property has dementia and Down Syndrome. The submission queries how they will be able to bring her to appointments if they have to look for parking.	<p>The provision of an ambulant space as shown in the below sketch will be provided by modification to the Part 8. A parking permit will be required for use of the space. The provision of the space will be subject to it not impacting on the safe operation of nearby junctions, subject to a Road Safety Audit and subject to agreement on relocation of the bus stop.</p> <p>Bus stops will be re-located to facilitate this by modification to the Part 8.</p> 
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**Tony Dalton (Ref: 410341558), Carrigane Road/ Main Street Junction**

1	It is noted that the proposed plans will impact on their property and boundary walls but that they cannot assess the full impact due to the lack of information provided.	It is noted that Cork County Council and their Consulting Engineers have met with residents of this property on site to indicate the level of impact on the property based on the planning drawings. It is noted that the final land take requirements are subject to detailed design.
2	Any damage to existing walls/ shrubs/ trees in the garden is objected to.	Impacts on existing walls/ shrubs/ trees will be avoided/ minimised where possible but some impacts are likely. Boundary treatments/ accommodation works will dealt with as part of the land acquisition process (subject to Part 8 planning approval).

	Issues Raised	Response
3	Plans to remove walls, fencing, trees will reduce privacy and increase noise levels.	Impacts on walls, fencing, trees will be avoided where possible but in order to provide a footpath of suitable width some impacts are likely. Boundary treatments/ screening/ accommodation works will be dealt with as part of the land acquisition process if planning permission is approved.
4	Assurance that the rear gate will remain functional for safety purposes is required.	An alternative access to this property is proposed by modification of the Part 8 subject to Landowner agreement to permanent closure of its existing Carrigane Road entrance to vehicular traffic.
5	Compensation for any impact on the property in terms of loss of market value, inconvenience and loss of privacy is sought.	Compensation will be dealt with as part of the land acquisition process if planning permission is approved.

#### Tony Dalton (Ref: 407095982), Carrigane Road/ Main Street Junction

1	<p>The submission notes an objection to the proposal to build a new car park on the grounds of the school (Scoil Chlochair Mhuire) and on the grounds of the Parish House. It notes that this proposal will lead to a substantial increase in traffic and congestion 'circling' the houses and will cause a danger to them and to residents of Castlevue. It will also cause a lack of privacy, and inability to access the Carrigane Road from the house and noise from traffic using the car parks.</p> <p>An alternative is suggested which would provide access to a new car park from Main Street.</p>	<p>The proposal will lead to an increase in traffic on the road running to the north of the house. This road will however be upgraded including widening and the provision of a footpath on the north side. Traffic calming measures are proposed to reduce speeds and associated noise from vehicular traffic.</p> <p>An alternative access to this property is proposed by modification to the Part 8 to this residential property subject to Landowner agreement to permanent closure of its existing Carrigane Road entrance to vehicular traffic.</p> <p>The proposal for a specific school drop-off area at Castlevue is to be removed by modification of the Part 8.</p>
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#### Nicholas Carey (Ref: 403834625) - Main Street/ Wises Road junction

1	<p>It is noted that the proposal for the Wises Road junction will have a direct effect on their home and the safety of them and their family. A signalised junction will mean that they will not be able to stop their car and reverse into their drive and will force them to reverse onto the Main Road to exit their property. It is noted that cars stopped outside their home will result in increased noise pollution, reduced air quality and have serious safety implications for them and their family.</p>	<p>The junction upgrade would provide signalised controls at this junction for better management of vehicular traffic flows and safe pedestrian movement at the junction into the future. Traffic modelling shows that signalisation of this junction is required by 2025 to facilitate predicted traffic growth.</p> <p>The Council and its Consulting Engineers have met with the Residents on site.</p> <p>There is sufficient space within this property land holding for a vehicle to drive into, turn and drive out of in a forward direction without having to reverse in from Main Street or out onto Main Street.</p>
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#### John Lyons and Gemma Tierney (Ref 410450790) – Station Road Upgrade

	Issues Raised	Response
1	It is noted that the proposed Station Road upgrade will encroach within a metre of their home. It is noted that this is completely unacceptable. It is suggested that the road is re-aligned or that Cork County Council facilitate the re-orientation of the house to create a buffer between their home and the carriageway.	Cork County Council to review the road alignment/ road cross-section at detailed design stage to maintain sufficient width for pedestrian access around the house.

#### Chris Carey (Ref: 413325371) – New road south of Main Street

1	The submission notes that the privacy of their back garden will be completely removed due to the new entrance proposed. Electric gates are requested to maintain privacy with a stone boundary wall along the new entry. It is proposed that the current entrance on to Main Street is not fully closed off but that a pedestrian gate is provided. A like for like wall of the same type is requested.	Boundary treatments/ accommodation works will be dealt with as part of the land acquisition process (subject to Part 8 planning approval).
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#### Michael and Geraldine Cahill (Ref: 413372648) - Station Road upgrade

1	Weekly fuel deliveries to their property will become inconvenient.	Provision of 2 no. car parking spaces opposite the Station Road car park entrance, is proposed by modification of the Part 8. The provision would be assessed during detailed design and is subject to safe operation of nearby junctions and road safety auditing.
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#### Donal and Caroline O'Sullivan (Ref: 413503338) - Station Road upgrade

1	Their submission notes that they would like to maintain an entrance from Station Road to their property rather than have their entrance re-located to An Guagan/ Cúl Árd. They would prefer to maintain their current 'secondary' entrance. The submission also requests further discussions in relation to accommodation works (landscaping, boundary wall and re-alignment of driveway).	The secondary entrance onto Station Road is to be maintained and is to replace the existing vehicular entrance by modification of the Part 8. The proposed entrance onto Cúl Árd is to be removed by modification of the Part 8.  Boundary treatments/ accommodation works will be agreed between Cork County Council and the landowners.
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#### Lisa and William O'Regan (Ref: 413792081) - Footpath between Castle Close and Cluain Cairn

1	Their submission is opposed to the proposed footpath but if it is to be built, they have requested a wall to replace their fence for privacy reasons.	The proposal for a specific school drop-off area at Castleview is to be removed by modification of the Part 8.
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#### Fr Patrick Winkle (Ref: 414119556)

	Issues Raised	Response
1	It is requested that all trees lost during construction are replaced elsewhere.	All trees to be removed during construction will be replaced elsewhere.
2	At Parish House, Main Street proper dividing walls should be provided between the proposed car park and the Parish House for privacy.	Boundary treatments/ accommodation works will be dealt with as part of the land acquisition process (subject to Part 8 planning approval).
3	At Parochial House, Station Road, the inclusion of the green triangular area as an amenity area is queried.	Amenity/biodiversity area is to be removed from proposals by modification of the Part 8.

#### Noelle Twomey (Ref: 414155644) - Station Road Upgrade

1	Clarification is requested on the impact of the proposals on their garden	It is noted that Cork County Council and their Consulting Engineers have met with residents of this property on site to indicate the level of impact on the property based on the planning drawings. It is noted that the final land take requirements are subject to detailed design.
2	The proposals will reduce the available parking and turning space inside the property gates.	The proposals will reduce the available space inside the property gates. There is still sufficient space for parking and turning inside the property gates. If planning permission is approved compensation will be dealt with as part of the land acquisition process (subject to approval of the Part 8).
3	Pedestrians on Station Road will be able to look down into the property due to the level difference. Higher walls are requested to maintain current levels of privacy	Boundary treatments/ accommodation works will be dealt with as part of the land acquisition process (subject to Part 8 planning approval).
4	It is requested that drainage measures are taken to eliminate the risk of flooding to the property	Drainage measures will be implemented to cater for surface water run-off from Station Road.
5	It is requested that the trees which are to be removed as part of the proposals are replaced. It is also requested that the existing Japanese Maple is re-planted on the site at a location of their choosing.	Accommodation works, including planting, will be dealt with as part of the land acquisition process if planning permission is approved.
6	It is requested that the dividing walls between their property with their neighbour's property are reviewed with respect to preservation orders prior to a final decision to demolish these.	Works to the boundary wall at the dispensary are addressed in the Archaeological and Built Heritage Assessment report. It states ' <i>The boundary wall at the former dispensary (PS 01316) will need to be set back. The inspection of the existing boundary wall at this location confirmed that it is a later rebuild and is not an original feature. Therefore, the works have the potential to give rise to <b>temporary indirect impacts</b> on the setting of a number of protected structures.</i> '  It is also recommended in the report that a conservation architect is engaged at detailed design stage to advise on, review and certify

	Issues Raised	Response
		conservation measures associated with the project works.
7	It is noted that the plans do not show the materials to be used to replace walls, gates etc	Boundary treatments/ accommodation works will be dealt with as part of the land acquisition process (subject to Part 8 planning approval).
8	An alternative proposal is suggested whereby the pedestrian/ cycle path on the Parochial House side of the road, which doesn't lead anywhere, is eliminated. Only one path would then be required	The pedestrian/ cycle path on the Parochial House side of the road provides connectivity between the residential developments on eastern side of Station Road with the Bog Road and with the pedestrian crossing to the south of the entrance to the Carrigtwohill Train Station.

#### Thomas Barry (Ref: 414251477) - Main Street/ Station Road Civic Space

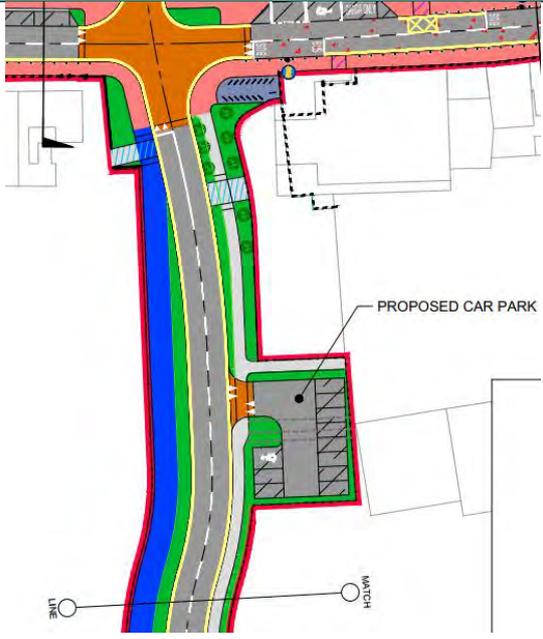
1	Property, although currently under-utilised, is a valuable town centre corner site which will be sterilised and expropriated.	<p>This property is not a corner site.</p> <p>It is landlocked to the south and currently adjacent to a derelict structure to the west.</p> <p>It has been under-utilised for many years and is currently fully overgrown with brambles/ ivy etc.</p> <p>This location, at the junction of Station Road and Main Street, is an optimum location for a civic space in Carrigtwohill.</p> <p>Compensation would be agreed between Cork County Council and the landowners (or assessed) as part of the land acquisition process if planning permission is approved.</p>
2	The proposed civic space does not adhere to the County Plan/ Local Area Plan. The submission states that the solution should promote regeneration of vacant or under-utilised sites as well as the improvement of the public realm. The proposed civic space would be enhanced if the site was omitted and developed instead for a dual aspect retail or café use with active frontages on the northern and western elevations.	The civic space is in an area zoned as CT-T-01 in the Cobh Municipal District Local Area Plan. Objective CT-T-01 is for 'Expansion of established town centre in line with overall uses acceptable in town centre areas and providing for improved connectivity and public realm spaces.' The civic space is in line with these objectives. The civic space will be an active space and there is potential for retail/ café use on the civic space.
3	No reference is made in the Part 8 application to the proposed development of the adjoining site.	The planning application for the adjoining site referenced to the south of Main Street is outside the scope of this Part 8 planning process.

#### Thomas and Joan O'Brien (Ref: 414254975) - Car park north of Main Street with pedestrian link to Main Street

1	Proposed pedestrian link will run through 4 partially built houses. It is their intention to complete the dwellings for sale or rent.	It is noted that the planning permission for the 4 partially built houses has lapsed. There is currently no planning permission for development on this site. The construction of the pedestrian link does
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	Issues Raised	Response
		<p>not preclude future housing development on this site. Compensation will be agreed between Cork County Council and the landowners (or assessed) as part of the land acquisition process if planning permission is approved.</p>
2	<p>The provision of parking in this site is not included in the Local Area Plan which identifies the location for a new public car park to the south of Main Street. It is argued that the replacement of ‘a permitted development of 4 dwellings within the residential zone with a car parking area’ would contravene the Local Area Plan</p>	<p>The assertion in the submission about the proposed parking area is incorrect. The parking area is not located on the site of the partially built block walls.</p> <p>It is also noted that there is no planning permission currently in place for development on this site.</p> <p>The Local Area Plan notes that traffic congestion and lack of parking have long detracted from the town centre. Whilst an associated Transportation Study identified the location of a new public car park to the south of Main Street, this does not preclude the development of a smaller car park at this location to the north of Main Street. The LAP also notes:</p> <p>‘Concurrent with the resolution of parking and congestion issues will be the opportunity to instigate public realm improvements, particularly with the rationalisation of parking and junction improvements on Main Street.’</p> <p>This parking area is proposed because it will provide parking spaces for parking which is to be re-located from Main Street. These spaces are intended to be used by staff/ customers of Main Street businesses in its vicinity, for school drop-offs/ collections and Main Street residents. A pedestrian link is proposed to allow for convenient pedestrian access to Main Street.</p> <p>The draft Cork County Development Plan 2022-2028 notes the following text from Objective CT-RA-05 applies to this site: <i>‘it is proposed that this site could be used for a small scale infill residential development of approximately two dwellings facing Main Street with provision for a pedestrian north-south link through the site to Main Street, and a perpendicular/stepped housing arrangement to the rear with potential for the provision of overlooked public on-site carparking with vehicular access from the northern site boundary.’</i></p>
3	<p>It is stated that the parking area is more likely to be used as an overflow staff and visitor parking space for local schools and that the pedestrian link will be rarely used and may attract anti-social behaviour</p>	<p>It is also noted that the link will be quite short, wide and well lit. These features will mitigate anti-social behaviour.</p> <p>These spaces are likely to be used by staff/ customers of Main Street businesses in its vicinity, for school drop-offs/ collections and Main Street</p>

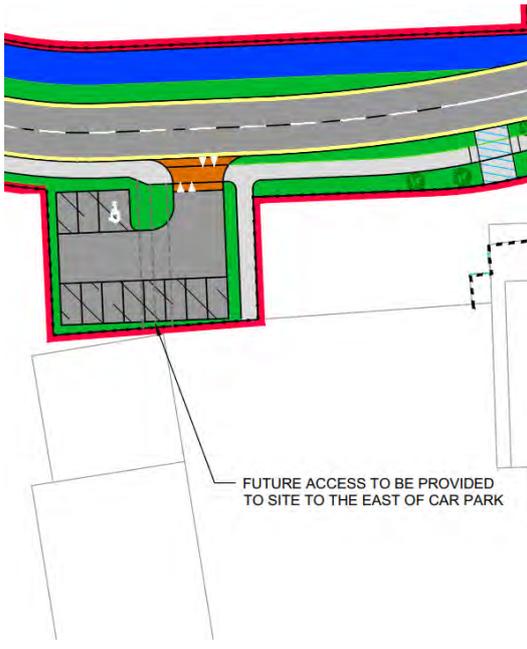
	Issues Raised	Response
		residents. A pedestrian link is proposed to allow for convenient pedestrian access to Main Street.
4	An alternative route for the pedestrian link through the Diocesan property to the east is suggested.	The location of the pedestrian exit as per the proposals is the optimum location for a pedestrian link between the car park and Main Street. The link opens on to Main Street at the proposed signalised pedestrian crossing at the junction of Main Street and Barryscourt Road. This will direct pedestrians to cross the road at the crossing. If the exit from the car park was moved further west it would encourage pedestrians to cross away from the signalised crossing. This would increase the risk of pedestrians being struck by vehicular traffic.
<b>Paula O'Dwyer (Ref: 414263366) – Station Road upgrade</b>		
1	An old natural stone boundary wall will be removed. It is queried as to what will replace it. In addition, it is noted that there will be a significant loss of hedging along the boundary and mature shrubs/ trees inside the boundary;	Boundary treatments/ accommodation works will be dealt with as part of the land acquisition process (subject to Part 8 planning approval).
2	Loss of privacy during and after works is noted as a concern	Boundary treatments/ accommodation works will be dealt with as part of the land acquisition process (subject to Part 8 planning approval). Compensation will be agreed between Cork County Council and the landowners (or assessed) as part of the land acquisition process if planning permission is approved.
3	Drainage/ flooding which may be caused by raised road levels is also noted as a concern.	Drainage measures will be implemented so that run-off from Station Road will not enter the property as a result of the works.
<b>Breda and Anthony Ryan (Ref: 414302190) – New road/ shared path south of Main Street, Main Street upgrade</b>		
1	The proposed road south of Main Street will deny the property owner the opportunity to develop the land themselves. If the land is to be developed by Cork County Council, it should mitigate the negative effects on their property;	Boundary treatments/ accommodation works will be agreed between Cork County Council and the landowners as part of the land acquisition process (subject to Part 8 planning approval). Compensation will be agreed between Cork County Council and the landowners (or assessed) as part of the land acquisition process if planning permission is approved.
2	The access from the rear of their building will be blocked off as a result of the proposals. This is required as an emergency exit;	It is proposed to relocate the car park further south as shown in the below sketch.

	Issues Raised	Response
		
3	Access to part of their property to the rear is completely cut off;	This will be addressed as a modification to the Part 8 proposals (see 2 immediately above).
4	It is noted that they have two dog kennels which would open directly on to the proposed road;	This will be addressed as a modification to the Part 8 proposals (see 2 immediately above).
5	No provision for alternative parking is provided and no loading bay is provided for the pub;	This will be addressed as a modification to the Part 8 proposals (see 2 immediately above).
6	An objection is raised to the green area in front of the pub as this could be used for anti-social behaviour.	This will be addressed as a modification to the Part 8 proposals (see 2 immediately above).
<b>Ann O'Mahony (Ref: 414310441) – Main Street Upgrade</b>		
1	Submission notes a resident with mobility issues who relies on daily visits from their daughter. Parking is difficult at present and it is stated that the car parks proposed will not facilitate the volume of cars.	There is currently no space on Main Street for the provision of a set-down space at this property. There are double yellow lines outside the house. The Part 8 proposals will not change parking arrangements at the property.
<b>Evelyn McCarthy (Ref: 414308253) - Main Street Upgrade</b>		
1	This submission notes that the removal of parking from Main Street will impact their elderly parents who have mobility issues as well as other elderly residents and others with mobility issues in accessing businesses on Main Street.	Alternative parking is being provided in proximity to Main Street. Provision has also been made for ambulant car park spaces on Main Street.

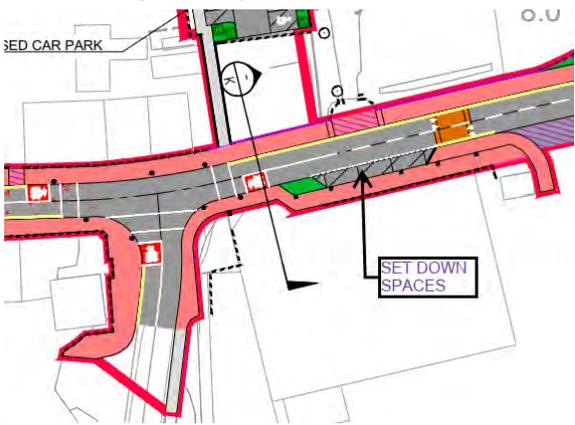
## 5.1.17. Issues Specific to Individual Businesses/ Commercial/ Other Premises

**Table 5-17 – Issues Specific to Businesses/ Commercial Premises**

	Issues Raised	Response
<b>Society of St. Vincent de Paul Charity Shop (Ref: 412274821) - Main Street</b>		
1	It is noted that it is ‘imperative’ for a loading bay to be provided for the weekly collection of RAG (donated items unsuitable for sale in the shop – approx. 120no. x 10kg bags once per week – collection time varies);	The provision of a loading bay on Main Street to the east of the Station Road/ Main Street junction will be assessed during the detailed design stage by modification of the Part 8. The provision of this loading bay will be subject to no impacts on the safe operation of the street and nearby junction and a Road Safety Audit. See below sketch.
2	A drop off zone must be provided outside the shop to facilitate donors bringing items to the shop (6 days per week activity). It is noted that without a loading bay/ drop off zone the business may become unviable.	Please see response to point 1 above.
<b>Taylor Centre (Ref: 412274821) - Main Street</b>		
1	A number of people who attend to services in the centre need to be dropped off and collected immediately outside of the centre and a drop area is requested. If a drop off area is not feasible on Main Street, it is suggested that the road accessing the school drop off area is extended towards the rear of the Taylor Centre for a confidential and safe drop off.	There is insufficient space to provide a formal drop off area on Main Street at this location. The car park proposed to the north of Main Street is less than 100m from this location and other car parks are also close by. In addition, two disabled drop-off parking bays are proposed to the front of Scoil Chlochair Mhuire. These bays are near the Taylor Centre. It is not proposed to extend the road to the rear of the Taylor Centre.
<b>Tim Kenneally (Ref: 413308128) - Main Street</b>		
1	The submission notes that the proposals will result in their client’s land becoming land locked with no access to the proposed public road network. The location of the existing right of way has also been extinguished as part of the proposed planning application. Two options are suggested: <ol style="list-style-type: none"> <li>1. New access route running from the new access point to O’Donovan Transport and through the O’Donovan Transport site;</li> <li>2. New access route from the proposed road to the west of the site.</li> </ol>	<p>The lands owned by Tim Kenneally are currently land locked and served by Right-of-Way across O’Donovan Transport lands.</p> <p>Access to Tim Kenneally lands from the new access road will be provided for within the design layout of the car park by modification of the Part 8 as shown below for potential future development of the lands.</p>

Issues Raised	Response
	

**Carrigtwohill Shopping Centre (Ref: 414053138) - Main Street**

<p>1 The proposal to remove parking from the Main Street will force customers of Main Street business to walk 5-10 minutes to the businesses from off-street car parks and this will be detrimental in attracting people to the Main Street. The following concerns are raised:</p> <ul style="list-style-type: none"> <li>• Current set down arrangement at Mace allows traffic to flow and that there is sufficient space for pedestrians;</li> <li>• The car park to the rear of Mace is generally used for staff of the Business/ Shopping Centre and there is no parking in the rear to facilitate Mace and the Pharmacy;</li> <li>• The main Shopping Centre doors are closed after 6pm and that the only parking available to the Mace is the set down area to the front. Customers will not park to the rear in the evenings due to safety concerns;</li> </ul>	<p>The retention of a maximum of 3 no. set-down spaces by modification of the Part 8 will be assessed at detail design stage. This would be subject to the set down spaces not impacting adjacent road safety, the safe operation of the junction to the west, a Road Safety Audit and subject to establishing the public footpath connectivity to the west as per the Part 8 drawing. The spaces would be located at the east end, away from the signalised junction.</p> 
<p>2 The installation of traffic signals at the junction outside Mace will exacerbate the problem whereby cars cut through the car park at the rear to avoid the junction. It suggests that 'reactive' signals are provided rather than fixed time signals.</p>	<p>Traffic modelling has shown that traffic signals are required at this junction. Traffic signals with detection loops will be provided.</p>
<p>3 The proposed works by the Council assume council ownership of the set down area. It states that this</p>	<p>The area in question is within the public roadway and Cork County Council is currently maintaining</p>

	Issues Raised	Response
	is not the case and that legal proceedings will be taken to defend their position and judicially review the Part 8 planning proposed. It states that if these parking spaces are removed that the Council will be sued for loss of earnings (totalling millions).	this area as part of the Public Roadway (including previous resurfacing works undertaken by Area Office). The Council is entitled under the Roads Act to address any safety concerns and to provide a public footpath along the public roadway.

### Carrigtwohill Pharmacy (Ref: 414053138) - Main Street

1	<p>The following concerns are raised in relation to the removal of the set-down area in front of Carrigtwohill Shopping Centre:</p> <ul style="list-style-type: none"> <li>• The set-down area outside the Carrigtwohill Shopping Centre does not affect the flow of traffic.</li> <li>• The set-down area is very necessary to the business of the shopping centre.</li> <li>• As a pharmacy, customers may not be as mobile as other people and need convenient access.</li> <li>• The pharmacy also has a high number of parents calling with children who need easy access to the shopping centre.</li> <li>• The ongoing Covid situation means that people who may need medication can wait outside for the pharmacy to bring them their medication.</li> </ul>	The retention of maximum 3 no. set-down spaces by modification of the Part 8 will be assessed at detail design stage. This would be subject to the set down spaces not impacting adjacent road safety and these would be located away from the junction at the east end and subject to the safe operation of the junction to the west and a Road Safety Audit and subject to establishing the public footpath connectivity as per the Part 8 drawing.
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### Centra/ Carrigtwohill Post Office (Ref: 414148001) - Main Street

1	The proposals will result in the loss of c.19 parking spaces from the Centra car park. The loss of the parking spaces could have a detrimental impact on the store. The potential for future growth and development of the store is jeopardised by the proposals which may impact on employment levels. It is requested that the proposals are re-examined to lessen the impact on the operation of the store;	The shared path through the car park results in loss of existing car parking spaces. The existing car park layout has been reviewed and an alternative layout developed to reduce the overall loss to c. 9 no. spaces. The implementation of parallel parking is proposed by modification of the Part 8. It is noted that a new car park with 46 spaces is proposed on Station Road. This car park will have pedestrian access to the existing Centra car park.
2	It is noted that the re-alignment of the junction of the car park access road with Main Street will need to be considered carefully. A risk of collisions between delivery vehicles and pedestrians is noted.	The Council's Consulting Engineers have reviewed the auto tracking for delivery vehicles. An alteration to the junction layout is proposed by modification to the Part 8 for HGVs to enter from the west.
3	It is also noted that a reduction in the width of the hard paved area outside of the store may lead to difficulties for people with trollies passing people in wheelchairs. It is noted that a large number of elderly people use the post office.	Atkins have reviewed the space available for pedestrians on the eastern side of the access road and there is approximately 2.3m available at the minimum. This is sufficient for people with trollies to pass people in wheelchairs.

	Issues Raised	Response
4	<p>It is noted that the proposals allow no provision for a set down/ collection area from the Post Office or the ATM located at the front of the store. It is noted that these services would likely double park or use the disabled bays in front of the store.</p>	<p>One of the two ambulant parking spaces is to be replaced with a set down space by modification of the Part 8.</p> 

**CS Pubs (Ref: 414310933), t/a D-Trap Bar, Main Street**

1	<p>The submission objects to the proposals for the following reasons which are specific to their property:</p> <ol style="list-style-type: none"> <li>1. The proposals include work on their landholding and no permission was sought to include these lands in the application. It is noted that this renders the application invalid;</li> <li>2. The development interferes with their property and must be seen as 'injurious, totally inappropriate and clearly avoidable';</li> <li>3. The proposed development will obstruct safe access, egress and use of their property. In particular it notes that the area to the rear of the pub provide for safe access and egress fundamental to the use of the business;</li> <li>4. The proposed development will 'injure the amenities' of their property;</li> <li>5. The proposals will diminish the value of their premises;</li> <li>6. The proposals will conflict with the proper and orderly safe planning and sustainable development of the area in particular it conflicts with the 'Best Practice Guide'.</li> </ol>	<p>Permission is not required from the landowner to include these lands in the application. Cork County Council did correspond with the owners of the D'Trap premises with regard to the proposals and notified them in advance of the publication of the Part 8 and offered to meet with the landowner to discuss the proposals.</p> <p>The land registry folio for the adjacent site to the west does not include any burdens to the benefit of D'Trap or any other entity. Kegs and bins are currently stored on lands not owned by D'Trap adjacent to "Well Lane".</p> <p>The provision of a civic space in this location is an important part of the public realm strategy. Cork County Council will assess possibilities to mitigate the impacts on D'Trap Bar during the detail design of the Civic Space.</p> <p>Compensation will be agreed between Cork County Council and the landowners as part of the land acquisition process if planning permission is approved.</p>
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**O'Donovan Transport (Ref: 414812009), Main Street**

1	<p>The closure of the existing and only entrance/ exit on Main Street will result in an internal cul de sac</p>	<p>The closure of this entrance is an important aspect in the public realm upgrade, the development of a</p>
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	Issues Raised	Response
	which will disrupt the workings of the site necessitating major infrastructural alterations which when installed will not be a workable solution.	civic space in the centre of Carrigtwohill and for the safe operation of the Station Road/ Main Street junction upgrade. An alternative entrance and access road and new junction have been included in the Part 8 proposals.
2	The proposed replacement entrance will reverse the sequential entry procedure currently in operation which currently contributes to the proper utilisation and safe working practice on site. The reduction in area as a result of the proposals will move lorry circulation and turning to the narrower end of the site where a safe turning circle cannot be accommodated. The re-location of the buildings on site will result in costs of minimum €4m to €5m.	<p>Cork County Council is satisfied that proposals (as modified) could be delivered, and the reduced site could also continue to be utilised properly and to operate safely for the O'Donovan Transport business.</p> <p>A survey undertaken to assess the content of this submission showed that the assertions in relation to ODT sequential entry were not evident. For example, HGVs did not stop at the office location/gate to report/check-in or collect paperwork (on entering or leaving) nor stop at the maintenance, tyre or wash bay. All HGV movements surveyed were directly from the existing entrance on Main Street to and from the parking area.</p> <p>HGVs stopping to report to the office would have blocked what is currently a narrow access route between ODT entrance and the parking area.</p> <p>Also, HGV movements along the existing access route are currently crossing HGV movements accessing the maintenance (reverse-in) and wash bays. A preliminary assessment (based on the Part proposals as modified) shows that HGV turning movements would continue to be possible within the parking area and at the various points of access for tyres, maintenance and washing. HGVs accessing the tyre or repair bays would no longer conflict with the HGV movements along the access route.</p> <p>An assessment has also been undertaken of the costs noted in the submission associated with re-locating the buildings/structures as described in the submission. While the Council considers this building relocation to be unnecessary in the first instance, the assessment shows that the cost noted in the submission is a significant over-estimate.</p>
3	The proposals will result in O'Donovan Transport having to reduce their day-to-day business. O'Donovan Transport are an expanding business and intend to enlarge their operations.	Cork County Council has undertaken an assessment to further mitigate the potential impacts on the business. Several measures are proposed by modification of the Part 8 that address the concerns raised.

	Issues Raised	Response
		<ul style="list-style-type: none"> <li>• Buffer strips with planting along the south and west boundary.</li> <li>• Realignment of the east west link road to remove the bend and reduce the impact at south east corner of the O'Donovan Transport lands.</li> <li>• New public car park to the south of the O'Donovan Transport lands with substantial additional spaces that would be beneficial to O'Donovan Transport.</li> <li>• The local reduction in width of the cross section of the new road running south from Main Street and/ or alteration of its alignment will be assessed during the detailed design stage to reduce impact on O'Donovan Transport lands along their western boundary.</li> </ul> <p>Based on the modifications to the Part 8, the Council considers that O'Donovan Transport could continue to operate from the reduced site.</p> <p>Cork County Council notes that O'Donovan Transport lands at Barryscourt (c. 10 acres) are currently utilised to park HGV trailers associated with O'Donovan Transport.</p> <p>Cork County Council is not aware of proposals to expand and enlarge the business at this location in the centre of Carrigtwohill. Any such proposals would likely require planning approval.</p>
4	A separate business operates within the site which is 'land-locked' and accessed via a right of way through O'Donovan Transport lands. If the proposals proceed O'Donovan Transport will no longer be able to offer a right of way through their constrained site.	The existing right of way for the land locked site will have to transfer to the proposed alternative entrance.
5	The proposal to provide a shared cycle track/ path around the site will lead to major operational issues within the site.	<p>The road and shared path are proposed to provide access to lands which are zoned for town centre development south of Main Street. This road will also provide alternative access to O'Donovan Transport for both existing and future uses.</p> <p>The road will provide access to carparking and amenity areas south of Main Street as per the objectives of the Cobh Municipal District Local Area Plan.</p> <p>Screening will be provided between the shared path/ footpath and the boundary of O'Donovan Transport.</p>

	Issues Raised	Response
6	<p>The introduction of a quality public realm environment will seriously constrain any future expansion of the O'Donovan Transport operations.</p>	<p>The public realm is in the area zoned as CT-T-01 in the Cobh Municipal District Local Area Plan. The objective associated with CT-T-01 is for 'Expansion of established town centre in line with overall uses acceptable in town centre areas and providing for improved connectivity and public realm spaces.' The provision of the public realm is therefore in line with the objectives of the Local Area Plan.</p> <p>Cork County Council is not aware of proposals to expand and enlarge the business at this location. Any such proposals to enlarge the business would likely require planning approval.</p> <p>The draft Cork County Development Plan 2022-2028 notes Objective CT-RA-02 applies to this site:</p> <p><i>This site is currently in use as a depot for a transport and logistics company. Relocation of the current use to an alternative location would allow the site to be developed with a range of possible uses more appropriate to a town centre. The overall development of this site is to support an appropriate balance of development types with an emphasis on high quality public realm that would contribute to opening a people centred public amenity area at the intersection of Station Rd and Main Street. Proposals for development must have due regard to the facilitation of development of adjoining lands also.</i></p> <p><i>The development of this site CT-RA-02 together with CT-RA-01 to the east would benefit from the development of a composite Masterplan to guide the appropriate development of this area in terms of a range of suitable uses, layout, and connectivity with an emphasis on high quality public realm. Public carparking considerations should form part of the overall proposals to provide the opportunity for a degree of relocated parking off Main Street.</i></p>
7	<p>It is noted that the proposed entrance to the Ardarostig Developments site (TP22/4440) will represent a hazard by virtue of being in such close proximity to the O'Donovan Transport site. This development would also make the O'Donovan Transport site unworkable.</p>	<p>The planning application for the adjacent site referenced is outside the scope of this report.</p>

### 5.1.18. Issues Specific to Utilities/ Service Providers

**Table 5-18 – Issues Specific to Utilities/ Service Providers**

	Issues Raised	Response
<b>Gas Networks Ireland</b>		
1	No comment is made in relation to the proposed development. It is noted that there is a gas transmission pipeline with a 14m wide Gas Networks Ireland wayleave in the immediate vicinity of the subject site. All work in the vicinity of the pipeline must be completed in compliance with the 'Code of Practice 2021'.	The contents of the submission are noted. Cork County Council confirm that all work in the vicinity of the pipeline will be completed in compliance with the 'Code of Practice 2021' or the current version of same during construction.

### 5.1.19. Other Observations/ Submissions/ Queries

**Table 5-19 – Other Observations**

	Issues Raised	Response
1	The provision for people with disabilities is queried. It is noted that there is very little in the plan to support a guide dog owner e.g., technology to allow for someone with visual impairment to navigate the civic spaces;	Provision for people with disabilities is made in the proposals including the following: <ul style="list-style-type: none"> <li>• Wider footpaths will be provided to allow greater space for wheelchairs. These footpaths will be higher quality and provide more direct routes.</li> <li>• Tactile paving will be provided at crossings for the visually impaired.</li> <li>• Pedestrian crossing push buttons will include tactile slugs.</li> <li>• Numerous disabled parking bays are proposed throughout the new car parks.</li> <li>• As part of detailed design stage, Cork County Council will consult with the National Council for the Blind of Ireland (NCBI) and the National Council for People with Disabilities (NCPD).</li> </ul>
2	It is queried how the proposals take into consideration the future development of the town and in particular south of the Main Street.	The Part 8 proposals include a new link street and shared path which will connect to lands zoned 'Town Centre' to the south of Main Street.  As noted in the Part 8 Planning Application Report the proposals are in line with the Cobh Municipal District Local Area Plan in particular the below extracts:  The Cobh MDLAP notes that it is essential for Carrigtwohill to develop an attractive vibrant urban centre of its own with shops, services, attractive streets, buildings and public spaces to meet the needs of the local population, attract investment to the area and send a positive signal

	Issues Raised	Response
		to investors about the importance of Carrigtwohill as a key growth centre for the future. A key priority highlighted for the creation of such a vibrant urban centre is to develop a strategy to address issues such as pedestrian facilities, connectivity and traffic issues. In order to make the most advantageous use of the new railway service it is important to encourage the provision of safe, convenient and pleasant access to the station area for walkers and cyclists. Whilst provision of new pedestrian and cycle facilities will be incorporated into the development of the Carrigtwohill UEA it is important that these facilities will not be delivered in isolation and will be tied into a programme of wider improvements to the walking and cycling infrastructure in the town.
3	It is queried whether the Council has carried out due diligence – a proper Urban Design and Regeneration Scheme for the town as a whole including but not limited to ground figure diagrams and spatial hierarchy.	A public realm study undertaken by urban designers has been referenced in the development of these Part 8 proposals.
4	It is queried what has happened to the SECAD Carrigtwohill Strategic plan for the Main street promoted in 2017.	<p>As noted in Section 2.3.3 of the SECAD Carrigtwohill Strategic Plan a number of ‘themes’, ‘key interventions’ and ‘game changers’ identified in that report have been included in the Part 8 proposals. These include the following:</p> <ul style="list-style-type: none"> <li>• Define and protect spaces for sitting, walking and talking.</li> <li>• A commitment to the provision of ‘pedestrian priority’ areas in the village will allow the community to feel safer and less threatened by traffic incursion in the village</li> <li>• Enhance public space including upgrading of lighting in the village centre, investment in approaches to the village with strong vibrant planting and move the ‘wirescape’ underground;</li> <li>• Create an environment and incentive for restaurants and coffee shops to be located in the core of the village thereby increasing dwell time and encourage other businesses to open in the heart of the village;</li> <li>• New village square as integral part of Village Centre expansion;</li> <li>• Loading/ short-stay parking (pick-up/ drop-off);</li> </ul>

	Issues Raised	Response
		<ul style="list-style-type: none"> <li>• Improved setting to Community Centre and bus-stop;</li> <li>• Possible increase in off-street parking;</li> <li>• Improved pavement pedestrian facilities;</li> <li>• Linkage to open space and green infrastructure network surrounding the main street and village;</li> <li>• Streetscape improvements to support increase of planting and reduce car dominance</li> <li>• Improving accessibility and use of trains/ train station</li> <li>• Safe crossing points</li> </ul>
5	It is requested by the Carrigtwohill Community Council that Cork County Council do not consider in any deliberations for the car park to be a public car park and to note that it is available for use only with the specific consent of Carrigtwohill Community Council.	This request is noted.
6	The Carrigtwohill Community Council submission also encourages Cork County Council to continue investing in Carrigtwohill to upgrade public infrastructure.	This request is noted. It is Cork County Council's intention to work to secure funding for the Part 8 proposals if planning permission is obtained.
7	It is suggested that the proposals are more adult and youth focussed (rather than young children).	The proposals are focussed on all age groups. Regeneration of Carrigtwohill, improved public spaces, wider footpaths and high-quality cycling facilities with connections to schools will benefit all age groups.
8	It is suggested that the Part 8 site boundary should be extended to cover a greater area south of Main Street i.e., a cycle path should be provided south as far as the motorway with the intention of linking the old Cobh Road with the amenity at Slatty by either going over or under the N25. Also, a pedestrian route from the Well Lane, south of the GAA property and following the route of the stream to the Main Street is suggested.	While these proposals are not included within the current project, that does not preclude their consideration on other future projects.
9	It is suggested that something should be done so that the main user of the Community Centre car park is not school related traffic. Assistance from Cork County Council in making the car park short to medium term is suggested.	This request is noted.

	Issues Raised	Response
10	It is requested that signage should not visually clutter the streetscape. The placing of benches on Main Street and Station Road is suggested.	It is intended that signage will not visually clutter the streetscape. Signage, appropriate to an urban area, will be proposed in accordance with the Department of Transport's Traffic Signs Manual.  The placing of benches on Main Street and Station Road will be considered during the detailed design stage of the project.

## 5.2. Summary of Proposed Modifications

The following modifications are proposed:

- **Modification 1** – An additional car park is proposed to the south of Main Street as described in the Cobh Municipal District Local Area Plan and supporting documentation.
- **Modification 2** – Provision of 2 no. car parking spaces opposite the new Station Road car park entrance, is proposed. This provision would be assessed during detailed design and would be subject to safe operation of nearby junctions and road safety auditing.
- **Modification 3** - The retention of a maximum of 3 no. set-down spaces outside Carrigtwohill Shopping Centre will be assessed at detail design stage. This would be subject to the set down spaces not impacting adjacent road safety, the safe operation of the junction to the west, a Road Safety Audit and subject to establishing the public footpath connectivity to the west as per the Part 8 drawing. The spaces would be located at the east end, away from the proposed signalised junction.
- **Modification 4** - The provision of a loading bay on Main Street to the east of the Station Road/ Main Street junction and a loading bay on Station Road to the north of the Station Road/ Main Street junction will be assessed during the detailed design stage. The provision of these loading bays will be subject to maintaining the safe operation of the streets and nearby junctions and the conclusion of a Road Safety Audit.
- **Modification 5** - The proposed pedestrian link connecting Castle Close/ Castle Avenue with Cluain Cairn is to be removed.
- **Modification 6** – The route of the proposed pedestrian link between An Fána and Cluain Cairn is to be amended to follow the route of the existing 'dirt track' between the two locations.
- **Modification 7** - The proposal for the specific school drop-off area at Castleview estate/Scoil Chlochair Mhuire is to be removed. This includes the proposed cycling and pedestrian crossing of the Castleview access road.
- **Modification 8** - The existing on-line bus stop at O'Donovan Transport will be re-located and a new ambulant parking space will be provided at the west edge of the Civic Space. The bus stop will be re-located further west towards the proposed bike parking area. The bus stop on the opposite side will also be re-located further west to ensure legibility. This is subject to detailed design and agreement with Bus Eireann.
- **Modification 9** – An alteration to the Main Street/ Centra car park entrance is proposed to allow HGVs to enter the car park from the west.
- **Modification 10** - Double yellow lines will be provided as part of the upgrade of the Castl lake Access Road and Main Street junction including signalisation and narrowing of the roads on the junction approach. Integrate the Bury's Bridge to Carrigtwohill cycle route with the proposed junction upgrade.
- **Modification 11** - An alternative access to the residential property which is the subject of submission reference 410341558 is proposed to the new access road to the carpark at the Presbytery. The alternative

access is subject to Landowner agreement to permanent closure of the existing Carrigane Road entrance to the property to vehicular traffic.

- **Modification 12** - The secondary entrance onto Station Road from the property which is the subject of submission reference 413503338 is to be maintained and is to replace the existing vehicular entrance. The proposed entrance onto Cúl Árd is to be removed.
- **Modification 13** - The Amenity/Biodiversity area on the eastern side of Station Road (south of Parochial House) is to be removed from the proposals.
- **Modification 14** – The car park on the new road running south from Main Street will be moved further south. North of this carpark, access will be provided to lands to east referenced in the submission no. 413308128 lands from the new road running south of Main Street for their future development.
- **Modification 15** – Parallel parking will be implemented adjacent to the shared path through the Centra car park.
- **Modification 16** - One of the two ambulant parking spaces proposed on Main Street outside Centra is to be replaced with a set down space by modification of the Part 8.
- **Modification 17** – The east-west link road running south of O’Donovan Transport will be re-aligned to remove the bend and reduce the impact at the south-east corner of O’Donovan Transport lands. In addition, a planted buffer strip will be provided on the western and southern boundaries of O’Donovan Transport lands with the new road. In addition, the local reduction in width of the cross section of the new road running south from Main Street and/ or alteration of its alignment will be assessed during detail design to reduce impact on O’Donovan Transport lands along their west boundary.
- **Modification 18** – Measures to be provided to allow for bus priority southbound on Wisers Road between the Wisers Road and IDA Industrial Estate junction and the Wisers Road and Main Street junction including through these junctions.
- **Modification 19** – The access road to the Presbytery will have footpaths/verges provided on both sides. An access from the Presbytery will be provided to the new access road.
- **Modification 20** – An access from residential property on the west boundary of O’Donovan Transport will be provided to the new access road running south from Main Street.
- **Modification 21** – The section of the cycle and pedestrian link between the new east west link road and the N25 will be removed.

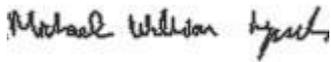
## 6. Recommendation

Having considered the submissions and the internal reports from the Planning Department, I am satisfied that the proposed development, incorporating the recommended modifications in Section 5.2, is in accordance with the proper planning and sustainable development of the area and I recommend to the Members of the Cobh Municipal District that Cork County Council should proceed accordingly.

Please note that the completion of the project in its entirety may be subject to Compulsory Purchase Order of certain lands.

Signed:

Date: **3/06/2022**



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Michael W. Lynch  
Director of Services, Planning and Development

Signed:

Date: **03/06/2022**



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Valerie O'Sullivan  
Divisional Manager South, Cork County Council

# Appendices

# Appendix A. Site Notice



## CORK COUNTY COUNCIL

### DEVELOPMENT UNDER SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT, 2000 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:

### **Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative – Public Realm Infrastructure Bundle**

#### **Location:**

- Main Street from the junction at Castl lake Avenue (Castle Square) to the junction with Carrigane Road;
- Station Road from the junction with Main Street to the junction at Carrigtwohill Train Station;
- Carrigane Road from the junction with Main Street to the junction with Castleview;
- Cluain Cairn, An Fána, Castle Close, Castle Avenue;
- Wisés Road/Main Street junction;
- Wisés Road/Oakbrook Link Road (Access Road to Castl lake)/IDA Industrial Estate Access Road junction;
- N25 Junction 3 and lands adjoining this junction.

In public and private land within the Townlands of: Carrigtohill, Terry's-Land, Tullagreen and Killacloyne.

#### **Nature and Extent of Proposed Development:**

The proposed development comprises the following infrastructure projects:

1. **Main Street and Station Road Public Realm Works** comprising of the following:
  - a. Upgrade of Main Street and Station Road junction including footpath widening, road re-alignment and widening, re-surfacing, signalisation, provision of pedestrian crossings and removal of existing structures/buildings;
  - b. Provision of three new public spaces as follows:
    - i. At junction of Station Road and Main Street;
    - ii. At and north of the Community Centre on Main Street;
    - iii. At and west of St. Mary's Church on Station Road.
  - b. Public realm upgrade of Station Road from the junction with Main Street to the junction at Carrigtwohill Train Station including:
    - i. Road widening with footpaths / off-road cycle tracks on both sides of the road, raising of existing roads levels where required, and re-location of the existing Grotto;
    - ii. Removal of existing boundary walls, re-building of boundary walls, re-location of entrances and local realignment of the stream channel;
    - iii. Two number 'Biodiversity Areas';
    - iv. New street lighting, undergrounding of overhead lines, new underground services and drainage, and diversion of existing services where required;
    - v. Traffic calming measures including re-surfacing, road narrowing, tree planting and raised tables, signalised and unsignalised raised pedestrian crossings;
    - vi. Removal of on-street carparking and provision of a new car park (46 no. spaces);
    - vii. Upgrade of existing car park at Patrick Pearse Place;
    - viii. New shared use pedestrian and cyclist path between Station Road and recreation areas south of Main Street via Patrick Pearse Place and the existing Centra shopping centre car park;
    - ix. New footpaths connecting the following housing developments:
      - Cluain Cairn and An Fána;
      - Cluain Cairn and Castle Close/Castle Avenue.

- c. Public realm upgrade of Main Street from the junction at Castl lake Avenue (Castle Square) to the junction with Carrigane Road including:
  - i. Footpath widening on both sides of the road with varying surface treatments;
  - ii. Shared cycle/pedestrian path on north side of the road from the junction at Castl lake Avenue (Castle Square) to Bán Na Gréine;
  - iii. Removal of existing boundary walls, re-building of boundary walls, and re-location of entrances;
  - iv. Street lighting, undergrounding of overhead lines and diversion of existing services as required;
  - v. Traffic calming measures including re-surfacing, road narrowing, tree planting, raised tables, signalised and un signalised raised pedestrian crossings;
  - vi. Re-location of on-street car parking to three new car parks (45 no. spaces);
  - vii. New road running south from Main Street including underground services, and public lighting;
  - viii. New school drop off and turning area accessed from Carrigane Road with accessible parking;
  - ix. New school drop-off area accessed from Main Street with accessible parking.
2. **Wises Road Junction Upgrades** comprising of the following:
  - a. Upgrade of junction of Wises Road and Main Street including provision of traffic signals, pedestrian crossings, road re-alignment and footpath widening;
  - b. Upgrade of junction of Wises Road and Oakbrook Link Road (Access Road to Castl lake) / IDA Industrial Estate Access Road including provision of traffic signals, road re-alignment and footpath widening.
3. **N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures** to include an increase in the size of the existing northern roundabout, pedestrian crossings, and widening and re-alignment of roundabout arms.

The proposal has undergone Appropriate Assessment screening under the Habitats Directive (92/43/EEC) and screening for Environmental Impact Assessment under the EIA Directive (2014/52/EU). The Authority has concluded that there is no real likelihood of significant effects on the environment and no impacts to any Natura 2000 sites are likely as a result of the proposed development. A determination has been made that an Environmental Impact Assessment (EIA) is not required, and a full Appropriate Assessment 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 (25<sup>th</sup> February 2022) 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.

**Plans and particulars** of the proposed development are available for inspection, or to purchase for a fee of €15 per set, from Friday 25<sup>th</sup> February 2022 until Friday 25<sup>th</sup> March 2022 at the following venues:

- Cork County Council’s website at <https://www.corkcoco.ie/en/planning/housing-infrastructure-implementation-team/public-consultation-part-8s>
- Planning Counter, Ground Floor, County Hall, Cork between the hours of 09:00 and 16:00 on each working day, subject to COVID-19 restrictions.
- Cork County Council Area Engineer’s Office at Ballinglanna, Glanmire and Cobh Municipal District Office, Carrig House, Cobh, Co. Cork between the hours of 09:00 and 17:00 on each working day during which the said offices are opened for the transaction of business, subject to COVID-19 restrictions.

**Submissions or Observations** with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made on or before 17:00 on Friday April 8<sup>th</sup>, 2022 as follows:

- Online submission form on Cork County Council’s website at [www.yourcouncil.ie](http://www.yourcouncil.ie) or
- In writing clearly marked: ‘Part 8 – Carrigtwohill URDF Initiative – Public Realm Infrastructure Bundle’, Senior Executive Engineer, Housing Infrastructure Implementation Team, Cork County Council, Floor 3, County Hall, Carrigrohane Road, Cork, T12 R2NC

*It should be noted that the Freedom of Information Act applies to all records held by Cork County Council.*

**Senior Executive Engineer, Housing Infrastructure Implementation Team, Cork County Council,  
25<sup>th</sup> February 2022**

## Appendix B. List of Statutory and Non-Statutory Bodies Consulted

No	Statutory Bodies	Date Notified	Submission Received
1	Fáilte Ireland	04.03.2022	0
2	An Taisce	04.03.2022	0
3	The Heritage Council	04.03.2022	0
4	The Minister - Development Applications Unit	04.03.2022	08.04.2022
5	Transport Infrastructure Ireland	04.03.2022	0
6	National Transport Authority	04.03.2022	08.04.2022
7	National Monuments	04.03.2022	0
8	National Parks & Wildlife	04.03.2022	0
9	Irish Water	04.03.2022	0
10	CCC Drinking Water	04.03.2022	0
11	OPW	04.03.2022	0
12	Arts Council	04.03.2022	0
13	Iarnród Éireann	04.03.2022	0
14	Inland Fisheries Ireland – South West Region	04.03.2022	01.04.2022
15	Environmental Protection Agency	04.03.2022	0
No	Non-Statutory Bodies	Date Notified	Submission Received
1	Bus Eireann	04.03.2022	0
2	Department of Education and Skills	11.03.2022	0
3	Health & Safety Authority	04.03.2022	0
4	Gas Networks Ireland	04.03.2022	10.02.2022
5	ESB	04.03.2022	0
6.	Cork County Archaeologist	24.11.2021	0
7.	Cork County Conservation Officer	24.11.2021	0

# Appendix C. Summary of Part 8 Submissions

**Table 20 - Summary of Part 8 Submissions for Carrigtwohill URDF Initiative – Public Realm Infrastructure Bundle (as of 14.04.2022)**

No.		Interested Party	Submission No.	Summary of Issues Raised
1		Eddie O’Riordan	412351682	It is not clear what this submission relates to Note submission came in as an attachment to submission no. 412313813
2		Jay O’Connell	409694523	<p>Objection to the removal of wall and provision of path between Castle Close and Cluain Cairn on the following grounds:</p> <ul style="list-style-type: none"> <li>• It will create to a ‘rat-run’ for unlawful behaviour;</li> <li>• Potential for misuse of Castle Close green area by others other than Castle Close residents. This could lead to increased littering, dog fouling and anti-social behaviour. It is noted that the Castle Close residents have paid for the upkeep of the green.</li> <li>• Loss of a secure and safe area for play for children of Castle Close including the loss of a ‘famous’ tree. Increased litter/ stray dogs/ cats/ rodent activities are also raised as a concern due to the refuse area for an apartment block being located close to the proposed opening in the wall.</li> </ul>
3		Jack McCarthy	412262878	<p>The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• Lack of parking provision on Main Street where in excess of 40 businesses are located;</li> <li>• Proposals do not counter the offer of ‘out of town’ retail and commercial activities and lack of parking does not help this;</li> <li>• Parking for 20 existing dwellings on Main Street is being removed;</li> <li>• 2 no. primary schools and a secondary school is located on Main Street;</li> <li>• Traffic from additional residential developments and new schools will increase traffic backlogs ‘exponentially’. Signalised junctions are suggested;</li> </ul>

No.		Interested Party	Submission No.	Summary of Issues Raised
				<ul style="list-style-type: none"> <li>• Proposals do not address excessive speed limits on the Carrigane Road and may exacerbate them by providing a new smoother and faster road surface;</li> <li>• Carrigane Road/ Castlevew Estate junction is currently extremely difficult to exit in the morning/ evening. The current proposals do not address this and will exacerbate the problem.</li> <li>• Turning radius at Carrigane Road/ Main Street is noted to cause excessive speeds at this junction. Traffic signals with a pedestrian crossing phase are suggested.</li> </ul>
4		Katarzyna Kretowicz (SAMI SWOI)	412344246	Removal of traffic from Main Street will have a negative effect on the business. Parking on one side/ loading bays/ leaving Main Street as it is suggested
5		Leo Spratt	412313813	<p>The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• Removal of parking from Main Street will result in no parking for residents (especially during funerals/ weddings);</li> <li>• Centra car park will be used by residents/ people working in Carrigtwohill;</li> <li>• No loading bays proposed</li> <li>• Proposals for bus stops are unclear</li> <li>• The school drop off area will result in additional pressure at the Carrigane Road/ Main Street junction</li> </ul>
6		Lorraine Lynch	412317036	<p>The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• The proposals will result in the submission author having to parking 300 metres from their home in a parking area they will need to share with Centra/ school drop off. It is likely to be too busy for residents to park.</li> <li>• No consideration given to residents;</li> </ul>

No.		Interested Party	Submission No.	Summary of Issues Raised
				<ul style="list-style-type: none"> <li>• The author notes that homeowners should be entitled to park outside their homes;</li> <li>• No locations provided for business/ home deliveries.</li> <li>• It is queried whether bus stops are considered;</li> <li>• Areas for private school buses are queried as there is no designated area shown in the plans;</li> <li>• It is queried as to who will be responsible for the upkeep/ maintenance of the proposed civic spaces;</li> <li>• It is suggested that seating areas in the civic spaces will result in anti-social behaviour including gangs congregating.</li> </ul>
7		Marie and Geraldine O'Flynn	412324861	<p>The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• The authors note that they have not been able to get confirmation of how much of their property will be required for the proposals;</li> <li>• It is requested that the existing wall between the property and Guilders (noted as 12/15 ft) should be left as is or replaced with a wall of the same height;</li> <li>• It is requested that the existing wall between the property and Church Road cottages (noted as approx. 7.5 ft) and the entrance walls of the house (6.5/ 7 ft) are re-built to the same height;</li> <li>• Confirmation is requested that the connection from their property to the water mains is protected during the construction works.</li> </ul>
8		Martina Lyons (Paddy Power))	412322956	<p>The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• Removal of Main Street parking will have a negative impact on all residents/ businesses (and their staff) and the car parks proposed will not cover the spaces lost;</li> </ul>

No.		Interested Party	Submission No.	Summary of Issues Raised
				<ul style="list-style-type: none"> <li>• Facilities for deliveries on Main Street are queried;</li> <li>• Removal of parking will result in a safety risk for people walking from car parks to their homes/ places of work;</li> <li>• It is suggested that parking arrangements on Main Street should remain as they are.</li> </ul>
9		Mary's Hair Studio	412343645	<p>The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• It is queried where staff are going to park;</li> <li>• It is queried where older customers who have aides and rely on lifts to the door of the premises will park;</li> <li>• It is queried how stock will be delivered;</li> <li>• It is queried how many parking spaces are going to be made available to clients and staff.</li> </ul>
10		Mary's Hair Studio	412272033	<p>The submission is very similar to the first submission (item 9 above) from Mary's Hair Salon. The submission is not in favour of the development and notes the following concerns:</p> <ul style="list-style-type: none"> <li>• No parking on Main Street will have a 'crippling' effect on the business in particular older clientele who cannot walk to appointments and who rely on walking aids and lifts to the door;</li> <li>• No loading bays are provided;</li> </ul> <p>It is queried where and how many parking spaces are being provided?</p>
11		Norman Walsh (Solicitor)	412348903	<p>The following concerns are noted:</p>

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				<ul style="list-style-type: none"> <li>No on road parking or proposed bus stop. The author cannot see where bus stops are proposed on Main Street.</li> <li>No parking on Main Street will be a deterrent to clients;</li> <li>The author is unclear about how the car parking and school drop off area (referred to as a 'rat-run') to the north of Main Street will operate or how many spaces will be available. The submission notes that a new development of 160 houses on Carrigane Road will feed directly to the Carrigane Road/ Main Street junction.</li> <li>The submission notes that school buses clog up the main arteries coming into the village and that this issue is not addressed in the proposals. The proposed secondary school will increase traffic flow on Main Street. It is noted that a 'traffic control system' must be put in place in Carrigtwohill.</li> <li>The proposal to re-locate overground services underground is supported. The submission also queries Cork County Council's policy in relation to litter, bins, collection of bins and CCTV footage on Main Street.</li> </ul>
12		Pat O'Connor (leasing D'Trap Bar)	412284226	<p>The following concerns are noted:</p> <ul style="list-style-type: none"> <li>Lack of parking on Main Street including for staff;</li> <li>No loading bays on Main Street;</li> <li>It is stated that traffic signals will not work and will not solve the traffic problems;</li> <li>It is stated that customers will go to out-of-town retail parks with more parking</li> </ul>
13		Patricia Carr	412269467	<p>The submission notes a 'vehement' rejection of the proposed walkway connecting Cluain Cairn and Cúl Árd for the following reasons:</p> <ul style="list-style-type: none"> <li>The walkway will pass too close the authors property and the boundary will be attractive for 'youths drinking and anti-social behaviour'.</li> </ul>

No.		Interested Party	Submission No.	Summary of Issues Raised
				<ul style="list-style-type: none"> <li>• The public lighting on the walkway will shine directly in the window of the author's house;</li> <li>• The proposed pathway will result in an increase of rubbish dumping/ blowing from Cluain Cairn onto Castle Close green;</li> <li>• There is no requirement for a path for residents of Castle View/ Castle Avenue as there is already a walkway through the graveyard;</li> <li>• The walkway will result in a loss of property value;</li> </ul> <p>The Castle Close green where the walkway is proposed has been maintained by Castle Close residents for 43 years.</p>
14		Paul and Eilis Cashman	412287378	<p>The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• The provision of parking in the proposals is completely inadequate;</li> <li>• The author of the submission notes that their sister, who lives with them, has health issues. They query how they will be able to bring her to appointments if they have to look for parking.</li> <li>•</li> </ul>
15		Society of St. Vincent De Paul	412274821	<p>The following is noted in relation to the St. Vincent de Paul shop:</p> <ul style="list-style-type: none"> <li>• It is noted that it is 'imperative' for a loading bay to be provided for the weekly collection of RAG (donated items unsuitable for sale in the shop – approx. 120no. x 10kg bags once per week – collection time varies);</li> <li>• A drop off zone must be provided outside the shop to facilitate donors bring items to the shop (6 days per week activity);</li> </ul> <p>The following is noted in relation to the Taylor Centre:</p>

No.		Interested Party	Submission No.	Summary of Issues Raised
				A number of people who attend to services in the centre need to be dropped off and collected immediately outside of the centre and a drop is requested. If a drop off area is not feasible on Main Street, it is suggested that the road accessing the school drop off area is extended towards the rear of the Taylor Centre for a confidential and safe drop off.
16		Zafar Iqbal (Jimmy's House of Spice)	412346786	<p>The submission is an objection to the proposals for the following reasons:</p> <ul style="list-style-type: none"> <li>• Lack of customer parking;</li> <li>• Lack of delivery areas/ loading bays.</li> </ul>
17		Niall O'Riordan	410072598	<p>It is noted that the proposals address none of the issues facing residents, visitors or businesses and adds little of value to existing streets. The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• The distributor road connecting Station Road and Wyses Road is not included in the plans or traffic simulations;</li> <li>• The removal of parking will result in people not having access to their homes, businesses or local services/ schools;</li> <li>• Traffic flow will not be improved and will be restricted due to traffic calming and a lack of loading bays for HGVs;</li> <li>• Residents of Main Street including the elderly and families with young children will have to walk to the nearest car park to travel by car;</li> <li>• It is queried whether staff of businesses will have a safe and secure route between Main Street and their car parking space;</li> <li>• It is noted that there is a lack of parking for customers of businesses on Main Street;</li> <li>• The lack of loading bays is raised as a concern;</li> <li>• It is noted that an insufficient (6 no.) number of spaces is provided for Scoil Naofa;</li> </ul>

No.		Interested Party	Submission No.	Summary of Issues Raised
				<ul style="list-style-type: none"> <li>• It is noted that the Carrigane Road drop off area is 'too far away';</li> <li>• It is noted that cyclists on Main Street will still be on the road;</li> <li>• It is suggested that the proposed civic spaces would be better used to improve traffic flow;</li> <li>• It is suggested that a right turn lane should be provided for westbound traffic on Main Street to allow straight ahead traffic to flow;</li> <li>• A left turn lane for traffic entering Main Street from Costcutter's Corner is suggested;</li> <li>• A distributor road connecting Wyses Road and Station Road is suggested. It is suggested that if this road is provided that many of the interventions on Main Street would not be required.</li> </ul>
18		Tony Dalton	410341558	<p>The plans are objected to for the following reasons:</p> <ul style="list-style-type: none"> <li>• It is noted that the proposed plans will impact on their property and boundary walls but that they cannot assess the full impact due to the lack of information provided;</li> <li>• It is noted that the current exit to Carrigane Road is unsafe and will be more unsafe due to traffic using the proposed new car parks;</li> <li>• Any damage to existing walls/ shrubs/ trees in the garden is objected to;</li> <li>• Plans to remove walls, fencing, trees will reduce privacy and increase noise levels;</li> <li>• Assurance that the rear gate will remain functional for safety purposes is required;</li> <li>• Compensation for any impact on the property in terms of loss of market value, inconvenience and loss of privacy is sought.</li> <li>•</li> </ul>

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19		Lucy Ford	407958122	It is requested that a traffic light system is provided between the junction of Wyse Road, Annsgrrove, Terrysland and the road to the Tibbotstown reservoir because this junction is currently blind.
20		Ger Preston	405124883	The submission opposes the development. It is stated that the development will lead to a rat run for anti-social behaviour between the two areas (it is unclear which areas the submission refers to).
21		Nicholas Carey	403834625	It is noted that the proposal for the Wises Road junction will have a direct effect on their home and the safety of them and their family. A signalised junction will mean that they will not be able to stop their car and reverse into their drive and will force them to reverse onto the Main Road to exit their property. It is noted that cars stopped outside their home will result in increased noise pollution, reduced air quality and have serious safety implications for them and their family.
22		Helen Herdman	403984048	The connection between An Fána and Cluain Cairn is objected to. It is suggested that there is a dirt track running through the green which is in a much more appropriate location. The proposed pathway will be unwelcome by residents of An Fána.
23		John Lyons, Gemma Tierney -	410450790	It is noted that the proposed Station Road upgrade will encroach within a metre of their home. It is noted that this is completely unacceptable. It is suggested that the road is re-aligned or that Cork County Council facilitate the re-orientation of the house to create a buffer between their home and the carriageway.
24		Sinead Cummins	408898300	The following points are noted: <ul style="list-style-type: none"> <li>• It is noted that at the junction of Castlake and Main Street that cars regularly park on the corner of the junction. It is queried as to how this problem will be addressed.</li> <li>• It is noted that cars regularly park on the footpath at the West End bus-stop. It is queried as to how this problem will be addressed.</li> </ul>

No.	Interested Party	Submission No.	Summary of Issues Raised
			<ul style="list-style-type: none"> <li>• It is stated that the majority of the Centra car park is to be replaced with a cycleway/ footpath and it is queried as to where customers will park.</li> <li>• The author notes that they have a two-car household on Main Street and that their nearest parking area will be 300m from their door and will be full most of the time;</li> <li>• It is noted that many of the Main Street residents are elderly and it is queried as to how they are to be accommodated.</li> <li>• It is queried what speed limiting measures are proposed for Main Street;</li> <li>• It is queried as to who will be responsible for maintenance, cleaning, removal of litter and protection of planting in the civic spaces;</li> <li>• It is queried as to what measures are being put in place to address anti-social behaviour and who will be responsible for these measures;</li> <li>• It is noted that the proposed school drop-off area is inadequate for the numbers attending the schools. It is also queried as to where private school bus operators will park and what measures will be put in place to ensure that Castleview Estate does not become clogged during school collection times. It is also noted that the proposed car park beside the drop-off area is insufficient.;</li> <li>• It is stated that the drop-off area will only cater for about 10% of demand (hundreds of drop-offs noted);</li> <li>• It is queried as to what level of residential developments will be allowed before the traffic management systems are put in place;</li> <li>• The timeline is queried;</li> <li>• It is queried as to how residents will be protected during the development i.e., to prevent disruption to essential services and to protect quality of life;</li> </ul>

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				<ul style="list-style-type: none"> <li>• The provision of builder’s compounds and contractor parking is queried;</li> <li>• The provision for people with disabilities is queried. It is noted that there is very little in the plan to support a guide dog owner e.g., technology to allow for someone with visual impairment to navigate the civic spaces;</li> <li>• The level of notice that will be provided to residents when this development is to commence is queried;</li> <li>• It is queried as to how access to their property will be maintained during construction and if alternative access/ parking will be provided;</li> </ul> <p>The reason for the provision of the road and cycleway ‘leading nowhere beside the current truckyard’ is queried’.</p>
25		TII	410331320	<ul style="list-style-type: none"> <li>• The proposed scheme is welcomed and supported. TII notes that they consider that the Cobh Cross project element focusses on the provision of sustainable transport and does not seek to address the requirements for additional capacity requirements for the junction.</li> </ul>
26		Tony Dalton	407095982	<p>The submission notes an objection to the proposal to build a new car park on the grounds of the school (Scoil Chlochair Mhuire) and on the grounds of the Parish House. It notes that this proposal will lead to a substantial increase in traffic and congestion ‘circling’ the houses and will cause a danger to them and to residents of Castlevew. It will also cause a lack of privacy, and inability to access the Carrigane Road from the house and noise from traffic using the car parks.</p> <p>An alternative is suggested which would provide access to a new car park from Main Street.</p>
27		Castlevew Residents Association	413032214	<p>The first part of the submission is the ‘strongest possible objection’ to all of the proposals to knock the wall between the Cluain Cairn Estate and the green area bordering Castle</p>

No.	Interested Party	Submission No.	Summary of Issues Raised
			<p data-bbox="999 233 2087 300">Avenue and Castle Close to introduce a pedestrian entrance and a pathway across the green. The following concerns relating to this proposal are noted:</p> <ul data-bbox="999 323 2087 619" style="list-style-type: none"> <li data-bbox="999 323 2087 391">• The likelihood of an increase in anti-social activities, littering and dog fouling on the green area;</li> <li data-bbox="999 411 2087 478">• It will make it more difficult for the Gardai to pursue individuals who cause trouble in the area;</li> <li data-bbox="999 499 2087 531">• The ‘secure and safe’ play area for children will be threatened and lost;</li> <li data-bbox="999 552 2087 619">• The management of the amenity area, for over 35 years at their own cost, will be undermined.</li> </ul> <p data-bbox="999 639 2087 738">It is queried whether Cork County Council have any right to interfere with this green area in the absence of clear title and since the estate was completed prior to the 2000 Planning and Development Act.</p> <p data-bbox="999 799 2087 930">The second part of the submission is the ‘strongest possible objection’ to all of the proposals to facilitate the removal of all vehicle parking from Main Street by introducing two new parking areas/ drop off areas via the entrance to Castlevue Estate. The following is noted:</p> <ul data-bbox="999 959 2087 1214" style="list-style-type: none"> <li data-bbox="999 959 2087 1058">• Residents of Castlevue, by reason of its proximity to the Main St./ Carrigane Road junction have always had problems exiting the estate. This has exacerbated over the last 20 years due to increased housing development;</li> <li data-bbox="999 1078 2087 1214">• In addition to the ‘enormous increase’ in traffic on Carrigane Road at school times drivers are using the entrance to the estate as a drop-off/ collection point for the two schools. This has caused daily parking and safety issues. It is stated that the proposal for the drop off area will exacerbate this problem and will increase the volume of</li> </ul>

No.		Interested Party	Submission No.	Summary of Issues Raised
				<p>traffic using Castlevue Estate Road. It is stated that it will cause queues on Carrigane Road coming in and on Castlevue Estate exiting.</p> <ul style="list-style-type: none"> <li>• It is suggested that the two schools should have moved to the new schools' campus to alleviate traffic issues in the village.</li> <li>• The proposal to improve the line of vision at the Carrigane Road/ Castlevue Estate entrance is welcomed;</li> <li>• The location of a parking area in the 'Orchard' is queried and it is stated that there is no rational basis for this.</li> </ul> <p>The following questions are raised:</p> <ol style="list-style-type: none"> <li>7. How does this proposal take into consideration the future development of the town and in particular south of the Main Street?</li> <li>8. Has a full traffic study, traffic modelling and an impact assessment taken place?</li> <li>9. Are Coaches going to be entering and leaving this proposed School area?</li> <li>10. Has the Council carried out due diligence – a proper Urban Design and Regeneration Scheme for the town as a whole including but not limited to ground figure diagrams and spatial hierarchy?</li> <li>11. What happened to the SECAD Carrigtwohill Strategic plan for the Main street promoted in 2017?</li> </ol>
28		IFI – Michael McPartland	412566985	<p>The submission notes that it is essential that the realignment of the Woodstock Stream will not result in loss, injury or disturbance of fisheries habitat or otherwise contravene the Fisheries Act. A detailed survey of the channel section under consideration is requested including an electro-fishing survey, bed levels, sinuosity, extent and location of pools/ shallows, channel width and length and surrounding vegetation. This information should be forwarded to IFI when complete. The realigned channel should mimic the characteristics of the existing channel. The survey information and channel drawings should be forwarded to IFI for assessment.</p>

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29		Eoin O'Neill	412741556	<p>The submission raises the following concerns:</p> <p><b>Proposed footpaths at Cluain Cairn and Castle Close:</b></p> <ul style="list-style-type: none"> <li>• Footpaths will significantly impact the security of the estate and increase the number of strangers in the estate causing anxiety for mature residents;</li> <li>• Impact on safety of children using green area;</li> <li>• Possibly cause antisocial behaviour, littering and dog fowling;</li> <li>• Lowering of wall will cause privacy issues;</li> <li>• Increase in number of exits from cul de sac may benefit 'any criminal enterprise'.</li> </ul> <p><b>Carrigane Road</b></p> <ul style="list-style-type: none"> <li>• Significant increase in traffic will result in gridlock, double parking, restriction of entry and exit to residents and emergency services;</li> <li>• Impact on residents right of way and safety for children walking out of estate;</li> <li>• Excess traffic will lead to congestion on Castlevue Road and parking in front of private houses which is already happening.</li> </ul>
30		Stephen Moore	413090421	<p>The submission expresses overall positivity towards the proposals but the following concerns are raised:</p> <ul style="list-style-type: none"> <li>• The proposed school drop off area will not improve the existing traffic problems where it is noted it is a struggle to exit the estate safely. It, along with ongoing developments, will further add to congestion.</li> </ul> <p>Additional roundabouts in Carrigtwohill are suggested to allow for safe turnaround areas - A roundabout is suggested at the Carrigane Road/ Main Street junction.</p>
31		Sarah O'Neill	413115949	<p>The submission raises the following concerns:</p>

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				<p><b>Proposed footpaths at Cluain Cairn and Castle Close:</b></p> <ul style="list-style-type: none"> <li>• Footpaths will significantly impact the security of the estate and increase the number of strangers in the estate causing anxiety for mature residents;</li> <li>• Impact on safety of children using green area;</li> <li>• Possibly cause antisocial behaviour, littering and dog fouling;</li> <li>• Lowering of wall will cause privacy issues;</li> <li>• Increase in number of exits from cul de sac may benefit ‘any criminal enterprise’.</li> </ul> <p><b>Carrigane Road</b></p> <ul style="list-style-type: none"> <li>• Significant increase in traffic will result in gridlock, double parking, restriction of entry and exit to residents and emergency services;</li> <li>• Impact on residents right of way and safety for children walking out of estate;</li> <li>• Excess traffic will lead to congestion on Castlevue Road and parking in front of private houses which is already happening.</li> </ul> <p><b>Main Street, Church Road, Station Road</b></p> <ul style="list-style-type: none"> <li>• The submission notes that there will not be adequate parking for businesses and residents even with new car parks.</li> </ul>
32		Don Menzies	413237518	<p>The submission suggests the following:</p> <p>Instead of so many car parking spaces provide parking further away from the village with walkways and bus services connecting these areas to the centre;</p> <ul style="list-style-type: none"> <li>• Acquisition of the land connecting the western end of Pearse Place with Main Street to allow a circular clockwise one-way system to obviate the necessity of demolishing the public house on the western side of the Main Street/ Church Lane junction.</li> </ul>

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33		MMOS Consulting on behalf of Tim Kenneally	413308128	<p>The submission notes that the proposals will result in their client’s land becoming land locked with no access to the proposed public road network. The location of the existing right of way has also been extinguished as part of the proposed planning application. Two options are suggested:</p> <ul style="list-style-type: none"> <li>• New access route running from the new access point to O’Donovan Transport and through the O’Donovan Transport site;</li> </ul> <p>New access route from the proposed road to the west of the site.</p>
34		Chris Carey	413325371	<ul style="list-style-type: none"> <li>• The submission notes that the privacy of their back garden will be completely removed due to the new entrance proposed. Electric gates are requested to maintain privacy with a stone boundary wall along the new entry. It is proposed that the current entrance on to Main Street is not fully closed off but that a pedestrian gate is provided. A like for like wall of the same type is requested.</li> </ul>
35		Michael and Geraldine Cahill	413372648	<p>Improvements, including Main St/ Station Rd junction will greatly improve the area but the following suggestions/ concerns are noted:</p> <ul style="list-style-type: none"> <li>• It is suggested that parking for residents on the church side of Station Road is maintained and double yellow lines are provided on the opposite side;</li> <li>• Even with the car parks proposed it will be difficult for them to find parking;</li> </ul> <p>Weekly fuel delivery to their houses would become inconvenient.</p>
36		Donal and Caroline O’Sullivan	413503338	<ul style="list-style-type: none"> <li>• The submission notes general support for the overall proposals. It notes however that they would like to maintain an entrance from Station Road to their property rather than have their entrance re-located to An Guagán/ Cúl Árd. They would prefer to maintain their current ‘secondary’ entrance. The submission also requests further discussions in relation to accommodation works (landscaping, boundary wall and re-alignment of driveway).</li> </ul>

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37		Anthony Barry	413633862	The submission notes that the proposals would be a major improvement for Carrigtwohill, and the majority of proposals are welcomed. It notes concerns about elements of the scheme that are raised in other submissions and hopes that these concerns can be addressed.
38		Evelyn Forde	413668745	The submission expresses support for the proposals in particular the moving of services underground, the enhancements for pedestrians and cyclists and the public amenity spaces.
39		Denise and Michael Murphy	413692675	<p>The submission notes the following concerns/ observations:</p> <ul style="list-style-type: none"> <li>• No changes are proposed to the Carrigane Road/ Castleview Estate junction other than improving the visibility and widening footpaths. Measures are suggested to aid residents trying to leave the estate during peak times e.g., a yellow box, a roundabout at the exit of the estate. It states that residents will have to fight their way through traffic exiting the school drop off area as a result of the proposals. It is queried as to how residents can have priority when leaving the estate.</li> <li>• It is noted that unrestricted access to and egress from (no electronic gates as in existing situation) the school drop off area will result in this traffic assuming right of way and will result in safety issues. It will also increase the amount of traffic coming into the estate to use the drop-off area.</li> <li>• The use of the drop-off area for drop-offs to Scoil Chlochair Mhuire will also lead to safety concerns/ potential conflicts. It will also result in an increase in traffic coming into the estate to use the drop-off area. Unattended children will be left waiting for lifts in Castleview.</li> <li>• It is queried whether the set down area will be used for buses for St. Als.</li> <li>• Safety concerns are raised regarding the proposed cycling/ pedestrian crossing point of the Castleview Access Road.</li> </ul>

No.		Interested Party	Submission No.	Summary of Issues Raised
				<ul style="list-style-type: none"> <li>The proposed car park in the Parish field is somewhat welcomed as it may stop cars obstructing footpaths (e.g., Eir workers, attendees of Jehovah Witness Hall etc.). It is suggested that it should only be implemented without the drive through element. It is suggested that the car park should only be accessible during school times.</li> <li>It is suggested that the drop-off area will make Castlevew Estate a turn-around area for the village;</li> </ul> <p>A comprehensive traffic study of the entrance to the estate is requested.</p>
40		Shane Lynch	413712496	<p>The submission notes the following observations:</p> <ul style="list-style-type: none"> <li>A suggestion is made to retain Guilder Public House at the Main Street/ Station Road junction and instead to move the traffic signals to the junction of Station Road and the new car park across from the church.</li> <li>It is suggested that traffic volumes at the Station Road/ Main Street junction will be reduced as a result of the school's campus link roads.</li> <li>Concern is raised that the school drop off area to be accessed from Carrigane Road will experience traffic issues due to traffic from Cúl Árd, Fota Rock, Elmbury and Water Rock using the junction.</li> <li>It is queried if the drop-off area is large enough to cater for Scoil Chlochair Mhuire.</li> </ul>
41		Mick O'Donovan	413768276	<ul style="list-style-type: none"> <li>This submission welcomes and supports the proposals with improved footpaths, off-street parking, improved cycling facilities and better linkages in the town. It notes that the proposed works at Cobh Cross will alleviate traffic congestion at the junction.</li> </ul>
42		Henry and Mary Lee	413783869	<p>The submission welcomes the intention to make Carrigtwohill a 'better and more beautiful place to live'. The following concerns are raised however:</p> <ul style="list-style-type: none"> <li>The removal of parking will negatively impact on residents of Main Street. Spaces cannot be assured for residents in the car parks and residents should not be expected</li> </ul>

No.		Interested Party	Submission No.	Summary of Issues Raised
				<p>to walk between the car parks and their homes. Concerns are raised about elderly residents, parents with young children and deliveries.</p> <p>The lack of parking and loading bays for businesses is also raised as a concern.</p>
43		Charleen Morrison	413791550	<ul style="list-style-type: none"> <li>This submission raises concerns about the footpath through the green area. It notes that the residents have paid for the upkeep of this green and do not want additional foot traffic through the estate.</li> </ul>
44		Lisa and William O'Regan	413792081	<p>This submission raises a concern about the proposed footway through Castle Close estate. It is noted that the estate is quiet and they want it to remain that way. If the path is built a wall is requested for privacy reasons to replace their fence.</p>
45		Liz Ahern	413794396	<p>The submission notes overall positivity regarding the proposals. They note concern in relating the Station Road grotto. They request that consideration be given to preserve the grotto in its current form and re-locate 'as is' with all elements including boundary walls intact.</p>
46		Damien Hennessy	415047959	<p>This submission expresses support for the project. It notes that Ballincollig is an example of what Carrigtwohill could become. It states that Main Street is currently not fit for purpose.</p>
47		Carrigtwohill Community Council	413914998	<p>The following observations are noted:</p> <ul style="list-style-type: none"> <li>The submission welcomes in principle the planned expenditure in Carrigtwohill and notes that there are many positive aspects to the proposals;</li> <li>It notes that there are some sensitive matters on which submission have been made and hopes that these concerns can be taken on board and an amicable resolution found for genuine concerns;</li> <li>It encourages Cork County Council to continue investing in Carrigtwohill to upgrade public infrastructure;</li> </ul>

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				It requests that Cork County Council do not consider in any deliberations for the car park to be a public car park and to note that it is available for use only with the specific consent of Carrigtwohill Community Council.
48		Carrigtwohill GAA	413921422	<ul style="list-style-type: none"> <li>The submission requests that the proposed cycleway/ walkway to the east of the Carrigtwohill GAA grounds is altered to allow for future unburdened playing field development. An alternative route is suggested and the submission notes that Carrigtwohill GAA will co-operate with other pedestrian/ cycle links with the Well Lane.</li> </ul>
49		GE Healthcare	415047969	The submission notes the support of GE Healthcare and notes that giving alternative and safe means of walking, cycling and public transport to site is key to reducing their car dependence.
50		Evelyn O'Connor	414048556	<p>The submission notes that these proposals provide a great opportunity for Carrigtwohill and supports the plan for better footpaths, pedestrian crossings, improved parking facilities and a lot more greenery. It notes that a library would be fantastic.</p> <p>The submission objects to the demolition of Guilders Pub to upgrade the Station Road/ Main Street junction.</p>
51		Conor McCarthy, GNO Investments Ltd. T/A Carrigtwohill Shopping & Business Centre	414053138	<p>The submission notes that the overall plans aimed at improving the village are welcomed but raises the following concerns:</p> <ul style="list-style-type: none"> <li>The proposal to remove parking from the Main Street will force customers of Main Street business to walk 5-10 minutes to the businesses from off-street car parks and this will be detrimental in attracting people to the Main Street for the following reasons: <ul style="list-style-type: none"> <li>Potential customers would rather drive to a location with ample parking to save time;</li> <li>Irish weather mean that customers will want to avoid 5-10 minute walks;</li> </ul> </li> </ul>

No.	Interested Party	Submission No.	Summary of Issues Raised
			<ul style="list-style-type: none"> <li>- Customers will not want to carry purchased goods for 5-10 minutes back to their cars;</li> <li>• Loading bays/ set down areas are required to facilitate van/ truck deliveries;</li> <li>• Set down parking is required for customers of Main Street businesses;</li> <li>• It suggests the removal of long-term parking from Main Street with the retention of set down parking and loading bays.</li> <li>• It states that convenience stores such as Mace are reliant on the set down spaces for quick entry/ exit purchases;</li> <li>• It states that the current set down arrangement at Mace allows traffic to flow and that there is sufficient space for pedestrians;</li> <li>• It states that the car park to the rear of Mace is generally used for staff of the Business/ Shopping Centre and there is no parking in the rear to facilitate Mace and the Pharmacy;</li> <li>• It notes that the main Shopping Centre doors are closed after 6pm and that the only parking available to the Mace is the set down area to the front. Customers will not park to the rear in the evenings due to safety concerns;</li> <li>• It states that the installation of traffic signals at the junction outside Mace will exacerbate the problem whereby cars cut through the car park at the rear to avoid the junction. It suggests that 'reactive' signals are provided rather than fixed time signals.</li> <li>• It states that the proposed works by the Council assume council ownership of the set down area. It states that this is not the case and that legal proceedings will be taken to defend their position and judicially review the Part 8 planning proposed. It states that if these parking spaces are removed that the Council will be sued for loss of earnings (totalling millions).</li> </ul>

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			<p>A letter from Carrigtwohill Pharmacy is appended to the submission. This notes:</p> <ul style="list-style-type: none"> <li>• The set-down area does not affect the flow of traffic;</li> <li>• The set-down area is very necessary to the business of the shopping centre;</li> <li>• As a pharmacy, customers may not be as mobile as other people and need convenient access;</li> <li>• The pharmacy also has a high number of parents calling with children who need easy access to the shopping centre;</li> <li>• The ongoing Covid situation means that people who may need medication can wait outside for the pharmacy to bring them their medication.</li> </ul>
52	Pearse Place Residents	414069352	<p>This submission notes that if the dividing wall between Pearse Place and the Centra car park is removed it will reintroduce unsocial behaviour to the location. The following points are made:</p> <ul style="list-style-type: none"> <li>• Pedestrians/ cyclists will not adhere to the proposed route as there is a shorter one through the green area;</li> <li>• Persons using the walkway could be injured by footballs etc. from the green area;</li> <li>• Hundreds of students coming to and from the new schools will use the walkway;</li> <li>• 600m<sup>2</sup> of green area will be taken from the green area;</li> <li>• 200m<sup>2</sup> (20 spaces) will be lost from the church car park. It suggests that the proposed car park to the south could be used for the route instead;</li> <li>• Closing the church car park entrance from Station Road will result in traffic entering/ exiting the car park having to cross the pedestrian/ cycle path which is noted as being unsafe;</li> </ul>

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				It states that residents of 1 to 6 Patrick Pearse Place will no longer have parking and so should be facilitated in the church car park.
53		Fr. Patrick Winkle	414119556	<p>Generally, the proposals are welcomed, in particular the civil spaces around the main street for people to gather. The following points are noted:</p> <p><b>Parish Property:</b></p> <ul style="list-style-type: none"> <li>• Additional open space outside the church and the new car park are welcomed;</li> <li>• The additional of planting trees is welcomed and it is requested that all trees lost during construction are replaced elsewhere;</li> </ul> <p><b>Parish House, Main Street:</b></p> <p>Proper dividing walls should be provided between the proposed car park and the Parish House for privacy.</p> <p><b>Scoil Chlochair Mhuire Playing Field</b></p> <ul style="list-style-type: none"> <li>• A concern has been raised by parishioners that a larger amount of green area will be used for the turning area than initially envisioned;</li> <li>• It is noted that it is important that the Dept. of Education’s plans for a new Block of Classrooms to be built are co-ordinated with Cork County Council’s proposals.</li> </ul> <p><b>Parochial House, Station Road</b></p> <p>The inclusion of the green triangular area as an amenity area between the two entrances to the House is queried.</p> <p><b>Main Street Car Parking</b></p> <ul style="list-style-type: none"> <li>• A concern from residents is noted that they will not be able to park outside their houses which could create a difficulty for older residents in particular.</li> </ul>

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54		Simon Ahern, Centra	414148001	<p>The submission supports the development of the public realm in the town as well as the improvement in connectivity. The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• The proposals will result in the loss of c.19 parking spaces from the Centra car park. The loss of the parking spaces could have a detrimental impact on the store. The potential for future growth and development of the store is jeopardised by the proposals which may impact on employment levels. It is requested that the proposals are re-examined to lessen the impact on the operation of the store;</li> <li>• It is noted that the re-alignment of the junction of the car park access road with Main Street will need to be considered carefully. A risk of collisions between delivery vehicles and pedestrians is noted.</li> <li>• It is also noted that a reduction in the width of the hard paved area outside of the store may lead to difficulties for people with trolleys passing people in wheelchairs. It is noted that a large number of elderly people use the post office.</li> </ul> <p>It is noted that the proposals allow no provision for a set down/ collection area from the Post Office or the ATM located at the front of the store. It is noted that these services would likely double park or use the disabled bays in front of the store.</p>
55		Cotter's Pharmacy	414155644	<p>The following concerns are noted:</p> <ul style="list-style-type: none"> <li>• The removal of parking will not be sufficiently replaced by the proposed car parks which are noted as being too far away especially for older/ infirm people. It is stated that this would damage existing businesses and slow the growth of any new businesses. It is suggested that short term and residential permit parking on one side of the street with no parking on the other side would work better.</li> <li>• It is noted that there are no pull-in areas for delivery vehicles in the proposals.</li> </ul>

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				<ul style="list-style-type: none"> <li>It is stated that it does not seem practical to have cycle lanes on both sides of Main Street. Vehicles would likely encroach on the paths and the lanes seem very close to the entrances to houses.</li> </ul>
56		Noelle Twomey	414155644	<p>The submission is in overall agreement with the proposed upgrades to Carrigtwohill but notes several concerns in relation to their property as follows:</p> <ol style="list-style-type: none"> <li>Clarification is requested on the impact of the proposals on their garden;</li> <li>The proposals will reduce the available parking and turning space inside the property gates;</li> <li>Pedestrians on Station Road will be able to look down into the property due to the level difference. Higher walls are requested to maintain current levels of privacy;</li> <li>It is requested that drainage measures are taken to eliminate the risk of flooding to the property;</li> <li>It is requested that the trees which are to be removed as part of the proposals are replaced. It is also requested that the Japanese Maple is re-planted on the site at a location of their choosing;</li> <li>It is requested that the dividing walls between their property with their neighbour's property are reviewed with respect to preservation orders prior to a final decision to demolish these;</li> <li>It is noted that the plans do not show the materials to be used to replace walls, gates etc.</li> </ol> <ul style="list-style-type: none"> <li>An alternative proposal is suggested whereby the pedestrian/ cycle path on the Parochial House side of the road, which doesn't lead anywhere, is eliminated. Only one path would then be required.</li> </ul>
57		Scoil Chlochair Mhuire Principal and Staff	414226816	<p>Much of the proposed development is welcomed in particular the new/ upgraded footpaths and cycle paths, the enhancement of the Community Centre public space and the ambulant accessibility at the front of Scoil Chlochair Mhuire. The following concerns are noted:</p>

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				<ul style="list-style-type: none"> <li>• The removal of play space could impede student development, the wellbeing of autistic students, remove a sanctuary for students and remove a playing area which helps to prevent obesity;</li> </ul> <p>8. The school garden takes up much of the green space that would be left. This garden is likely to be foregone in favour of using it as a replacement play area.</p>
58		Scoil Chlochair Board of Management	414235420	<p>The proposed plans for the development of infrastructure in Carrigtwohill are welcomed however significant concern is raised over the loss of a substantial amount (over a third) of the children’s playground for a school drop off area. It is suggested that this would not be beneficial for the school. The following points are noted:</p> <ul style="list-style-type: none"> <li>• Providing disabled spaces in the drop-off area does not serve the needs of those with mobility issues or who are prone to sensory overloading. This may result in safety concerns.</li> <li>• The loss of outdoor area will reduce the area available for specialised areas for children with special needs.</li> <li>• The loss of the green area is contrary to the ideals of biodiversity in urban areas;</li> <li>• The loss of the green area will result in a likely loss of the school garden;</li> <li>• It is queried as to what traffic research has been used to assess the impact on the junction area;</li> <li>• It is stated that the Carrigane Road is presently gridlocked, and the drop-off area will compound the issue. A second School Traffic Warden would be required;</li> <li>• It is stated that the proposals ‘land-lock’ access for emergency vehicles.</li> <li>• It is stated that the proposals are more adult, and youth focussed (rather than young children).;</li> </ul>

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				<ul style="list-style-type: none"> <li>It is requested that contact is made with the Dept. of Education regarding the most recent proposed plans for the school.</li> </ul>
59		Thomas Barry	414251477	<p>This submission focuses on the proposal to provide a civic space at the junction of Main Street and Station Road and the requirement to incorporate an under-utilised space into the civic space. The submission notes:</p> <ul style="list-style-type: none"> <li>Their client’s property, a ‘valuable town centre corner site with significant potential for commercial development would be sterilised and expropriated.’;</li> <li>The AA Screening Report does not adequately address all impacts (cumulative impacts, likely mitigation measures during construction etc. which cannot be identified due to the level of detail in the Part 8 documents) and it is likely that approval will be required from An Bord Pleanála under Section 175 of the Planning Act.</li> <li>The proposed civic space does not adhere to the County Plan/ Local Area Plan. It states that the solution should promote regeneration of vacant or under-utilised sites as well as the improvement of the public realm;</li> <li>The proposed civic space would be enhanced if their client’s site was omitted and developed instead for a dual aspect retail or café use with active frontages on the northern and western elevations;</li> <li>No reference is made in the planning application for the proposed development of the adjoining site to the site (Planning Reference 19/4765 – Ardarostig Developments Ltd.)</li> </ul>
60		Thomas and Joan O’Brien	414254975	<p>The submission is specifically in regard to the proposed new car park on the Presbytery site and the new school drop-off area near the Carrigane Road/ Castlevew Estate junction. The submission notes:</p>

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				<ul style="list-style-type: none"> <li>• The proposed pedestrian link from the Presbytery Site car park will run through 4 partially built houses. It is their client’s intention to complete the dwellings for sale or rent;</li> <li>• The AA Screening Report does not adequately address all impacts (cumulative impacts, likely mitigation measures during construction etc. which cannot be identified due to the level of detail in the Part 8 documents) and it is likely that approval will be required from An Bord Pleanála under Section 175 of the Planning Act;</li> <li>• The provision of parking in this site is not included in the Local Area Plan which identifies the location for a new public car park to the south of Main Street. It is argued that the replacement of ‘a permitted development of 4 dwellings within the residential zone with a car parking area’ would contravene the Local Area Plan;</li> <li>• It states that the parking area is more likely to be used as an overflow staff and visitor parking space for local schools and that the pedestrian link will be rarely used and may attract anti-social behaviour;</li> <li>• An alternative route for the pedestrian link through the Diocesan property to the east is suggested.</li> </ul>
61		Paula O’Dwyer	414263366	<p>The submission raises concerns specific to impacts their property as follows:</p> <ul style="list-style-type: none"> <li>• An old natural stone boundary wall will be removed. It is queried as to what will replace it;</li> <li>• Significant loss of hedging along the boundary and mature shrubs/ trees inside the boundary;</li> <li>• Loss of privacy during and after works;</li> <li>• Drainage/ flooding which may be caused by raised road levels.</li> </ul>

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62	Breda and Anthony Ryan	414302190	<p>The submission raises concerns specific to impacts their property as follows:</p> <ul style="list-style-type: none"> <li>• The proposed road south of Main Street will deny the property owner the opportunity to develop the land themselves. If the land is to be developed by Cork County Council, it should mitigate the negative effects on their property;</li> <li>• The access from the rear of their building will be blocked off as a result of the proposals. This is required as an emergency exit;</li> <li>• Access to part of their property to the rear is completely cut off;</li> <li>• It is noted that they have two dog kennels which would open directly on to the proposed road;</li> <li>• No provision for alternative parking is provided and no loading bay is provided for the pub;</li> <li>• An objection is raised to the green area in front of the pub as this could be used for anti-social behaviour.</li> </ul>
63	Evelyn McCarthy	414308253	<ul style="list-style-type: none"> <li>• This submission notes that the removal of parking from Main Street will impact their elderly parents who have mobility issues as well as other elderly residents and others with mobility issues.</li> </ul>
64	Liam and Margaret Crowley	414309307	<p>This submission raises an objection to the walkway through the green area in Castle Close for the following reasons:</p> <ul style="list-style-type: none"> <li>• It will take away the feeling of safety and be of no benefit to them;</li> <li>• People from other estates will intrude on their privacy and safety;</li> <li>• Alternative footpaths are already available on Station Road and Main Street;</li> </ul> <p>The footpath may lead to youths gathering and anti-social behaviour.</p>

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65		Ann O'Mahony	414310441	<ul style="list-style-type: none"> <li>This submission raises a strong objection to the proposals and particularly the removal of parking from Main Street. The submission is from a resident of Main Street with mobility issues who relies on daily visits from their daughter. Parking is difficult at present and it is stated that the car parks proposed will not facilitate the volume of cars.</li> </ul>
66		Alan Maher, Director CS Pubs, TA D-Trap Bar.	414310933	<p>The submission objects to the proposals for the following reasons which are specific to their property:</p> <ol style="list-style-type: none"> <li>The proposals include work on their landholding and no permission was sought to include these lands in the application. It is noted that this renders the application invalid;</li> <li>The development interferes with their property and must be seen as 'injurious, totally inappropriate and clearly avoidable';</li> <li>The proposed development will obstruct safe access, egress, and use of their property. In particular it notes that the area to the rear of the pub provide for safe access and egress fundamental to the use of the business;</li> <li>The proposed development will 'injure the amenities' of their property;</li> <li>The proposals will diminish the value of their premises;</li> </ol> <p>The proposals will conflict with the proper and orderly safe planning and sustainable development of the area in particular it conflicts with the 'Best Practice Guide'.</p>
67		Ellen McGrath	414313285	<p>This submission is a strong objection to the proposed walkway connecting Castle Close with Cluain Cairn and Cúl Ard for the following reasons:</p> <ul style="list-style-type: none"> <li>It will intrude on the privacy of Castle Close;</li> <li>It will bring anti-social behaviour to Castle Close;</li> <li>It will impact on the safety of children playing;</li> <li>The residents have been responsible for maintaining the green area;</li> </ul>

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				6. The proposal will have no benefit to Castle Close/ Avenue.
68		Oliver Sheehan (Mary Geary's Childcare)	414314143	<p>The submission supports in principle the intention to reduce the level of private car use and to make the village more pedestrian and bicycle friendly. A number of observations/ suggestions are raised as follows:</p> <ul style="list-style-type: none"> <li>• The Part 8 site boundary should be extended to cover a greater area south of Main Street i.e., a cycle path should be provided south as far as the motorway with the intention of linking the old Cobh Road with the amenity at Slatty by either going over or under the N25. Also, a pedestrian route from the Well Lane, south of the GAA property and following the route of the stream to the Main Street is suggested.</li> <li>• The work should begin immediately;</li> <li>• It is suggested that the pedestrian exit from the Main Street car park should be on the eastern boundary so that there would be much less interaction with car park traffic;</li> <li>• It is suggested that the car parking spaces outside Carrigtwohill shopping centre should be retained with one available for bicycles;</li> <li>• A bus-stop is proposed on the western side of Barryscourt Road 'heading to the flyover';</li> <li>• Something should be done so that the main user of the Community Centre car park is not school related traffic. Assistance from Cork County Council in making the car park short to medium term is suggested.</li> </ul>
69		Cllr. Alan O'Connor	414314207	<p>The submission notes general support for the proposals and raises the following points for consideration:</p> <ul style="list-style-type: none"> <li>• All alternatives to the demolition of Guilders Public House should be considered including: <ul style="list-style-type: none"> <li>- One-way;</li> </ul> </li> </ul>

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			<ul style="list-style-type: none"> <li>- Stop-go;</li> <li>- An alternative route for Station Road vehicles;</li> <li>- Pedestrianisation of the Main Street/ Station Road junction.</li> <li>• Although the proposal for a school drop-off point is good in principle, the amount of green space being taken from Scoil Chlochair Mhuire is excessive. Further communication should take place between Cork County Council and the Dept. of Education;</li> <li>• It is suggested that a remnant of the building to be demolished to the south of the Main Street/ Station Road junction should be preserved and incorporated into the plans;</li> <li>• It is suggested that the Woodstock River crossing of Main Street is marked so that people know that they are passing over a river. Signage is suggested.</li> <li>• The loss of stone walls and other like heritage should be minimised;</li> <li>• Signage should not visually clutter the streetscape;</li> <li>• It is suggested the one or two poles from the overhead lines could be retained to maintain a connection with that part of the past;</li> <li>• The placing of benches on Main Street and Station Road is suggested;</li> <li>• The pedestrian connectivity between Castle View and Cúl Árd is welcomed as is the path between Centra and Patrick Pearse Place. It is noted that the paths should be optimally designed to reduce the possibility of anti-social behaviour.</li> <li>• Parallel parking to replace the lost perpendicular parking in Centra car park is suggested;</li> <li>• Consideration should be given to retaining a number of parking spaces on Main Street if there are particular needs.</li> </ul>

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				<ul style="list-style-type: none"> <li>• Tree planting as part of the scheme is welcomed;</li> <li>• The replacement hedgerow on Station Road is welcomed as long as it is comprised of a mix of locally native species. A bank for the hedgerow to sit is suggested.</li> <li>• Upright/ fastigiate and lollipop trees should be avoided in the proposals if possible;</li> <li>• It is suggested that landscaping associated with the scheme generally should be locally native plant species and not require annual re-planting;</li> <li>• The use of any kind of plastic membrane for ‘weed-suppressing’ qualities should be prohibited. Gravel/ slate/ stone chipping should also be avoided as a landscaping substrate.</li> </ul>
70		NTA	414314969	<p>The quality of the urban realm proposals, including the re-allocation of road space from general vehicular traffic, is commended. The following recommendations area made:</p> <ol style="list-style-type: none"> <li>1. Consideration should be given to a one-way system for Station Road/ Church Lane;</li> <li>2. Shared pedestrian and cyclist links on streets in urban environments should only be considered as a last resort and in such instances a 4 metres minimum width should be provided;</li> <li>3. Segregated junctions should be considered along Station Road to facilitate the anticipated large numbers of pedestrians and cyclists along this route;</li> <li>4. Dedicated vehicle set down areas for parents (with the exception of Disabled Persons Parking Spaces) are not encouraged in close proximity to schools unless there is no safe alternative area for set-down within a short walk;</li> <li>5. A revised side road crossing arrangement is suggested;</li> <li>6. It is recommended that lanes accommodating bus routes should contain one lane 3.25m wide (3.0m as an absolute minimum) resulting in a total cross section width of 6.25m. This is not achieved on Main Street in particular where the proposed 5.5m cross-section is proposed.</li> </ol>

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				<p>7. A transition zone and Gateway treatment at each of the main town entrances is encouraged. It is queried as to how cyclists will be accommodated through the main street of the town;</p> <p>8. It is recommended that raised tables are considered for inclusion at junctions;</p> <p>9. The removal of turning lanes at the western end of the scheme, with the re-allocation of this space to pedestrians/ cyclists is suggested;</p> <p>10. Other matters as follows:</p> <ul style="list-style-type: none"> <li>a. The impact which the schemes interventions will have on walking and cycling catchment for key destinations should be clearly presented;</li> <li>b. The impact on vehicular access to the train station should be clearly presented;</li> <li>c. The rationale for the proposed interventions at the N25 junction should be clarified.</li> </ul> <ul style="list-style-type: none"> <li>• Finally, it is noted that the NTA would welcome the opportunity to discuss the observations and recommendations with Cork County Council.</li> </ul>
71		Scoil Chlochair Mhuire Principal and Staff	414808345	This submission is a repeat of submission 414226816.
72		O'Donovan Transport	414812009	<p>This submission is related to the impacts on the O'Donovan Transport site from the proposed development. It states that the proposals will damage their business to the extent that their continuing operations will become inoperative. The following points are noted in the submission:</p> <ul style="list-style-type: none"> <li>• Cork County Council did not engage with O'Donovan Transport in any detail prior to lodging the Part 8 proposals.</li> <li>• The closure of the existing and only entrance/ exit on Main Street will result in an internal cul de sac which will disrupt the workings of the site necessitating major infrastructural alterations which when installed will not be a workable solution.</li> </ul>

No.	Interested Party	Submission No.	Summary of Issues Raised
			<ul style="list-style-type: none"> <li>• The proposed replacement entrance will reverse the sequential entry procedure currently in operation which currently contributes to the proper utilisation and safe working practice on site.</li> <li>• The reduction in area as a result of the proposals will move lorry circulation and turning to the narrower end of the site where a safe turning circle cannot be accommodated.</li> <li>• The re-location of the buildings on site will result in costs of minimum €4m to €5m.</li> <li>• The proposals will result in O'Donovan Transport having to reduce their day-to-day business. O'Donovan Transport are an expanding business and intend to enlarge their operations.</li> <li>• A separate business operates within the site which is 'land-locked' and accessed via a right of way through O'Donovan Transport lands. If the proposals proceed O'Donovan Transport will no longer be able to offer a right of way through their constrained site.</li> <li>• The proposal to provide a share cycle track/ path around the site will lead to major operational issues within the site.</li> <li>• The introduction of a quality public realm environment will seriously constrain any future expansion of the O'Donovan Transport operations.</li> </ul> <p>It is noted that the proposed entrance to the Ardarostig Developments site (TP22/4440) will represent a hazard by virtue of being in such close proximity to the O'Donovan Transport site. This development would also make the O'Donovan Transport site unworkable.</p>
73	Gas Networks Ireland	414819973	<ul style="list-style-type: none"> <li>• No comment is made in relation to the proposed development. IT is noted that there is a gas transmission pipeline with a 14m wide Gas Networks Ireland wayleave in the immediate vicinity of the subject site. All work in the vicinity of the pipeline must be completed in compliance with the 'Code of Practice 2021'.</li> </ul>

No.	Interested Party	Submission No.	Summary of Issues Raised
74	Dept. of Housing, Local Government and Heritage	414821324	<p>The following heritage related observations/ recommendations are outlined in the submission:</p> <p>The Ecological Impact Assessment (EclA) includes a table from the breeding bird surveys which includes the Garden Warbler with its status listed as possibly breeding. It is noted that there is no further mention of the Garden Warbler in the EclA. It is stated that consideration and specialist measures should be included to ensure the continued habitat for and presence of this species.</p>



# Appendix D. Proposed Modification Sketches



Comhairle Contae Chorcaí  
Cork County Council



Tionscadal Éireann  
Project Ireland  
**2040**