

September
2022

Part 8 Chief Executive's Report
Volume 1



Project Title:

Carrigaline TPREP Phase 1A

Planning & Development Act 2000 (as amended) Part XI
Planning & Development Regulations 2001 (as amended) Part 8



Comhairle Contae Chorcaí
Cork County Council

Traffic and Transportation Section, Planning
and Development Directorate

Document Info Sheet

Project Title	Carrigaline TPREP Phase 1A
Document Title	Part 8 Chief Executive's Report
Filename	Manager's Report 200922.docx

Prepared by:

Cork County Council

Traffic and Transportation Section

Planning & Development Directorate

Floor 2 Ext., County Hall

Carrigrohane Road, Cork, T12 R2NC

Tel: +353 21 428 5813

trafficandtransport@corkcoco.ie

www.corkcoco.ie

TABLE OF CONTENTS

1.	Introduction	1
2.	Planning Context	2
2.1	Climate Action Plan 2019	2
2.2	National Planning Framework	3
2.3	National Sustainable Mobility Policy	4
2.4	Smarter Travel – A Sustainable Transport Future (2009-2020)	5
2.5	National Cycling Policy Framework	5
2.6	Cork County Development Plan	5
2.7	Cork Metropolitan Area Transport Strategy (CMATS)	7
2.8	Carrigaline Transportation and Public Realm Enhancement Plan	8
3.	Project Proposal	9
4.	Project Description	11
5.	Public Consultation Process	13
5.1	Overview	13
5.2	Information provided in the Public Consultation	14
5.3	Overview of submissions	15
6.	Key Concerns Raised	16
	Issue 1: Perceived safety risks	17
	Issue 2: Alternative Route	18
	Issue 3: Thoroughfare	20
	Issue 4: Green Space	21
	Issue 5: Property Value	22
	Issue 6: Environment & Loss of trees	23
	Issue 7: In support of the scheme	24
	Issue 8: Insufficient Public Consultation	25
	Issue 9: Potential for increased Anti-Social Behaviour	28
	Issue 10: Traffic Management	31
	Issue 11: Town Centre Accessibility	33
	Issue 12: Public Realm & Heritage	34
	Issue 13: Property acquisition	35
7.	Part VIII Process	36

7.1	Submissions	36
7.2	Planner's Report	41
7.3	Modifications to Existing Proposal	42
8.	Recommendation	43
9.	Appendices	44
	Appendix A: Local newspaper advertisements	45
	Appendix B: Site Notice	48
	Appendix C: Pedestrian & Cycle Route Options Assessment Report	51
	Appendix D: Traffic Modelling Report	52

1. Introduction

This is a Part VIII report, pursuant to the provisions of Section 179 of the Planning and Development Act, 2000, for proposed road reconfiguration and public realm enhancements within the centre of Carrigaline and to provide a strategic pedestrian and cycle route through Bridgemount, which is referred to as the Bridgemount Link. This link will provide local connections within Carrigaline and will eventually form part of a wider network that connects to Ringaskiddy, Passage West and Crosshaven.

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

The proposed public realm enhancements to Carrigaline town centre, together with the proposed new traffic management arrangements will assist in rejuvenating the town, alleviate traffic congestion, improve bus priority and promote a shift in commuting to more sustainable forms of transportation.

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

Cork County Council commenced the Part 8 Planning Process for this project with the publication of a Press Notices in the Irish Examiner on 10th June 2022, in the Southern Star on the 11th June 2022 and in the Carrigdhoun on the 11th June 2022. Also, site notices were erected at various locations throughout the scheme area on the 10th June 2022. These are included in Appendices A and B of this report. Project proposals were on public display in Cork County Council's Municipal District Office in Carrigaline, in Cork County Councils library in Carrigaline, and at the Planning Counter, ground floor, County Hall from the commencement date until 22nd July 2022.

Statutory Consultees were furnished with copies of the relevant documentation, and their views were sought. The closing date for receipt of submissions was 22nd July 2022. In total, 220 submissions were received by the closing date.

2. Planning Context

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

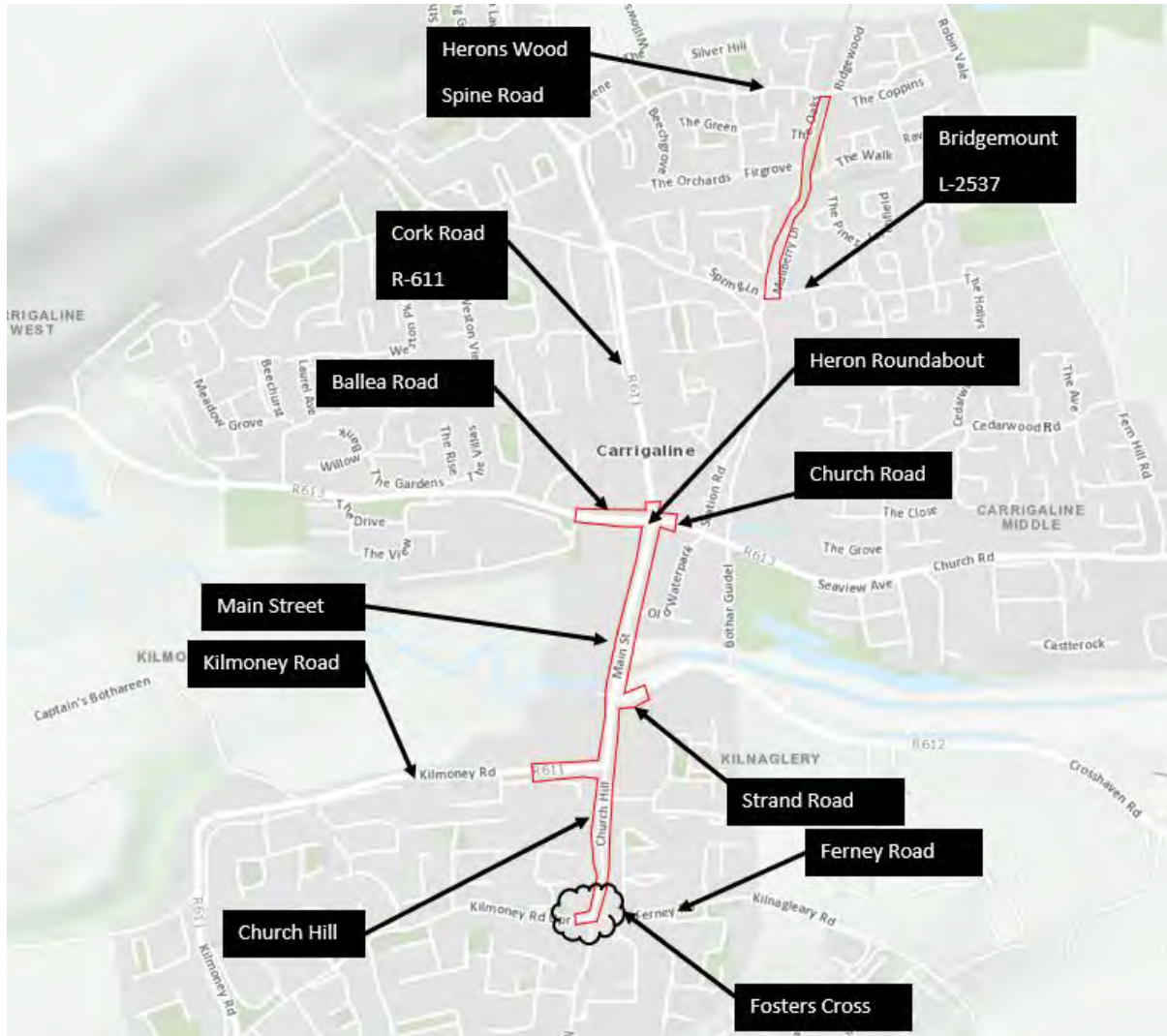


Figure 1 Approximate Extent of Part 8 Scheme for Carrigaline Phase 1A (Red)

2.1 Climate Action Plan 2019

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

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

- Modal Shift to sustainable transport modes;

- Conversion of public fleets to electric vehicles;
- Incentives and regulation;
- An EV charging network;
- The use of biofuels; and
- Leveraging emerging technologies.
- The implementation of the BusConnects programmes within Irish cities is also listed as a key action within the overall plan.

2.2 National Planning Framework

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

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

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

Some of these outcomes are further described below:

1. Compact Growth

The NPF states:

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

2. Sustainable Mobility

The NPF states:

'In line with Ireland's Climate Change mitigation plan, we need to progressively electrify our mobility systems moving away from polluting and carbon intensive propulsion systems to new technologies such as electric vehicles and introduction of electric and hybrid traction systems for public transport fleets, such that by 2040 our cities and towns will enjoy a cleaner, quieter environment free of combustion engine driven transport systems.'

3. Transition to a Low Carbon and Climate Resilient Society

The NPF states:

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

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

2.3 National Sustainable Mobility Policy

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

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

- Continuing to protect and maintain the safety of existing walking, cycling and public transport networks and ensuring that new sustainable mobility infrastructure meets the highest safety standards;
- Continuing measures to address safety issues when travelling on public transport;
- Developing pedestrian enhancement plans and cycle network plans to guide investment in new active travel infrastructure and retrofitting of existing infrastructure;
- Expanding walking and cycling options across the country, including greenways;
- Rolling out the Safe Routes to School Programme;

- Rebalancing transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport.
- Identifying a pathway for the implementation of suitable demand management measures at national and local level to reduce reliance on the private car.
- Expanding behavioural change measures including the Smarter Travel Workplaces and Campus Programmes and Cycle Right training programme.
- The policy is accompanied by an Action Plan which identifies goals, core actions, implementing authority and timelines for the output.

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

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

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

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

2.5 National Cycling Policy Framework

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

2.6 Cork County Development Plan

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

TM 2-1

- (a). New development areas will be permeable for walking and cycling, via safe, convenient and enjoyable routes, and the retrospective implementation of walking and cycling facilities shall be undertaken where practicable in existing neighbourhoods, to give competitive advantage to these modes. See DMURS (2020 or later revision) and National Cycle Manual and Permeability Best Practice Guide (NTA) for guidance.
- (b). All new developments are to be designed to latest DMURS standards, unless precluded by space or other constraints, to be accessible and permeable for pedestrians, cyclists and those of reduced mobility
- (c). Development should incorporate the retention of existing routes and linkages which contribute to permeability of an area, particularly those providing access to key services, facilities and public transport infrastructure. Loss of existing links shall not occur if their loss results in more circuitous trips
- (d). Walkability and accessibility by walking mode will be a central objective in the planning and design of all new transport infrastructure and public transport services.
- (e). Public realm upgrades will be promoted to enhance walking and cycling provision in settlements.
- (f). Support the function of the Cork Metropolitan Area Transport Strategy to achieve higher rates of modal shift to sustainable transport.

TM 2-2

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

CL-U-05

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

Figure 2 shows an extract from the Cork County Council Development Plan 2022 – 2028 for the Carrigaline Municipal District area. Note that the Plan shows the proposed north south route along the old railway line through Bridgemount. This route is a specific development objective which has been included in Cork County Development Plans since 1996.

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

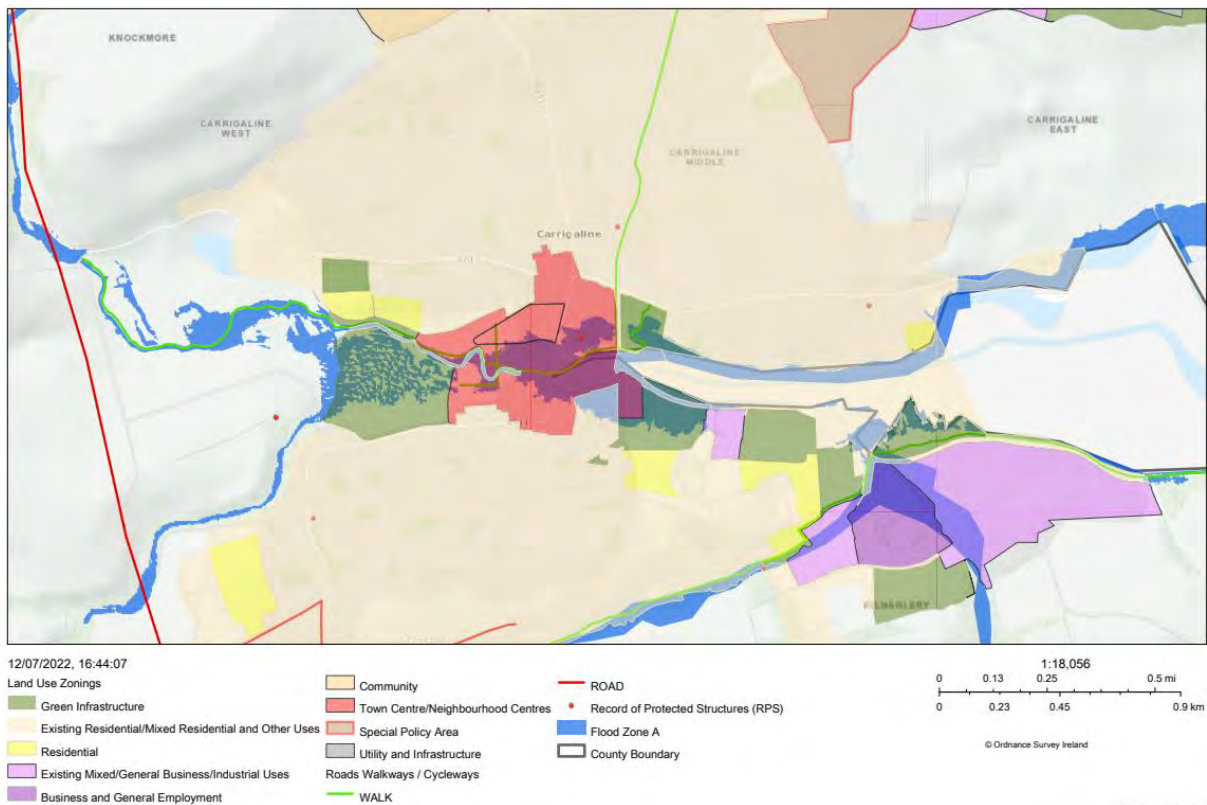


Figure 2 Cork County Councils Development Plan 2022 - 2028 (Carrigaline)

2.7 Cork Metropolitan Area Transport Strategy (CMATS)

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

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

2.8 Carrigaline Transportation and Public Realm Enhancement Plan

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

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

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

3. Project Proposal

Cork County Council intends to develop pedestrian and cycle facilities, prioritise public transport and enhance public realm infrastructure within the town of Carrigaline.

It is envisaged that the delivery of the Carrigaline TPREP Phase 1A would provide the catalyst Carrigaline requires to support a more vibrant and healthy town centre. The delivery of this scheme would also encourage a change in mindset with respect to mobility within the town itself. It is proposed that the public realm enhancement of Main Street would follow the opening of the Western Inner Relief Road (IRR) which is due in 2022. The Inner Relief Road provides an alternative vehicular traffic route between north and south of Carrigaline. Along with the proposed changes in traffic management measures on Main Street, the proposed scheme would facilitate increased accessibility by more sustainable modes of transport and allow for the enhancement of the urban realm.

The town centre public realm enhancements commence at the Heron roundabout (junction of Main Street and Church Road) and continues south along Main Street, continuing up Church Hill to terminate at the Fosters Cross junction. It also includes a section of Kilmoney Road Lower (from Main Street to the Topoil entrance), Ballea Road (from Main Street to the new Carrigaline Inner Western Relief Road) and Strand Road (from Main Road to the entrance to Dunnes Stores). Phase 1A of the project is located in the townlands of Carrigaline Middle, Co. Cork.

The proposed pedestrian and cycle route through Bridgemount commences immediately north of Carrigaline Community Special School, and traverses between Heatherfield Lawn and Mulberry Lane. It continues along this alignment between Firgrove Mews and The Pines, terminating at the spine road at Herons Wood. The proposed route alignment typically follows the route of the railway corridor, that is now disused. This corridor has since 1996 been zoned for the provision of this amenity facility.

Phase 1A of the proposed scheme includes the interventions outlined in Section 4 of this report.

Bridgemount Link connecting Heron's Wood with Bridgemount and other community facilities in Carrigaline is an important connection for active travel modes. Its delivery will enhance the town's accessibility by sustainable transport modes, connect schools and residential estates, provide more direct routes and support the wider delivery of an integrated pedestrian and cycle network for the town as envisaged in the Carrigaline TPREP.

The combined works included in Phase 1A would provide enhanced connectivity between the town centre and the north east sector of Carrigaline via the Main Street - Bóthar Guidel - Bridgemount Link. This highly strategic link would provide an attractive route for pedestrians and cyclists between residential estates, schools and the town centre creating the change needed in Carrigaline to deliver on the sustainable transport vision for the town.

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

Benefits of this proposal:

- Introduction of high-quality public realm space in the heart of the town centre providing opportunities for existing and new businesses in the town;
- A new attractive town centre with space for spill out seating in front of cafes and restaurants, space for art, exhibitions and markets, a quieter and less stressful environment, quality landscaping and street furniture
- Encouraging sustainable modes of transport by expanding high quality walking, cycling and public transport routes and improve the priority of these transport modes in Carrigaline;
- Reduction of the dominance of the car on Main Street and providing a safer pedestrian and cycling environment in the heart of the town;
- Better connection between residential estates, schools and the town centre by providing a green link through Heron's Wood to Bridgemount, reducing the need for car journeys, and;
- Introduction of native trees and pollinator friendly green space.

4. Project Description

Phase 1A of the scheme includes:

1. Main Street (R-611), Strand Road (L-2547), Lower Kilmoney Road (R-611), Ballea Road (R-613), Church Hill (L-2495), & Cork Road (R-611) Public Realm Works comprising of the following:
 - a) The provision of enhanced public realm to include new street furniture, improved public lighting, on-street spill out areas for bars and restaurants, removal of overhead utilities (where practical), provision of raised loading bays and set down parking bays, cycle parking, street trees and rain gardens along with other ancillary works;
 - b) Enhanced pedestrian and cycle facilities at the junction of the Western Inner Relief Road/ Cork Road;
 - c) Dedicated cycle facilities on both sides of Ballea Road between Cork Road and the Western Inner Relief Road;
 - d) The removal of the existing roundabout at the junction of Cork Road/ Ballea Road (Heron's Roundabout) and its replacement with a signalised junction with dedicated pedestrian and cycle facilities;
 - e) The provision of a southbound bus lane on Cork Road from its junction with Ballea Road to Old Waterpark replacing the existing southbound general traffic lane;
 - f) The provision of a northbound dedicated cycle facility on Cork Road between Old Waterpark and the junction of Cork Road/ Ballea Road;
 - g) Upgraded bus stop facilities and improved pedestrian facilities on Cork Road;
 - h) The provision of a southbound bus lane on Main Street between Old Waterpark and Strand Road replacing the existing southbound general traffic lane;
 - i) The provision of a pedestrian priority zone on Main Street between Strand Road and the entrance to the Super Valu, with the removal of some on-street parking bays;
 - j) Upgraded bus stop facilities and wider pedestrian footpaths on Main Street;
 - k) The removal of the existing traffic signals at the junction of Main Street/ Strand Road and their replacement with informal pedestrian crossings;
 - l) The narrowing of the road carriageway approaching the junction of Main Street/ Strand Road and the widening of the pedestrian facilities;
 - m) The provision of wider footpaths and enhanced public realm on both sides of Main Street between Lower Kilmoney Road and Strand Road and the removal of some on-street parking;
 - n) The realignment of the Lower Kilmoney Road/ Main Street Junction to provide priority to traffic on Main Street - Church Hill;
 - o) The widening and enhancement to the footpaths along Lower Kilmoney Road between the entrance to the Top oil Service station and Main Street;
 - p) The provision of a new footpath on Church Hill between Mount Rivers and Ferney Road;
 - q) The provision of a southbound cycle facility from Main Street to Ferney Road;
 - r) The introduction of traffic management measures restricting access to Church Hill in the northbound direction from Upper Kilmoney Road, Ferney Road and Rose Hill;
 - s) Upgrade and resurface the road carriageway along the section of Ballea Road, Cork Road, Main Street, Lower Kilmoney Road, Strand Road and Church Hill and install new road markings and street signs;

- t) All associated site development and landscaping works.
2. Bridgemount to Herons Wood Pedestrian and Cycle Link comprising of the following:
- a) The provision of a shared pedestrian/cycle facility connecting Bridgemount (at the entrance to Heatherfield Lawn) to Heron's Wood (at The Walk);
 - b) The shared pedestrian/ cycle facility follows the alignment of the old railway line to the rear of properties along Heatherfield Lawn and The Pines; and
 - c) The shared pedestrian/ cycle facility is routed within the existing amenity space in front of Firgrove Mews and The Walk, Heron's Wood.
 - d) Provide new street lighting and enhanced landscaping along the shared pedestrian/ cycle facility.
 - e) All associated site development and landscaping works.

5. Public Consultation Process

5.1 Overview

As referred to in the introduction, Cork County Council commenced the Part 8 Planning Process for Phase 1A of this project with the publication of a Press Notices in the Irish Examiner on 10th June 2022, in the Southern Star on the 11th June 2022 and in the Carrigdhoun on the 11th June 2022. Also, site notices were erected at various locations throughout the scheme on the 10th June 2022. These are included in Appendices A and B of this report. Project proposals were on public display in Cork County Council's Municipal District Office in Carrigaline, in Cork County Councils library in Carrigaline, and at the Planning Counter, ground floor, County Hall from the commencement date until 22nd July 2022.

Plans and particulars of the proposed development were available for inspection and / or purchase for a fee of €15 per set from 10th June 2022 until 8th July 2022 between the hours of 09:00 to 16:00 at the following venues / locations:

- Planning Counter, Ground Floor, County Hall, Cork
- Carrigaline Municipal District Office, Church Road, Carrigaline Middle, Carrigaline, Co. Cork P43 E281
- Carrigaline library, Carrigaline Middle, Carrigaline, Co. Cork, P43 HA25
- A virtual exhibition was available to view online from June 10th 2022 until July 8th 2022. This provided the general public with access to the plans and documentation in an exhibition-style setting.
- The content included a variety of high-quality information and visualisations that can be outlined as follow:
 - Welcome and Introduction
 - Project Overview
 - Project Content and a Carrigaline TPREP Promotional Video
 - Flythrough videos of both Main Street and Bridgemount
 - General Arrangement Drawings of the proposed Bridgemount Link and Main Street
 - Traffic Management Drawings of Main Street
- Planning Documentation including an Appropriate Assessment Screening Report, Environmental Impact Assessment Screening Report, Archaeological and Built Environment Assessment - Main Street & Bridgemount Link, Flood Risk Assessment Report, Ecological Impact Assessment Report for Bridgemount Link, Part VIII Planning Report and the Carrigaline Transportation and Public Realm Plan.
- Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, were able to be made on or before 17:00 on Friday July 22th, 2022 as follows:
 - Online submission form on Cork County Council's website at www.yourcouncil.ie; or
 - In writing clearly marked: 'Part 8 – Carrigaline TPREP Phase 1A', Senior Engineer, Traffic & Transportation, Cork County Council, Floor 3, County Hall, Carrigrohane Road, Cork, T12 R2NC'.

5.2 Information provided in the Public Consultation

The following is a list of documents and drawings contained in the Part 8 Planning application:

- Press Notice
- Site Notice
- Planning Report
- Ecological Impact Assessment Report
- Appropriate Assessment Screening Determination
- Archaeological and Built Heritage Assessment – Bridgemount Link
- Bridgemount Urban Design Drawings
- Environmental Impact Assessment Screening Determination
- Environmental Impact Assessment Report
- Flood Risk Assessment
- Main Street Urban Design Drawings
- Screening for Appropriate Assessment
- Traffic Management Plans
- The proposed Part VIII planning application was also published in a virtual room accessed through the Cork County Council website, and on Facebook and Twitter.

5.3 Overview of submissions

In total 220 submissions were received. These included 33 no. submissions each of which contained a batch of approximately 10 no. signatures to a petition totalling 322 no. signatures.

While the matters raised in the petition are considered and addressed in this report it should be noted that Cork County Council were advised by local residents at the resident consultation meetings on 9th June, prior to the commencement of the Part VIII process, of the existence of the petition and that it would be submitted as part of the public consultation process. Entries on the petition date back to January 2022.

It should also be noted that, where they related to scheme design, matters raised in the petition were addressed ahead of commencing the Part VIII as the Council had been advised of these concerns at the first round of resident consultation meetings in November 2021.

6. Key Concerns Raised

The Part VIII now incorporates the modifications set out in Section 7.3 which address issues raised during the consultation process.

Volume 2 includes all the matters that were raised in the submissions and responses to it. This section provides an overview of the main issues raised. These are summarised in the 13 no. key headings listed below as is Cork County Council's response:

1. Perceived safety risks;
2. Alternative Route;
3. Thoroughfare;
4. Green Space;
5. Property Value;
6. Environment & Loss of Trees;
7. In support of the scheme;
8. Insufficient consultation;
9. Potential for increased Anti-Social Behaviour;
10. Traffic Management;
11. Town Centre Accessibility;
12. Public Realm & Heritage; and
13. Property Acquisition.

Issue 1: Perceived safety risks

Some submissions raised concerns that the proposed plan would increase the risk of accidents along the Bridgemount route, especially for young children:

- *“Health and safety risks and the likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Young children do not possess adequate sensory perception and are likely to be struck by passing cyclists and electric scooters as there is no segregation between the proposed link and existing green and open spaces along the impacted residential areas.”*
- *“With this proposed greenway, we are risking the safety of our children.”*
- *“Safety of local children will be compromised.”*

A submission made the point that all crossing points in the town centre should be raised to provide more pedestrian priority “The road should be raised at all crossing points and not the footpath being dished down to meet the road.”

CCC response to Issue 1

The proposed Bridgemount Link will be a 4m wide community facility for pedestrians and cyclists alike that has been designed to always maintain a clear line of sight and forward visibility. The line of sight allows for pedestrians and cyclists to observe any people or activity ahead and time to slow down, stop or react otherwise.

- The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.
- To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:
- Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;
- The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;
- Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.
- Installation of staggered barriers at appropriate spacing ;
- Access points across the route to allow movement between one residential estate and the other.
- The specification of pedestrian crossing type will be confirmed at the detailed design stage and will be consistent with the Design Manual for Roads and Streets (DMURS).

Issue 2: Alternative Route

Some submissions raised the possibility of an alternative route via the Rock Road and Fernhill Road;

- “Cork County Council already have readily available public routes accessible to them for this link, which will not impact residential areas. For example, Fernhill Road linking with R613”
- “Plans are in place for the provision of a new bus route and primary pedestrian route from the M28 dissecting Fernhill along with the upgrading of the existing Fernhill Road. The inclusion of the proposed walkway / cycleway within the Fernhill route would minimise the disruption to existing residents and optimise resources.”

CCC response to Issue 2

To further clarify the potential impact of the various alternative routes in comparison with the Bridgemount Link, the report: 'Bridgemount Link Alternative Route Assessment' is included as Annexure A of this report. The conclusion of this report is the following:

- The old railway route / Bridgemount Link has been a specific development objective in the Cork County Development Plan since 1996. Subsequent County Development Plans as well as the Carrigaline Local Area Plan) continued to maintain this route as a specific objective.
- The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.
- During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.
- As part of the development of the Bridgemount Link option, alternative routes were evaluated based on the Department of Transport Common Appraisal Framework for Transport Projects and Programmes, March 2016. The Bridgemount Link was identified as the preferred option.
- Both Options 2A, via Church Road and Fernhill, and 2B, a variation via Waterpark, are much longer than Option 1, Bridgemount Link. The length of the route impacts on the quality of the amenity facility provided, it reduces the likelihood of people walking and cycling in Carrigaline and people considering other modes of transport to complete short journeys. Options 2A and B are 1.48 and 1.40 times longer than the Bridgemount Link option, respectively.
- The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;
- The longer routes carry higher construction and maintenance cost and are peripherally located where population density is less. There is therefore less value for money associated with Options 2A and 2B.
- The Bridgemount Link option has a significantly lower impact on the biodiversity of the surrounding environment. Options 2A and B will result in the removal of a greater number of trees and significantly longer sections of hedgerow.
- The Bridgemount Link does not impact any private residential property while Option 2A affects 7 private residential properties and Option 2B affects 4 private residential properties.

Based on the above analysis, it can be concluded that, the Bridgemount Link option will have a significantly lower impact on its surrounding environment compared to the Church Road / Fernhill Road options 2A and 2B. It is therefore recommended that the Bridgemount Link is selected as the preferred option as it is centrally located within Carrigaline, connects well with the proposed future primary and secondary active travel routes, has a higher population density, has less impact on both biodiversity and land take and has a lesser impact on the environment.

Issue 3: Thoroughfare

Some submissions raised concerns that the proposed pedestrian and cycle route will become a "throughfare" channelling people to and from Carrigaline from neighbouring villages in Cork.

"The proposed link is not just a local route, it is joining a significantly larger route that will stretch from Crosshaven all the way to Ballincollig, thereby enticing strangers from a huge population base to traverse a private residential area, potentially day and night."

"Although Herons Wood is a big estate it doesn't feel that way because of how it is laid out and residents enjoy privacy and security. That will be totally undermined by running a public thoroughfare through it."

CCC response to Issue 3

The proposed route is an amenity facility designed to connect local residents and the wider Carrigaline population to places such as schools, parks, sportsgrounds and the town centre. It is a safe, high-quality facility that has been a development objective of the Cork County Council since 1996.

The proposed route is designed for the benefit and use of the local community. It promotes walking and cycling as tangible alternative modes of transport. It is envisaged that the majority of users of this route will be members of the local community in Carrigaline. The route will provide a safe and direct route for school children to local educational facilities within Carrigaline which is an alternative to the current closest route along Cork Road carrying heavy traffic volumes and fast-moving traffic.

The objective of this route is to provide better connectivity within the community using active travel modes such as walking or cycling for the residents of Carrigaline by connecting schools, the town centre and other community facilities to residential areas, as well as connecting residential areas and friends, with a comprehensive and permeable network.

The design of the route includes measures to buffer the route from the residential estates. Crossing points will be provided along the route to allow residents to move between one residential estate to the other.

In time it is envisaged that it will also function as a longer distance commuter cycle route serving as an alternative to car-based transport to employment centres such as Cork City and Ringaskiddy. Such a route would also have an amenity and tourism value bringing with it local economic benefits.

Issue 4: Green Space

Some submissions raised concerns that the proposed plan will reduce the available green space within the residential estate.

- “The green space available should be protected for the families and in particular the children. The green space is essential for the children’s health, physical activity, and well-being and to deprive the children of this space will negatively impact upon them in a number of ways.”

CCC response to Issue 4

The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it has been a policy objective to develop a pedestrian / cycle route since 1996, as can be seen in subsequent Cork County Development Plans and Local Area Plans, including the current 2022 – 2028 Cork County Development Plan. Thus there will be no loss of amenity space.

Notwithstanding that, the detailed design process will endeavour to minimise any impact on the grassed area, within the limitations arising from other design constraints. Such measures to be considered during the detailed design process may include:

Refinements to the alignment of the route;

Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.

Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.

Issue 5: Property Value

Some submissions raised concerns that the proposed plan will have a negative impact on the value of properties located adjacent to it.

CCC response to Issue 5

Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:

“The development is the implementation of a long running policy objective as detailed in the Cork County Development Plan 2014 and the current use of the affected lands is a mixture of amenity space / inaccessible lands, and post development the affected lands will all have an amenity function incorporating the cycle way.

We note from the Carrigaline Transportation and Public Realm Plan, Public Consultation Report Stage 4, that the principal property concerns raised related to unsocial behaviour and we note that the local authority has provided design solutions which we believe are sufficient to mitigate unsocial behaviour and promote wider enjoyment of the cycleway.

We also understand that concerns were raised that the scheme will reverse the cul-de-sac nature of Herons Wood, however, the estate will still remain a cul-de-sac to motorists. The construction of a cycle way does change the nature of the existing cul-de-sac, however, it does not bring any additional motorised vehicular traffic to the area.

There is also the use of the lands to be considered as a cycleway, which in our view, and, supported by the studies cited above, is positive infrastructural development for the immediate area and wider Carrigaline area.

There is no direct sales evidence in the locality of the proposed development that indicate that property prices have been negatively affected since the announcement of the Carrigaline Transportation and Public Real Plan.

The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.

There are substantial measures outlined by Cork County Council which mitigate many of the concerns raised and therefore address any potential impact on the value of property adjoining the proposed development.

Having regard to the foregoing and in our opinion, the proposed cycleway will significantly enhance connectivity, and provide a further amenity for the residents of Herons Wood and Bridgemount and does not negatively impact on the value of the adjoining properties.”

Issue 6: Environment & Loss of trees

Some submissions raised concerns that the proposed plan will negatively affect the natural environment in the Bridgemount area.

"There is extensive wildlife along the stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry Lane, which is a location for nesting birds and foxes, together with bats, who are a species protected by law, all of which will be discommoded as a consequence of this proposed link."

"Lighting is likely to be added meaning increased light pollution to our area."

"Trees that have been growing for many years will be destroyed to facilitate the proposed link."

CCC response to Issue 6

As part of the Part VIII planning application an Ecological Impact Assessment was carried out by APEM expert environmental consultants. This report concluded that the proposed development would result in localised effects on biodiversity of the site. No bat nests were found during the site assessment.

The proposed development will result in the loss of some tree habitat when the old railway line cutting is cleared. It is anticipated that 15 no. trees will be removed although detailed design will focus on retaining as many existing trees as possible. The proposed route will result in the loss of some tree habitat and the effects on species will include loss of nesting habitat for bird species. However, it is proposed to reduce this impact by planting native trees for ecological enhancement and to gain net biodiversity. To this end the scheme proposes the provision of an additional 50 no. deciduous mixed trees along the route. This will enhance the tree habitat and further enhance ecology and result in a biodiversity net gain. Construction best practice, such as hand digging around trees, will be undertaken to ensure as many trees as possible can be retained in their current location. Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.

As part of the Bridgemount Link Alternative Route review, the impact on biodiversity of a similar route along Church Road / Fernhill Road and via Waterpark have been considered. The outcome of this review has clearly shown that the loss of trees and hedgerows are significantly worse than along the Bridgemount Link. The alternative route on Church Road / Fernhill will result in the loss of 107no. trees and 1,644m of hedgerow. A variation of this route through Waterpark will result in a loss of 91 no. trees and 1,566m of hedgerow. For the purpose of consistency, it should be mentioned that if the full Bridgemount Link route is constructed from the Lidl Roundabout up to the N28, another 9 no. trees will be lost which are located on the most northern section of Fernhill road. Therefore the total possible tree loss on the full Bridgemount Link could be up to 24 no. trees. These 9 no. trees are common to all tree options.

With regards to light pollution, 4m high lighting columns at 10m intervals will be installed to ensure that the route is also lit during night time. The design of the lighting is such that it avoids any light overspill and is suitable for bats.

Issue 7: In support of the scheme

There were a number of submissions in support of the proposed Bridgemount Link route, as well as the overall TRPEP scheme.

There were comments welcoming of protected junctions and cycle lanes being put in place as well as comments applauding the removal of cars from Main Street in Carrigaline.

CCC response to Issue 7

Cork County Council notes this positive feedback on the scheme objectives.

Issue 8: Insufficient Public Consultation

Some submissions considered that insufficient public participation has taken place in regard to the scheme.

“Residents both south of Foster’s Cross and in Heatherfield Lawn expressed their dissatisfaction with the level of consultation in advance of this Part 8. They spoke in particular about the increasing tendency to use social media for advertising relevant news. They point out that not all residents choose to use social media and others simply cannot. They spoke positively about the posters advertising the current Part 8. However, it was suggested that a poster campaign similar to those undertaken during an election is necessary and would be appreciated.”

CCC response to Issue 8

The following section outlines public consultation relevant to this scheme that has taken place:

Part VIII Application Public Consultation

Cork County Council commenced the Part 8 Planning Process for Phase 1A of this project with the publication of a Press Notices in the Irish Examiner on 10th June 2022, in the Southern Star on the 11th June 2022 and in the Carrigdhoun on the 11th June 2022. Also, site notices were erected at various locations throughout the scheme on the 10th June 2022. Project proposals were on public display in Cork County Council's Municipal District Office in Carrigaline, in Cork County Councils library in Carrigaline, and at the Planning Counter, ground floor, County Hall from the commencement date until 22nd July 2022.

Prior to the publication of the Part VIII process, and additional to the statutory public consultation requirements, the Project Team facilitated public meetings as follows:

Resident consultation meetings in the Carrigaline Court Hotel on the 11th November 2021 with the following invited:

- 1-9 Firgrove Mews
- 9-11 The Pines
- 1-12 Mulberry Lane
- 9-12 Heatherfield Lawn

At this meeting concerns raised by residents were noted and the scheme modified.

Resident consultation meeting on 9th June 2022 in the Carrigaline Court Hotel with the following invited:

- 1-9 Firgrove Mews
- 9-11 The Pines
- 1-12 Mulberry Lane
- 9-12 Heatherfield Lawn
- Herons Wood Residents Association

Some of those invited notified the wider community and thus a greater number of local residents attended.

In addition meetings were also held on the 10th of June 2022 with the following groups:

- Carrigaline Business Association
- Carrigaline Tidy Towns
- SECAD

Carrigaline TPREP Consultation

The first round of public consultation took place between 8th February and 1st March 2021 with stakeholders invited to submit their vision and suggestions to the project team. This was advertised on both local and social media.

A second round of public consultation took place from 24th May 2021 to 14th June 2021. The objective of the second round of public consultation was to provide the opportunity to the public to comment on the draft Carrigaline TPREP which outlined the proposed transportation and public realm strategy for Carrigaline.

County Development Plan and Local Area Plan Consultation

Since 2000 Planning Act, County Development Plan reviews entailed three rounds of public consultations, including pre-draft, draft and amendments.

Local Area Plans had two rounds of statutory consultation including draft and amendments.

Issue 9: Potential for increased Anti-Social Behaviour

Some submissions raised concerns that the proposed plan will exacerbate anti-social behaviour.

“The proposed development of a cycle route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane will have a number of serious implications for existing residents and for the Carrigaline community in general, not limited to the creation on a laneway which will accommodate anti-social behaviour, behaviour which previously caused the area to be fenced off with the support of the council in 2007.”

“The associated anti-social and security risks, both to property and persons given that the proposed link will be open day and night. The additional footfall, vehicular traffic and parking along residential areas that will be created due to this proposed link.”

“Fire risk to homes and properties. Unfortunately, in the past it was necessary to extinguish a fire that was deliberately set along a portion of this route, which caused an adjacent tree to go on fire and be destroyed.”

CCC response to Issue 9

The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept that states that the proper design and effective use of the built environment can lead to a reduction in the opportunity, fear and incidence of predatory stranger-to-stranger type crime, as well as result in an improvement of the quality of life (of where and how we live, work and play). CPTED is the design or redesign of a venue to reduce crime opportunity and fear of crime through natural, mechanical and procedural means. CPTED is a crime prevention theory grounded in environmental criminology – namely, the proposition that carefully designed places such as building, parks, car parks, and other structures in the surrounding environments can improve the quality of life by deterring opportunities for crime and reducing the fear of crime. Local residents have provided input into the project through Resident Consultation meetings and the design has been modified to reflect same.

The concern for anti-social behaviour was raised at the initial meetings that were held with residents in November 2021. During this meeting a concept design of the scheme for the Bridgemount Link was presented. Cork County Council noted the concerns regarding anti-social behaviour and during the following months the proposed scheme was amended to address these issues. Some of the amendments made to the scheme to address the resident concerns included:

- The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.
- The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.
- 4m high lighting columns at 10m intervals were introduced to ensure that the route is also lit during night time. The design of the lighting is such that it avoids any light overspill and is suitable for bats.
- A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.
- Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.
- Trees will be clear stemmed thus maintaining lines of sight.
- It is proposed to install a low fence along the pedestrian and cycle route in front of Firgrove Mews 1-9 and to relocate parking in order to create more greenspace between the route and the houses.
- While a need for CCTV has not been identified the necessary infrastructure, e.g. poles and ducting, will be installed along the cutting to facilitate future installation of CCTV if required.

The woodland section of the link has been designed by specialists to maintain a line of sight along its length, from entry to exit, along with strategically placed street lighting.

Specialists also proposed replacing some coniferous trees with deciduous trees.

“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”

The scrub undergrowth will also be replaced with a woodland grass & flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.

Cork County Council met with An Garda Síochána to provide an overview of the proposed scheme. No submission was made by An Garda Síochána during the Part VIII process.

Issue 10: Traffic Management

Some submissions raised concerns that the implementation of the proposed plan should follow the "Bothar Guidel" works so as to avoid large scale traffic disruption in Carrigaline.

- "I want to highlight at the earliest opportunity an issue around the implementation of the plan. It has become clear that the upgrade work on the Bothar Guidel / Eastern corridor will not commence until the Autumn. In light of this, I believe it is critical that the implementation of the section 38 changes is delayed until the Bothar Guidel / Eastern corridor work is complete."

In addition it was requested that CCC:

- "Identify the traffic volumes and traffic types currently accessing Carrigaline from south of Foster's Cross. This will provide an indication of the additional load roads other than Church Hill would be obliged to take."
- Consider how the burden of travel might be alleviated for residents living south of Foster's Cross
- Remember that rural residents, including those from Minane Bridge and outer Carrigaline, will all need to access Carrigaline for shopping and for services. These locations are not serviced by bus. Consequently all such residents will need to travel to Carrigaline by car. Identify how such residents will access necessary parking with reasonable ease.

CCC response to Issue 10

Section 38

Section 38 is a separate process. However, it should be noted that CCC will co-ordinate all traffic management plans in a manner that minimises traffic congestion and mitigates any potential impact accordingly.

Traffic Volumes

Recent traffic counts (2018) show that during the morning peak period there are around 280 northbound trips on Church Hill and 160 southbound trips. In the afternoon peak there are 180 northbound and 168 southbound trips. When the traffic management measures at Foster's Cross are introduced, most of these trips will divert to the distributor road and Kilmoney Road Lower to avail of the Inner Relief Road. Some of these trips can also be expected to divert to Ferney Road to gain access to Strand Road. This may result in an increase of around 50 to 80 trips per direction during peak hour periods. Phase 1B of the Carrigaline TPREP, which is the second and subsequent phase of TPREP implementation includes the delivery of the remainder of the active travel network around the annulus of Carrigaline including those areas referenced.

The introduction of the traffic management measures along Main Street will result in a very small increase in journey times for certain trips particularly those generated to the southwest of the town and will have no material impact on environmental conditions in the town. However, it is worth noting that the delivery of the infrastructure as presented in the Carrigaline Transportation and Public Realm Enhancement Plan, which the traffic management measures on Main Street form part of, will ultimately result in a positive impact on the environment by encouraging more local trips to be carried out by foot and bicycle thereby reducing congestion.

The traffic management measures included for as part of the Part VIII application have been assessed using the Local Area Transport Model as part of the delivery of the entire Carrigaline Transportation and Public Realm Enhancement Plan. The results of this assessment indicated that the transport network would operate better than the 'Do-nothing' scenario and the introduction of the strategy will result in a greater take up in active travel trips within Carrigaline, increased commercial activity along Main Street and will assist deliver on the government's climate change goals.

A report on the traffic modelling carried out for the Carrigaline TPREP and its impact on the southern Carrigaline road network is provided in Appendix D of this report.

Issue 11: Town Centre Accessibility

A business raised concerns that the proposed road traffic calming measures will result in significant diversions for vehicular traffic wishing to access their business.

It was suggested that people mobility impaired will have more difficulty accessing the town when car parking spaces are removed

It was queried how Heavy Goods Vehicles will access businesses on Strand Road.

CCC response to Issue 11

The proposed road traffic calming measures ensures that all vehicular entrances remain accessible from the public road network, although it is acknowledged that the traffic management measures will result in the need to use alternative routes to ensure enhanced pedestrian environment is created on Main Street.

Two-way traffic is maintained on Strand Road which will not affect the Dunnes Stores access for customers or deliveries. All town centre businesses will remain accessible by car, although the travel time to them might increase slightly. HGV's access and egress from business along Crosshaven Road will remain unchanged. while access to SuperValu will be enhanced by Inner Relief Road Access.

All town centre businesses will remain accessible by car, although it is possible that the travel time to them might increase slightly. The town centre will be significantly more accessible by walking, cycling and public transport and an enhanced public realm will be introduced.

The number of mobility impaired bays will remain the same. There will be sufficient parking in the vicinity of Main Street to absorb any reduction in parking.

Issue 12: Public Realm & Heritage

Some submissions welcomed the enhancement in public realm proposed for Main Street and the Bridgemount link.

Cork Mobility Forum welcomed the enhancement of the public realm on Main Street, especially the pedestrian priority aspects.

Some submissions said they would like to see the Heron sculpture reinstated elsewhere if removed from the roundabout as it was a symbol of Carrigaline. Some submissions also noted the need for "age-friendly" benches for the elderly, and a need for an appropriate amount of bins on both the Bridgemount Link and on the village streets.

CCC response to Issue 12

The enhancement of the public realm was a key objective in the proposed plans.

CCC is cognisant of the local importance of the Heron sculpture in Carrigaline, and will ensure it is reinstated, in close proximity to its current location.

CCC is aware of the need of public amenities such as bins and benches for Carrigaline, these items will be considered further during the detailed design.

Issue 13: Property acquisition

Concerns were raised that elements of the proposed plan will require a significant amount of their property to be acquired.

CCC response to Issue 13

Following further consideration, and in light of the high-quality pedestrian facility on the western side of Church Hill, it is considered that the scheme be amended to remove the proposed footpath on the eastern side. Thus, the extent of land take required, as identified in the Part VIII proposal, will not be necessary. However, it is possible that localised works at entrances on the eastern side of Church Hill may be required to facilitate improved sightlines. This may encroach on to third party lands and may require localised land acquisition.

7. Part VIII Process

The response to submissions received from individuals, organisations, businesses, statutory consultees etc. are contained in Vol. 2.

7.1 Submissions

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

Individuals and Organisations

Name	Date Received	Reference No.
Raymond Ahern	20/07/2022	LAC438489095
Jerry Anglim	27/06/2022	LAC432455628
Briary Residents Association	25/07/2022	LAC439511074
Carrigaline Business Association	06/07/2022	LAC435070525
Bernadette Barry	21/07/2022	LAC438832722
Niamh Barry	21/07/2022	LAC438817841
Richard Barry	29/06/2022	LAC433273517
Eoin Bartley	04/07/2022	LAC434249188
Derek Bolton	16/06/2022	LAC430278265
Aoife Bowen	21/07/2022	LAC438663162
Katie Bowen	21/07/2022	LAC438664708
Orla Bowen	21/07/2022	LAC438660035
Rory Bowen	21/07/2022	LAC438665881
Ava Boyling	21/07/2022	LAC438677120
John Boyling	21/07/2022	LAC438676492
Sarah Boyling	21/07/2022	LAC438679009
Bean&Leaf cafes	10/06/2022	LAC428819227
Nuala Cahill	25/06/2022	LAC432268416
Liam Casey	13/06/2022	LAC429137156
Órla Casey	06/07/2022	LAC434988948
Catherine Clancy	21/07/2022	LAC438680913
Pat Clancy	21/07/2022	LAC438679749
Aoibheann Coakley	25/06/2022	LAC432268221
Donal Coakley	25/06/2022	LAC432265117
Elisse Coakley	10/06/2022	LAC428790596
Dave Coleman	13/07/2022	LAC436754290
Lee to Sea Greenway Committee	13/07/2022	LAC436591024
Kayleigh O Connor	07/07/2022	LAC435417000
G Cooney	25/07/2022	LAC439512024
Angela Cotter	20/07/2022	LAC438434746

Name	Date Received	Reference No.
Marie Cronin	30/06/2022	LAC433619738
Thomas Cronin	01/07/2022	LAC433675470
Mark Cunningham	22/07/2022	LAC438974333
Valerie Cunningham	19/07/2022	LAC438213960
Cllr. Marcia D'Alton	25/07/2022	LAC439512684
James Daly	18/07/2022	LAC437894230
Noreen Daly	21/07/2022	LAC438746876
Jamie Deasy	02/07/2022	LAC433987808
Carole Dineen	12/06/2022	LAC429070754
Ciaran Dineen	10/06/2022	LAC428779966
Michael Dineen	12/06/2022	LAC429069483
vincent Donovan	16/06/2022	LAC430142504
David Drake	18/07/2022	LAC437921627
Karolynn Drake	18/07/2022	LAC437894012
Ken & Barbara Drake	13/07/2022	LAC436829274
Ken & Barbara Drake	13/07/2022	LAC436853141
Yvonne Drake	18/07/2022	LAC437900056
DAN FITZGERALD	21/07/2022	LAC438698166
Tina Fitzgerald	19/07/2022	LAC438142850
Danielle Forde	27/06/2022	LAC432575992
Cork Transport & Mobility Forum	22/07/2022	LAC438925121
Robert Foster	22/07/2022	LAC439017681
Conor Mc Gowan	21/07/2022	LAC438705370
Aisling Gray	21/07/2022	LAC438799806
Brian Gray	18/07/2022	LAC437911260
Kevin Gray	21/07/2022	LAC438790139
Michelle Gray	21/07/2022	LAC438801168
Niamh Gray	21/07/2022	LAC438794695
Siobhán Gray	21/07/2022	LAC438674893
Brendan Grealley	11/06/2022	LAC428913458
Mairead Harte	16/06/2022	LAC430217244
Alan & Joanne Hawkes	25/07/2022	LAC439462220
Íde Kitty Hawkes	25/07/2022	LAC439461332
Jan Hayes	29/06/2022	LAC433176667
Kevin Heffernan	02/07/2022	LAC434016460
Ann Hegarty	20/07/2022	LAC438483130
Richard Hewitt	13/07/2022	LAC436821959
Alan Hodder	20/07/2022	LAC438437228
Philip Holden	20/07/2022	LAC438523843
William Horgan	13/07/2022	LAC436758876
Lynda Hughes	22/07/2022	LAC438878766
Aidan Hurley	10/07/2022	LAC435903612

Name	Date Received	Reference No.
Sinead Hurley	21/07/2022	LAC438629420
Siobhan Hurley	01/07/2022	LAC433740071
Geological Survey Ireland	21/07/2022	LAC438759297
Inland Fisheries Ireland	28/06/2022	LAC432984129
Jon Ishaque	10/06/2022	LAC428697579
Karen Jordan	20/07/2022	LAC438494194
Stephen Jordan	20/07/2022	LAC438492118
Stephen Jordan	20/07/2022	LAC438492993
Hugh Kelliher	25/07/2022	LAC439482623
Michael Kelly	21/07/2022	LAC438641931
Peter Kelly	19/07/2022	LAC438227302
Aoibheann Kennedy	13/06/2022	LAC429226111
Pat King	25/07/2022	LAC439480680
Siobhan King	25/07/2022	LAC439481406
Tomas King	25/07/2022	LAC439479986
Daniel Kingstone	25/07/2022	LAC439483388
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432250000
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432250937
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432251259
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432251486
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432251886
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432252091
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432254356
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432254744
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432255000
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432255193
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432255384
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432255787
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432255957
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432256151
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432256339
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432256691
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432256830

Name	Date Received	Reference No.
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432257027
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432257161
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432257342
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432257795
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432258014
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432258182
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432258305
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432258413
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432258779
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432258957
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432259096
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432259279
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432259460
Residents Alliance for Alternative Greenway Link	25/06/2022	LAC432259631
Residents Alliance for Alternative Greenway Link. Email 33 of 33, all of which contain 322 letters of objection by impacted residents.	25/06/2022	LAC432259773
Gavin Long	10/06/2022	LAC428691610
Eleftherios Louvis	05/07/2022	LAC434745058
Barry Collins Supermarket Ltd.	13/07/2022	LAC436761527
Tia Mac Mahon	18/07/2022	LAC437896184
Colin Maguire	20/07/2022	LAC438535058
Derek Maguire	20/07/2022	LAC438530194
Kevin Maguire	20/07/2022	LAC438532982
Liz Maguire	20/07/2022	LAC438528159
Stephen Maguire	20/07/2022	LAC438533850
Marian	22/07/2022	LAC439046592
Sheila McCormick	22/07/2022	LAC439020376
Ann McGowan	19/07/2022	LAC438158914
Frank McGowan	21/07/2022	LAC438833785
Julianne McGowan	21/07/2022	LAC438817928
Cllr. Seamus McGrath	22/07/2022	LAC438974601
Deirdre McGrath	21/07/2022	LAC438799164
Fergal McGrath	21/07/2022	LAC438806659
Kevin Meade	13/07/2022	LAC436774869

Name	Date Received	Reference No.
Dave Meagher	18/06/2022	LAC430551392
David Meaney	05/07/2022	LAC434674766
Patricia Meaney	05/07/2022	LAC434719357
Michael Molloy	29/06/2022	LAC433120858
Therese Molloy	29/06/2022	LAC433114862
Therese Molloy	19/07/2022	LAC438210065
Diarmuid Morley	02/07/2022	LAC434010880
Alan Murphy	22/07/2022	LAC438984637
Mark and Niamh Murphy	20/07/2022	LAC438522047
Anne Nagle	21/07/2022	LAC438625896
Denis & Margaret Nagle	20/07/2022	LAC438514532
Denis Nagle	22/07/2022	LAC438865234
John Nagle	30/06/2022	LAC433616010
Brendan Nash	22/07/2022	LAC438997362
Mary O'Halloran	30/06/2022	LAC433562205
Margaret OBrennan	14/06/2022	LAC429674702
Ger O'Brien	02/07/2022	LAC434016715
Olivia O'Brien	04/07/2022	LAC434262459
Micheál O'Connor	22/06/2022	LAC431529281
Nuala O'Connor	13/07/2022	LAC436773384
Tara O'Connor	07/07/2022	LAC435416066
Brian O' Donoghue	11/06/2022	LAC428899722
Colm O'Donoghue	22/07/2022	LAC439026392
Kevin O'Donovan	02/07/2022	LAC434004757
Annette O'Driscoll	02/07/2022	LAC433989703
Brian O Driscoll	08/07/2022	LAC435431584
Mary O'Halloran	12/06/2022	LAC429066832
Chris O'Herlihy	22/07/2022	LAC439017866
Donal O'Herlihy	20/07/2022	LAC438478509
Jackie O'Herlihy	21/07/2022	LAC438660438
Carla Olea	07/07/2022	LAC435241266
Denise & Barry OMahony	18/07/2022	LAC437885762
Eric O'Mahony	19/07/2022	LAC438097549
Jacinta O'Mahony	18/07/2022	LAC437927467
Mollie O'Mahony	21/07/2022	LAC438710851
Saoirse O'Mahony	21/07/2022	LAC438713126
Shane O Mahony	21/07/2022	LAC438765088
Phil O'Regan	20/07/2022	LAC438363004
Phil O'Regan	20/07/2022	LAC438438325
Sara O' Reilly	21/07/2022	LAC438667344
Colette O'Sullivan	21/07/2022	LAC438833006
Denis O'Sullivan	21/07/2022	LAC438831904

Name	Date Received	Reference No.
Joanne O'Sullivan	20/06/2022	LAC431060404
Shane O'Sullivan	21/07/2022	LAC438833245
Gavin Owens	18/07/2022	LAC437652180
Marjorie Packham	12/07/2022	LAC436526005
Dr Deirdre Rabbitte	16/06/2022	LAC430277764
Catriona Reid	22/07/2022	LAC438932528
Concerned Resident	04/07/2022	LAC434405345
Concerned Residents	22/06/2022	LAC431534967
Yerik Rod	07/07/2022	LAC435239893
Pamela Russell	19/07/2022	LAC438141501
Denis Ryan	21/07/2022	LAC438808477
Michael Saunders	21/07/2022	LAC438678191
Denis Scannell	13/07/2022	LAC436755840
Ines Scannell	13/07/2022	LAC436757509
Trish Shiel	25/07/2022	LAC439510401
Barry and Suzanne Sisk	21/07/2022	LAC438837600
Melissa Skelton	01/07/2022	LAC433693050
Amy Somers	22/07/2022	LAC438878862
Mike Spillane	12/07/2022	LAC436505727
Dunnes Stores	22/07/2022	LAC438960740
Liam Stuart	21/07/2022	LAC438680376
Bertie O Sullivan	20/07/2022	LAC438523157
David Teixeira-Lynch	20/06/2022	LAC430964680
Louise Terry	20/07/2022	LAC438520027
Janet Twomey	22/07/2022	LAC438971832
Anthony John Walsh	21/07/2022	LAC438835309
Damian Walsh	27/06/2022	LAC432652154
Damian Walsh	27/06/2022	LAC432663951
Lynsay Walsh	27/06/2022	LAC432667909
Sue Walsh	18/07/2022	LAC437825929
Hilary Waters	21/07/2022	LAC438675667
Maria Whelan	25/06/2022	LAC432246568
Rory Whelan	25/06/2022	LAC432244979
Rory Whelan	25/06/2022	LAC432247047
Andrew Williams	22/07/2022	LAC439001220
Alan & Valerie Wilshire	13/07/2022	LAC436771784
Jake Wilshire	13/07/2022	LAC436764818
Matthew Wilshire	13/07/2022	LAC436770583
Rachel Wilshire	13/07/2022	LAC436769562
Valerie Wilshire	13/07/2022	LAC436763766

Statutory Consultees

No.	Name	Date Received	Address
1.	National Parks and Wildlife Service	-	Department of Environment, Heritage and Local Government, Muckross House, Killarney National Park, Killarney, Co. Kerry
2.	The Heritage Council	-	Church Lane, Kilkenny
3.	An Taisce	-	Tailor's Hall, Back Lane, Dublin 8
4.	National Monuments	-	Development Applications Unit, Department of Arts, Heritage and the Gaeltacht, Newtown Road, Wexford
5.	The Arts Council	-	70, Merrion Square, Dublin 2
6.	Fáilte Ireland	-	Paddy Matthews, Manager of Environment and Planning, 88-95 Amien Street, Dublin 1
7.	Irish Water	-	Planning Notification, Irish Water, Colville House, 24-26 Talbot Street, Dublin 1
8.	Inland Fisheries Ireland - South West Region	24/06/2022	Sunnyside House, Masseytown, Macroom, Co. Cork
9.	Environmental Protection Agency	-	EPA, Inniscarra, Co. Cork
10.	National Transport Authority	-	Dun Sceine, Harcourt Lane, Dublin, D02 WT20
11.	OPW	-	Jonathon Swift Street, Trim, Co. Meath
12.	Mary Sleeman	-	County Archaeologist, Floor 3, County Hall
13.	Mona Hallinan	-	Conservation Officer, Floor 3, County Hall
14.	Waterways Ireland	-	2 Sligo Road, Enniskillen, Co. Fermanagh BT74 7JY
15.	ESB Networks	-	Sarsfield Road, Wilton, Cork, T12 E367
16.	EirGrid Plc	-	60 Shelbourne Road, Ballsbridge, Dublin 4 D04 FW28
17.	Department of the Environment, Climate and Communications Marine and Natural Resources	21/07/22 ¹	9-31 Adelaide Road, Parkgate Street, Dublin 2 D02 X285
18.	Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	-	23 Kildare Street, Dublin 2, D02 TD30

Notes:

1. This submission was received from Geological Survey Ireland (Dept. of the Environment, Climate and Communications, Block 1, Booterstown Hall, Booterstown, Blackrock, Co Dublin A94 N2R6).

7.2 Planner's Report

Comhairle Contae Chorcaí
Cork County Council

An Rannóg Pleanála,
Halla an Chontae,
Bóthar Charrraig Ruacháin,
Corcaigh T12 R2NC.
Fón: (021) 4276891 • Faisc: (021) 4276321
R-phost: planninginfo@corkcoco.ie
Suíomh Gréasáin: www.corkcoco.ie
Planning Department,
County Hall,
Carrigrohane Road, Cork T12 R2NC.
Tel (021) 4276891 • Fax (021) 4276321
Email: planninginfo@corkcoco.ie
Web: www.corkcoco.ie



03/06/22

RE: EIA Screening Determination. Carrigaline Transportation and Public Realm Enhancement Plan (TPREP) Phase 1A Carrigaline, Co.Cork. The scheme is proposing to introduce traffic management changes and public realm works on Main Street in tandem with the provision of a new pedestrian and cycle link connecting Bridgemount and Heron's Wood

To whom it concerns,

I have assessed the EIA Preliminary Examination Report (dated 13th April 2022, amended June 2022) prepared by Arups in respect of the proposed Part 8 scheme and advise that I concur with the findings of the report; that given the nature, scale and location of the proposed development, determine that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not required.

A handwritten signature in black ink, appearing to read 'Thomas Watt'.

Thomas Watt
Senior Planner

7.3 Modifications to Existing Proposal

- Regarding the section of the pedestrian and cycle route that runs through the green area in Heron's Wood measures will be incorporated at the detail design stage to mitigate the risk of excessive speed of cyclists. These may entail a suite of interventions. Some of those that will be considered further at detailed design include warning signs, horizontal deflection, cycleway re-alignment and physical speed deterrents;
- Low level fencing/railing with designated access points will be provided along the length of the pedestrian and cycle route through Heron's Wood;
- The final alignment of the cycleway through Heron's Wood will endeavour to minimise the loss of grassed surface and severance, within the limitations of wider design considerations. Associated measures may include the re-orientation of parking from perpendicular to parallel and the narrowing of roads to between 5.0m and 5.5m, amongst other things.
- Cork County Council have proposed the installation of security fencing as well as defensive planting to the back of houses 9-12 Heatherfield Lawn located along the cutting. The detail of this and other related measures will be finalised by the Project Team at the detail design stage.
- Infrastructure to support the future installation of CCTV along the cutting, if required, will be installed, e.g. ducting, poles, etc.
- To address a gap in the footpath network identified by Members, and ahead of implementation of permanent measures as identified for Rosehill in the Carrigaline TPREP, Cork County Council, funded by the NTA, will undertake works to narrow the carriageway and provide a footpath on eastern side of the road. An uncontrolled crossing point will also be provided to tie into the existing footpath.
- Ahead of implementation of permanent measures as identified for the southern distributor road in the Carrigaline TPREP, Cork County Council, funded by the NTA, will provide pedestrian crossing facilities at Castleheights and Fuchsia Avenue. Locations will be identified in consultation with the Area Engineer and will be consistent with the function of the road as a distributor road and also the movement strategy as presented in the TPREP. In addition, traffic calming measures such as flashing speed indicator signage can be considered. Any traffic calming measures installed will not undermine the function of the road as a distributor road or as a strategic public transport corridor.
- The detail around the number, nature and location of pedestrian crossings in the vicinity of Cogan's Corner will be considered further during the detailed design.
- Regarding concurrent works the implementation of projects and the co-ordination of Temporary Traffic Management Plans will be done in a manner that minimises and mitigates impact on traffic movements.

8. Recommendation

The proposals which are the subject of this Part 8 Planning Process will provide high quality connectivity between the town centre and the residential estates of Carrigaline. This scheme will provide priority to sustainable modes of transport within the town centre and also greatly enhance the public realm.

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

Having considered the submissions and the Planner's Reports, I am satisfied that the proposed development, incorporating the recommended modifications as detailed in Section 7.3, is in accordance with the proper planning and sustainable development of the area and I have no hesitation in recommending to the Members of Carrigaline Municipal District that Cork County Council should proceed accordingly.

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

SIGNED: _____



Date: _____

21/09/2022

Valerie O'Sullivan
Divisional Manager
Cork County Council

9. Appendices

MACROOM

macroom@athletar.ie

Muinefluch National School scoops Global Citizenship award

On Monday May 23rd, Muinefluch National School was awarded with a National and International award for Global Citizenship...

The school was awarded with their first Green School Flag for Global Citizenship which was presented to them by the school's head teacher, Mrs. Eileen...



Staff and pupils of Muinefluch National School celebrate their award and flag raising ceremony at school.

Minister's visit

Minister for Senior Citizens, Seán Íde, visited the school on the 15th of May to see the various initiatives in place to support the elderly...

Film maker

Seán Íde, Minister for Senior Citizens, has been filmed by a local television station...

Go system

Go system in operation at the school. The school has been awarded with a National and International award for Global Citizenship...

Letto

Letto in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

New facilities

New facilities at the school. The school has been awarded with a National and International award for Global Citizenship...

GAA

GAA in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

School year

School year in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Championship

Championship in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Underage GAA

Underage GAA in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Mountain Dew

Mountain Dew in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Blarney

Blarney in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Blarney

Blarney in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Comhairle Contae Chorcaí Cork County Council

PLANNING

- 1. The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. 2. The proposed development is in accordance with the Planning and Development Regulations, 2001. 3. The proposed development is in accordance with the Planning and Development Regulations, 2001.

PLANNING

- 4. The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. 5. The proposed development is in accordance with the Planning and Development Regulations, 2001. 6. The proposed development is in accordance with the Planning and Development Regulations, 2001.

BLARNEY

Cloughmucklen Fen

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Commerce

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Blarney Castle

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Blarney Playground

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Athletics

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Walking group

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Historical society

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

GAA

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

GLRA

GLRA in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Schoolboy soccer

Schoolboy soccer in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Footballers

Footballers in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Underage GAA

Underage GAA in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

Mountain Dew

Mountain Dew in the Macroon GAA week. The school has been awarded with a National and International award for Global Citizenship...

BLARNEY

Cloughmucklen Fen

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Blarney Castle

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Athletics

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Walking group

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Historical society

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

GAA

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

CASTLETOWN-COPPEN

Bowling

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Graveyard prayers

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.


Horse show

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

GAA

The proposed development is in accordance with the Planning and Development Act, 2000 and the Planning and Development Regulations, 2001. The proposed development is in accordance with the Planning and Development Regulations, 2001.

Figure 4 Southern Star



Comhairle Contae Chorcaí
Cork County Council

PLANNING

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:

Carrigaline Transportation and Public Realm Enhancement Plan (Carrigaline TPREP) Phase 1A Carrigaline Core Public Realm Enhancements & Bridgemount Pedestrian & Cycle Link Carrigaline, Co. Cork

Location:

- Main Street (R-611) from Balilea Road (R-613) to Old Waterpark (L-2536);
- Cork Road (R-611) between Old Waterpark (L-2536) and Lower Kilmoney Road (R-611);
- Church Hill (L-2495) between Lower Kilmoney Road (R-611) and Ferney Road (L-6508)
- Strand Road (L-2547) from the junction with Main Street (R-611) to the entrance of Dunnes Stores;
- Lower Kilmoney Road (R-611) from the junction with Main Street (R-611) to the entrance of Topoil Service Station;
- Balilea Road (R-613) from the junction with Main Street (R-611) to the Carrigaline Inner Western Relief Road (currently under construction);
- Bridgemount (Heatherfield Lawn) to Herons Wood along the disused rail corridor, from the Cork Road Roundabout to the Herons Wood spine road.

In public and private land within the Townlands of Carrigaline Middle.

Nature and extent of proposed development:
The proposed development comprises the following infrastructure projects:

1. Main Street (R-611), Strand Road (L-2547), Lower Kilmoney Road (R-611), Balilea Road (R-613), Church Hill (L-2495), & Cork Road (R-611) Public Realm Works comprising of the following:
 - a) The provision of enhanced public realm to include new street furniture, improved public lighting, on-street spill out areas for bars and restaurants, removal of overhead utilities (where practical), provision of raised loading bays and set down parking bays, cycle parking, street trees and rain gardens along with other ancillary works;
 - b) Enhanced pedestrian and cycle facilities at the junction of the Western Inner Relief Road/ Cork Road;
 - c) Dedicated cycle facilities on both sides of Balilea Road between Cork Road and the Western Inner Relief Road;
 - d) The removal of the existing roundabout at the junction of Cork Road/Balilea Road (Heron's Roundabout) and its replacement with a signalised junction with dedicated pedestrian and cycle facilities;
 - e) The provision of a southbound bus lane on Cork Road from its junction with Balilea Road to Old Waterpark replacing the existing southbound general traffic lane;
 - f) The provision of a northbound dedicated cycle facility on Cork Road between Old Waterpark and the junction of Cork Road/ Balilea Road;
 - g) Upgraded bus stop facilities and improved pedestrian facilities on Cork Road;
 - h) The provision of a southbound bus lane on Main Street between Old Waterpark and Strand Road replacing the existing southbound general traffic lane;
 - i) The provision of a pedestrian priority zone on Main Street between Strand Road and the entrance to the Super Valu, with the removal of some on-street parking bays;
 - j) Upgraded bus stop facilities and wider pedestrian footpaths on Main Street;
 - k) The removal of the existing traffic signals at the junction of Main Street/ Strand Road and their replacement with informal pedestrian crossings;
 - l) The narrowing of the road carriageway approaching the junction of Main Street/ Strand Road and the widening of the pedestrian facilities;
 - m) The provision of wider footpaths and enhanced public realm on both sides of Main Street between Lower Kilmoney Road and Strand Road and the removal of some on-street parking;

PLANNING (CONT'D)

- n) The realignment of the Lower Kilmoney Road/ Main Street Junction to provide priority to traffic on Main Street - Church Hill;
- o) The widening and enhancement to the footpaths along Lower Kilmoney Road between the entrance to the Top oil Service station and Main Street;
- p) The provision of a new footpath on Church Hill between Mount Rivers and Ferney Road;
- q) The provision of a southbound cycle facility from Main Street to Ferney Road;
- r) The introduction of traffic management measures restricting access to Church Hill in the northbound direction from Upper Kilmoney Road, Ferney Road and Rose Hill;
- s) Upgrade and resurface the road carriageway along the section of Balilea Road, Cork Road, Main Street, Lower Kilmoney Road, Strand Road and Church Hill and install new road markings and street signs;
- t) All associated site development and landscaping works.

2. Bridgemount to Herons Wood Pedestrian and Cycle Link comprising of the following:

- a) The provision of a shared pedestrian/cycle facility connecting Bridgemount (at the entrance to Heatherfield Lawn) to Heron's Wood (at The Walk);
- b) The shared pedestrian/ cycle facility follows the alignment of the old railway line to the rear of properties along Heatherfield Lawn and The Pines; and
- c) The shared pedestrian/ cycle facility is routed within the existing amenity space in front of Firgrove Mews and The Walk, Heron's Wood.
- d) Provide new street lighting and enhanced landscaping along the shared pedestrian/ cycle facility.
- e) All associated site development and landscaping works.

The proposal has undergone Appropriate Assessment screening under the Habitats Directive (92/43/EEC) and screening for Environmental Impact Assessment under the EIA Directive (2011/92/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 (10th June 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 and/ or purchase for a fee of €15 per set from 10th June 2022 until 8th July 2022 between the hours of 09:00 to 16:00 on each working day during which the said offices are open for the transaction of business at the following venues / locations:

- Planning Counter, Ground Floor, County Hall, Cork
- Carrigaline Municipal District Office, Church Road, Carrigaline - Middle, Carrigaline, Co. Cork P43 E281
- Carrigaline library, Carrigaline Middle, Carrigaline, Co. Cork, P43 HA25

A virtual exhibition will be available online from June 10th 2022 until July 8th 2022. This will provide the general public with access to view the plans and documentation in an exhibition-style setting. The link for the virtual exhibition is:

<https://www.corkcoco.ie/en/planning/traffic-transport/statutory-2022-06-10>

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 July 22nd, 2022 as follows:

- Online submission form on Cork County Council's website at www.corkcoco.ie or
- In writing clearly marked: *Part 8 - Carrigaline TPREP Phase 1A, Senior Engineer, Traffic & Transportation, 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 Engineer, Traffic and Transportation
10th June 2022

Personal Information may be collected by Cork County Council to enable the processing of your submission enquiry. Cork County Council may legally process this information in order to comply with its statutory obligations. Such information will be processed in line with the Council's privacy statement which is available at www.corkcoco.ie

Figure 5 The Carrigdhoun

Appendix B: 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:

Carrigaline Transportation and Public Realm Enhancement Plan (Carrigaline TPREP) Phase 1A
Carrigaline Core Public Realm Enhancements & Bridgemount Pedestrian & Cycle Link, Carrigaline, Co. Cork

Location:

- Main Street (R-611) from Ballea Road (R-613) to Old Waterpark (L-2536);
- Cork Road (R-611) between Old Waterpark (L-2536) and Lower Kilmoney Road (R-611);
- Church Hill (L-2495) between Lower Kilmoney Road (R-611) and Ferney Road (L-5506)
- Strand Road (L-2547) from the junction with Main Street (R-611) to the entrance of Dumes Stores;
- Lower Kilmoney Road (R-611) from the junction with Main Street (R-611) to the entrance of Topoil Service Station;
- Ballea Road (R-613) from the junction with Main Street (R-611) to the Carrigaline Inner Western Relief Road (currently under construction);
- Bridgemount (Heatherfield Lawn) to Herons Wood along the disused rail corridor, from the Cork Road Roundabout to the Herons Wood spine road.

In public and private land within the Townlands of Carrigaline Middle.

Nature and extent of proposed development:

The proposed development comprises the following infrastructure projects:

1. Main Street (R-611), Strand Road (L-2547), Lower Kilmoney Road (R-611), Ballea Road (R-613), Church Hill (L-2495), & Cork Road (R-611) Public Realm Works comprising of the following:
 - a) The provision of enhanced public realm to include new street furniture, improved public lighting, on-street spill out areas for bars and restaurants, removal of overhead utilities (where practical), provision of raised loading bays and set down parking bays, cycle parking, street trees and rain gardens along with other ancillary works;
 - b) Enhanced pedestrian and cycle facilities at the junction of the Western Inner Relief Road/ Cork Road;
 - c) Dedicated cycle facilities on both sides of Ballea Road between Cork Road and the Western Inner Relief Road;
 - d) The removal of the existing roundabout at the junction of Cork Road/ Ballea Road (Heron's Roundabout) and its replacement with a signalised junction with dedicated pedestrian and cycle facilities;
 - e) The provision of a southbound bus lane on Cork Road from its junction with Ballea Road to Old Waterpark replacing the existing southbound general traffic lane;
 - f) The provision of a northbound dedicated cycle facility on Cork Road between Old Waterpark and the junction of Cork Road/ Ballea Road;
 - g) Upgraded bus stop facilities and improved pedestrian facilities on Cork Road;
 - h) The provision of a southbound bus lane on Main Street between Old Waterpark and Strand Road replacing the existing southbound general traffic lane.

- i) The provision of a pedestrian priority zone on Main Street between Strand Road and the entrance to the Super Valu, with the removal of some on-street parking bays;
 - j) Upgraded bus stop facilities and wider pedestrian footpaths on Main Street;
 - k) The removal of the existing traffic signals at the junction of Main Street/ Strand Road and their replacement with informal pedestrian crossings;
 - l) The narrowing of the road carriageway approaching the junction of Main Street/ Strand Road and the widening of the pedestrian facilities;
 - m) The provision of wider footpaths and enhanced public realm on both sides of Main Street between Lower Kilmoney Road and Strand Road and the removal of some on-street parking;
 - n) The realignment of the Lower Kilmoney Road/ Main Street Junction to provide priority to traffic on Main Street - Church Hill;
 - o) The widening and enhancement to the footpaths along Lower Kilmoney Road between the entrance to the Top oil Service station and Main Street;
 - p) The provision of a new footpath on Church Hill between Mount Rivers and Ferney Road;
 - q) The provision of a southbound cycle facility from Main Street to Ferney Road;
 - r) The introduction of traffic management measures restricting access to Church Hill in the northbound direction from Upper Kilmoney Road, Ferney Road and Rose Hill;
 - s) Upgrade and resurface the road carriageway along the section of Ballea Road, Cork Road, Main Street, Lower Kilmoney Road, Strand Road and Church Hill and install new road markings and street signs;
 - t) All associated site development and landscaping works.
2. Bridgemount to Herons Wood Pedestrian and Cycle Link comprising of the following:
- a) The provision of a shared pedestrian/cycle facility connecting Bridgemount (at the entrance to Heatherfield Lawn) to Heron's Wood (at The Walk);
 - b) The shared pedestrian/ cycle facility follows the alignment of the old railway line to the rear of properties along Heatherfield Lawn and The Pines; and
 - c) The shared pedestrian/ cycle facility is routed within the existing amenity space in front of Firgrove Mews and The Walk, Heron's Wood.
 - d) Provide new street lighting and enhanced landscaping along the shared pedestrian/ cycle facility.
 - e) All associated site development and landscaping works.

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 (10th June 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 and/ or purchase for a fee of €15 per set from 10th June 2022 until 8th July 2022 between the hours of 09:00 to 16:00 on each working day during which the said offices are opened for the transaction of business at the following venues / locations:

- Planning Counter, Ground Floor, County Hall, Cork
- Carrigaline Municipal District Office, Church Road, Carrigaline Middle, Carrigaline, Co. Cork P43 E281
- Carrigaline library, Carrigaline Middle, Carrigaline, Co. Cork, P43 HA25

A virtual exhibition will be available online from June 10th 2022 until July 8th 2022. This will provide the general public with access to view the plans and documentation in an exhibition-style setting. The link for the virtual exhibition is:

<https://www.corkcoco.ie/en/planning/traffic-transport/statutory-processes>

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 July 22th, 2022 as follows:

- Online submission form on Cork County Council's website at www.yourcouncil.ie; or
- In writing clearly marked: 'Part 8 – Carrigaline TPREP Phase 1A', Senior Engineer, Traffic & Transportation, 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 Engineer, Traffic and Transportation

10th June 2022

Appendix C: Pedestrian & Cycle Route Options Assessment Report

Cork County Council

Carrigaline Transportation and Public Realm Enhancement Plan

Carrigaline North South Strategic Pedestrian and Cycle Link Option Review Report

Reference: Rep 4

Issue | 13 September 2022



© Cork County Council

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 285392-00

Ove Arup & Partners Ireland Limited
50 Ringsend Road
Dublin 4
Ireland
arup.com

Contents

1.	Introduction	1
2.	Background	1
3.	Carrigaline Transportation and Public Realm Enhancement Plan	4
4.	Pedestrian and Cycle Route Objectives	5
5.	Review of Alternative Routes	6
6.	Study Objective	7
7.	Route Alignment Evaluation	8
7.1	Introduction	8
7.2	Quality of the Route	9
7.3	Impact on Biodiversity	9
7.4	Impact on Private Landholdings	10
7.5	Project Funding and Approval	11
8.	Conclusion	11

Tables

Table 1: Route Length	9
Table 2: Tree Loss	10
Table 3: Hedgerow Loss	10
Table 4: Impact on Private Landholdings	11
Table 5: Construction Cost Estimates (excluding land take compensation)	11

Figures

Figure 1: Extract from the South Cork Volume of the 1996 County Development Plan	1
Figure 2: Proposed pedestrian walkway along old railway line proposed in 2005 Carrigaline LAP, 2005	2
Figure 3: Proposed Pedestrian and cycle route in Carrigaline LAP 2011	3
Figure 4: Proposed Strategic North South Pedestrian and Cycle Route, Cork County Development Plan, 2022-2028	3
Figure 5 Carrigaline TPREP Strategic Transportation Interventions	5
Figure 6 Routes considered in Technical Review	8

Appendices

Appendix A	A-1
-------------------	------------

1. Introduction

The Cork County Development Plan for the Carrigaline Municipal District has proposed the provision of an amenity route along the old railway corridor since 1996. The alignment of this route has since been protected to ensure that this objective can be delivered.

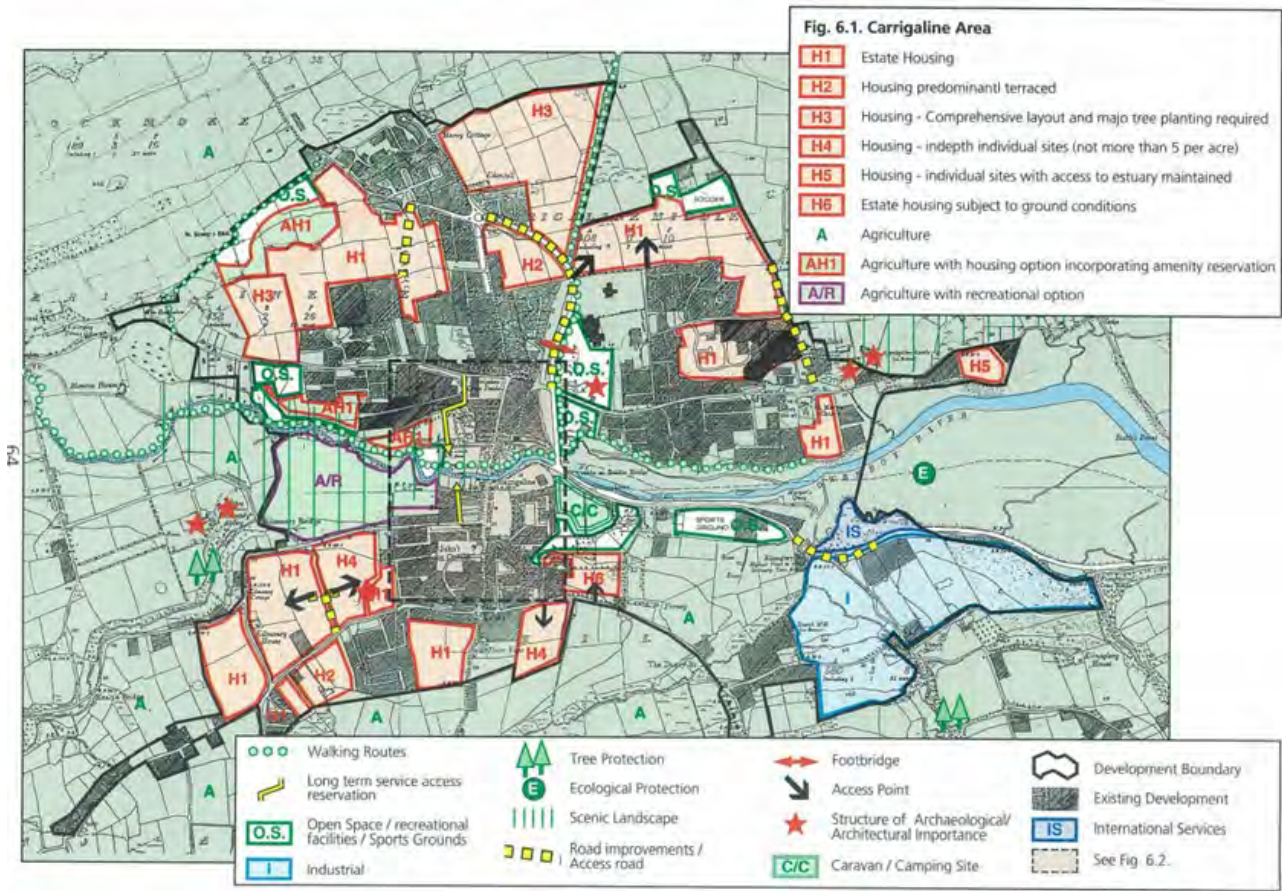
This report provides a brief overview of the relevant sections of the aforementioned policy documents that contained the objective of providing this route and also summarises why the old railway alignment is considered to be the most appropriate route. This is accomplished by the primary characteristics of this route as well as potential alternative route alignments.

2. Background

Figure 1 shows an extract from the 1996 Cork County Development Plan of Carrigaline and development objectives proposed. The map shows a walking route that starts at the Owenabue River and continues along Bothar Guidel from where it veers off to follow the old railway line alignment into the countryside. Section 6.1.34 of the South Cork County Development Plan 1996 states that the proposed walking routes are intended to improve access to countryside and to make the most of amenities in Carrigaline. This is partly to strengthen the attractions of Carrigaline as a residential locations under the satellite towns policy and partly to provide amenities for users of tourist accommodation.

Therefore in this early version of this route the intention was to provide an active travel route that provides access beyond Carrigaline (into the countryside). The purpose of the route was to provide an amenity service and to connect the residential areas to the town centre.

Figure 1: Extract from the South Cork Volume of the 1996 County Development Plan



The Carrigaline Transportation and Public Realm Enhancement Plan (TPREP) which was endorsed in July 2021 by the local elected members of the Carrigaline Municipal District, proposed a north south strategic

cycle route through Carrigaline from the R613 Crosshaven Road / Bother Guidel roundabout northbound via Bridgemount, Herons Wood and Janeville to the N28 National Motorway.

This route was included in previous Local Area Plans for the Carrigaline Electoral Area. The Carrigaline Local Area Plan 2005 proposed this route as a specific zoning objective. Objective No. U-04 stated that it was to ‘Provide pedestrian walkway along old railway line from the [Owenabue] river north towards Ballyhemiken as can be seen in Figure 2.

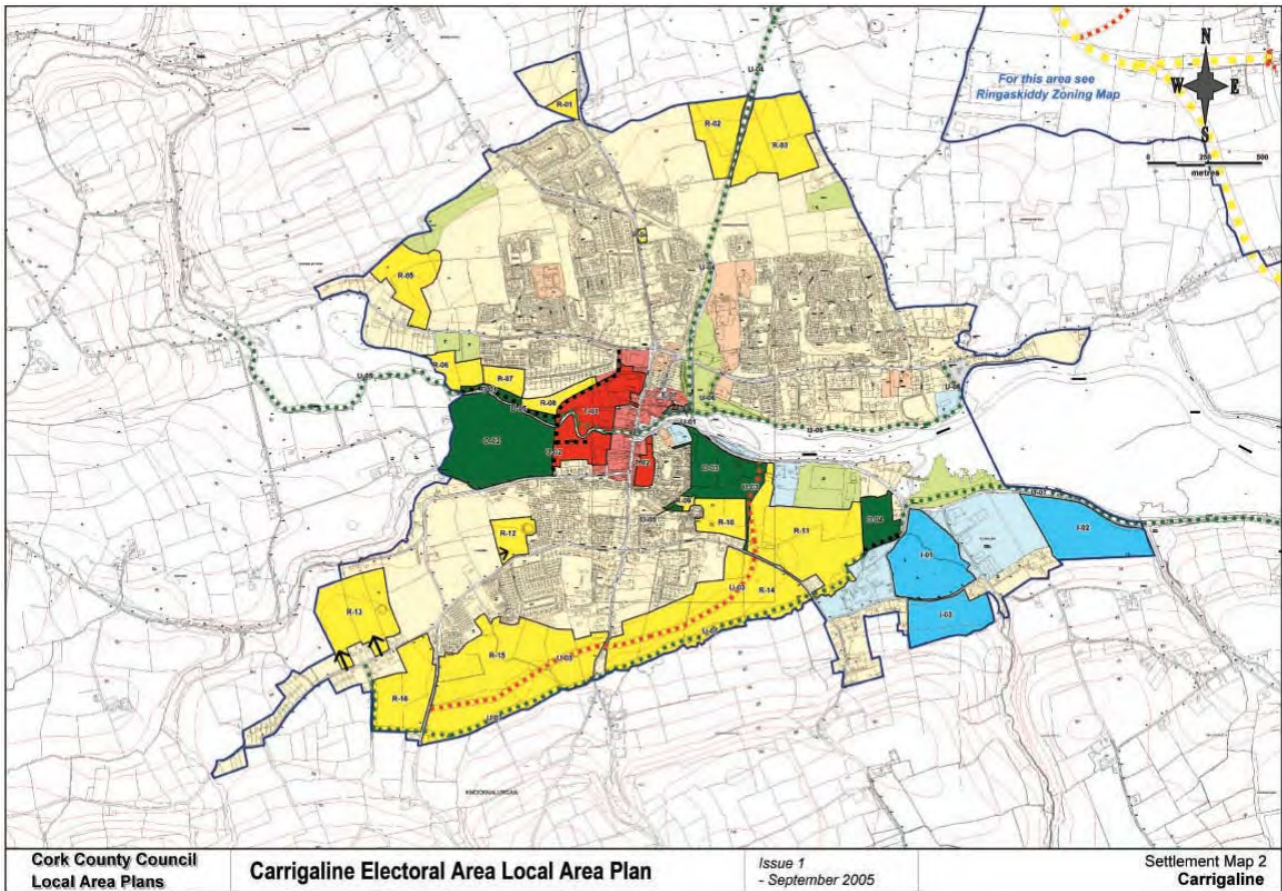


Figure 2: Proposed pedestrian walkway along old railway line proposed in 2005 Carrigaline LAP, 2005

This route was also proposed in the 2011 Carrigaline Electoral Area Local Area Plan 2011. This route was included as Specific Zoning Objective U-05, see Figure 3. In both of the above cases the Carrigaline LAP’s were adopted in the County Development Plans.

The current Cork County Development Plan 2022-2028 has been adopted by Elected Members at the Full Council Meeting held on Monday 25 April 2022 and it came into effect on Monday 6 July 2022. As can be seen from Figure 4 this route was also retained in the current County Development Plan as a specific objective CL-U-05 which states that it is to ‘Provide a Greenway along old railway line from the river north towards Ballyhemiken.’

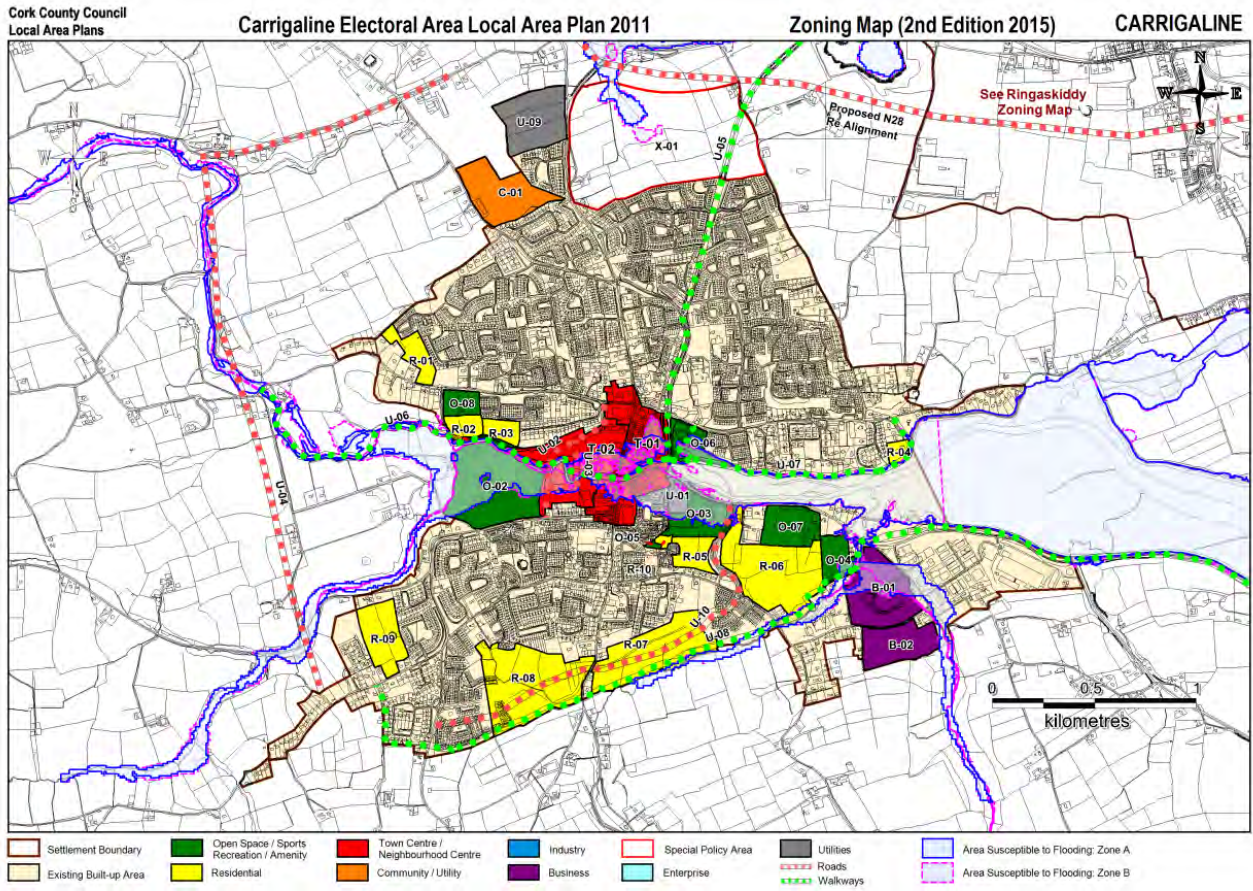


Figure 3: Proposed Pedestrian and cycle route in Carrigaline LAP 2011

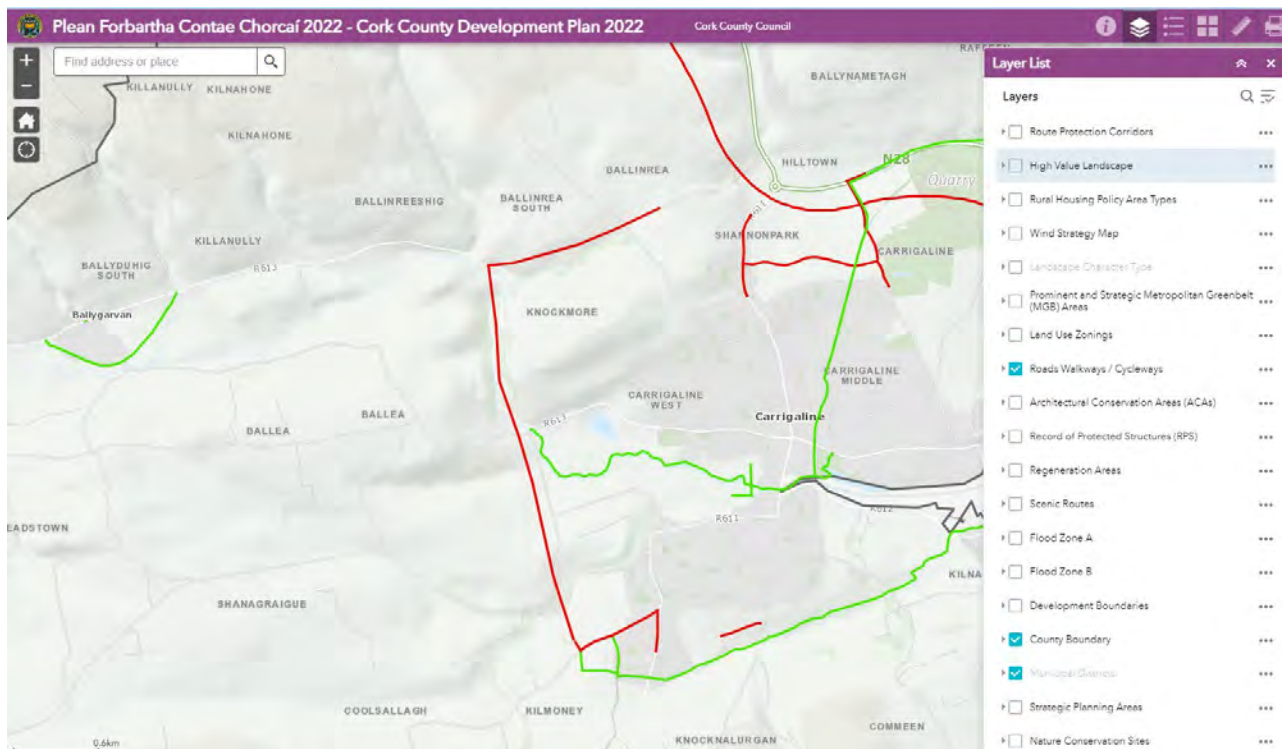


Figure 4: Proposed Strategic North South Pedestrian and Cycle Route, Cork County Development Plan, 2022-2028

The proposed route therefore has been included in the County Council’s planning documentation for almost two decades. This route is considered to be highly strategic with the benefit of connecting and integrating local communities and to reduce the walking distance to schools, employment opportunities and the town centre.

The route was proposed as part of the Carrigaline Phase 1 Implementation Plan of the TPREP. The old railway line route, which is also referred to as the Bridgemount Link, was published as part of the Main Street / Carrigaline Part 8 Planning Application in May 2022.

The alignment of this route as well as its design features were developed since September 2021 in consultation with the Carrigaline TPREP Steering Committee, the Elected Members and the public.

3. Carrigaline Transportation and Public Realm Enhancement Plan

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

The Plan proposes a transportation strategy for Carrigaline and one of the key elements of the plan is a pedestrian and cycle route network which is shown in Figure 5 below.

The proposed network consists of three hierarchical layers including a strategic pedestrian and cycle network, primary network and secondary network. The strategic network includes both a north south and an east west strategic pedestrian and cycle routes which intersect at the Crosshaven Road / Bothar Guidel roundabout. The north south corridor follows centrally through the northern suburbs of Carrigaline while the east west route is a continuation of the Crosshaven greenway towards the west to the town centre and beyond.

The proposed strategic network is the backbone of the future active travel network in Carrigaline. It is an integral direct route connecting residential estates to schools, the town centre and other amenities. The proposed infrastructure also forms part of a regional interconnecting network and ultimately links Crosshaven, Carrigaline, Passage West and other local destinations to Cork City. This infrastructure is also key to the establishment of interprovincial and national infrastructure.



Figure 5 Carrigaline TPREP Strategic Transportation Interventions

4. Pedestrian and Cycle Route Objectives

The Carrigaline to Passage West Cycleway is a critical element of the future delivery of the active travel network. The objectives of this route are the following:

- Providing enhanced connectivity locally between Heron’s Wood, Janeville, Waterpark and Bridgemount.
- Providing a direct and comfortable route linking residents to the town centre, sports and recreational facilities, schools and places of work.
- Creating a safe and attractive pedestrian / cycle connection serving long distance trips along the Carrigaline to Passage West Cycleway and the Carrigaline Crosshaven Greenway.
- Minimising impacts on the built and natural environment.
- Ensuring compatibility with other planned infrastructure projects in the area including the M28 Motorway.
- Providing value for money.

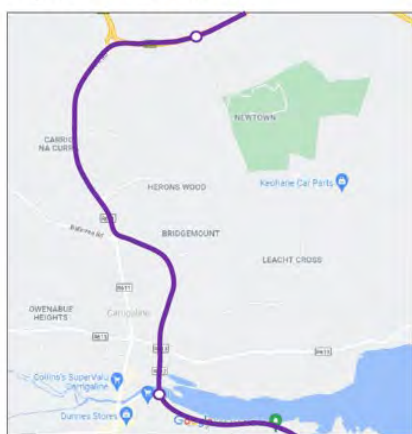
5. Review of Alternative Routes

As part of the development of the Bridgemount route, alternative routes were considered to ensure that the proposed route is still considered to be the most appropriate.

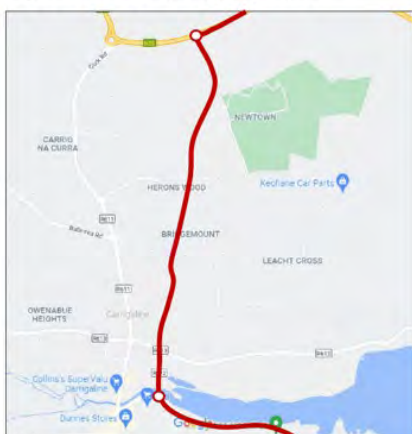
These includes a variety of route alignment options for the north south strategic corridor. These options have been presented in the Carrigaline TPREP Phase 1A Part 8 Planning Report that was issued. The options are summarised again below for ease of reference and included the following:

- Option 1: via Cork Road
- Option 2: via Old Railway Line (Bridgemount Link)
- Option 3a: via Fernhill (Church Road and Rock Road) and Option 3b (same route via Waterpark)

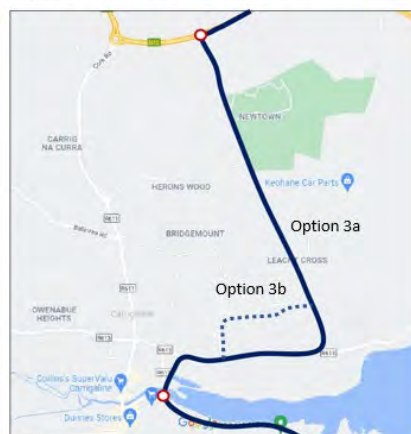
Option 1 Cork Road



Option 2 Old Railway Link



Option 3a & b Fernhill Road



These roads were evaluated based on the Common Appraisal Framework for Transport Projects and Programmes, March 2016. The Common Appraisal Framework proposes the following Project Appraisal Criteria:

- **Economy:** The impacts of a transport investment on economic growth and competitiveness are assessed under economic impact and economic efficiency criteria;
- **Safety:** Safety is concerned with the impact of the investment on the number of transport related accidents;
- **Integration:** Integration considers the extent to which the project being evaluated promotes integration of transport networks and is compatible with Government policies, including national spatial and planning policy;
- **Environment:** Environment embraces a range of impacts including emissions to air, noise, and ecological and architectural impacts
- **Accessibility and Social Inclusion:** Accessibility and social inclusion embraces the notion that some priority should be given to benefits that accrue to those suffering from social deprivation, geographic isolation and mobility and sensory deprivation;
- **Physical Activity:** This relates to the health benefits from using different transport modes.

The study recommended that the preferred route is Option 2 Old Railway Line based on the following reasons:

- The route has the potential for highest usage due to its central location within Carrigaline.
- The route is safer than the other options due to the traffic free nature of the route which appeals to the younger community locally.

- There is a significant enhancement of local accessibility.
- There is a limited impact on land acquisition, particularly private land holdings.
- The route is the most direct route and provides the highest population catchment.
- The route is the most cost-effective solution and has the lowest ecological / environmental impact.

6. Study Objective

As part of a petition, residents living adjacent to the proposed Bridgemount Link suggested that Church Road / Fernhill Road can be considered as an alternative as there is the perception that a route through Bridgemount Link will have a negative impact on the adjacent residential estates.

While such an assessment was completed in the formulation of the Part VIII design, this report provides further clarity on the potential impact of these routes on their surrounding environment and compares the results with one another. The options considered include the following and are shown in Figure 4:

Option 1: Bridgemount Link

Option 2A: Church Road / Fernhill Road

Option 2B: Church Road / Fernhill Road (via Waterpark)

These options are considered below under the following headings:

- Quality of the Route
- Impact on Biodiversity
- Impact on Private Landholdings



Figure 6 Routes considered in Technical Review

7. Route Alignment Evaluation

7.1 Introduction

A detailed assessment was completed for the three routes using topographical mapping. This allows for the measurement of the characteristics of each route. Appendix A includes drawings for each route which are referred to in this report. Each of the route alignment options shares the same start and end points which includes the Crosshaven Road / Bother Guidel Road junction to the south and the Rock Road / N28 junction to the north.

All the routes have been evaluated based on an effective width of path of 4.0m.

7.2 Quality of the Route

The purpose of the proposed strategic north south pedestrian and cycle route is to establish a high quality, safe, attractive direct spine route that interconnects surrounding residential areas and, either via primary and secondary routes, provide safe links to schools, the town centre, other places of employment and amenities. The route connects community facilities such as the Carrigaline GAA Club, Skatepark, playgrounds and town park, the Community School and St Mary's National School and the Ballea Soccer Club, via secondary routes to residential estates in Carrigaline. Secondly this route forms part of a regional route connecting Carrigaline to adjacent towns and villages and Cork City.

Both Options 2A and 2B are significantly longer than Option 1. The proposed Bridgemount Link as shown in the concept design in Appendix A is 2,200m in length, while the Church Road / Fernhill Road Options 2A and 2B are both more than 3.0km in length. While Option 2A is 1.48 times longer than Option 1, Option 2B is 1.4 times longer.

Table 1: Route Length

Route	Route Length	Route length comparison
Option 1: Bridgemount Link	2,200m	
Option 2A: Church Road / Fernhill Road	3,260m	1.48 times longer than Option 1
Option 2B: Church Road / Fernhill Road (via Waterpark Road)	3,101m	1.40 times longer than Option 1

The length, location and connectivity of the route affects the quality of it. Residents are less likely to walk and cycle a longer route and would rather consider other modes of transport. Longer distance routes are therefore less attractive to users. In addition, a route which seems 'out of the way' and peripheral, such as Options 2A and 2B will also be less likely used as these routes are perceived to take the user away from his/her intended destination. Active travel users prefer to take the most direct route which the Bridgemount Link option provides. The central location of Bridgemount Link in relation to the built up area around it and also in relation to its position and linkage to the remainder of the active travel network also contributes to the quality of the route as it provides the highest level on interconnectivity.

The location of Option 1, which is centrally within the northern suburbs of Carrigaline, also achieves a higher population catchment for pedestrians and cyclists since the route is surrounded by residential properties and amenity facilities on both sides as opposed to Options 2A and 2B where the built up area is only, for long route sections on one side. The higher population density associated with the Bridgemount Link option will therefore result in a higher likelihood of use by those living adjacent to it and also provides better value for money.

In conclusion, the Bridgemount Link Route is considered as a higher quality route due to its directness and integration with the surrounding land uses and pedestrian and cycle network to be established in the future. It can therefore be expected that the Bridgemount Link alignment will be more attractive from a user point of view.

7.3 Impact on Biodiversity

The County Development Plan 2022 to 2028 places significant emphasis on the conservation and enhancement of biodiversity. Within this context proposed projects must be sensitive to the potential loss of existing trees and established vegetation. By examining topographical mapping and aerial photography and by carrying out site visits for familiarisation of physical features the potential impact of the two route options on biodiversity was determined.

The analysis includes the identification of potential loss of trees and hedgerows along both routes.

7.3.1 Impact on Trees

It is expected that along the proposed Bridgemount Link 19 trees will be impacted and will need to be removed as shown in Table 2. Ten of the trees lost will be within the old railway cutting between Mulberry

Lane and Heatherfield Lawn. This section is included into the Part 8 Application that was recently submitted. The remaining nine trees are located along the most northern section of the route between the proposed M28 and the existing N28. This tree loss is also the same trees associated with Options 2A and 2B.

The expected tree loss along Option 2A Church Road / Fernhill Road route alignment is 107 trees while that of Option 2B Church Road / Fernhill Road (via Waterpark) is 91 trees. Both of these numbers include the 9 trees between the proposed M28 and the existing N28 that are also associated with Option 1.

Table 2: Tree Loss

Route	Tree Loss	Comment
Option 1: Bridgemount Link	19 no.	9 no. of the trees lost in each option are the same trees which are located on the northern section of the route, where all options overlap
Option 2A: Church Road / Fernhill Road	107 no.	
Option 2B: Church Road / Fernhill Road (via Waterpark Road)	91 no.	

7.3.2 Impact on Hedgerows

Table 3 shows the impact of the route options on the hedgerows. Options 2A and 2B have significant impact on hedgerows since both of these routes affects farmland adjacent to Fernhill Road which typically has hedges along property boundaries. It is expected that a total length of 436m of hedgerow will be lost along the Bridgemount Link and all of this length is located between the proposed M28 and the existing N28, where the alignment of all of the routes overlap. The hedgerow loss along Options 2A and 2 B is significantly greater compared to Option 1. The loss of hedgerows is 3.77 times greater for Option 2A and 3.59 times greater for Option 2B compared to Option 1.

Table 3: Hedgerow Loss

Route	Hedgerow loss	Route hedgerow loss comparison
Option 1: Bridgemount Link	436m	
Option 2A: Church Road / Fernhill Road	1,644m	3.77 times greater than Option 1
Option 2B: Church Road / Fernhill Road (via Waterpark Road)	1,566m	3.59 times greater than Option 1

The loss of biodiversity along Options 2A and 2B is by far much more significant in comparison to Option 1, and therefore it can be concluded that Option 1 has the least impact.

7.4 Impact on Private Landholdings

All route alignment options were designed with the objective of limiting the potential private property land take, with special consideration given to homeowners. Where there was a choice in taking land from either farmland or private residential property, the land was taken from farmland rather than land occupied by homeowners.

Land along the old railway corridor has been zoned for the provision of the Bridgemount Link since 1996 and therefore no change to land use is required.

In terms of private land owners affected, the Bridgemount Link will require land take from five farm holdings located on Fernhill Road as it approaches the N28. This affected land lies between the proposed M28 and the existing N28 and is part of the section of the route that overlaps Options 2A and 2B. This land take does not fall within the proposed Bridgemount Link route that was included in the recently published

Part IV application, but would form part of the full route should it be built between the Owenabue River and the proposed M28.

18 properties along route Option 2A will be affected by land take of which 11 are farmlands and 7 are private residential properties. The total farmland area lost to facilitate the route is 5,447m² compared to 1,284m² along the Bridgemount Link. No homeowners are directly affected by the Bridgemount Link route in terms of land take.

14 properties are affected along Option 2B, including 10 farmland properties and 4 private residential properties. The total farmland area lost to facilitate the route is 5,127m² compared to 1,284m² along the Bridgemount Link. This option also involves 239m² to be taken from the 4 private residential properties, while no private residential properties are directly affected by the Bridgemount Link route.

Table 4: Impact on Private Landholdings

Route	Farmland	Private Residential Properties
Option 1: Bridgemount Link	5 properties 1,284m ²	No impact
Option 2A: Church Road / Fernhill Road	11 properties 5,447m ²	7 properties 490m ²
Option 2B: Church Road / Fernhill Road (via Waterpark Road)	10 properties 5,127m ²	4 properties 239m ²

7.5 Project Funding and Approval

High level cost estimates are shown in Table 5. Based on current construction prices, it is estimated that the construction cost of the Bridgemount Link from Bothar Guidel to the proposed M28 will be €5,650,000 however this amount does not allow for any land take compensation. Both Option 2A and B is expected to cost respectively 1.55 and 1.47 times more than Option 2A.

Table 5: Construction Cost Estimates (excluding land take compensation)

Route	Construction Cost
Option 1: Bridgemount Link	€5,650,000
Option 2A: Church Road / Fernhill Road	€8,770,000 plus land purchase
Option 2B: Church Road / Fernhill Road (via Waterpark Road)	€8,299,000 plus land purchase

8. Conclusion

The purpose of this study was to provide a concise summary of the potential impact that three route options for the strategic north south pedestrian and cycle route could have on its surrounding environments. This report concludes as follows:

- The old railway route / Bridgemount Link has been a specific development objective in the Cork County Development Plan since 1996. The Plan (as well as the Carrigaline Local Area Plan) has been updated in 2005, 2011 and 2014 and continued to maintain this route as a specific objective.
- The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.
- During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.
- As part of the development of the Bridgemount Link option, alternative routes were evaluated based on the Common Appraisal Framework for Transport Projects and Programmes, March 2016. This exercise has selected the Bridgemount Link as the preferred option.
- Both Options 2A and B are much longer than Option 1, Bridgemount Link. The length of the route impacts on the quality of the amenity facility provided in that it reduces the likelihood of people walking and cycling in Carrigaline and people considering other modes of transport to complete short journeys. Options 2A and B are 1.48 and 1.40 times longer than the Bridgemount Link option, respectively.
- The Bridgemount Link option is centrally located within the built up area of Carrigaline and has the largest advantage in connecting public amenities with one another including schools, sports facilities and the town centre;
- The longer routes carry higher construction and maintenance cost and are peripherally located where population density is less. There is therefore less value for money associated with Options 2A and 2B.
- The Bridgemount Link option has a significantly lower impact on the biodiversity of the surrounding environment. Options 2A and B will result in the removal of a high number of trees and long sections of existing hedgerows.
- The Bridgemount Link does not have any impact on private residential landholdings but affects five private properties, all of which are farmlands, while Option 2A affects 18 private properties and Option 2B affects 14 private properties which is a mix between farmlands and private residential properties.

Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lower impact on its surrounding environment compared to the Church Road / Fernhill Road options 2A and 2B. It is therefore recommended that the Bridgemount Link is selected as the preferred option as it is centrally located within Carrigaline, connects well with the proposed future primary and secondary active travel routes, has a higher population density, has less impact on both biodiversity and land take and has a lesser impact on the environment.

Appendix A



Option 1: Bridgemount Link





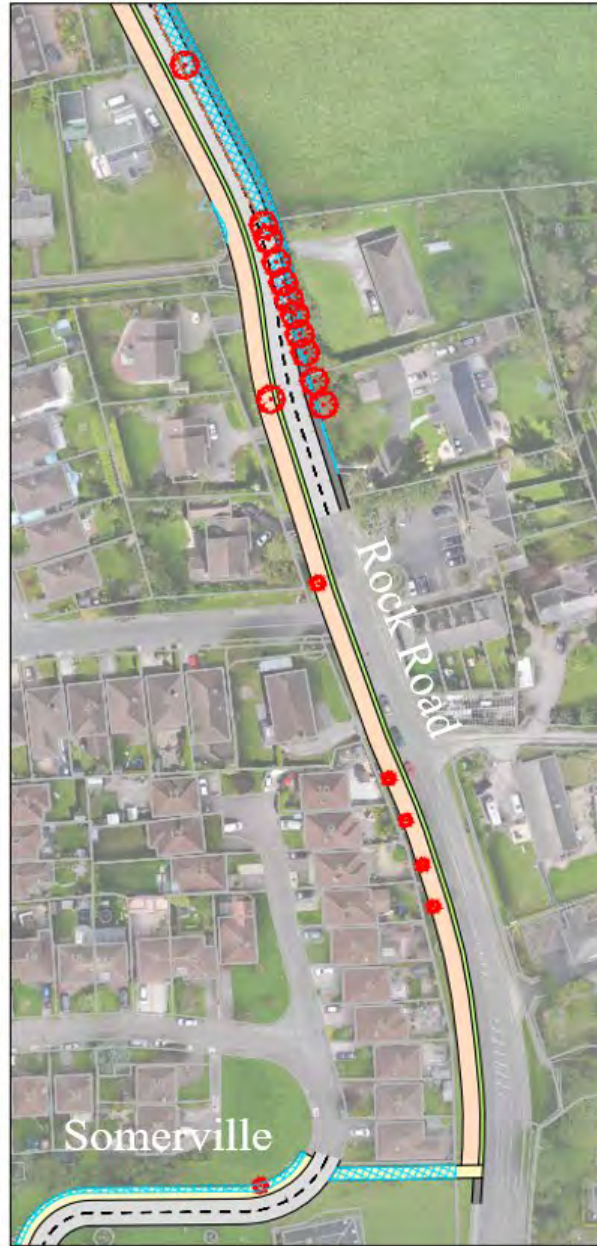
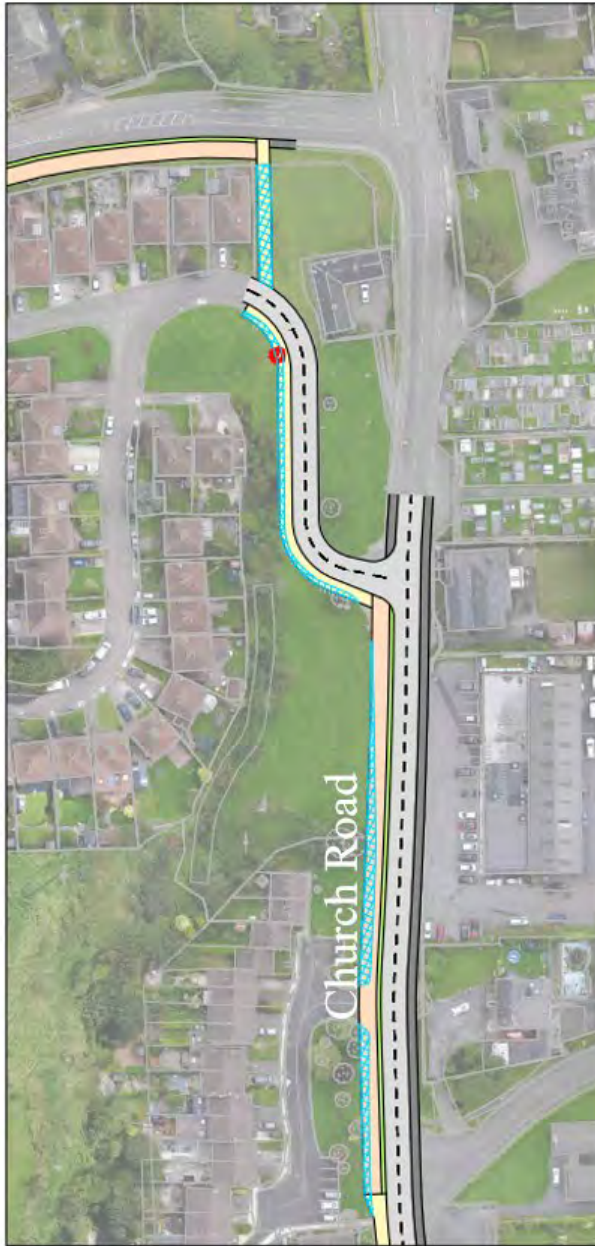


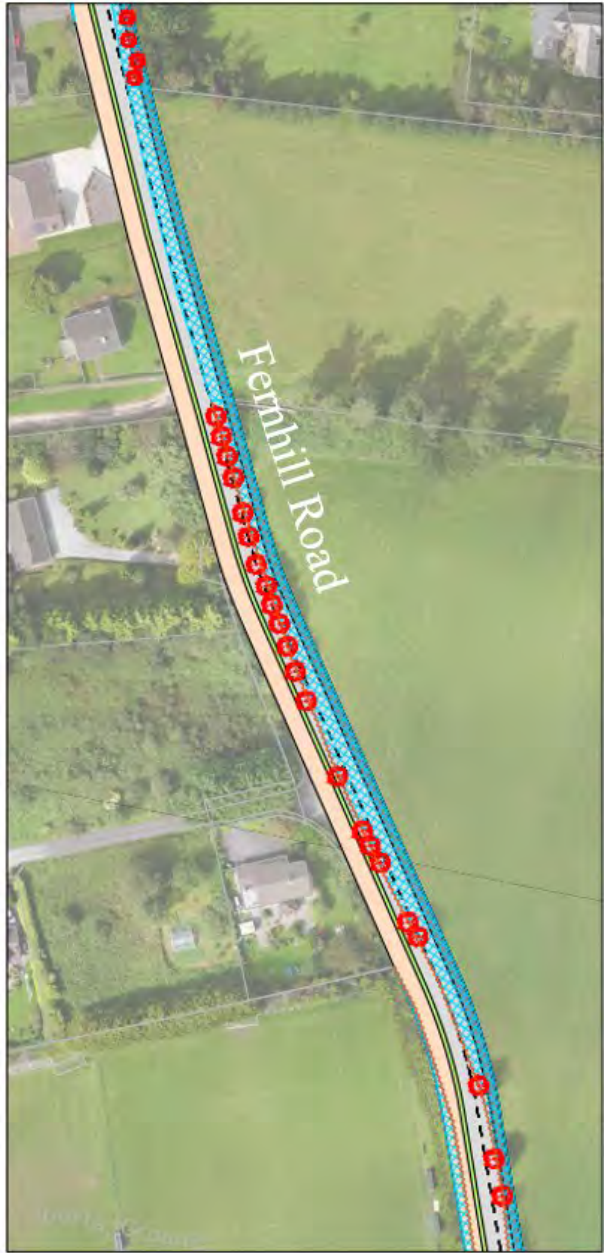


Option 2A: Church Road / Fernhill Road











Option 2B: Church Road / Fernhill Road (via Waterpark)













Appendix D: Traffic Modelling Report

CTPREP Traffic Modelling

Introduction

This technical note provides an overview of the proposed Carrigaline Transportation and Public Realm Plan Strategy and the transportation modelling that was carried out to develop the strategy. In total, eight transportation strategies were developed and evaluated in the development of the Plan, which can be found in Section 3 of the final Carrigaline CTPREP, July 2021. Within this section, the transportation strategy options were assessed individually, based on established key criteria, to allow a comparison between the options and the identification of the emerging preferred transportation strategy. Transportation Strategy 7 was identified as the preferred transportation strategy, as it would encourage traffic to use existing roads to both the east and to the west of the town, which provided the required framework to allow for the upgrade of the streets within the centre of Carrigaline, to accommodate greater access by active and sustainable travel modes.

Proposed Transport Strategy

One of the cornerstones of the strategy is to deliver a hierarchy of pedestrian and cycle routes, providing a high quality, safe, inviting, and comfortable environment for pedestrians and cyclists which will support an increase in the number of local trips to be carried out by active modes. This network included a hierarchy of strategic, primary secondary and feeder routes.

The strategy also proposes supporting measures such as bicycle parking, permeability and wayfinding, public realm, traffic management, vehicle speed management, and parking enforcement. This will support active modes of transport, which will be complemented by public transport network improvements such as bus priority, providing a town centre interchange, a local mobility hub, a park and ride and high-quality bus stops.

In terms of traffic management, the Carrigaline TPREP aims to encourage longer distance trips currently using Cork Road and Main Street to avail of existing roads to the east and west of Carrigaline. The Plan also aims to make use of existing transportation infrastructure spare capacity before proposing new infrastructure and therefore maximise the use of existing assets in an attempt to maintain a sustainable approach. Figure 1 shows the proposed traffic management strategy for Carrigaline.

The Plan shows that journeys commencing to the south of Carrigaline have a choice of following two corridors to travel north. The Inner Relief Road and the Kilmoney Road Lower form part of the western corridor and have the capacity to carry additional traffic which will be re-assigned to these routes following the proposed interventions. The western corridor will be accessed via the Castleheights distributor road and the Kilmoney Road upper..

The second corridor is the Central Distributor Route via Bothar Guidel and Cork Road. This corridor also includes road upgrades including the signalisation of the Lidl Roundabout and road capacity improvements on Bothar Guidel and at the Cork Road Ballinrea Road junction.



Figure 1: Carrigaline TPREP Traffic Management Strategy

Traffic Modelling

Traffic modelling was carried out for all eight strategies and was used as one of the criteria in the evaluation of the strategies. Traffic modelling was carried out using the Carrigaline Local Area Model (LAM), which was developed from the NTA's Southwest Regional Model. Additional detailed traffic modelling was carried out for the preferred strategy (Transportation Strategy 7) by comparing the future (2040) Do Nothing Scenario to the (2040) Do Something Scenario. In other words, the first scenario assumed that Carrigaline will continue to operate as it currently does without any major intervention. The second scenario assumed that the proposed Carrigaline TPREP strategy as outlined briefly in the previous section would be in place.

The model results show that the traffic volumes through Carrigaline Main Street are expected to reduce significantly in the Do Something Scenario and that the traffic management measures achieve the goal of pushing through-traffic onto the edges of the town to roads such as the Inner Relief Road, Bothar Guidel and the eastern and western bypass corridors. Traffic volumes on Main Street are expected to drop dramatically from between 500 to 600 vehicle per hour in each direction to volumes

of less than 100 vehicles. The following is a discussion of the traffic modelling findings at key locations on the south Carrigaline network.

Church Hill

Critical traffic movements on Church Hill currently are 281 vehicles northbound during the AM peak and 328 vehicles southbound during the PM peak. The traffic modelling results have shown that these volumes are expected to drop to 77 vehicles during the AM peak and 163 during the PM peak in the Do Something Scenario. In the Do-Nothing Scenario traffic volume are expected to increase dramatically to volumes in excess of 400 and 500 vehicles due to traffic growth, new development, and no modal shift to sustainable modes of transport. It can therefore be expected that the Transportation Strategy will create a much quieter environment within the vicinity of these roads.

Kilmoney Road Lower

The critical movement on Lower Kilmoney Road during the AM peak is the northbound direction carrying almost 600 vehicles and the southbound direction carrying a little less than 500 vehicles during the PM peak. The traffic modelling results have shown that in the Do Something Scenario that traffic volumes on this road will increase by approximately 200 vehicles on the critical movements during each peak which will bring traffic volumes to around 750 to 800 vehicles in each direction. This increase in traffic volumes can be absorbed into the capacity of this road and accommodate diverted traffic from Rosehill and Church Hill.

This traffic will follow the Inner Relief Road where critical movement traffic volumes are expected to be between 400 and 500 vehicles per hour. This road is expected to be a highly attractive route due to its available capacity, which compared to Main Street, will be a much faster route to take. The route also provides access to existing and proposed new shopping centre car parking.

Junction analysis carried out have shown that although the traffic volumes on Kilmoney Road Lower will increase, the Kilmoney Road Lower / Inner Relief Road junction will operate satisfactory, with capacity to spare. This is also the case for junctions on this route, located further to the north

Main Street South

Traffic volumes on Main Street South are expected to drop dramatically from around 500 vehicles on the critical movement to around 50 vehicles and therefore the Strategy achieves its objective to reduce traffic in this vicinity to benefit public realm enhancement.

Kilmoney Road Upper and Castleheights Road West

Traffic volumes on Kilmoney Road Upper and Castleheights are currently less than 200 vehicles in the critical peak direction and although it is expected that traffic volumes on these roads will increase, there is sufficient spare capacity to accommodate this increase of around 150 to 200 vehicles on each of these roads and for this traffic to join Kilmoney Road Lower.

Ferney Road and Castleheights East

The highest traffic volumes on Ferney Road and Castleheights Road are currently around 100 vehicles per hour (westbound during AM peak and reverse during PM peak). These low traffic volumes indicates that it currently has spare capacity. The traffic operation of these roads is however affected by the school traffic within the vicinity which slows down traffic and causes delays and local vehicle queues to build up.

The Do Something scenario shows that traffic volumes are expected to increase to some extent

by adding approximately 100 additional vehicles on Ferney Road and 200 vehicles on Castleheights East. The traffic capacity analysis has shown that there is sufficient capacity to accommodate this

traffic. However, to address the concern with school traffic, traffic operations within this area should be monitored and the possibility of providing new pedestrian crossings at the schools should be considered, to improve safety.

Lidl Roundabout

The traffic modelling carried out also included the operation of the Lidl / Bothar Guidel junction. This junction will be upgraded to a signal-controlled junction under the TPREP.

The R612 Crosshaven Road is currently a busy road with around 400 vehicles per direction during the AM peak and 600 – 700 vehicles per hour in each direction during the PM peak. The current roundabout struggles to cope with the existing traffic volumes and leads to gridlock conditions.

The junction analysis results show that during the Do Something scenario, the signal-controlled junction will operate satisfactorily and that the current vehicular queues will reduce significantly.



Comhairle Contae Chorcaí
Cork County Council

**Traffic and Transportation Section,
Planning and Development
Directorate**