

**September  
2022**

**Volume 2  
Part 8 Response to Public Consultation Submissions**



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**

Item	Name	Matters Raised	Response
1	Gavin Long	1. Plans are fantastic. Great to see the protected cycle lanes and the protected junctions replacing the roundabout I hope to see more of these as the plans are further rolled out. Also great to see dedicated outdoor seating areas. Great design well done to all involved.	1. Positive submission is noted
2	Jon Ishaque	1. I am particularly in favour of l.c),l.d) l.q) and all of 2. I think l.k) could be considered temporary as my experience is in Carrigaline, some drivers don't stop a signalled Crossings.	1. Positive submission is noted 2. Signalised crossing comment noted.
3	Ciaran Dineen	<p>1. I am fully in support of these measures. On Main Street plans I would like to see some sort of commemoration of the Heron at the Heron Roundabout which will be lost. Perhaps in a planter surrounded by flowers with a new Heron statue or something like that. It is an important symbol of Carrigaline.</p> <p>I would like to see the right-turn onto Strand Road from Main Street kept under review. I think this should be a Bus Priority lane, however I understand a law needs to be changed to allow emergency vehicles to use.</p> <p>Benches need to be Age Friendly, giving older people extra support to get up and sit down comfortably.</p> <p>On the Bridgemount link, I fully support the initiative. I understand resident opposition however we need to move forward as a country, recognising climate targets and the need to promote active travel. National Policy must override minor local objections. I can say that I know many people living in the estates (Heron's Wood and Bridgemount) who met with the Council at a private meeting that support the plan. However, they are in total fear of speaking in support due to the tactical and manipulative efforts of a SMALL minority of residents. I have spoken to people who have honestly told me they don't want to upset their neighbours by speaking in support. Some don't even want to write submissions in case it comes out.</p> <p>We must recognise that these plans are for the greater good. The links in Bridgemount are vital for further phases in other estates.</p> <p>Thank you.</p>	<p>1. Positive submission is noted, Right-turn review and Age-friendly benches noted.</p> <p>2. 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.</p>
4	Elisse Coakley	<p>I fully support this plan. I am not from Carrigaline but my partner is and I spend a lot of time there as a result.</p> <p>1. The plan to take cars off main street for pedestrians is a step forward. I would like to see more bus corridors, for example on Strand Road, however overall I am happy.</p> <p>2. I know the Heron Roundabout is being changed to a junction. I think the Heron is an important symbol in Carrigaline and maybe a statue or feature could be installed somewhere else in the town centre to commemorate this.</p> <p>I also know my partner has friends in Heron's Wood. They are IN SUPPORT of the proposed link in Bridgemount but are too scared to speak up against the narrative that appears to have come out from Resident Associations. Therefore there may be a silent majority in support but the Council may not be aware of this.</p> <p>Overall, this is a great plan and should be progressed.</p>	<p>1. Positive submission is noted</p> <p>2. 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.</p>

5	Bean&Leaf cafes	<p>1. We strongly support the progressive plans proposed here. This will make a Carrigaline town centre which is more accessible and welcoming for the population of the town and surroundings. Looking forward to seeing this delivered in full.</p>	<p>1. Positive submission is noted</p>
6	Brian O' Donoghue	<p>Comments and thoughts in enclosed document, Please see attached, many thanks.</p> <ol style="list-style-type: none"> <li>1. the plan is very short of specific timelines, funding, dates, action points and contingencies and this is a hallmark of previous public plans. I would ask that specific timelines with ring fenced money be made available for this plan, otherwise, it will fail or be implemented piecemeal.</li> <li>2. disconnect in the public realm between plans and funding and therefore local plans are disrupted in terms of implementation while the NTA/government control funds or government programmes change.</li> <li>3. Relief road was publicised for planning 15 years or so ago, So it will be a 'relief' road for probably a matter of days.</li> <li>4. should have gone door to door to explain the plan in this local estates, The first we knew about it was someone in a high-viz jacket doing surveys on the green area where children use to play. Could the existing Fernhill and Rock Roads not be improved for cycling and pedestrian purposes instead of a run through Herons Wood?</li> <li>5. Not merely would this facilitate anti-social behaviour, it would make parental control of smaller children very difficult. Furthermore, several of the pedestrian links suggested in the Framework Masterplan would run through front gardens of residences in Heronswood. I ask that the Framework Masterplan would exclude these four proposed pedestrian links</li> </ol>	<ol style="list-style-type: none"> <li>1. Submission is noted</li> <li>2. Submission is noted</li> <li>3. Submission is noted</li> <li>4. The following section outlines public consultation relevant to this scheme that has taken place: <p><b>Part VIII Application Public Consultation</b></p> <p>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.</p> <p>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:</p> <p>Resident consultation meetings in the Carrigaline Court Hotel on the 11th November 2021 with the following invited:</p> <ul style="list-style-type: none"> <li>• 1-9 Firgrove Mews</li> <li>• 9-11 The Pines</li> <li>• 1-12 Mulberry Lane</li> <li>• 9-12 Heatherfield Lawn</li> </ul> <p>At this meeting concerns raised by residents were noted and the scheme modified.</p> <p>Resident consultation meeting on 9th June 2022 in the Carrigaline Court Hotel with the following invited:</p> <ul style="list-style-type: none"> <li>• 1-9 Firgrove Mews</li> <li>• 9-11 The Pines</li> <li>• 1-12 Mulberry Lane</li> <li>• 9-12 Heatherfield Lawn</li> </ul> <p>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:</p> <ul style="list-style-type: none"> <li>• Carrigaline Business Association</li> <li>• Carrigaline Tidy Towns</li> <li>• SECAD</li> </ul> <p><b>Carrigaline TPREP Consultation</b></p> <p>The first round of public consultation took place between 8th February and 1st</p> </li> </ol>

			<p>March 2021 with stakeholders invited to submit their vision and suggestions to the project team. This was advertised on both local and social media.</p> <p>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.</p> <p>County Development Plan and Local Area Plan Consultation</p> <p>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.</p> <p>5. 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> </ul>
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7	Brendan Grealley	1. These plans are lovely A proper bypass however is needed for Carrigaline. The obvious addition of a bridge over the estuary giving access to both Crosshaven and Minane directions via relief road should be investigated. Water amenities would be nice	1. Positive submission is noted
8	Mary O'Halloran	1. I object to the proposed link between Bridgemount + Herons Wood. There's enough antisocial activity in the area with the people who already live in the place without introducing outsiders with no reason to be here. This is a residential area, not a greenway. People here bought their properties years ago without the expectation of having half Cork passing their windows and dumping their rubbish in our gardens.	1. 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,

			<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticleimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p>
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9	Michael Dineen	<p>1. Hi very much support the proposals outlined as part of this Phase 1 development.</p> <p>I would like to see something done with the Heron statue at the roundabout which will be gone. Maybe a collaboration with the Tidy Town and Local Schools to see what could be done. Perhaps a nice planter in a public square/realm as part of the Public Realm side of TPREP.</p> <p>2. I am concerned that traffic northbound coming through the village will detract from the pedestrian element of the new design. If people in their cars feel that using Main Street shaves even 1 minute off their commute rather than use the Relief Road they will. It's human behaviour. Perhaps the speed limit could be reduced to 20KPH instead of 30KPH?</p> <p>On Bridgemount and Herons Wood Link. As a resident in Carrigaline I fully support this initiative and believe it will reduce school traffic at peak periods and help to promote health and wellbeing. Moreover, this initial link as part of phase 1 is important for the overall implementation of the TPREP proposals and other links to come in later phases.</p>	<p>1. Positive submission, traffic issue noted.</p> <p>2. 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.</p>
10	Carole Dineen	<p>1. Hi very much support the proposals outlined as part of this Phase 1 development.</p> <p>I would like to see something done with the Heron statue at the roundabout which will be gone. Maybe a collaboration with the Tidy Town and Local Schools to see what could be done. Perhaps a nice planter in a public square/realm as part of the Public Realm side of TPREP.</p> <p>2. I am concerned that traffic northbound coming through the village will detract from the pedestrian element of the new design. If people in their cars feel that using Main Street shaves even 1 minute off their commute rather than use the Relief Road they will. It's human behaviour. Perhaps the speed limit could be reduced to 20KPH instead of 30KPH. If this is done, during times of heavy footfall I think a matchday like situation would occur. Where people take over the streets without it being a specific designation. But a reduction from 30KPH to 20KPH might be effective. I'm aware this will affect the bus lane but a reduction here should not really matter. It is unlikely the buses will pick up to 30KPH on Main Street if people are cycling in front of the bus or if the bus has to stop half way down.</p> <p>On Bridgemount and Herons Wood Link. As a resident in Carrigaline I fully support this initiative and believe it will reduce school traffic at peak periods and help to promote health and wellbeing.</p>	<p>1. Positive submission, traffic issue noted.</p> <p>2. 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.</p>
11	Liam Casey	<p>1. Bridgemount to Herons Wood Pedestrian and Cycle Link alternative layout required for security of Heatherfield Lawn residents.</p>	<p>1. To further clarify the potential impact of the various alternative routes in comparison with the Bridgemount Link, the report: 'Bridgemount Link</p>

			<p>Alternative Route Assessment' is included as Annexure A of this report. The conclusion of this report is the following:</p> <p>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.</p> <p>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</p> <p>During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Based on the above analysis, it can be concluded that, the Bridgemount Link option will have a significantly lower</p>
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			<p>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.</p>
12	Aoibheann Kennedy	<p>Thanks for the information you have posted on your website regarding the planned redevelopment around Carrigaline TPREP Phase 1 A. Could you please clarify for me</p> <ol style="list-style-type: none"> <li>1. The number and location of proposed disabled parking spaces on the Carrigaline Main Street. And any limitations (eg. time/length of usage) governing these.</li> <li>2. The number and location of proposed disabled parking spaces in extremely close proximity to Carrigaline Main Street. And any limitations (eg. time/length of usage) governing these. I have noticed with huge concern that the redevelopment of streets around Cork City has led to a relocation (and reduction) in functional disabled parking spaces – i.e.: spaces which are close enough to the main shopping/business/cultural areas for a person who is unable to walk/or travel far in a wheelchair. This has led to a lot of difficulties. It is crucially important that the needs of the community with reduced mobility/disability are fully included in these exciting new proposals for Carrigaline</li> <li>3. I would welcome the opportunity to give any input, as a person with a disability, should that be of assistance.</li> </ol>	<ol style="list-style-type: none"> <li>1. The number and location of accessible parking spaces will be finalised at detailed design and will take cognisance of relevant guidance and design standards</li> <li>2. Offer of input welcome and noted.</li> </ol>
13	Margaret OBrennan	<ol style="list-style-type: none"> <li>1. Please include bins, dog poop bins both on the cycle /walkways and village streets. Otherwise paths will be littered. Public loos essential along walkways. Directional signs on walkway please, I.e. arrows/words stay left and pass right. Dog play park would be very welcome</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol>
14	Vincent Donovan	<ol style="list-style-type: none"> <li>1. As a resident of Crosshaven ,i would love to see the Lee to the Sea cycle way been developed as alternative commute for cyclist.</li> </ol>	<ol style="list-style-type: none"> <li>1. Submission is noted</li> </ol>
15	Mairead Harte	<ol style="list-style-type: none"> <li>1. I think the proposed cycleway would make a huge difference to Carrigaline as a connective hub and amenity and give the safe option to people to commute to the City. I would love to see it happen</li> </ol>	<ol style="list-style-type: none"> <li>1. Positive submission is noted</li> </ol>
16	Dr Deirdre Rabbitte	<ol style="list-style-type: none"> <li>1. I am absolutely disgusted that this greenway is planned to go through our beautiful estate. Herons Wood is a private estate to which we pay yearly maintenance fees, to keep it in the current pristine condition. The area ear marked for the green way runs directly in front of my home on a cul de sac. I purchased my property because it was in a cul de sac with a green space (that’s why it was so expensive). This green space is used everyday with local children playing, and people dog walking. Now, this is ear marked for a green way, opening up our area to everyone and anyone. I have a toddler and I will be absolutely petrified of letting him outside in our front garden if this new green way goes ahead. I purchased my home for the very reason it was on a quiet street, with limited access. This new proposed green way in front of my home does not consider any of the residents I am absolutely disgusted that this greenway is planned to go through our beautiful estate.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>

		<p>2. With this proposed greenway, we are opening our estate to increase in crime, light pollution at night making it impossible to sleep, parking issues in front of our home, and risking the safety of our children.</p>	<p>which is an alternative to the current closest route along Cork Road carrying heavy traffic volumes and fast-moving traffic.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>2. 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:</p>
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			<ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>3. 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.</p>
17	Derek Bolton	<p>1. Plan to put public route through private estate Will devalue our houses and make our area unsafe Increased traffic will put our houses in direct view of criminals and also allow paedophiles to view our properties and children without any obstacles. Having lived in estates in Douglas and Passage West have seen directly how crime and antisocial behaviour is increased when access given to private areas that Garda can never monitor.</p>	<p>1. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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</p>

		<p>2. Also add that lighting is likely to be added meaning increased light pollution to our area. Also the loss of the green area which is heavily used by local children playing. Zero benefit for locals here.</p> <p>3. All residents are fearful as no consultation by council on this invasion to the estate. Residents will be forced to become vigilantes to protect their homes GARDA already cannot protect areas in Carrigaline Heronswood which has seen crime increase since new bus routes introduced so no point saying they would increase patrols as would be a false statement. We should feel safe, not threatened in our homes.</p>	<p>post development the affected lands will all have an amenity function incorporating the cycle way.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>2. With regards to light pollution, 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.</p> <p>3. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>The woodland section of the link has been designed by specialists to maintain</p>
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			<p>a line of sight along its length, from entry to exit, along with strategically placed street lighting.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
18	Dave Meagher	<p>1. Hello, Great to see the plans, but there should be no right hand turns anywhere in the village, one way system would be ideal. SuperValu is a disaster. Dave</p>	<p>1. Submission is noted</p>
19	David Teixeira-Lynch	<p>1. This plan is largely welcomed. At the moment, Carrigaline is a car choked town and elements of this plan should help in reducing car dependency. While this plan falls down in making main street fully pedestrianised the work being done should help to alleviate some traffic.</p> <p>2. Illegal Parking-- My major concern will be the ample opportunity for illegal parking in the entire scheme. Enforcement of parking and not using bollards where possible will be one of the most important things from this scheme.</p> <p>3. Bridgemount-- Hugely welcomed and will be a superb amenity for commuters and school kids. This will also be a majorly important link in the future Lee2Sea connection joining the city to Crosshaven via Carrigaline.</p> <p>4. Cycling -- Shared spaces will need to be reduced and junctions will need further work to ensure pedestrian and cycling priority over motor vehicles. Driving should be made as inconvenient for all but those (blue badge) who need it most.</p>	<p>1. Positive submission is noted</p> <p>2. Illegal parking point is noted</p> <p>3. Cycling point is noted</p>
20	Joanne O'Sullivan	<p>1. I fully endorse all of the measures outlined in this plan and welcome its transformation of our town into becoming an exemplar of the prioritisation of placemaking and sustainable travel in the 21st century. See attached pdf for full submission.</p>	<p>1. Positive submission is noted</p>
21	Micheál O Connor	<p>1. I am in favour of walkways and cycleways and welcome such amenities but I object to routing a link - that will eventually connect Crosshaven to Ballincollig - through residential areas as to do so raises, safety, security, anti-social behaviour, criminal activity and other concerns.</p> <p>2. 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. This would be more in keeping with the “Greenway” concept.</p> <p>3. The proposed route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul>

		<p>accommodate anti-social behaviour.</p> <p>4. It will create a “rat run” between estates facilitating easy movement that will aid Garda evasion. Also the fact that Carrigaline Garda Station is a sub-station to Toghher there is grave fear that there will be insufficient Garda presence in the area to police the new link.</p> <p>5. There is extensive wildlife in the area whose habitat will be destroyed by the proposed link.</p> <p>6. The route is planned to dissect existing green areas in Herons Wood and pass in front of existing homes. This raises the risk of injury to children who currently play safely outside their homes and materially impacts their safe access to existing greens and open space</p>	<ul style="list-style-type: none"> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;</li> <li>• 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.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>2. The proposed route is an amenity facility designed to connect local</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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.</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. The proposed Bridgemount Link will be a 4m wide community facility for pedestrians and cyclists alike that has</p>
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			<p>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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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</p>
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			<p>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.</p> <p>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 that 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.</p> <p>6. 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.</p> <p>7. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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</p>
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			<p>provided design solutions which we believe are sufficient to mitigate unsocial behaviour and promote wider enjoyment of the cycleway.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>8. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> </ul>
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			<ul style="list-style-type: none"> <li>Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
22	Concerned Residents	<ol style="list-style-type: none"> <li>We do not object to a walkway / cycleway. Our objection is routing it as a thoroughfare through a residential area.</li> <li>A repeat of the antisocial behaviour experienced by some residents prior to a portion of this route being fenced off by the Council, which included drinking, drugs, rubbish and bottles being dumped in peoples' lawns and gardens, and general unacceptable behaviour.</li> <li>Our security will be at risk as the proposed greenway is directly adjacent to numerous existing homes.</li> <li>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.</li> <li>Wildlife and fauna reside along a portion of the route, that includes foxes and a huge number of nesting birds, which will be discommoded, as a consequence.</li> <li>Trees that have been growing for many years will need to be destroyed to facilitate the route.</li> <li>The County Council took steps several years back to prevent access to a portion of the route due to repeated antisocial behaviour.</li> <li>The additional footfall, vehicular traffic and parking along residential areas that will be created due to this thoroughfare.</li> <li>We would also question that if the Council proceed with their plans, then how will they protect residents from unacceptable and antisocial behaviour and how will they compensate residents for property damage and reduced property values?</li> </ol>	<ol style="list-style-type: none"> <li>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: <ul style="list-style-type: none"> <li>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 and 2011 and continued to maintain this route as a specific objective.</li> <li>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>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.</li> <li>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.</li> <li>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;</li> <li>The longer routes carry higher construction and maintenance cost and are peripherally located where</li> </ul> </li> </ol>

			<p>population density is less. There is therefore less value for money associated with Options 2A and 2B.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p> <p>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.</p> <p>The design of the route includes measures to buffer the route from the</p>
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			<p>residential estates. Crossing points will be provided along the route to allow residents to move between one residential estate to the other.</p> <p>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.</p> <p>3. 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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti</li></ul>
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			<p>climbing fence on Heatherfield Lawn.</p> <ul style="list-style-type: none"> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> </ul>
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			<ul style="list-style-type: none"> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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.</p> <p>Construction best practice, such as hand digging around trees, will be undertaken to ensure as many trees as possible can be retained in their current location. Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p> <p>6. 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.</p>
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			<p>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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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23	Rory Whelan	<p>An objection to the Bridgemount Link</p> <ol style="list-style-type: none"> <li>1. 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</li> <li>2. The creation of a “rat run” between estates which will facilitate easy movement between estates and aid in Garda evasion. It also creates an environment where a walker or cyclist could find themselves isolated in the event of an unwelcome interaction by an individual or individuals who mean them harm</li> <li>3. The route is planned to dissect existing green areas in Herons Wood and to pass in front of existing homes. This raises the risk or injury of worse to children who currently play safely and securely outside their doors.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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,</li> </ol>

		<p>Over 320 residents have signed letters of objection to this proposed link.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>Cork County Council met with An Garda Síochána to provide an overview of the</p>
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			<p>proposed scheme. No submission was made by An Garda Síochána during the Part VIII process.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can</p>
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24	Maria Whelan	<ol style="list-style-type: none"> <li>1. 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 creation of a “rat run” between estates which will facilitate easy movement between estates and aid in Garda evasion. It also creates an environment where a walker or cyclist could find themselves isolated in the event of an unwelcome interaction by an individual or individuals who mean them harm.</li> <li>2. There is extensive wildlife in the area which will be evicted from the area with the removal of their habitat, these include fox, nesting birds and bats all of whom are established in the area</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>

			<p>amendments made to the scheme to address the resident concerns included:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>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</p>
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25	Rory Whelan	<p>1. We have a real fear that the creation of a lane way between Mulberry Lane and Heatherfield Lawn will lead to antisocial behaviour as encountered previously and that there will be a danger to children playing in the green areas of Herons Wood which will be dissected by this corridor</p>	<p>1. 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</p>



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<p>26 - 57</p>	<p>Residents Alliance for Alternative Greenway Link Signed by: 309 Names</p>	<ol style="list-style-type: none"> <li>1. We do not object to a walkway / cycleway. Our objection is routing it as a thoroughfare through a residential area.</li> <li>2. A repeat of the antisocial behaviour experienced by some residents prior to a portion of this route being fenced off by the Council, which included drinking, drugs, rubbish and bottles being dumped in peoples' lawns and gardens, and general unacceptable behaviour.</li> <li>3. Our security will be at risk as the proposed greenway is directly adjacent to numerous existing homes.</li> <li>4. 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.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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</li> </ul> </li> </ol>

		<p>5. Wildlife and fauna reside along a portion of the route, that includes foxes and a huge number of nesting birds, which will be discommoded, as a consequence.</p> <p>6. Trees that have been growing for many years will need to be destroyed to facilitate the route.</p> <p>7. The County Council took steps several years back to prevent access to a portion of the route due to repeated antisocial behaviour.</p> <p>8. The additional footfall, vehicular traffic and parking along residential areas that will be created due to this thoroughfare.</p> <p>9. We would also question that if the Council proceed with their plans, then how will they protect residents from unacceptable and antisocial behaviour and how will they compensate residents for property damage and reduced property values?</p>	<p>and 2011 and continued to maintain this route as a specific objective.</p> <ul style="list-style-type: none"> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser impact on its surrounding environment</p>
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			<p>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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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).</p>
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			<p>The scrub undergrowth will also be replaced with a woodland grass &amp; 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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p>
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			<p>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.</p> <p>6. 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 107 no. 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p>
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			<p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object to develop a pedestrian / cycle route since 1996, as can be seen in</p>
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			<p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
58	Donal Coakley	<p>1. Massive concerns regarding the proposed route of new greenway in front of our home from a security, logistical and environmental aspect. The proposed route of this walkway is not being designed with locals in mind. It will facilitate anti social behaviour that this community cannot defend.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> </ul>

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59	Aoibheann Coakley	1. Grave concerns regarding the proposed route of new greenway in front of our home from a security, logistical and environmental aspect.	1. 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

			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
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			<p>2. 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.</p> <p>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 that 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.</p> <p>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.</p>
60	Nuala Cahill	1. Our family does not want the walkway so close to our home. Noise pollution, ant social behaviour in addition to security concerns.	1. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention

		<p>I have mobility issues and would like it noted that i have anxiety over what will follow if this goes ahead.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul>
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61	Jerry Anglim	<p>1. The attached letter outlines in detail the key reasons for my objection to the greenway route via Herons Wood in Carrigaline. I wish to highlight that I am in no way against the greenway routes, I very much welcome them to promote safe cycle routes to work, shop, school, exercise etc.</p> <p>However I do object to the route passing outside my front door and the anti social behaviour that it will attract to our area of residence. During the darker evenings our estate is regularly a target for car thieves and the greenway will provide an additional exit point and attract anti social behaviour and crime. Will additional Garda resources be assigned to manage the route if it is built? Garda on bicycles to patrol areas where cars cannot drive?</p> <p>2. I would recommend to divert the greenway along the Fernhill / Rock road and to save Herons Wood from all the negative points that the greenway route will bring.</p> <p>In Summary - The Greenway will be a wonderful amenity on a sunny Saturday morning but will be an attraction for negative anti social behaviour on the same Saturday evening.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> </ul>

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			<p>consultation was undertaken as part of the process.</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
62	Danielle Forde	1. This route raises the risk of injury to children who currently play safely outside their homes.	1. The proposed Bridgemount Link will be a 4m wide community facility for pedestrians and cyclists alike that has



			<p>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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down,;</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
63	Damian Walsh	<p>Please see below attachments for my reasons for this objection. included is the summary and 4 page submission letter. (Submission summary).</p> <ol style="list-style-type: none"> <li>1. In Favour of walkways/cycleways but object to routing a link through residential areas as to do so raises safety, security , antisocial behaviour, criminal activity and other concerns.</li> <li>2. Plans are in place for the provision of a new bus route and primary pedestrian route from the M28 dissecting Fernhill. The inclusion of the proposed walkway/cycleway within the Fernhill route would minimise the disruption to existing residents and optimise resources.</li> <li>3. The proposed route through Heronswood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate antisocial behaviour.</li> <li>4. This will create a rat-run between estates facilitating Garda evasion. There will be insufficient Garda presence in the area to police the link.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <p>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.</p> <p>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</p> <p>During all of the updates of the County Development Plans, statutory public</p> </li> </ol>

		<p>5. There is extensive wildlife in the area whose habitat will be destroyed by the proposed link.</p> <p>6. The route is planned to dissect existing green areas in Heronswood and pass in front of existing homes. This raises the risk of injury to children who currently play safely outside their homes and impacts their safe access to existing greens.</p>	<p>consultation was undertaken as part of the process.</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>2. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>The woodland section of the link has been designed by specialists to maintain</p>
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			<p>a line of sight along its length, from entry to exit, along with strategically placed street lighting.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>3. 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.</p> <p>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.</p> <p>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.</p> <p>Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p> <p>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 that 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</p>
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			<p>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.</p> <p>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.</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
64	Lynsay Walsh	<p>Please find attached a summary of my submission and also my full submission which consists of 4 pages. (Submission summary).</p> <p>1. In Favour of walkways/cycleways but object to routing a link through residential areas as to do so</p>	<p>1. 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.</p>

		<p>raises safety, security , antisocial behaviour, criminal activity and other concerns.</p> <ol style="list-style-type: none"> <li>2. Plans are in place for the provision of a new bus route and primary pedestrian route from the M28 dissecting Fernhill. The inclusion of the proposed walkway/cycleway within the Fernhill route would minimise the disruption to existing residents and optimise resources.</li> <li>3. The proposed route through Heronswood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate antisocial behaviour.</li> <li>4. This will create a rat-run between estates facilitating Garda evasion. There will be insufficient Garda presence in the area to police the link.</li> <li>5. There is extensive wildlife in the area whose habitat will be destroyed by the proposed link.</li> <li>6. The route is planned to dissect existing green areas in Heronswood and pass in front of existing homes. This raises the risk of injury to children who currently play safely outside their homes and impacts their safe access to existing greens.</li> </ol>	<p>The conclusion of this report is the following:</p> <p>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.</p> <p>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</p> <p>During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>
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			<p>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.</p> <p>2. 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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li></ul>
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			<p>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 that 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.</p> <p>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.</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"><li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li><li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li><li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li><li>• Installation of staggered barriers at appropriate spacing ;</li></ul>
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65	Inland Fisheries Ireland	<p>1. Thank you for your recent notification of the above-mentioned proposal In general terms of construction and design IFI would ask that the following apply.</p> <ul style="list-style-type: none"> <li>• All works are carried out in accordance with the IFI “Guidelines on protection of fisheries during construction works in and adjacent to waters” <a href="https://www.fisheriesireland.ie/media/guidelines-on-protection-of-fisheries-during-construction-works-in-and-adjacent-to-waters">https://www.fisheriesireland.ie/media/guidelines-on-protection-of-fisheries-during-construction-works-in-and-adjacent-to-waters</a></li> <li>• Should any instream works be proposed IFI would ask to be consulted in advance of works commencement.</li> <li>• Provision should be made for the control and disposal of contaminated site waters so that pollution of downstream waters cannot occur.</li> <li>• Instream works should be limited to the period July to September inclusive.</li> </ul> <p>Should you require any clarification please contact the undersigned</p>	<p>1. Submission noted</p>
66	Therese Molloy	<p>1. I am in favour of walkways and cycleways and welcome such amenities but I object to routing a link - that will eventually connect Crosshaven to Ballincollig - through residential areas as to do so raises, safety, security, anti-social behaviour, criminal activity and other concerns.</p> <p>2. 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. This would be more in keeping with the “Greenway” concept. The proposed route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate anti-social behaviour.</p> <p>3. It will create a “rat run” between estates facilitating easy movement that will aid Garda evasion. Also the fact that Carrigaline Garda Station is a sub-station to Toghher there is grave fear that there will be insufficient Garda presence in the area to police the new link.</p> <p>4. There is extensive wildlife in the area whose habitat will be destroyed by the proposed link. The route is planned to dissect existing green areas in Herons Wood and pass in front of existing homes. This raises the risk of injury to children who currently play safely outside their homes and materially impacts their safe access to existing greens and open space areas.</p>	<p>1. 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:</p>

			<ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>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:</p> <p>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</p>
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			<p>Plan) continued to maintain this route as a specific objective.</p> <p>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</p> <p>During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>
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			<p>both biodiversity and land take and has a lesser impact on the environment.</p> <p>3. Submission noted</p> <p>4. 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.</p> <p>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 that 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.</p> <p>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.</p>
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67	Michael Molloy	<ol style="list-style-type: none"> <li>1. I am in favour of walkways and cycleways and welcome such amenities but I object to routing a link - that will eventually connect Crosshaven to Ballincollig - through residential areas as to do so raises, safety, security, anti-social behaviour, criminal activity and other concerns.</li> <li>2. 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. This would be more in keeping with the "Greenway" concept. The proposed route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate anti-social behaviour.</li> <li>3. It will create a "rat run" between estates facilitating easy movement that will aid Garda evasion. Also the fact that Carrigaline Garda Station is a sub-station to Togher there is grave fear that there will be insufficient Garda presence in the area to police the new link.</li> <li>4. There is extensive wildlife in the area whose habitat will be destroyed by the proposed link. The route is planned to dissect existing green areas in Herons Wood and pass in front of existing homes. This raises the risk of injury to children who currently play safely outside their homes and materially impacts their safe access to existing greens and open space areas.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• While a need for CCTV has not been identified the necessary infrastructure, e.g. poles and</li> </ul> </li> </ol>
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			<p>ducting, will be installed along the cutting to facilitate future installation of CCTV if required.</p> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>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:</p> <p>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.</p> <p>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</p> <p>During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</p> <p>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.</p> <p>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</p>
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68	Jan Hayes	<ol style="list-style-type: none"> <li>1. I would like to express my strong support for the scheme, in particular the Bridgemount Link. I have also included some counter arguments to specific points raised by an individual who is against cycle infrastructure plan.</li> </ol>	<ol style="list-style-type: none"> <li>1. Positive submission is noted</li> </ol>
69	Richard Barry	<ol style="list-style-type: none"> <li>1. I am in favour of walkways/cycleways and welcome such amenities but I object to routing a link - that will eventually connect to Crosshaven to Ballincollig - through residential areas as to do so raises, safety, security, anti social behaviour, criminal activity and other concerns.</li> <li>2. I have 2 very young children and I will be very anxious for their safety if there is a large volume of traffic of people not from the area now directly on my doorstep!</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>

			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
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			<p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
70	Mary OHalloran	<ol style="list-style-type: none"> <li>1. Loss of peace and privacy.</li> <li>2. Safety of local children will be compromised. These are residential areas never intended to be a public amenity.</li> <li>3. Area around Heatherfield Lawn, Mulberry Lane and Firgrove will become a focus for winos, drug pushers and stalkers/rapists. The place will become a No-Go area by night for anyone other than those up to no good. Carrigaline already has a bad reputation for antisocial behaviour, this will only make it worse.</li> </ol>	<ol style="list-style-type: none"> <li>1. Submission noted</li> <li>2. 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.</li> </ol> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p>

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71	John Nagle	<p>1. The proposed route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane resulting in a laneway which will accommodate anti-social behaviour. Creates easy movement between</p>	<p>1. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept</p>

		<p>estates that will aid Garda evasion.</p> <p>2. Home to wildlife.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>The woodland section of the link has been designed by specialists to maintain</p>
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			<p>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.</p> <p>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.</p>
72	Marie Cronin	<ol style="list-style-type: none"> <li>1. I wish to object to the proposed development as I have two young children &amp; the green area is their place to play. I would fear for their safety with this busy route going through a residential area, the anti social behaviour that will come from it &amp; the lack of Garda presence in Carrigaline.</li> <li>2. I do welcome a pedestrian/cycle link but in the right place &amp; I would encourage alternative 3.</li> </ol>	<ol style="list-style-type: none"> <li>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.</li> </ol> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <ol style="list-style-type: none"> <li>2. 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</li> </ol>



			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>The woodland section of the link has been designed by specialists to maintain a line of sight along its length, from entry</p>
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73	Thomas Cronin	<ol style="list-style-type: none"> <li>1. I oppose the location of the proposed cycle/walkway. It is the responsibility of the local authority to protect all stakeholders interests- users of the walkway, landowners &amp; residents of those parks along the proposed route. I believe the proposed route is reprehensible, irresponsible &amp; short sighted on behalf of the local authority. It does not take into account the many potential consequences such as loitering and antisocial behaviour. I urge all decision makers to take this on board.</li> <li>2. I am fully supportive of a greenway route, but I believe routing through existing developments is unnecessary, unwise &amp; with consequence. I would strongly urge alternative 3 to be adapted.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol> <p>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</p>

			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to retain existing trees and open space; however the design retains forward visibility so that there is no blind corners created</li><li>• The existing wall adjacent to Mulberry Lane was retained (left intact) to provide the existing privacy this route offers</li><li>• 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</li><li>• A 3-metre high anticleimbing fence was introduced at the back of Heatherfield Lawn properties</li><li>• Native deciduous trees, which are more clear stemmed and maintaining lines of sight are proposed to fill in and replace tree losses</li><li>• Defensive (thorny) hedgerows were introduced adjacent to the 3-metre anti climbing fence on Heatherfield Lawn as well as at the back of The Pines properties adjacent to the route</li><li>• Parking in front of Firgrove Mews 1-9 was relocated to create more greenspace between the route and the houses.</li></ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p><i>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</i></p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>Cork County Council met with An Garda Síochána and provided them with an overview of the proposed scheme.</p>
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74	Melissa Skelton	<p>1. I am in favour of walkways/cycleways and welcome these amenities but I object to the routing that will eventually connect Crosshaven to Ballincollig-through residential areas, as to do so raises safety, security, anti-social behaviour, criminal activity and other concerns.</p>	<p>1. 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:</p> <p>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.</p> <p>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</p> <p>During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities</p>

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<p>75</p>	<p>Siobhan Hurley</p>	<p>1. I have lived in Heatherfield &amp; Carrigaline for over 14 years, I can not believe what is been proposed with the destruction of green playing areas in Herons wood to fulfil this idea that may look good on paper but not correct for the area. The Fernhill bus plan, option 3,with addition of Greenway therefore must be the only option that is viable and the only contender, as creating a greenway within a green belt area. Creating a tunnel walkway which has already been closed by the council in the recent past for anti social behaviour , should be seen as a step backwards for the local community and not a step forward.</p>	<p>1. 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:</p> <p>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.</p> <p>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</p> <p>During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link does not impact any private residential property while Option 2A affects 7 private residential</p>
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76	Jamie Deasy	<ol style="list-style-type: none"> <li>1. I am objecting to the Carrigaline TPREP Phase 1A as the walkway from Heatherfield Lawn to Herons Wood will cause a lot of anti social behaviour in the area. The closed in walkway will attract young people to congregate at night and bring unnecessary footfall of people into the area. It's a potential haven area for young people that will drink alcohol, rubbish will be left, thrown into gardens, etc.</li> <li>2. The gradient of the walkway will attract lots of cyclists, skateboarders, etc, that will be travelling at speed, thereby making it unsafe for existing children of the area to play in the current green areas. Please do not proceed with this Heatherfield Lawn to Herons Wood walkway as it will destroy a very peaceful area that I and other family members live. If the intention is to further develop Carrigaline area for the better, I urge you to examine the other alternative development options especially the Fern Hill road development.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>

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			<p>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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
77	Annette ODriscoll	<p>1. Introducing this proposed 'Thoroughfare' directly into the neighbourhood will only exacerbate the current situation and will only serve to increase my current fears. We do not have sufficient Gardai resources to police this proposed area and this is a massive concern to me.</p> <p>2. PLEASE NOTE THAT I AM NOT AGAINST THE INTRODUCTION OF CYCLEWAYS/WALKWAYS, IN GENERAL BUT I OBJECT TO ROUTING THIS THROUGH A RESIDENTIAL AREA, WHEN THERE ARE ALTERNATIVE (MORE PUBLIC) OPTIONS AVAILABLE. I APPRECIATE THAT THESE ROUTES MAY BE MORE COSTLY BUT PLEASE LOOK AT THE QUALITY OF LIFE OF THE AFFECTED RESIDENTS, WHICH ONE CAN PUT NO VALUE ON! Please accept my attached submission and I implore you to kindly consider my plea to re-route this link away from Heatherfield Estate. Thank you for reading my submission and I am more than happy to meet with a representative of the</p>	<p>1. 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</p>

		<p>Council to discuss my concerns in more detail.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
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			<p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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:</p> <p>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.</p> <p>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</p> <p>During all of the updates of the County Development Plans, statutory public</p>
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			<p>consultation was undertaken as part of the process.</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
78	Kevin O'Donovan	<p>1. Please accept the attached submission in relation to my objection to the proposed 'Bridgemount to Herons Wood Cycle link'. In addition to this, I would like to add that as resident</p>	<p>1. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention Through Environmental Design</p>



		<p>of Heatherfield, I feel that the increased traffic of people passing through the proposed route, will undoubtedly include undesirable and criminal elements who will avail of the opportunities presented to them, in terms of petty crime and general unsocial behaviours. Providing a thoroughfare of this length, dissecting a residential area, will be impossible to police as the Garda resources are already stretched in the Carrigaline area at present.</p> <p>2. If this 'Thoroughfare' is approved then 'The Genie will be out of the bottle' and it will be virtually impossible to reverse if my fears are realised. I ask you to seriously reconsider this proposal and to entertain an alternative route that will be easier to police and maintain.</p>	<p>(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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul>
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			<p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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79	Diarmuid Morley	<p>1. I am strongly against this proposal. In particular the proposed route through residential areas will introduce anti-social elements and endanger children. I plead with you to use the alternatives available.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• While a need for CCTV has not been identified the necessary infrastructure, e.g. poles and</li> </ul>
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			<p>ducting, will be installed along the cutting to facilitate future installation of CCTV if required.</p> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• The specification of pedestrian crossing type will be confirmed at the detailed design stage and will be consistent with the</li> </ul>
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			Design Manual for Roads and Streets (DMURS).
80	Kevin Heffernan	<ol style="list-style-type: none"> <li>1. My house backs onto the Ridgewood green where greenway/ cycleway is planned. I couldn't be closer. I am a Sergeant in the Gardai and I more than most am fully aware of the antisocial behaviour these types of cycle ways can cause. There is an alternative route which should be used. Herons wood is a very quiet and safe neighbourhood and always has been and my professional opinion is that this will change should the greenway go through Ridgewood and Herons Wood.</li> <li>2. We will be over run by youths causing annoyance - drinking/ drug taking and causing annoyance. Please listen to the residents on this. We bought our houses believing they would remain cul de sacs forever. Thank you. I have no issue being contacted on this matter.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <p>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.</p> <p>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</p> <p>During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</p> <p>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.</p> <p>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.</p> <p>The Bridgemount Link option is centrally located within the built-up area of Carrigaline public amenities including schools, sports facilities and the town centre;</p> <p>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.</p> <p>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</p> </li> </ol>

			<p>number of trees and significantly longer sections of hedgerow.</p> <p>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.</p> <p>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.</p> <p>2. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to</li> </ul>
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81	Ger O Brien	<ol style="list-style-type: none"> <li>1. A suitable and convenient alternative is available where residents would not have a greenway running through their place of residence. Herons Wood is a large estate full of young families. 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.</li> <li>2. Concerns re safety and potential for anti social behaviour are valid and based on past experience in Carrigaline where a previous similar route was closed off. Our house directly backs onto the proposed greenway and we will be most affected by this “development”. I would love to see a green way in Carrigaline and where there is a suitable alternative this should be developed rather than a green way imposed upon residents long settled in Herons Wood.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County</li> </ul> </li> </ol>

			<p>Development Plan as a specific development objective.</p> <ul style="list-style-type: none"> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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</p>
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			<p>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.</p> <p>2. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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</li> </ul>
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			<p>to create more greenspace between the route and the houses.</p> <ul style="list-style-type: none"> <li>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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
82	Eoin Bartley	<p>1. This scheme will be massively beneficial to this town of ours. With respect to the Bridgemount link, It is well designed and routed and will connect our communities and towns together in a way this is hugely beneficial and in a way that will not really be understood for years to come. Our children will thank us for it. The environment will thank us for it. With a population of nearly 20k in Carrigaline and the green connection to Crosshaven and passage west populations in the future there will be untold benefits to all our communities.</p> <p>Those who are objecting pale in comparison to those who want this greenway to be built. People become too narrow minded and forget the bigger picture on how this scheme will benefit the town and us its inhabitants. Please ignore the bubble/echo chamber noise that those objectors are stuck in and make the right decision for the benefit of the entire town by building this scheme. I cannot wait to be able to cycle from my house into town with my children without being smothered in toxic fumes from the heavy traffic.</p> <p>2. With respect to the main street changes, as a buggy pusher we constantly have to kerb hob when crossing estate or house entrances. Come off the foot path and back up on the foot path etc. Or we have to offset from the main foot path down a few meters due to some odd reason. The road should be raised at all crossing points and not the footpath being dished down to meet the road.</p> <p>Thank you.</p>	<p>1. Positive submission noted</p>
83	Olivia O'Brien	<p>1. Please find attached my detailed submission. Briefly, I am in favour of greenways/cycleways, but I object to routing this through residential areas due to safety, security, anti-social behaviour, criminal activity and environmental issues.</p>	<p>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.</p>

			<p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>2. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>3. 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</p>
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			<p>effects on biodiversity of the site. No bat nests were found during the site assessment.</p> <p>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.</p> <p>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.</p> <p>Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p> <p>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 that 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.</p> <p>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.</p>
84	Concerned Resident	<ol style="list-style-type: none"> <li>1. We do not object to a walkway / cycleway. Our objection is routing it as a thoroughfare through a residential area.</li> <li>2. A repeat of the antisocial behaviour experienced by some residents prior to a portion of this route being fenced off by the Council, which included drinking, drugs, rubbish and bottles being dumped in peoples' lawns and gardens, and general unacceptable behaviour.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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:</li> </ol>

		<ol style="list-style-type: none"> <li>3. Our security will be at risk as the proposed greenway is directly adjacent to numerous existing homes.</li> <li>4. 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.</li> <li>5. Wildlife and fauna reside along a portion of the route, that includes foxes and a huge number of nesting birds, which will be discommoded, as a consequence.</li> <li>6. Trees that have been growing for many years will need to be destroyed to facilitate the route.</li> <li>7. The County Council took steps several years back to prevent access to a portion of the route due to repeated antisocial behaviour.</li> <li>8. The additional footfall, vehicular traffic and parking along residential areas that will be created due to this thoroughfare.</li> <li>9. We would also question that if the Council proceed with their plans, then how will they protect residents from unacceptable and antisocial behaviour and how will they compensate residents for property damage and reduced property values?</li> </ol>	<ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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</li> </ul>
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			<p>farmlands and private residential properties.</p> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention Through Environmental Design (CPTED). CPTED is a security concept</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>The woodland section of the link has been designed by specialists to maintain</p>
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			<p>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.</p> <p>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.</p> <p>6. 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 that 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.</p> <p>7. With regards to light pollution, 4m high lighting columns at 10m intervals will be installed to ensure that the route is</p>
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			<p>also lit during night time. The design of the lighting is such that it avoids any light overspill and is suitable for bats.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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</p>
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			<p>impact on the value of the adjoining properties.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
85	David Meaney	<p>1. Having recently moved into the quiet Heatherfield cul de sac, the last thing I want is to have numerous of cars parked outside my house for people to begin / end their walk / cycle on the new greenway behind Heatherfield lawn. Please do not reopen it. I have NO objection to the complete scheme, I think it is a wonderful idea and a magnificent plan to see the countryside from Ballincollig to Crosshaven. However, having 1000s of people basically "funneling" down to the pinch point at the back of Heatherfield Lawn is not the right approach. That section of path is too narrow.</p> <p>2. This area was open to the public many years ago and it was closed due to anti social behaviour. The same will happen again.</p>	<p>1. 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.</p> <p>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.</p> <p>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.</p> <p>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</p>

			<p>residents to move between one residential estate to the other.</p> <p>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</p> <p>2. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti</li> </ul>
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			<p>climbing fence on Heatherfield Lawn.</p> <ul style="list-style-type: none"> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
86	Patricia Meaney	<ol style="list-style-type: none"> <li>1. Whilst not objecting to the project as a whole, greenways across the country I believe are important for both the public for safe walk/cycle ways in order to enjoy the environment but also to preserve an encourage all kinds of wildlife. However the location of this portion of the walkway behind Heatherfield Lawn is neither safe, practical or in consideration of the residents in close proximity.</li> <li>2. This portion of the path has been shut off previously due to anti social behaviour so it’s highly likely that this will reoccur. The well documented lack of police presence in the area will not doubt further encourage this. There are many children who live and play on the green areas quite close to this path and if the walkway were to go ahead along here it would inevitably create more traffic and parking issues due to people wanting to park up near to the walkway.</li> <li>3. We already have issues with space to pull in and out of our driveways due to visitors to the estates and this will make it much worse. Accidents are bound to happen. We are entitled to live in a safe area which has been facilitated correctly for the benefit of everyone. If something hasn’t worked previously there is clearly a reason why, so alternative, more suitable routes should be strongly considered.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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</li> </ul> </li> </ol>

			<p>Bridgemount Link as the preferred option.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p>
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			<p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>3. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
87	Eleftherios Louvis	1. I am in favour of walkways/cycleways and welcome such amenities, but I object to routing a link – that will eventually connect Crosshaven to Ballincollig –	1. To further clarify the potential impact of the various alternative routes in

		<p>through residential areas as to do raises safety, security, anti-social behaviour, criminal activity and other concerns.</p> <ol style="list-style-type: none"> <li>2. Plans are in place for provision of a new bus route and primary pedestrian route from the M28 dissecting Fernhill along with upgrading of the Fernhill road. The inclusion of the proposed walkway / cycleway within the Fernhill route would minimise disruption to existing residents and optimise resources. This would be more in keeping with the “Greenway” concept.</li> <li>3. The proposed route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate anti-social behaviour.</li> <li>4. It will create a “rat run” between estates facilitating easy movement that will aid Garda evasion. The fact that Carrigaline Garda Station is a sub-station to Toghher causes grave fear that there will be insufficient Garda presence in the area to police the link.</li> <li>5. There is extensive wildlife in the area whose habitat will be destroyed by the proposed link.</li> <li>6. The route is planned to dissect existing green areas in Herons Wood and pass in front of existing homes. This raises the risk of injury to children who currently play safely outside their homes and materially impacts their safe access to existing greens.</li> </ol>	<p>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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> </ul>
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			<p>3. 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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• While a need for CCTV has not been identified the necessary</li></ul>
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			<p>will be consistent with the Design Manual for Roads and Streets (DMURS).</p> <p>5. 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.</p> <p>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.</p> <p>6. 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 that 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</p>
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			<p>be up to 24 no. trees. These 9 no. trees are common to all tree options.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p>
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			<p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
88	Órla Casey	1. Happy with the proposed plans and what they will do for the area..	1. Submission noted.
89	Carrigaline Business Association	<p>Carrigaline Business Association observations on Carrigaline TPREP.:</p> <ol style="list-style-type: none"> <li>1. Consultation with the Business Community is required.</li> <li>2. Changes should be based on evidence following proper surveys and analysis when the new infrastructure is in place.</li> <li>3. Changes should have regard to development which has not yet been completed. This means that changes should await such development.</li> <li>4. Change should be incremental.</li> <li>5. Happy with main street improvements</li> <li>6. Increase in fast food outlets which have a low demand for parking.</li> <li>7. Currently a lack of public parking on main street, Owenabue car park and SuperValu. Lack of parking effects business. Sends shoppers to Douglas or Mahon instead</li> </ol>	<ol style="list-style-type: none"> <li>1. Submission noted.</li> <li>2. Meetings arranged on the 10th of June 2022 for the following groups: Carrigaline Business Association Carrigaline Tidy Towns SECAD.</li> <li>3. Part VIII founded on strategy outlined in the Carrigaline TPREP.</li> <li>4. 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.</li> </ol> <p>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.</p>



		<p>8. Against the proposed one-way system. Wants to keep the two-way system.</p> <p>9. Restricts movement for residents of the east of main street</p> <p>10. Concerned about access to the hotel</p> <p>11. Concerned about access to the new Aldi</p> <p>12. Measures need to be in place for reducing HGVs and Agricultural vehicles.</p>	<p>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.</p> <p>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. Please refer to Appendix D of Volume 1 for traffic management summary document.</p>
90	Yerik Rod	<p>1. Hi, I'm in favour of walkways/cycleways and welcome such amenities but i object to routing a link- that will eventually connect Crosshaven to Ballincollig- through residential areas as to do so raises, safety, security, anti-social behaviour, criminal activity and other concerns.</p> <p>2. The proposed route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate anti social behaviour.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link option is centrally located within the built</li> </ul>

			<p>up area of Carrigaline and has the largest advantage in connecting public amenities with one another including schools, sports facilities and the town centre;</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
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91	Carla Olea	<ol style="list-style-type: none"> <li>1. Hi, I'm in favour of walkways/cycleways and welcome such amenities but i object to routing a link- that will eventually connect Crosshaven to Ballincollig- through residential areas as to do so raises, safety, security, anti-social behaviour, criminal activity and other concerns.</li> <li>2. The proposed route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate anti social behaviour.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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</li> </ul> </li> </ol>
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			<p>number of trees and long sections of existing hedgerows.</p> <ul style="list-style-type: none"> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> </ul>
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			<ul style="list-style-type: none"> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
92	Tara O Connor	<p>1. I strongly object to the Herons Wood to Bridgemount greenway as it runs through a residential area and we have previously experienced anti-social behaviour which led to the old railway line directly behind our house being closed off by the council with help of Michael McGrath.</p>	<p>1. 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,</p>

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			proposed scheme. No submission was made by An Garda Síochána during the Part VIII process.
93	Kayleigh O Connor	<ol style="list-style-type: none"> <li>1. I strongly object to the Bridgemount link. Previously we have witnessed anti-social behaviour due to the old railway line being open to the public. This led to a fire directly behind my garden fence, catching onto trees in my garden. It also acted as an escape route in a Garda chase, where a gang were able to hide. This railway line caused havoc for neighbouring residents.</li> <li>2. If this Bridgemount link is opened again it will lead to the same behaviour especially when there are other routes available (Fernhill bus link). Michael McGrath helped close this railway line for a reason!!!</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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</li> </ul> </li> </ol>



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94	Brian O Driscoll	<ol style="list-style-type: none"> <li>1. I strongly object to the herons wood to bridge mount 'greenway' as it is not a greenway as it runs through a residential area. We have previously experienced anti social behaviour directly behind our house due to the old railway being open to the public. These issues led to the railway being closed off to the public by the council and with help from Michael McGrath.</li> <li>2. We are not against a greenway we are just objecting to the route of the greenway through a residential area. There are alternative routes available such as the proposed new bus route through Fernhill golf club.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol>

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95	Aidan Hurley	<p>1. I am in favour of walkways/cycleways and welcome such amenities but I object to routing a link - through residential areas as to do so raises safety, security, anti-social behaviour, criminal activity and other concerns.</p>	<p>1. 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</p>

			<p>address these issues. Some of the amendments made to the scheme to address the resident concerns included:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• The old railway route / Bridgemount Link has been a specific development objective in the Cork County Development</li> </ul>
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			<p>Plan since 1996. The Plan (as well as the Carrigaline Local Area Plan) has been updated in 2005 and 2011 and continued to maintain this route as a specific objective.</p> <ul style="list-style-type: none"> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option</p>
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96	Mike Spillane	<ol style="list-style-type: none"> <li>1. I welcome the addition of trees lining the streets and Rain gardens. Welcomes the provision of Cycle parking and street furniture. happy with improved ped/cycle facilities on the western inner relief road. cycle facilities on Ballea road. happy with the removal of the cork road roundabout and upgrade. in favour of the southbound bus lane on cork road. in favour of cycle lanes. concerned about the removal of traffic signals at main street/strand road. largely in support of the scheme</li> <li>2. Suggestion for traffic calming at the realignment of Lower Kilmoney Road /Main Street junction, given the change to priority for traffic coming down church hill to control the speed through appropriate street design.</li> </ol>	<ol style="list-style-type: none"> <li>1. Positive submission noted. Detail of junction referenced will be finalised at detail design.</li> </ol>
97	Marjorie Packham	<ol style="list-style-type: none"> <li>1. As a resident of Meadowbrook Herons Wood I am against the thoroughfare because the disadvantages associated with it outweigh the possible benefits. 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. The council wasn't able to give an example of a thoroughfare such as this through a residential area, in fact it is well know that pedestrian walk ways that link up residential areas too often lead to anti-social behaviour and many have been closed for this reason. Why does the council think it is reasonable to take that risk with the place we live?</li> <li>2. We already have plenty of anti-social behaviour in Carrigaline and the guards simply won't have the resources to patrol a lengthy walkway. A lot of that behaviour happens in the playground near enough to where the thoroughfare will start so why create a direct pedestrian path from there to Herons Wood and onwards. I am all for greenways and encouraging people to walk/cycle but that has to be balanced against the cost to the people directly affected by this. It seems that cost and convenience for the council are the main drivers for wanting to go through Herons Wood and alternative routes have not been adequately considered. The local Residents alliance group have identified three possible alternative routes that should be considered instead.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>



			<p>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.</p> <p>2. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> </ul>
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98	Lee to Sea Greenway Committee	1. We warmly welcome the Bridgemount scheme and strongly endorse it. It will make a hugely positive contribution to the residents of nearby estates, and facilitate active transport, particularly independent active travel to school.	1. Positive submission is noted
99	Dave Coleman	1. Gangs, anti-social behaviour	1. The design of the Bridgemount Link incorporates the principles and

			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• While a need for CCTV has not been identified the necessary infrastructure, e.g. poles and ducting, will be installed along the</li></ul>
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100	Denis Scannell	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas, for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</li> <li>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</li> <li>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</li> <li>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the proposed link, certain devaluation of impacted homes.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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</li> </ul> </li> </ol>

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			<p>be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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.</p> <p>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.</p> <p>Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and</p>
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			<p>scrub prior to, during and post construction of National Road Schemes.</p> <p>6. 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 that 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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</p>
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			<p>additional motorised vehicular traffic to the area.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
101	Ines Scannell	1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.	1. To further clarify the potential impact of the various alternative routes in

		<p>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</p> <p>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</p> <p>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</p> <p>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</p> <p>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</p> <p>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> </ul>
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			<ul style="list-style-type: none"><li>• The Bridgemount Link 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.</li></ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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			<p>3. 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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• While a need for CCTV has not been identified the necessary</li></ul>
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			<p>infrastructure, e.g. poles and ducting, will be installed along the cutting to facilitate future installation of CCTV if required.</p> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• The specification of pedestrian crossing type will be confirmed at the detailed design stage and</li> </ul>
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			<p>will be consistent with the Design Manual for Roads and Streets (DMURS).</p> <p>5. 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.</p> <p>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.</p> <p>6. 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 that 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</p>
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			<p>be up to 24 no. trees. These 9 no. trees are common to all tree options.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>Having regard to the foregoing and in our opinion, the proposed cycleway will significantly enhance connectivity, and</p>
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			<p>provide a further amenity for the residents of Herons Wood and Bridgemount and does not negatively impact on the value of the adjoining properties.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
102	William Horgan	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</li> <li>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</li> <li>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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</li> </ul> </li> </ol>

		<p>of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</p>	<p>Bridgemount Link as the preferred option.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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</p>
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			<p>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.</p> <p>6. 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 107 no. 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per</li> </ul>
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			DMURS to offset the pedestrian/cycle route.
103	Barry Collins Supermarket Ltd.	<ol style="list-style-type: none"> <li>1. Proposals to make main street one way south for buses/bicycles only from Church roundabout does not consider the very negative retail implications for the supermarket. Need efficient circulation of traffic for viability and propose the existing two-way retained with the exclusion of HGVs.</li> <li>2. Welcomes the reduction of on street parking on main street and the introduction of bicycle lanes and planting of trees.</li> <li>3. Concerns their carpark will impacted by those accessing/visiting the new plaza in the Owenabue Carpark, will be parking vehicles and using as a rat run drive through. Also safety concerns having to cross the roadway to access the plaza.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> <li>2. Submission noted.</li> <li>3. Submission noted. Matters raised will be considered further during detailed design.</li> </ol>
104	Valerie Wilshire	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</li> <li>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> </ul> </li> </ol>

		<p>Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</p> <p>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</p>	<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
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			<p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p>
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			<p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"><li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li><li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li><li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li><li>• Installation of staggered barriers at appropriate spacing ;</li><li>• Access points across the route to allow movement between one residential estate and the other.</li><li>• 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).</li></ul> <p>5. 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.</p> <p>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</p>
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			<p>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.</p> <p>6. 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 that 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>We note from the Carrigaline Transportation and Public Realm Plan,</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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</p>
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			<p>to be considered during the detailed design process may include:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
105	Jake Wilshire	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</li> <li>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</li> <li>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</li> <li>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the proposed link, certain devaluation of impacted homes.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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</li> </ul> </li> </ol>



			<p>including schools, sports facilities and the town centre;</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p> <p>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</p>
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			<p>community facilities to residential areas, as well as connecting residential areas and friends, with a comprehensive and permeable network.</p> <p>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.</p> <p>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.</p> <p>3. 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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li></ul>
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			<ul style="list-style-type: none"> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally</li> </ul>
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			<p>walking within the community facility;</p> <ul style="list-style-type: none"> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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.</p> <p>6. 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</p>
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			<p>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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>There is no direct sales evidence in the locality of the proposed development that indicate that property prices have been negatively affected since the</p>
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			<p>announcement of the Carrigaline Transportation and Public Real Plan.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
106	Rachel Wilshire	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to</li> </ul> </li> </ol>

		<p>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</p> <p>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</p> <p>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</p>	<p>maintain this route as a specific objective.</p> <ul style="list-style-type: none"> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser impact on its surrounding environment compared to the Church Road / Fernhill</p>
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			<p>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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object to develop a pedestrian / cycle route since 1996, as can be seen in subsequent Cork County Development Plans and Local Area Plans, including</p>
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			<p>heavy traffic volumes and fast-moving traffic.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to</li> </ul>
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			<p>provide the existing privacy this route offers.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p>
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			<ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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.</p>
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			<p>6. 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 that 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p>
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			<p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
108	Alan & Valerie Wilshire	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol>

		<p>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</p> <p>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</p> <p>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</p> <p>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</p> <p>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</p>	<p>The conclusion of this report is the following:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link affects five private properties, all of which are farmlands, while Option 2A affects 18 private properties and</li> </ul>
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			<p>Option 2B affects 14 private properties which is a mix between farmlands and private residential properties.</p> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul>
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			<p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
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			<p>5. 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.</p> <p>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.</p> <p>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.</p> <p>Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p> <p>6. 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.</p>
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			<p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>Having regard to the foregoing and in our opinion, the proposed cycleway will significantly enhance connectivity, and</p>
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			<p>provide a further amenity for the residents of Herons Wood and Bridgemount and does not negatively impact on the value of the adjoining properties.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
109	Nuala O'Connor	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</li> <li>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</li> <li>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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</li> </ul> </li> </ol>

		<p>of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</p>	<p>Bridgemount Link as the preferred option.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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</p>
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			<p>activity ahead and time to slow down, stop or react otherwise.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"><li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li><li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li><li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li><li>• Installation of staggered barriers at appropriate spacing ;</li><li>• Access points across the route to allow movement between one residential estate and the other.</li><li>• 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).</li></ul> <p>5. 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.</p> <p>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</p>
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			<p>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.</p> <p>6. 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 107 no. 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per</li> </ul>
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			DMURS to offset the pedestrian/cycle route.
110	Kevin Meade	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</li> <li>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</li> <li>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</li> <li>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> </ul> </li> </ol>

			<ul style="list-style-type: none"> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p>
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			<p>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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p>
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111	Richard Hewitt	<ol style="list-style-type: none"> <li>1. I am in favour of walkways/cycle ways and welcome such amenities but I object to routing a link - that will eventually connect Crosshaven to Ballincollig through residential areas as to do so raises, safety, security, anti-social behaviour, criminal activity and other concerns.</li> <li>2. plans are in place for provision of a new bus route and primary pedestrian route from the M28 dissecting Fernhill along with upgrading of the existing Fernhill road. The inclusion of the proposed walkway/cycle way within the Fernhill route would minimise disruption to existing residents and optimise resources. This would be more in keeping with the greenway concept.</li> <li>3. the proposed route through Heronswood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a lane way which will accommodate anti-social behaviour.</li> <li>4. it will create a “rat run between estates facilitating easy movement that will aid Garda evasion. The fact that Carrigaline Garda station is a sub Station to Togher causes grave fear that there will be insufficient</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> </ul> </li> </ol>

		<p>Garda presence in the area to police the link.</p> <p>5. There is extensive wildlife in the area whose habitat will be destroyed by the proposed link.</p> <p>6. The route is planned to dissect existing green areas in Heronswood and pass in front of existing homes. This raises the risk of injury to children who currently play safely outside their homes and materially impacts their safe access to existing greens.</p>	<ul style="list-style-type: none"> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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</p>
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			<p>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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>all have an amenity function incorporating the cycle way.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
112	Ken & Barbara Drake	<p>1. The proposed alley (thoroughfare) behind our house &amp; to the side of our house is going to TOTALLY IMPACT ON OUR LIVES, we will not feel safe, this route had to be closed up back 10/12 years ago by Minister Micheál McGrath for unsociable behaviour, a fence was erected to deter inhabitants/drug use, we are in favour of walkways and cycleways and welcome such amenities but We STRONGLY OBJECT TO THIS LINK! Through Janeville, Herons Wood, Firgrove Mews &amp; then onto Heatherfield lawn &amp; Mulberry Lane, a very narrow area with young kids playing etc 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. This would be more in keeping with the "Greenway" !! It will create a "rat run" between estates facilitating easy movement that will aid Garda evasion. Also the fact that Carrigaline Garda Station is only open part time ! This Route can be Re routed if only the Council &amp; 55 Councillors voting would listen to residents! In the disused railway line behind our house There is extensive wildlife / beautiful trees whose habitat will be destroyed by the proposed link, foxes, birds &amp; especially Protected Bats (</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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</li> </ul>

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113	Gavin Owens	1. This is a submission in support of the TPREP and how it will benefit people with disabilities	1. Positive submission is noted
114	Sue Walsh	1. I am in full support of this plan which will hopefully improve traffic flow around Carrigaline. It is vital to improve the cycling network around and through Carrigaline to allow for good connectivity	1. Positive submission is noted

		onwards ultimately to Ringaskiddy and Passage. The cycling aspect needs to be achieved in full to allow this to happen.	
115	Denise & Barry OMahony	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</li> <li>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</li> <li>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</li> <li>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• The Bridgemount Link option has a significantly lower impact on the</li> </ul> </li> </ol>

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			<p>9 and to relocate parking in order to create more greenspace between the route and the houses.</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> </ul>
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			<ul style="list-style-type: none"> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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.</p> <p>Construction best practice, such as hand digging around trees, will be undertaken to ensure as many trees as possible can be retained in their current location. Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p> <p>6. 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</p>
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			<p>therefore address any potential impact on the value of property adjoining the proposed development.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
116	Karolynn Drake	<p>1. I am objecting strongly to this cycle/walkway being placed at the back of our house, I have no objections per se of the cycle/greenway just where the council are positioning it, when there are other options available to them i.e., The Fernhill development where they can have feeder lanes from. The security of our house will be impacted from side &amp; rear, the railway link behind our house was closed by Minister Micheál McGrath about 10/12 years ago for anti social behaviour, drugs etc, it had to be fenced off &amp; now the council are proposing to Re open this link which will open up a route that the Gardai won't be able to follow the people, I have a young baby and I won't feel safe having her in the back garden with people cycling past, I feel so sorry for residents of herons wood as well with young children &amp; people from anywhere passing their doors, we have wildlife bats, foxes, doves etc &amp; beautiful mature trees in this area which should be considered, Councillor Murtagh has said council have no funding to maintain these areas, it will be a thoroughfare for anti social behaviour day &amp; night, I strongly object and ask the council to reconsider the residents of this area</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans,</li> </ul>



			<p>statutory public consultation was undertaken as part of the process.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
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			<p>2. 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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• While a need for CCTV has not been identified the necessary</li></ul>
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117	James Daly	<ol style="list-style-type: none"> <li>1. I'm writing this in connection to the throughfare being planned for Carrigaline through the Heathfield estate. I wish to object on the basis that it will affect the listed residence above.</li> <li>2. I'm particularly concerned about anti social behaviour around the home with a new baby here. There has been issues previously with the old line having to be closed off . Cutting of any trees will impact privacy with a neighbouring estate being able to see the property.</li> <li>3. Thirdly the environmental impact constructing this throughfare will have on bird and wildfire who use this piece of ground as a habitat . Has the council done any feasibility report on this project because as long as I've been in Carrigaline I've seen limited use of existing footpaths and even less so bicycles. This idea is to merely justify creating a shortcut for the housing development in Janesville into the centre of Carrigaline in my opinion given the Irish weather will not be utilised. And also who is going to maintain this so called amenity .</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p>

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118	Tia MacMahon	<ol style="list-style-type: none"> <li>1. Partner works nights so will have to sleep during the day and noise level would disturb him and his ability to work</li> <li>2. anti social behaviour</li> <li>3. security and privacy of our household will be disturbed</li> <li>4. privacy to gardens will be compromised</li> <li>5. The welfare of our dogs will be compromised by noise and freedom to use of the garden</li> </ol>	<ol style="list-style-type: none"> <li>1. Submission noted</li> <li>2. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> </ul> </li> </ol>

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119	Yvonne Drake	<p>1. I don't object to Cycle/greenways but not through 3/4 residential estates with young children, the safety aspect will be huge, the antisocial behaviour has to be considered, this will impact the residents directly adjacent to this link, our house will be impacted from the side and back, the security of our house is at risk, the environmental impact on the wildlife and beautiful trees that will be destroyed, who will maintain this link, it should be redirected to the Fernhill road onto the church road, the council are proposing a bus lane through this land, what not put the greenway here?</p> <p>The council cannot railroad us the residents to accept this thoroughfare, this is our Basic HUMAN RIGHTS as residents for more than 20 years!! Our safety and that of our children, or security and peace of minds, please Re route this link and let us all live safely in our homes!</p>	<p>1. 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</p>



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			<p>2. 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.</p> <p>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 that 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.</p> <p>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.</p> <p>3. To further clarify the potential impact of the various alternative routes in comparison with the Bridgemount Link,</p>
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			<p>the report: 'Bridgemount Link Alternative Route Assessment' is included as Annexure A of this report. The conclusion of this report is the following:</p> <ul style="list-style-type: none"><li>• 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 and 2011 and continued to maintain this route as a specific objective.</li><li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li><li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li><li>• 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.</li><li>• 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.</li><li>• 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;</li><li>• 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.</li><li>• 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.</li></ul>
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			<ul style="list-style-type: none"> <li>The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
120	Brian Gray	<ol style="list-style-type: none"> <li>I would like to stress that I am not objecting to walkways or cycle ways, however i am objecting to routing the proposed link through my residential area when there is another route available .eg. Fernhill Rd. linking with R613.</li> <li>I am concerned about young children that play on our green. The proposed thoroughfare will be used day and night and will lead to unsociable activities. there is antisocial and security risks to both property and persons. There is already too few Guards in the area and this is an extra place to be watched. Devaluation of property . The proposed link will contravene the law of nuisance. I don't want this on my door step. I urge Cork Co, Council to rethink these plans and direct the existing link along existing public routes which already exist.</li> </ol>	<ol style="list-style-type: none"> <li>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: <ul style="list-style-type: none"> <li>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 and 2011 and continued to maintain this route as a specific objective.</li> <li>The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>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.</li> <li>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</li> </ul> </li> </ol>

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			proposed scheme. No submission was made by An Garda Síochána during the Part VIII process.
121	David Drake	<p>Re-Routing of cycleway/greenway to Fernhill side of Carrigaline. Reasons:</p> <ol style="list-style-type: none"> <li>1. Compromised privacy due to the cycleway passing through 4 different parks. Large scenic trees behind the houses of Heatherfield will be cut down also.</li> <li>2. Lights will have to be in place which will also affect the evening/night-time privacy of houses involved.</li> <li>3. It will be a haven for antisocial behaviour.</li> <li>4. Noise will be an issue as I work shift and need my essential sleep during the daytime. Also there is a new-born child in the house that would be disrupted by this.</li> <li>5. The area where the cycleway is due to be constructed is home to various wildlife animals (foxes, bats etc) Have the council looked into this prior to planning submission?</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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</li> </ul> </li> </ol>

			<p>to create more greenspace between the route and the houses.</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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</p>
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122	Jacinta O'Mahony	<p>1. I appreciate the benefits that walkways and cycleways can bring to an area but I question the wisdom of routing these through existing residential areas. I have concerns about anti-social behaviour, litter and security.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> </ul>

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123	Eric O'Mahony	<p>1. I have concerns routing this link through an existing residential area. I feel this will have a detrimental impact on the safety and security of the residents.</p>	<p>1. 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</p>

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124	Pamela Russell	<p>1. . We feel that the walk way will bring a lot of people to our area and it will be unsafe not to mind our properties been stolen and vandalised we want a safe place to live in peace and harmony. Please do not put this walk/cycle lane here.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• While a need for CCTV has not been identified the necessary infrastructure, e.g. poles and</li> </ul>
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			<p>ducting, will be installed along the cutting to facilitate future installation of CCTV if required.</p> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
125	Tina Fitzgerald	<ol style="list-style-type: none"> <li>1. Firstly I am not against the proposed greenway/cycleway but I am objecting to the routing of the proposed link through a residential area when alternative public routes are available. I purchased my home because it felt like a safe and secure neighbourhood–the proposed link will introduce strangers to the area and antisocial behaviour-I will no longer have the same sense of security. There have been a number of antisocial issues in Carrigaline-this link will create an environment which will bring those activities to our doorsteps-with Carrigaline Garda Station only being a substation to Toghher I fear the Garda presence may not be sufficient to police the link. There will be an increased risk of car vandalism and damage to homes.</li> <li>2. We will have to cross the cycleway to access the green in front of our houses leading to risk of injury to children in particular, but also adults, as the cycleway will be on a steep gradient.</li> <li>3. The green areas, which for many in The Walk contributed to why residents purchased their homes, will be significantly reduced in size.</li> <li>4. The proposed link contravenes the law on nuisance, there will be general nuisance due to noise as this is not an amenity but a thoroughfare for people to travel from Carrigaline both day and night. There is extensive wildlife and trees which will be affected.</li> <li>5. It will lead to additional footfall, traffic and parking. It will devalue our homes. See attached for further detail.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> </ul> </li> </ol>

			<ul style="list-style-type: none"> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians</li> </ul>
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			<p>always have right of way along the facility;</p> <ul style="list-style-type: none"> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>3. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>4. 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</p>
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			<p>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 that 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.</p> <p>5. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p>
126	Ann McGowan	<ol style="list-style-type: none"> <li>1. I wish to strongly object to the section of greenway that is planned to be built between Heronswood and Mulberry Lane on the following grounds, Security, antisocial behaviour, lack of privacy, devalue of my property, noise, strangers coming into my area, lack of parking, the inconvenience of a cyclist crossing every time we drive out of our lane.</li> <li>2. There is also the issue of the wildlife in the area, finches, robins, foxes and bats to name but a few, where do they go.</li> <li>3. I love the idea of a neighbouring greenway but in an area that doesn't impact so much on local residents, especially when the council approved planning for the houses and not informing us of this before we invested in our properties I propose to reroute this section of the planned greenway through Fernhill golf course alongside the new bus route that is planned</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>

			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
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			<p>2. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>3. As part of the Part VIII planning application an Ecological Impact</p>
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			<p>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.</p> <p>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 that 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.</p> <p>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.</p> <p>4. 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.</p>
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			<p>The conclusion of this report is the following:</p> <ul style="list-style-type: none"><li>• 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 and 2011 and continued to maintain this route as a specific objective.</li><li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li><li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li><li>• 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.</li><li>• 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.</li><li>• 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;</li><li>• 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.</li><li>• 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.</li><li>• The Bridgemount Link affects five private properties, all of which are farmlands, while Option 2A affects 18 private properties and</li></ul>
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			<p>Option 2B affects 14 private properties which is a mix between farmlands and private residential properties.</p> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
127	Therese Molloy	<ol style="list-style-type: none"> <li>1. I am not against upgrades to Carrigaline I am against having this walkway outside my front door. I also don't believe the council will maintain it at all. I see counsellor Michael Fahy trying to receive funds for Crosshaven walkway to be maintained so this gives me no faith that the Bridgemount walkway will be looked after either. I also have a road issue logged since Sep 21 that has not been resolved yet ref 363047591 regarding loud banging noise from a manhole outside my house which again proves that this walkway will not be maintained if a simple manhole cannot be fixed. Please do not put the walkway outside my front door.</li> <li>2. There are three other viable options in Carrigaline that have been highlighted by members of the community affected by this walkway.</li> <li>3. I have serious concerns about antisocial behaviour and noise as you already see the noise from a manhole is causing issue never mind noise from gangs and people walking by at all hours of the day and night.</li> </ol>	<ol style="list-style-type: none"> <li>1. Submission noted.</li> <li>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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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</li> </ul> </li> </ol>

			<p>journeys. Options 2A and B are 1.48 and 1.40 times longer than the Bridgemount Link option, respectively.</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>3. 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 buildings, parks, car parks, and other structures in the</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>Cork County Council met with An Garda Síochána to provide an overview of the proposed scheme. No submission was</p>
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			made by An Garda Síochána during the Part VIII process.
128	Valerie Cunningham	<p>1. As a resident of Herons Wood adjacent to the proposed development, I object to a greenway being routed through an established residential estate, particularly through a green area that is a valued amenity for Herons Wood residents. A viable alternative route exists. My specific safety, anti-social and privacy concerns are detailed in my submission.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> </ul>

			<ul style="list-style-type: none"> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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:</p>
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			<ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
129	Peter Kelly	<p>I object to this proposed development because of the following;</p> <ol style="list-style-type: none"> <li>1. There is already an increase in the levels of anti-social behaviour in Carrigaline and this development may facilitate this further.</li> <li>2. The proposed Bridgemount Pedestrian and Cycle Link transits quite residential areas, which will directly impact people living adjacent to it.</li> <li>3. The proposed Bridgemount Pedestrian and Cycle Link narrows as it moves from Janeville, through Heronswood into Heatherfield. This shows a total lack of planning and the easiest solution for planners</li> </ol>	<ol style="list-style-type: none"> <li>1. 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,</li> </ol>

		<p>without any consideration for people living in the area.</p> <p>4. The drop in elevation between Janeville and Heatherfield may cause safety issues for both users of the walkway and children on scooters and bicycles</p> <p>5. As residents of Carrigaline and users of our local bus service we already see signs anti-social behaviour between groups of youths that travel between Ballincollig and Crosshaven. This Bridgemount Pedestrian and Cycle Link may add to this by further linking the two areas.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again</p>
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			<p>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.</p> <ol style="list-style-type: none"> <li>2. Submission noted, the terminus of this route is Herron's Wood, and this route does not extend to Janeville</li> <li>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.</li> </ol> <p>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.</p> <p>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.</p> <p>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.</p>
130	Phil O'Regan	<ol style="list-style-type: none"> <li>1. . Very Concerned about the changes being made to Church hill and how it affects his property</li> <li>2. Public Consultation</li> <li>3. Alternative Routes</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>

			<p>Hill may be required to facilitate improved sightlines. This may encroach on to third party lands and may require localised land acquisition. The following section outlines the public consultation that Cork County Council carried out. Cork County Council exceeded its statutory obligations in relation to public consultation.</p> <p>2. The following section outlines public consultation relevant to this scheme that has taken place:</p> <p><b>Part VIII Application Public Consultation</b></p> <p>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 Carrighdoun 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.</p> <p>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:</p> <p>Resident consultation meetings in the Carrigaline Court Hotel on the 11th November 2021 with the following invited:</p> <ul style="list-style-type: none"> <li>• 1-9 Firgrove Mews</li> <li>• 9-11 The Pines</li> <li>• 1-12 Mulberry Lane</li> <li>• 9-12 Heatherfield Lawn</li> </ul> <p>At this meeting concerns raised by residents were noted and the scheme modified.</p> <p>Resident consultation meeting on 9th June 2022 in the Carrigaline Court Hotel with the following invited:</p> <ul style="list-style-type: none"> <li>• 1-9 Firgrove Mews</li> <li>• 9-11 The Pines</li> <li>• 1-12 Mulberry Lane</li> <li>• 9-12 Heatherfield Lawn</li> </ul> <p>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:</p> <ul style="list-style-type: none"> <li>• Carrigaline Business Association</li> <li>• Carrigaline Tidy Towns</li> <li>• SECAD</li> </ul> <p><b>Carrigaline TPREP Consultation</b></p> <p>The first round of public consultation took place between 8th February and 1st</p>
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			<p>March 2021 with stakeholders invited to submit their vision and suggestions to the project team. This was advertised on both local and social media.</p> <p>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.</p> <p>County Development Plan and Local Area Plan Consultation</p> <p>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.</p> <p>3. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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</li> </ul>
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			<p>Bridgemount Link option, respectively.</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
131	Angela Cotter	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County</li> </ul> </li> </ol>



		<p>amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</p> <p>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</p> <p>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the proposed link, certain devaluation of impacted homes.</p>	<p>Development Plan as a specific development objective.</p> <ul style="list-style-type: none"> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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</p>
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			<p>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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>– 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p>
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			<p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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</p>
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			<p>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.</p> <p>6. 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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</p>
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			<p>all have an amenity function incorporating the cycle way.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
132	Alan Hodder	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</li> <li>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</li> <li>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</li> <li>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> </ul> </li> </ol>

			<ul style="list-style-type: none"> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p>
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			<p>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.</p> <p>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.</p> <p>3. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> </ul>
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			<ul style="list-style-type: none"> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians</li> </ul>
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			<p>always have right of way along the facility;</p> <ul style="list-style-type: none"> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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.</p> <p>6. As part of the Bridgemount Link Alternative Route review, the impact on biodiversity of a similar route along Church Road / Fernhill Road and via</p>
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			<p>Waterpark have been considered. The outcome of this review has clearly shown that the loss of trees and hedgerows are significantly worse that 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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133	Donal O’Herlihy	<p>1. Hello, I am objecting to the proposed link through the Heronswood residential area. I stress that I am not against walkways or cycleways, however, this proposed development through a residential area will create a number of issues for my family. This new thoroughfare will be used morning to night and will lead to anti-social behaviour and noise late at night.</p> <p>2. I will be extremely worried for my children’s safety if this thoroughfare goes ahead. One of my sons was attacked in Carrigaline village last year whilst out walking at 7pm on a Sunday evening. If this thoroughfare goes ahead we could have this anti social</p>	<p>1. 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.</p> <p>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.</p>

		<p>behaviour on our doorstep. The associated security risks to our property are also of huge concern to us.</p> <p>3. The devaluation to my home as a result of this thoroughfare is also a huge concern to me. My children use the green which is facing our house but that will end if this proposed development goes ahead. Something they depend on every day will be taken from them and they will no longer be able to play on their own are unaccompanied.</p>	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>2. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>3. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other.</p>
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134	Ann Hegarty	<ol style="list-style-type: none"> <li>1. I am in favour of walkways/cycleways but i wish to object to the proposed plan to route one through an established residential area. I am concerned about the impact this will have on wildlife within the ravine, including foxes, birds and bats which are a protected species</li> <li>2. i believe that the proposed link will lead to anti-social behaviour and will create a rat-run for criminal activity.</li> <li>3. Established green spaces will be taken away from our children, ruining their play areas and opening them up to risk and strangers</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>



			<p>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 that 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.</p> <p>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.</p> <p>2. 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</p>
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			<p>proposed scheme was amended to address these issues. Some of the amendments made to the scheme to address the resident concerns included:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>3. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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</p>
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135	Raymond Ahern	<ol style="list-style-type: none"> <li>1. I am completely in favour of walkways/cycleways but i am objecting to the routing of this link through a residential area. this will open the area up to anti social behaviour.</li> <li>2. wildlife and trees will be affected</li> <li>3. children's safety will be impacted.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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</li> </ul> </li> </ol>

			<p>including schools, sports facilities and the town centre;</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p>
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			<p>3. 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.</p> <p>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.</p> <p>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.</p> <p>4. The proposed Bridgemount Link will be a 4m wide community facility for pedestrians and cyclists alike that has been designed to always maintain a</p>
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136	Stephen Jordan	<ol style="list-style-type: none"> <li>1. I am in favour of walkways and cycleways and welcome such amenities but I object to routing a link - that will eventually connect Crosshaven to Ballincollig - through residential areas as to do so raises, safety, security, anti-social behaviour, criminal activity and other concerns.</li> <li>2. 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. This would be more in keeping with the “Greenway” concept.</li> <li>3. The proposed route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate anti-social behaviour.</li> <li>4. It will create a “rat run” between estates facilitating easy movement that will aid Garda evasion. Also the fact that Carrigaline Garda Station is a sub-station to Toghher there is grave fear that there will be</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> </ul> </li> </ol>

		<p>insufficient Garda presence in the area to police the new link.</p> <p>5. There is extensive wildlife in the area whose habitat will be destroyed by the proposed link.</p> <p>6. The route is planned to dissect existing green areas in Herons Wood and pass in front of existing homes. This raises the risk of injury to children who currently play safely outside their homes and materially impacts their safe access to existing greens and open space</p>	<ul style="list-style-type: none"> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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</p>
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			<p>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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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,</p>
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			<p>all have an amenity function incorporating the cycle way.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
137	Karen Jordan	<ol style="list-style-type: none"> <li>1. I am in favour of walkways and cycleways and welcome such amenities but I object to routing a link - that will eventually connect Crosshaven to Ballincollig - through residential areas as to do so raises, safety, security, anti-social behaviour, criminal activity and other concerns.</li> <li>2. 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. This would be more in keeping with the “Greenway” concept.</li> <li>3. The proposed route through Herons Wood and dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate anti-social behaviour.</li> <li>4. It will create a “rat run” between estates facilitating easy movement that will aid Garda evasion. Also the fact that Carrigaline Garda Station is a sub-station to Toghher there is grave fear that there will be insufficient Garda presence in the area to police the new link.</li> <li>5. There is extensive wildlife in the area whose habitat will be destroyed by the proposed link.</li> <li>6. The route is planned to dissect existing green areas in Herons Wood and pass in front of existing homes. This raises the risk of injury to children who currently play safely outside their homes and materially impacts their safe access to existing greens and open space</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> </ul> </li> </ol>

			<ul style="list-style-type: none"> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li></ul>
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			<ul style="list-style-type: none"> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians</li> </ul>
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			<p>always have right of way along the facility;</p> <ul style="list-style-type: none"> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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.</p> <p>6. As part of the Bridgemount Link Alternative Route review, the impact on biodiversity of a similar route along Church Road / Fernhill Road and via</p>
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			<p>Waterpark have been considered. The outcome of this review has clearly shown that the loss of trees and hedgerows are significantly worse that 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p>
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138	Denis & Margaret Nagle	<ol style="list-style-type: none"> <li>1. We write as Church Hill residents of more than sixty years to express a number of concerns specific to the current proposed plans for Church Hill (L-2495) and the associated proposed acquisition of land associated with this to our private residence and other private residences on Church Hill.</li> <li>2. Our concerns all relate to how the costs and benefits of this proposal are and will be evaluated, it appears to us that the potential costs are disproportionate to the potential benefits.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol>

		<p>3. Apart from the costs we have real concerns about the replacement of green mature garden, with associated biodiversity and wildlife as well as aesthetic beauty, with concrete pathways &amp; cycle lane. This development would mean the removal of 70+ trees – some common beech and others specimen trees with decades of maturity. At a time of focus on CO2 emissions – that’s a further negative impact.</p>	
139	Louise Terry	<p>1. I am placing an objection to the proposal of where this cycle/walkway is going to be placed. This is a private housing estate, where our children play all day. My concerns for the construction of this walkway is antisocial behaviour which will devalue our properties and bring unneeded fear for all the residents. I want to clarify that I am not against the construction of any walkway, but I am completely against the location of where it will be built.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> </ul>

			<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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</p>
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140	Mark & Niamh Murphy	<p>1. While we support the overall concept of this plan, we object strongly to the location of the Bridgemount to Herons Wood Pedestrian and Cycle Link. As residents of Firgrove, who live next to the location of the link, this will impact greatly (in a negative way) on our locality, and our right to live a peaceful existence, and we feel that other alternative avenues should be explored.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• Both Options 2A and B are much longer than Option 1,</li> </ul>

			<p>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.</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
141	Bertie O Sullivan	<p>1. I am placing an objection to the proposal of where this cycle/walkway is going to be placed. This is a private housing estate, where our children play all day. My concerns for the construction of this walkway is antisocial behaviour which will devalue our properties and bring unneeded fear for all the residents. I want to clarify that I am not against the construction of any walkway, but I am completely against the location of where it will be built.</p>	<p>1. 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</p>



			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p>
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			<p>on the value of property adjoining the proposed development.</p> <p>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.”</p>
142	Philip Holden	1. One way Church Hill - Any school morning Traffic is chaos in Carrigaline. Backed up Past Foster Cross, Captains Boreen and Past Edmund Rice on Cherry Blossom Hill. My current record is 20 mins to get through. Church Hill one way will add to the Mayhem	1. Submission noted. Please refer to Appendix D of Volume 1.
143	Liz Maguire	1. 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.	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> </ul>

			<ul style="list-style-type: none"> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
144	Derek Maguire	<ol style="list-style-type: none"> <li>1. The associated anti social and security risks both to property and persons, given that the proposed link will be open day and night. My security and that of other residents will be at risk as the proposed link is directly adjacent to numerous existing homes.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol>

			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
145	Kevin Maguire	1. The associated anti social and security risks to both property and persons given that the link will be open day and night. The certain devaluation of immediately impacted homes due to all the foregoing.	1. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention

			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul>
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			<p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and</p>
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			<p>cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p>
146	Stephen Maguire	<p>1. The associated anti social and security risks to both profane persons given that the proposed link will be open day and night. It will create a rat run between estates facilitating easy movement that will aid Garda evasion. The fact that Carrigaline garda station is a sub station to Togher causes grave fear that there will be insufficient Garda presence in the area to police the link.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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</li> </ul>



			<p>such that it avoids any light overspill and is suitable for bats.</p> <ul style="list-style-type: none"> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
147	Colin Maguire	<p>1. The associated anti social and security risks to property and persons given that the proposed link will be open both day and night. The certain devaluation of immediately impacted homes due to all the foregoing.</p>	<p>1. 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.</p>

			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p>
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			<p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p>
148	Anne Nagle	<p>1. It appears to me that the scale of development and associated cost and environmental impacts is disproportional to the benefits the community will have from the current proposed scheme for Church Hill. The community will experience Church Hill as one-</p>	<p>1. Submission noted</p> <p>2. Following further consideration, and in light of the high-quality pedestrian facility on the western side of Church</p>

		<p>way (south bound) and while there will be space for northbound travel by the 15-20 households south of Mount Rivers to Ferney Road junction. It remains to be seen how disruptive that will be to some of us used to using Church Hill northbound. I can see the potential traffic calming benefits of reducing to primarily one-way.</p> <p>2. It is hard to understand why land needs to be acquired to add a cycle lane when the level of traffic on the existing second lane will be so low. Why can't the cyclists share the northbound lane? Why is land acquisition and associated costs the proposed solutions – what about some reuse-recycle thinking? Knowing the properties impacted, I am aware that the disruption of private gardens, mature planting and people's privacy will be huge. It will therefore be costly.</p> <p>3. The destruction of existing living green spaces to create more paved spaces is counter to the sustainability and green agenda that we are all aware of.</p> <p>4. Have alternatives been fully explored? How will cost-benefit be fully evaluated including sustainability factors?</p>	<p>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.</p> <p>3. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>4. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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</li> </ul>
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			<p>Bridgemount Link as the preferred option.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
149	Sinead Hurley	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol>

		<p>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</p> <p>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</p> <p>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</p> <p>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</p> <p>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</p>	<p>The conclusion of this report is the following:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link affects five private properties, all of which are farmlands, while Option 2A affects 18 private properties and</li> </ul>
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			<p>Option 2B affects 14 private properties which is a mix between farmlands and private residential properties.</p> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul>
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			<p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
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			<p>5. 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.</p> <p>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.</p> <p>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.</p> <p>Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p> <p>6. 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.</p>
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			<p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>Having regard to the foregoing and in our opinion, the proposed cycleway will significantly enhance connectivity, and</p>
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			<p>provide a further amenity for the residents of Herons Wood and Bridgemount and does not negatively impact on the value of the adjoining properties.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
150	Michael Kelly	<p>Please find my detailed submission attached. A brief outline of the main points are as follows:</p> <ol style="list-style-type: none"> <li>1. I am in favour of cycleways/walkways but I object to the current routing of this link as it will eventually link Ballincollig and Crosshaven and by going through residential areas raises concerns in relation to security, safety, anti-social behaviour, criminal activity and other concerns</li> <li>2. The creation of this route/corridor through Herons Wood will accommodate anti-social behaviour.</li> <li>3. It will create a channel through estates that facilitates easy movement for criminals and will allow evasion from the Gardai. As Carrigaline garda station is a sub-station of Togher, this raises grave concerns that there will be insufficient Garda presence in the area to police this corridor</li> <li>4. Plans are already in place for provision of a new bus route and primary pedestrian route from the M28 dissecting Fernhill along with upgrading of the existing Fernhill road. The inclusion of the proposed walkway/cycleway within the Fernhill route would minimise disruption to existing residents.</li> <li>5. Existing wildlife habitats in the area would be destroyed by this proposed link</li> <li>6. The route is planned to dissect existing green areas in Herons wood that are well utilised by the existing residents and passes both behind and in front of existing homes. This compromises the safety of the children in the estate who currently use these greens and would impact their access to these safe green spaces.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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</li> </ul> </li> </ol>

			<p>Bridgemount Link as the preferred option.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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</p>
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			<p>activity ahead and time to slow down, stop or react otherwise.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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</p>
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			<p>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.</p> <p>6. 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 107 no. 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per</li> </ul>
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			DMURS to offset the pedestrian/cycle route.
151	Orla Bowen	<p>1. I am not against walkways or cycleways. Cork County Council already have readily available public routes accessible to them for this link, which will not impact residential areas.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> </ul>

			<ul style="list-style-type: none"> <li>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.</li> <li>The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
152	Jackie O'Herlihy	<p>Please find attached my Submission. A brief summary of same is as follows:</p> <ol style="list-style-type: none"> <li>Please note I am by no means against walkways / cycle lanes, my objection is to it being routed through a residential area.</li> <li>My sons will no longer have the use of the green that is right outside our door. They use this green every day. We bought our property as it is in a cul de sac of 12 houses with a green facing our property, not for a public thoroughfare to be routed through our estate.</li> <li>I have serious concerns in relation to anti social behaviour as this proposed thoroughfare will be used night and day. This route will be joining a significantly larger route that will entice strangers from a very large population base to traverse a private residential area.</li> <li>I fear general nuisance due to noise by those using this thoroughfare by day but especially by night.</li> <li>I have genuine concerns as to the security risks to our property.</li> <li>My sons' safety will be a factor if this walkway / cycle lane goes ahead.</li> <li>Cork County Council have readily available public routes accessible to them for this link, which will not impact residential areas. For eg. Fernhill Road linking with R613 and/or the route via the Cork Road along R611/R612 and/or the proposed new bus route through Fernhill to Leacht cross which is provided as part of the Fernhill Expansion Area.</li> </ol>	<ol style="list-style-type: none"> <li>The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</li> <li>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).</li> </ol>

			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p>
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			<p>The scrub undergrowth will also be replaced with a woodland grass &amp; 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.</p> <p>3. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>4. 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:</p>
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			<ul style="list-style-type: none"><li>• 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 and 2011 and continued to maintain this route as a specific objective.</li><li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li><li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li><li>• 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.</li><li>• 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.</li><li>• 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;</li><li>• 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.</li><li>• 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.</li><li>• The Bridgemount Link 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</li></ul>
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			<p>farmlands and private residential properties.</p> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
153	Aoife Bowen	<ol style="list-style-type: none"> <li>1. I have grave fears about what will become a dark alley along a portion of the proposed link, between the rear of Heatherfield Lawn and front of Mulberry Lane, which will entice anti-social and criminal behaviour during the hours of dark</li> <li>2. There is extensive wildlife along the stretch</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 4m high lighting columns at 10m intervals were introduced to ensure that the route is also lit during night</li> </ul> </li> </ol>



			<p>time. The design of the lighting is such that it avoids any light overspill and is suitable for bats.</p> <ul style="list-style-type: none"> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>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.</p> <p>Construction best practice, such as hand</p>
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			<p>digging around trees, will be undertaken to ensure as many trees as possible can be retained in their current location.</p> <p>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 that 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.</p> <p>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.</p>
154	Katie Bowen	<ol style="list-style-type: none"> <li>1. There is extensive wildlife along the stretch</li> <li>2. I have grave fears about what will become a dark alley along a portion of the proposed link. which will entice anti-social and criminal behaviour during the hours of dark</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol> <p>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.</p> <p>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.</p> <p>Works will be undertaken in accordance with the Transport Infrastructure Ireland</p>

			<p>(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 that 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.</p> <p>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.</p> <p>2. 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</p>
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			<p>address these issues. Some of the amendments made to the scheme to address the resident concerns included:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
155	Rory Bowen	<ol style="list-style-type: none"> <li>1. There is extensive wildlife along the stretch</li> <li>2. I have fears about what will become a dark alley along a portion of the link. which will entice anti-social and criminal behaviour during the hours of dark as i have a younger sister</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol> <p>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</p>

			<p>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.</p> <p>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.</p> <p>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.</p> <p>2. 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</p>
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			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.
156	Sara O'Reilly	<ol style="list-style-type: none"> <li>1. I am not against walkways/cycleways and welcome the addition of such amenities to the area, however I am against routing the proposed link through a residential area.</li> <li>2. I bought my house on the basis that it is located in a quiet "cul de sac" area. The proposed link completely changes the nature of the property I originally purchased.</li> <li>3. I work from home 3 days a week and the proposed link will interfere with my current quiet work environment.</li> <li>4. I fear increased nuisance noise at night.</li> <li>5. The proposed link is not just a local route, it will join a much larger route from Crosshaven to Ballincollig bringing strangers from a huge population crossing in front of our door day and night.</li> <li>6. I fear the increase in antisocial activities the proposed link will bring to our area as the proposed 'thoroughfare' will be used day and night</li> <li>7. I fear the increased risk of car vandalism and damage to property.</li> <li>8. The proposed link will remove some of the car spaces directly outside our property here in Firgrove Mews.</li> <li>9. The route is planned to dissect the green area in front of our homes in Firgrove Mews thus reducing the safety and size of the area where the children of Firgrove Mews currently play.</li> <li>10. There will be an ecological impact with the proposed link – foxes and bats are regularly spotted in the area.</li> <li>11. Cork County Council already have readily available public routes accessible to them for this link which will not impact residential areas.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> <li>2. 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.</li> </ol>

			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the</p>
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			<p>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.</p> <p>3. Submission on car spaces noted and will be further reviewed at detailed design.</p> <p>4. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>5. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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</li> </ul>
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			<p>Bridgemount Link as the preferred option.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
157	Siobhán Gray	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol>

		<p>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</p> <p>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</p> <p>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</p> <p>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</p> <p>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</p>	<p>The conclusion of this report is the following:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link affects five private properties, all of which are farmlands, while Option 2A affects 18 private properties and</li> </ul>
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			<p>Option 2B affects 14 private properties which is a mix between farmlands and private residential properties.</p> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul>
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			<p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
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			<p>5. 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.</p> <p>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.</p> <p>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.</p> <p>Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p> <p>6. 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.</p>
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			<p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>Having regard to the foregoing and in our opinion, the proposed cycleway will significantly enhance connectivity, and</p>
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			<p>provide a further amenity for the residents of Herons Wood and Bridgemount and does not negatively impact on the value of the adjoining properties.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
158	Hilary Waters	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area.</li> <li>2. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>3. While alternative options have been considered, they place a high priority on cost of the options but what about the social cost to residents? Equally safety?</li> <li>4. See this proposal as a thoroughfare and not just planned as an amenity. Planned as a means to channel personnel to and from Carrigaline. This will be used day and night and will lead to unsociable use and activities. Joining a larger route stretching from Crosshaven to Ballincollig and enticing strangers to traverse a private residential area.</li> <li>5. Antisocial and security risks both to property and persons. Dark alleyway will entice criminal behaviour. Loss of residential open spaces and greenspaces as well as access to same resulting in a curtailed use of amenity. Changes circumstances for families that were living in a cul-de-sac which is now to be a public thoroughfare. Other walks in Carrigaline having to be permanently closed previously due to antisocial behaviour.</li> <li>6. Extensive wildlife along this stretch of the ravine between the rear of Heatherfield Lawn and the front of Mulberry lane, location for nesting birds and foxes, as well as protected bats. As well as the destruction of trees.</li> <li>7. Safety concerns and likely injury to children playing in green areas and in front of their homes along the route</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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</li> </ul> </li> </ol>

		<p>of the proposed link. Likely to be struck by passing cyclists and electric scooters as there is no segregation.</p> <p>8. Additional footfall, vehicular traffic and parking along residential areas will be created due to the is proposed link, certain devaluation of impacted homes.</p>	<p>Bridgemount Link as the preferred option.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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</p>
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			<p>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.</p> <p>6. 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p>
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			DMURS to offset the pedestrian/cycle route.
159	John Boyling	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>2. The social cost cannot be overlooked, so to the safety cost to young children currently playing on the green areas this thoroughfare will cut through and remove from their use.</li> <li>3. A very real fear in Carrigaline is the current level of anti-social behaviour. It cannot be ignored that the proposed walkway would in fact allow this unacceptable behaviour to access family estates where homes and properties would be at a real risk.</li> <li>4. The impact of the proposed works will have a negative effect to the value of our homes. A real selling point of our property was this it sits in a cul de sac. Which affords privacy along with a certain quiet ambience and peaceful environment.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> </ul> </li> </ol>



			<ul style="list-style-type: none"> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> </ul>
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160	Ava Boyling	<ol style="list-style-type: none"> <li>1. Not against walkways/cycleways, objecting to routing the proposed link through a residential area. County Council have readily available alternatives accessible to them which will not impact residential areas , for example Fernhill Road.</li> <li>2. The social cost cannot be overlooked, so to the safety cost to young children currently playing on the green areas this thoroughfare will cut through and remove from their use.</li> <li>3. A very real fear in Carrigaline is the current level of anti-social behaviour. It cannot be ignored that the proposed walkway would in fact allow this unacceptable behaviour to access family estates where homes and properties would be at a real risk.</li> <li>4. The impact of the proposed works will have a negative effect to the value of our homes. A real selling point of our property was this it sits in a cul de sac. Which affords privacy along with a certain quiet ambience and peaceful environment.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> </ul> </li> </ol>

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			<p>post development the affected lands will all have an amenity function incorporating the cycle way.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p>
161	Michael Saunders	<ol style="list-style-type: none"> <li>1. Other routes in Carrigaline had been previously closed due to antisocial behaviour. A walkway between Janeville and Heronswood was abandoned by county council because of security and antisocial behaviour. Extra footfall will lead to an increase in antisocial behaviour, already a major issue. Garda presence at a low.</li> <li>2. Huge impact on wildlife in the area, foxes and a colony of bats in the area can't be interfered with.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>



		<p>3. Alternative routes available such as the Fernhill Road with links the R163, wouldn't compromise the residents of an estate.</p> <p>4. Welcomes the improvements but not at the expense of the residents</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p>
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			<p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>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 that 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</p>
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			<p>loss on the full Bridgemount Link could be up to 24 no. trees. These 9 no. trees are common to all tree options.</p> <p>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.</p> <p>3. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• The longer routes carry higher construction and maintenance cost and are peripherally located where population density is less. There is</li> </ul>
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			<p>therefore less value for money associated with Options 2A and 2B.</p> <ul style="list-style-type: none"> <li>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.</li> <li>The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
162	Sarah Boyling	<ol style="list-style-type: none"> <li>This will have a massive and negative impact on the value of our houses and the appeal of living in our park.</li> <li>The environmental impact will be of great loss to the wildlife that reside in our Cul de Sac. We have several foxes and a colony of bats, which are a protected species.</li> <li>Will be an increase in unnecessary and unwanted footfall from external bodies not known to the area and the risk that this will create to the area is unfathomable.</li> <li>The potential for increase in criminal activity that can be linked directly to the ease of access to this walkway is tenfold.</li> <li>Concerned of the impact this will have on the health and safety of children, use the green daily, they will likely be struck by cyclist, scooters, skateboards. This facility will no longer be available to me.</li> <li>Alternative routes available such as the Fernhill Road with links the R163, wouldn't compromise the residents of an estate.</li> </ol>	<ol style="list-style-type: none"> <li>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.</li> </ol>

			<p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p>
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			<p>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 that 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.</p> <p>3. 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:</p>
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			<ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p>
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			<p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"><li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li><li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li><li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down,;</li><li>• Installation of staggered barriers at appropriate spacing ;</li><li>• Access points across the route to allow movement between one residential estate and the other.</li><li>• 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).</li></ul> <p>5. 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:</p> <ul style="list-style-type: none"><li>• 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 and 2011 and continued to maintain this route as a specific objective.</li><li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li><li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li><li>• 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.</li></ul>
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			<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
163	Pat Clancy	1. Writing to submit my total support for the proposed development of my town. Delighted to see a real change on the way for Carrigaline, to allow us as a community to develop as a sustainable place to live.	1. Positive submission is noted
164	Liam Stuart	1. Writing to submit my total support for the proposed development of my town. Delighted to see a real change on the way for Carrigaline, to allow us as a community to develop as a sustainable place to live.	1. Positive submission is noted
165	Catherine Clancy	1. Writing to submit my total support for the proposed development of my town. Delighted to see a real	1. Positive submission is noted

		change on the way for Carrigaline, to allow us as a community to develop as a sustainable place to live.	
166	DAN FITZGERALD	<p>1. This walkway is right across from my house. I have an autistic son who plays right next to the proposed opening. My son is a flight risk because of his disability. Right now the cul de sac is a safe space for my son to play but if its opened up it will mean he will have a clear run out of our estate towards the town and beyond. We bought our house last year and the safety of our son was a huge factor in our decision</p>	<p>1. The concerns raised are noted and will be considered further at the detailed design stage. The cul de sac nature of Firgrove Mews will be preserved and the cycleway will be segregated from the green area by a low fence.</p> <p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
167	Conor Mc Gowan	<p>1. Reasons for Objection: increase in noise, possible increase in anti social behaviour, increase in traffic in area (already backed up as it is), Gaelscoil traffic will increase further at rush hour times, loss of greenspace. Fernhill road has pedestrians everyday with no actual footpath on a busy road, why not redevelop that road that actually needs to be rather than create a proposed route that negatively impacts peoples day to day lives?</p>	<p>1. 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</p>

			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p>
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			<p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul> <p>3. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• As part of the development of the Bridgemount Link option,</li> </ul>
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			<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
168	Mollie O'Mahony	1. I am worried about the affect this link will have on local wildlife and the increase in litter and anti-social behaviour I believe it will cause.	1. As part of the Part VIII planning application an Ecological Impact Assessment was carried out by APEM

			<p>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.</p> <p>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.</p> <p>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.</p> <p>2. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anti-climbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti-climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p>
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169	Saoirse O'Mahony	<p>1. I am worried about the affect this link will have on local wildlife and the increase in litter and anti-social behaviour I believe it will cause.</p>	<p>1. 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.</p> <p>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.</p> <p>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.</p> <p>Works will be undertaken in accordance with the Transport Infrastructure Ireland (TII) Guidance for the Protection and Preservation of Trees, Hedgerows and scrub prior to, during and post construction of National Road Schemes.</p> <p>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 that 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</p>



			<p>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.</p> <p>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.</p> <p>2. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti</li> </ul>
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			<p>climbing fence on Heatherfield Lawn.</p> <ul style="list-style-type: none"> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
170	Noreen Daly	<ol style="list-style-type: none"> <li>1. I would like to reject the above proposal due the disruption to the large green area outside that the kids play on.</li> <li>2. Also the walkway will be open 24hrs, it will create noise from people using it late at night and could have groups hanging around the rocks across from my house at night(large groups of young kids use it during the day). This is a housing estate and our house prices will be deeply effected.</li> <li>3. There is alternative available. We feel that the council should take into account how this will effect our lives greatly and could be an unwanted element into our area.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</li> </ol> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul> <ol style="list-style-type: none"> <li>2. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</li> </ol> <p>“The development is the implementation of a long running policy objective as detailed in the Cork County</p>

			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>3. 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:</p>
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			<ul style="list-style-type: none"><li>• 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 and 2011 and continued to maintain this route as a specific objective.</li><li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li><li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li><li>• 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.</li><li>• 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.</li><li>• 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;</li><li>• 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.</li><li>• 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.</li><li>• The Bridgemount Link 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</li></ul>
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			<p>farmlands and private residential properties.</p> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
171	Geological Survey Ireland	<p>1. With reference to your letter dated 10 June 2022, regarding the Carrigaline Transportation &amp; Public Realm Enhancement Plan Phase 1A, please note that Geological Survey Ireland has no specific comment or observations to make on this matter at this time.</p>	<p>1. Submission noted</p>
172	Shane O Mahony	<p>1. I would like to state that I am not in favour of the purposed routing of a greenway that will eventually connect Crosshaven to Ballincollig. The purposed route will run right outside the front of my house and will bring strangers walking through what is currently a private Culture de sac. This route will cut through existing green areas utilised by residents and it will provide a means for people to traverse through the different housing estates possibly facilitating criminal and anti social behaviour.</p> <p>2. It will also disturb extensive wildlife in the area and damage property prices in the area. I believe that the proposed greenway is short sighted and will cause more problems than solutions and will be of little real benefit in the future.</p>	<p>1. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul> <p>2. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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</p>

			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>3. 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,</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>Cork County Council met with An Garda Síochána to provide an overview of the</p>
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			<p>proposed scheme. No submission was made by An Garda Síochána during the Part VIII process.</p> <p>4. 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.</p> <p>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 that 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.</p> <p>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.</p>
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173	Kevin Gray	<ol style="list-style-type: none"> <li>1. I am in favour of walkways but not through housing estates where they will pass residents front doors. There is extensive wildlife habitat which will be destroyed.</li> <li>2. It will create rat runs for anti social and criminal activity which the Gardai will not be able to police.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol>

			<p>2. 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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• While a need for CCTV has not been identified the necessary infrastructure, e.g. poles and</li></ul>
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			<p>ducting, will be installed along the cutting to facilitate future installation of CCTV if required.</p> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
174	Niamh Gray	<ol style="list-style-type: none"> <li>1. There is an extensive wildlife in the area whose habitat will be destroyed by the proposed link.</li> <li>2. The route is planned to dissect existing green areas in Herons Wood passing peoples front doors, which raises the risk of injury to children who currently play safely outside their homes.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol> <p>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.</p> <p>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.</p> <p>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 that along the Bridgemount Link. The</p>

			<p>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.</p> <p>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.</p> <p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• The specification of pedestrian crossing type will be confirmed at the detailed design stage and will be consistent with the</li> </ul>
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			Design Manual for Roads and Streets (DMURS).
175	Deirdre McGrath	<p>The main points of my submission are:</p> <ol style="list-style-type: none"> <li>1. I do not object to walkways or cycleways but object to the one which will eventually connect Crosshaven to Ballincollig. It will be close to my home and I am very concerned about anti-social behaviour, criminal behaviour and safety issues. ..</li> <li>2. A green area near my home will used for the walkway/cycleway. This is the green area I use with my 3 children (2 have special needs). We use this green area to play games and exercise our dog. We have no green area outside of our park/estate.</li> <li>3. There is no other walkway/cycleway which goes through a residential area in the way this one is being proposed.</li> <li>4. There is an alternative route (no. 3) through the new proposed bus route through Fernhill.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> </ul> </li> </ol>

			<ul style="list-style-type: none"> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places &amp; again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> </ul>
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			<ul style="list-style-type: none"> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>3. The alignment of the pedestrian and cycle route through the green area at Heatherfield lawn will run close to the wall at Mullberry Lane to endeavour to minimise the impact on the green space.</p> <p>4. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul> <p>5. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> </ul>
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			<ul style="list-style-type: none"> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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</p>
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			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.
176	Aisling Gray	<ol style="list-style-type: none"> <li>1. The proposed route through Herons Wood, Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate antisocial behaviour. Extensive wildlife will be destroyed.</li> <li>2. The risk of injury to children who currently play outside their quiet homes.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> </ul> </li> </ol>

			<ul style="list-style-type: none"> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> </ul>
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177	Michelle Gray	<p>1. The route is planned to dissect existing green areas in Herons Wood and pass in front of existing homes. This raises the risk of antisocial behaviour and poses as a risk to young children.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> </ul>

			<ul style="list-style-type: none"> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally</li> </ul>
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			<p>walking within the community facility;</p> <ul style="list-style-type: none"> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down,;</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
178	Fergal McGrath	<ol style="list-style-type: none"> <li>1. I am in favour of walkways/cycleways but I object to routing a link between Crosshaven and Ballincollig. I believe it will cause more antisocial behaviour in the Carrigaline area near my home and criminal activity. The walkway/cycleway is going through residential areas, there is no other link like this in the country.</li> <li>2. I use a green area by rear Heatherfield Lawn and Mulberry Lane with my family especially two of my children who have special needs and our dog. We have no green area in our estate and this is the area that we use.</li> <li>3. It will create easy movement that will cause more anti social behaviour and will not be policed due insufficient Garda presence already in the area. There is no other walkway/cycleway like this in the country that will go through so many residential areas and remove green areas which are being used by families.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 4m high lighting columns at 10m intervals were introduced to ensure</li> </ul> </li> </ol>

			<p>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.</p> <ul style="list-style-type: none"> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> </ul>
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179	Denis Ryan	<p>1. While I welcome these new plans for the Greenway facility in Carrigaline, I would like to strongly object to its planned route through our estate in Herons Wood. My primary objections relate to Loss of Privacy, Safety, Security, Anti-Social Behaviour &amp; Criminal Activities..</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County</li> </ul>

			<p>Development Plan as a specific development objective.</p> <ul style="list-style-type: none"> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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</p>
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			<p>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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. 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.</p> <p>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</p>
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			<p>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.</p> <p>6. 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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</p>
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			<p>all have an amenity function incorporating the cycle way.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
180	Niamh Barry	<ol style="list-style-type: none"> <li>1. I am pro greenways and when done right they are very beneficial to the community but this is not being done right. I cannot believe that the route of cutting through a large established housing estate is even being considered. I am even more disappointed with the misleading wording of the proposal, this is not just going "TO Heronswood" it is cutting right through it, and this is not a "disused railway line" this is going to take away the precious green areas that kids living in the park can safely play. The proposed greenway will be coming onto an extremely steep hill and crossing the very busy main road of the housing estate. This will lead to accidents and I fear for any children trying to playing near this section of the greenway could be seriously injured as bikes coming down this at substantial speed could cause harm if they veered off the pathway and collided with children playing or parked cars.</li> <li>2. Majority of this antisocial behaviour is due to lack of amenities in Heronswood, we have had problems with antisocial behaviour in our area. This thoroughfare will exacerbate this as it would take away a substantially large green area. The Gardai are already too stretched as is, they will not be able to provide the patrols required for this. As I said at the beginning I am pro greenways but cutting through a housing estate like this one when there are other options available is worrying and disappointing.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</li> <li>2. 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: <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> </ul> </li> </ol>

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181	Julianne McGowan	<ol style="list-style-type: none"> <li>1. This will negatively effect my quality of life. Not only will it disturb the tranquillity for the families we have on our Lane. It will disturb countless wildlife families.</li> <li>2. The antisocial behaviour that will happen on this walkway will be detrimental</li> </ol>	<ol style="list-style-type: none"> <li>1. 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.</li> </ol> <p>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</p>



			<p>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 that 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.</p> <p>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.</p> <p>2. 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.</p>
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182	Denis O'Sullivan	1. I wish to object to the proposal as it cuts through a residential area, invites antisocial behaviour, does not provide for parking for those wanting to avail of the	1. The design of the Bridgemount Link incorporates the principles and fundamentals of Crime Prevention

		<p>amenity from other locations and similar amenities are not being maintained adequately.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul>
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183	Bernadette Barry	<ol style="list-style-type: none"> <li>1. I am in favour of walkways but not routing a link through a private housing estate when there are other safer options available. As this portion of the walkway which you have described as a disused railway line, it is far from disused, it is the only green area the children in our area have to play on. This proposal totally dissects the only green areas our children can play on safely on as it is proposed to run directly in front of our homes.</li> <li>2. If motorised scooters and bikes are allowed to cut through the children’s play area it is inevitable there will be serious injuries and potential fatalities as it is dangerous. Especially when there is ice on the road during cold weather, the cars slip backwards down the hill, of course a train would not have been affected by this slope in the olden times but it is inevitable the injuries to local children if the council continues with this section of the greenway especially when there is safe and protected options available which does not put the children in Herons wood at risk. The risk of frequent potential injuries is very foreseeable so any one qualified in Health and Safety can easily testify in the inevitable court cases you will be forced to fight if this portion of the greenway is routed through the current green area between the Oaks and The walk in Heronswood.</li> </ol>	<ol style="list-style-type: none"> <li>1. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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: <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul> </li> <li>2. 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.</li> </ol> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate</li> </ul>

			<p>area, reiterating that pedestrians always have right of way along the facility;</p> <ul style="list-style-type: none"> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down,;</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul>
184	Colette O'Sullivan	<p>1. I wish to object to the proposal as it cuts through a residential area, invites antisocial behaviour, does not provide for parking for those wanting to avail of the amenity from other locations and similar amenities are not being maintained adequately.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> </ul>

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			<p>closest route along Cork Road carrying heavy traffic volumes and fast-moving traffic.</p> <p>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.</p> <p>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.</p> <p>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.</p>
185	Shane O'Sullivan	<p>1. I wish to object to the proposal as it cuts through a residential area, invites antisocial behaviour, does not provide for parking for those wanting to avail of the amenity from other locations and similar amenities are not being maintained adequately.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> </ul>

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186	Frank McGowan	<p>1. This proposed walkway will destroy our way of life, The antisocial behaviour and noise pollution will be unbearable. It will devalue my property significantly . I am fearful for the safety of myself and my family. The council will not maintain so dumping will prevail.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> </ul>

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			<p>believe are sufficient to mitigate unsocial behaviour and promote wider enjoyment of the cycleway.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p>
187	Anthony John Walsh	1. Really like the new Bridgemount Link and the new vision for the street in Carrigaline Town. This will enable a more sustainable future for everyone and it looks really nice.	1. Positive submission is noted
188	Barry & Suzanne Sisk	1. Could the work for Churchhill proceed without the requirement for land acquisition on houses or sites on one side of the hill. Can this be reassessed to see what is required to make it work	1. 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.
189	Denis Nagle	1. I write to express concerns about the proposed plans for Church Hill (L-2495) as part of the above overall scheme. I am a resident of the area and my family / parent’s	1. Submission noted. 2. Following further consideration, and in light of the high-quality pedestrian

		<p>home is on Church Hill and is one of many properties that will be impacted by the scheme and potential land acquisition.</p> <p>I fail to understand the benefits this scale of development will give to the local community and tax payer following on from the Section 38 works phase to resume soon.</p> <p>My understanding is that the Section 38 works soon to be started to coincide with the opening of the western relief road will not only reduce traffic volumes to residents only northbound but will also significantly reduce traffic volumes southbound to village traffic only. I would have thought that would make Church Hill a much safer space that can be shared by all road users and pedestrians.</p> <p>All this scheme is proposing to give is an additional cycle land that will end at the top of the hill anyhow and an additional pavement.</p> <p>The destruction and huge costs associated with this part of the scheme on Church Hill are completely disproportionate to any benefits.</p> <p>2. There are potentially minor fixes that could allow the hill to be a safer space for all at little to no additional cost and without the upset, stress, destruction by: Speed calming Measures for safe access and egress from households on the hill. Possible introduction of a 30km/hr zone on hill to allow cyclists and limited local traffic use northbound lane.</p>	<p>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.</p>
190	Lynda Hughes	<p>1. The proposed route through Herons Wood &amp; Dissecting Heatherfield Lawn and Mulberry Lane will result in the creation of a laneway which will accommodate anti social behaviour, crime and fear for residents.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward</li> </ul>

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191	Amy Somers	<p>I wish to object to the proposed walkway and have attached my reasons why</p> <ol style="list-style-type: none"> <li>1. If the walkway was to go ahead, we would have people walking past our house right outside our front door and the fact that our safe cul de sac would be open at the top into Janeville is very unsafe for our children. Opening up estates to one another also gives an advantage to burglars as they have so much more scope to flee.</li> <li>2. I can imagine the front of my house will also become a car park for anyone who wish to use the walk to Crosshaven but don't have convenient access to it from their own home. We already have this with people who come to use the wonderful green space in front of my house. People come to hold yoga classes, fitness classes and dog training so it already known as a</li> </ol>	<ol style="list-style-type: none"> <li>1. 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</li> </ol>

		<p>convenient spot to abandon your car and do as you please.</p> <p>3. I also fear that people using the walkway will use the trees and hedging in front of my house as a toilet as we already have this problem with people working in the area, door to door sellers and tradesmen etc. The is a health and safety issue as our kids then go and play in those trees .</p> <p>4. Putting a walk way on our green which is now used by many kids is a very dangerous idea as there will be cyclists travelling very fast on the open space with kids dashing out from their homes as they have always done.</p>	<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p>
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			<p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. Submission noted</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>4. 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</p>
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			<p>activity ahead and time to slow down, stop or react otherwise.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down,;</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> </ul> <p>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).</p> <p>5. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p>
192	Cork Transport & Mobility Forum	1. Please find full submission attached. We feel that a number of measures proposed in this plan, as well as the implementation of this plan as a whole, have great potential to make Carrigaline a far less car dependent and a more pleasant, liveable, and	<ol style="list-style-type: none"> <li>1. Positive submission noted</li> <li>2. Positive submission noted</li> </ol>



		<p>desirable community.</p> <p>2. While we are generally against the building of new arterial routes for motor traffic, we feel that the planned Western relief Road is more than justified given the very substantial improvements, in the public realm, and access to active and public transport in the town centre, which it makes possible.</p> <p>3. Preferred options  In relation to the Lee2Sea routing, we are strongly in favour of Route Option 2 along the old railway alignment and would subsequently oppose Option 1 and oppose Option 3 in the strongest way.  In relation to the Main Street Public Realm Enhancement, we are strongly in favour of Option 4: Pedestrian Priority as by far the most appropriate and desirable treatment. We oppose Option 2 and oppose Option 1 more strongly, as while they offer some improvement over the current situation, they fall well short of the positive transformation that is possible and is offered by option 4.</p>	<p>3. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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</li> </ul>
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			<p>number of trees and long sections of existing hedgerows.</p> <ul style="list-style-type: none"> <li>The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p>
193	Catriona Reid	<ol style="list-style-type: none"> <li>The proposed plans for Carrigaline are a welcome and fresh perspective which will drive Carrigaline to become more sustainable and a healthier environment to enjoy. I specifically appreciate the intention to construct more cycle lanes around the town. This is a particularly welcome plan because of the many benefits of cycling, both for health and for sustainable transport.</li> </ol>	<ol style="list-style-type: none"> <li>Positive submission is noted</li> </ol>
194	Dunnes Stores	<ol style="list-style-type: none"> <li>We welcome and support the council's decision to maintain two-way traffic along Strand Road. We would ask the council to give due consideration to our comments on: (1) directional signage, (2) a new pedestrian link from Dunnes Stores to Main Street and (3) construction traffic.</li> </ol>	<ol style="list-style-type: none"> <li>Submission noted. Suggestions will be considered further at detailed design stage.</li> </ol>
195	Janet Twomey	<ol style="list-style-type: none"> <li>The ambitious plans for more cycle parking and facilities, enhanced pedestrianisation, safer junctions, improved lighting, wider footpaths and more leisure-social areas are all very welcome and much needed.</li> <li>Happy to read that your work has also factored in adherence to the Habitats Directive (92/43/EEC) and screening for the Environmental Impact Assessment under the EIA Directive (2014/52/EU).</li> <li>In relation to improved cycling facilities, I wholeheartedly endorse the Bridgemount to Herons Wood Pedestrian Cycle Link, which will be a core part of the Lee to Sea route. A cycling scheme such as this one is important in terms of reducing our society's dependence on damaging fossil fuels.</li> </ol>	<ol style="list-style-type: none"> <li>Positive submission is noted</li> </ol>
196	Mark Cunningham	<ol style="list-style-type: none"> <li>Hi - I would like to object to the proposed Greenway / Cycle Way through Herons Wood Estate and Bridgemount / Heatherfield. My objection is based on the safety of our kids / adults / property and the much increased probability of antisocial behaviour this will bring to the area. I have detailed my concerns in the document attached.</li> </ol>	<ol style="list-style-type: none"> <li>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: <ul style="list-style-type: none"> <li>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</li> </ul> </li> </ol>

			<p>Plan) has been updated in 2005 and 2011 and continued to maintain this route as a specific objective.</p> <ul style="list-style-type: none"> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser impact</p>
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			<p>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.</p> <p>6. 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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“The development is the implementation of a long running policy objective as detailed in the Cork County Development Plan 2014 and the current</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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</p>
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			<p>Development Plan. Thus there will be no loss of amenity space.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
197	Cllr. Seamus McGrath	<ol style="list-style-type: none"> <li>1. 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 are delayed until the Bothar Guidel / Eastern corridor work is complete.</li> <li>2. The whole purpose of TPREP is to divert unnecessary traffic from main street. I fully support this. However, to implement this when a major construction project will be underway on the eastern corridor does not make sense. The inner western relief road is scheduled to open in September and this very welcome. I think it also makes sense to give this a bedding in period until the other changes are implemented. Therefore, for these two reasons I believe the implementation of the traffic flow changes should be coordinated at a later stage.</li> <li>3. The two main proposals which have been raised are the proposed Bridgemount &amp; Herons Wood link and the proposals for Church Hill. Both these proposals need to be discussed in great detail and I would request that we have meetings scheduled to discuss the submissions made by local residents prior to the preparation of the Chief Executive's report.</li> <li>4. Other specific aspects have also been highlighted with me and again I would suggest these should be discussed at our meetings prior to the Chief Executive's report. It is critical that we as Public Representatives are afforded the opportunity to fully consider the submissions made and to provide our feedback before the Chief Executive's report is finalised.</li> </ol>	<ol style="list-style-type: none"> <li>1. Submission noted</li> <li>2. CCC will co-ordinate all traffic management plans in a manner that minimises traffic congestion and mitigates any potential impact accordingly.</li> </ol>
198	Alan Murphy	<ol style="list-style-type: none"> <li>1. Losing the right to use the shortest route into Carrigaline will be taken from us. As a resident of 25 years we will now be asked to take a more circuitous route. We will have to join the traffic from Kinsale on one route and Crosshaven on our other option. Thus extending our journey time (not great for carbon footprint) and the chance of being stuck in traffic longer. This includes all traffic passing our way from the general Minane Bridge area. Traffic congestion in a large estate (Forrest Hill) will now become the norm as it will on the upper Kilmoney Road. Surely a better look at Cogan's Corner and how traffic moves there would be far more beneficial. As with everyone who has no option but to drive the less time we are in our cars the better. Asking us to go around the periphery of Carrigaline is not the answer in my opinion. Finally,</li> </ol>	<ol style="list-style-type: none"> <li>1. Traffic Volumes Traffic counts 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</li> </ol>

		<p>my parental home is Mount Rivers, where i have an elderly Mother. If anything were to happen to her i would be losing valuable time trying to navigate around our village rather than taking the direct route.</p>	<p>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.</p> <p>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.</p>
199	Brendan Nash	<ol style="list-style-type: none"> <li>1. Do not believe there is a requirement for a dedicated cycle lane as the gradient of the hill is very steep. The numbers of cyclists that I have seen cycling up the hill is almost NIL and the few I have seen are using battery assisted cycles otherwise cycles are pushed up the hill.</li> <li>2. Assumption is that this 'enhancement' is to provide cycle routes to the educate together and Edmund Rice college schools located on the Ferney Road, there is a disjoint here in this approach as there is no remaining cycle lanes in any direction from Fosters Cross, merely an effort by the planning team to satisfy the 'Active Travel' aspect of NSO4 of the National Development Plan.</li> <li>3. Carrigaline is already serviced by several cycle lanes, The natural Topography of Carrigaline village guides any children coming from north of the river down Bother Guidel, down the Crosshaven road and then up the Ferney relief road.</li> <li>4. Church Hill is the main transport link between Carrigaline and the greater Minane Bridge and Tracton area. This area is a major agricultural community, significant volume of agricultural traffic in both the North and South bound directions. Equestrian traffic from the two Equestrian centres will have will be unable to negotiate the left/right hand turns the Fosters Cross. Need I mention the construction HGV traffic ??</li> <li>5. the significant narrowing of Church Hill with the addition of a footpath on the eastern side of the Hill. This, I cannot understand? Due to the simple fact that it is stated in the planning report in section 4.1.1 that the footpath serving the hill, is over 2m wide in width ? This in accordance with the regulations.</li> </ol>	<ol style="list-style-type: none"> <li>1. Submission noted, refer to report in Appendix D of the Manager's Report for information regarding traffic management.</li> </ol>

		<p>6. Traffic that will be diverted right or left going Northbound towards Village will have to divert right towards Crosshaven road or Left towards Pipers Cross. Both of these access points are heavily congested in the busy periods and going from a minor to a major road in both cases, at pipers cross having to cross the traffic.</p> <p>7. suggest that the road surface and the associated rain/storm drains are attended to and the pipework under the roadway is repaired / replaced as it is an ongoing problem (roadworks on an annual basis to effect repairs). In fact this would be a very good time to have the storm drains in the area inspected/repaired and cleaned and properties along the road have proper rainwater runoff control.</p>	
200	Andrew Williams	<p>1. I think most of what's in this plan is good. However I strongly object to imposing a one way system on Church Hill. I can't see any upside to this but many downsides. It is changing a situation where there are currently 3 traffic bottle necks into Carrigaline town for those living in upper Carrigaline to 2, congesting the 2 remaining further (Pipers cross and Crosshaven road). Pipers cross in particular will now have double the traffic flow, double the tailback at the junction each morning. Not a good idea.</p>	<p>1. Traffic Volumes  Traffic counts 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.</p>

201	Robert Foster	<p>1. Please see attached detailed PDF of my submissions and observations. I would implore the relevant parties to please make contact with me so that we can try every effort to reach an optimum solution for Carrigaline. (Submission summary: Alternative routes, Traffic)</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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</li> </ul>
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			<p>number of trees and long sections of existing hedgerows.</p> <ul style="list-style-type: none"> <li>The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. Traffic Volumes</p> <p>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 Ferny 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.</p> <p>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.</p> <p>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</p>
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			<p>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.</p>
202	Chris O'Herlihy	<ol style="list-style-type: none"> <li>1. I am not objecting to a walkway / cycleway but I am objecting to one going through a residential area and splitting our estate. I believe other public routes would be more appropriate which will not impact on residential areas.</li> <li>2. I use the green in front of my home with my younger brothers - that will be taken from us if this new thoroughfare goes ahead.</li> <li>3. I believe there will be an increase in anti social behaviour and very possible vandalism to our homes and cars. The new walkway will entice strangers from a huge population base from Crosshaven to Ballincollig to travel through a private residential area. The noise level especially at night is another huge concern if this goes ahead.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• The longer routes carry higher construction and maintenance cost</li> </ul> </li> </ol>

			<p>and are peripherally located where population density is less. There is therefore less value for money associated with Options 2A and 2B.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>3. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>The woodland section of the link has been designed by specialists to maintain a line of sight along its length, from entry</p>
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			<p>to exit, along with strategically placed street lighting.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
203	Sheila McCormick	<ol style="list-style-type: none"> <li>1. I am in favour of walkways / cycleways and welcome improvements to Carrigaline and amenities associated with Carrigaline. However, I am objecting to routing the proposed link through a residential area as it raises safety, security, anti-social behaviour, criminal activity and other concerns.</li> <li>2. Plans are in place for provision of a new bus route from the M28 dissecting Fernhill. Inclusion of the proposed cycle path / walkway there would minimise disruption to existing residents and optimise resources. This would be more in keeping with the greenway concept.</li> <li>3. The proposed greenway as it stands will create a rat run between estates, facilitating easy movement that will aid Gardai evasion. Garda presence in Carrigaline is already limited.</li> <li>4. The route is planned to dissect green areas in Herons Wood in front of existing homes. This raises the risk of injury to children including my own 4 year old, who currently play safely outside their homes and materially impacts their safe access to the existing greens.</li> <li>5. There will also be an impact to wildlife in the area.</li> <li>6. There is concern over upkeep of the proposed greenway as there are already issues around the Crosshaven greenway in this regard.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to maintain this route as a specific objective.</li> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> </ul> </li> </ol>

			<ul style="list-style-type: none"> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser 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.</p> <p>2. 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.</p>
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			<ul style="list-style-type: none"> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area,</li> </ul>
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			<p>reiterating that pedestrians always have right of way along the facility;</p> <ul style="list-style-type: none"> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> </ul> <p>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).</p> <p>5. 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.</p> <p>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.</p> <p>6. 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 that along the Bridgemount Link. The</p>
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			<p>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.</p> <p>7. 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.</p> <p>8. Cork County Council sought the advice of Avison Young Real Estate Advisors on this matter:</p> <p>“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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>There is no direct sales evidence in the locality of the proposed development that indicate that property prices have been negatively affected since the</p>
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			<p>announcement of the Carrigaline Transportation and Public Real Plan.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p> <p>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:</p> <ul style="list-style-type: none"> <li>• Refinements to the alignment of the route;</li> <li>• Rotating existing perpendicular car parking adjacent to the greenspace from to parallel spaces.</li> <li>• Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</li> </ul>
204	Colm O'Donoghue	<ol style="list-style-type: none"> <li>1. I am in favour of walkways / cycleways and welcome improvements to Carrigaline and amenities associated with Carrigaline. However, I am objecting to routing the proposed link through a residential area as it raises safety, security, anti-social behaviour, criminal activity and other concerns.</li> <li>2. Plans are in place for provision of a new bus route from the M28 dissecting Fernhill. Inclusion of the proposed cycle path / walkway there would minimise disruption to existing residents and optimise resources. This would be more in keeping with the greenway concept.</li> <li>3. The proposed greenway as it stands will create a rat run between estates, facilitating easy movement that will aid Gardai evasion. Garda presence in Carrigaline</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• 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 and 2011 and continued to</li> </ul> </li> </ol>

		<p>is already limited.</p> <ol style="list-style-type: none"> <li>4. The route is planned to dissect green areas in Herons Wood in front of existing homes. This raises the risk of injury to children including my own 4 year old, who currently play safely outside their homes and materially impacts their safe access to the existing greens.</li> <li>5. There will also be an impact to wildlife in the area.</li> <li>6. There is concern over upkeep of the proposed greenway as there are already issues around the Crosshaven greenway in this regard.</li> </ol>	<p>maintain this route as a specific objective.</p> <ul style="list-style-type: none"> <li>• The route is again included in the 2022 to 2028 County Development Plan as a specific development objective.</li> <li>• During all of the updates of the County Development Plans, statutory public consultation was undertaken as part of the process.</li> <li>• 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.</li> <li>• 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.</li> <li>• 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;</li> <li>• 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.</li> <li>• 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.</li> <li>• The Bridgemount Link 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.</li> </ul> <p>Based on the above analysis, it can be concluded that, from a technical point of view, the Bridgemount Link option will have a significantly lesser impact on its surrounding environment compared to the Church Road / Fernhill</p>
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			<p>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.</p> <p>2. 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.</p> <p>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.</p> <p>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.</p> <p>3. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower</p>
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			<p>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</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> </ul> <p>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).</p> <p>5. 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.</p> <p>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</p>
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			<p>all have an amenity function incorporating the cycle way.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>The consensus from the Literature Review is that greenways and cycleways have a positive impact on house prices generally.</p> <p>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.</p> <p>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.”</p> <p>9. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p>
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205	Marian Laverty	<p>1. Creating a greenway from Cork city to Carrigaline via Heatherfield lawn is an unsafe and dangerous area for the locals. The green way will cross onto a school for children with special needs. These children use Heatherfield area for walks /picnics</p>	<p>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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;.</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> </ul> <p>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).</p>
206	Íde Kitty Hawkes	<p>1. Total support and excitement for the proposed development. Looking forward to scooting/walking/cycling to school using the new safe infrastructure.</p>	<p>1. Positive submission is noted</p>
207	Alan & Joanne Hawkes	<p>1. Writing to submit my total support for the proposed development of my town. Delighted to see a real change on the way for Carrigaline, to allow us as a community to develop as a sustainable place to live.</p>	<p>1. Positive submission is noted</p>

208	Tomas King	<p>1. Knew of antisocial behaviour behind Heatherfield Lawn Houses and why Minister McGrath had to put a fence up, the last thing anyone wants is to go back to the time of empty cans, drugs, drunk people, fights etc. it will open access for antisocial behaviour.</p>	<p>1. 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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• While a need for CCTV has not been identified the necessary infrastructure, e.g. poles and</li> </ul>
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			<p>ducting, will be installed along the cutting to facilitate future installation of CCTV if required.</p> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. “Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
209	Pat King	<ol style="list-style-type: none"> <li>1. Minister McGrath got a fence put up because of antisocial behaviour, this restored a sense of peace for the residents and this is going down the route of taking this away and it will happen again.</li> <li>2. I see the plan as a thoroughfare and not an amenity, it will be used day and night and will lead to antisocial behaviour. Also noise factor day and night.</li> <li>3. Proposed route going through a green area where children play and which houses were specifically bought for that purpose.</li> </ol>	<ol style="list-style-type: none"> <li>1. 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: <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> </ul> </li> </ol>



			<ul style="list-style-type: none"> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees.</p> <p>“Deciduous trees are generally more visually permeable than coniferous trees, especially in winter.”</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p> <p>2. 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.</p> <p>The objective of this route is to provide better connectivity within the community using active travel modes</p>
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			<p>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.</p> <p>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.</p> <p>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.</p> <p>3. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down;</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> </ul> <p>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).</p>
210	Siobhan King	<p>1. Disappointed with lack of councillors at public meeting in Carrigaline court hotel. These councillors would not like to have an area behind their houses which will be used day and night leading to unsociable uses and activities like already happened behind Heatherfield Lawn.</p>	<p>1. Submission noted</p> <p>2. 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.</p>

		<p>2. Fear for children, route through a green area where children play and where people bought properties for this area.</p> <p>3. Not against walkways/cycleways but object to the routing a link, that will eventually connect Crosshaven to Ballincollig, through a residential area as this brings up fears of safety, security , antisocial behaviour and criminal activities.</p> <p>4. Minister McGrath got a fence put up because of antisocial behaviour, this restored a sense of peace for the residents and this is going down the route of taking this away and it will happen again.</p>	<p>The line of sight allows for pedestrians and cyclists to observe any people or activity ahead and time to slow down, stop or react otherwise.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down.;</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> </ul> <p>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).</p> <p>3. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"> <li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li> <li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li> <li>• 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.</li> <li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li> <li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li> <li>• Trees will be clear stemmed thus maintaining lines of sight.</li> <li>• 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.</li> <li>• 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.</li> </ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>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.</p>
211	Hugh Kelliher	<p>1. Issues with public consultation, Very opposed to the plans for church hill on the grounds of: The hill is too steep for a cycle lane; thinks the project is a means to just use a budget set out by active travel; Nobody cycles up church hill road to go down Fernly road. Concerned about all aspects of Church hill road</p>	<p>1. 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</p>

			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.
212	Daniel Kingstone	<ol style="list-style-type: none"> <li>Issues with public consultation, Very opposed to the plans for church hill on the grounds of: The hill is too steep for a cycle lane; thinks the project is a means to just use a budget set out by active travel; Nobody cycles up church hill road to go down Fernly road. Concerned about all aspects of Church hill road</li> </ol>	<ol style="list-style-type: none"> <li>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.</li> </ol>
213	Trish Shiel	<ol style="list-style-type: none"> <li>do not believe there is a requirement for a dedicated cycle lane as the gradient of the hill is very steep. The numbers of cyclists that I have seen cycling up the hill is almost NIL and the few I have seen are using battery assisted cycles otherwise cycles are pushed up the hill.</li> <li>assumption is that this 'enhancement' is to provide cycle routes to the educate together and Edmund Rice college schools located on the Ferney Road, there is a disjoint here in this approach as there is no remaining cycle lanes in any direction from Fosters Cross, merely an effort by the planning team to satisfy the 'Active Travel' aspect of NSO4 of the National Development Plan.</li> <li>Carrigaline is already serviced by several cycle lanes, The natural Topography of Carrigaline village guides any children coming from north of the river down Bother Guidel, down the Crosshaven road and then up the Ferney relief road.</li> <li>Church Hill is the main transport link between Carrigaline and the greater Minane Bridge and Tracton area. This area is a major agricultural community, significant volume of agricultural traffic in both the North and South bound directions. Equestrian traffic from the two Equestrian centres will have will be unable to negotiate the left/right hand turns the Fosters Cross. Need I mention the construction HGV traffic ??</li> <li>the significant narrowing of Church Hill with the addition of a footpath on the eastern side of the Hill. This, I cannot understand? Due to the simple fact that it is stated in the planning report in section 4.1.1 that the footpath serving the hill, is over 2m wide in width ? This in accordance with the regulations.</li> <li>Traffic that will be diverted right or left going Northbound towards Village will have to divert right towards Crosshaven road or Left towards Pipers Cross. Both of these access points are heavily congested in the busy periods and going from a minor to a major road in both cases, at pipers cross having to cross the traffic.</li> <li>suggest that the road surface and the associated rain/storm drains are attended to and the pipework under the roadway is repaired / replaced as it is an ongoing problem (roadworks on an annual basis to effect repairs). In fact this would be a very good time to have the storm drains in the area inspected/repaired and cleaned and properties along the road have proper rainwater runoff control.</li> </ol>	<ol style="list-style-type: none"> <li>Submission noted, refer to report in Appendix D of the Manager's Report for information regarding traffic management.</li> </ol>

214	Briary Residents Association	<p>1. Issues with public consultation, Very opposed to the plans for church hill on the grounds of: The hill is too steep for a cycle lane; thinks the project is a means to just use a budget set out by active travel; Nobody cycles up church hill road to go down Fernly road. Concerned about all aspects of Church hill road</p>	<p>1. 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.</p>
215	G Cooney	<p>1. Issues with public consultation, Very opposed to the plans for church hill on the grounds of: The hill is too steep for a cycle lane; thinks the project is a means to just use a budget set out by active travel; Nobody cycles up church hill road to go down Fernly road. Concerned about all aspects of Church hill road</p>	<p>1. 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.</p>
216	Cllr. Marcia D'Alton	<p>1. - 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.</p> <p>2. - Clarify the width of proposed footpaths and cycle lane on Church Hill. This does not appear to be indicated in either the text or drawings of the planning pack.</p> <p>3. - Identify the expected volumes and distribution of traffic on the Crosshaven Road arising from the proposed diversion south of Foster's Cross.</p> <p>4. - Consider how the burden of travel might be alleviated for residents living south of Foster's Cross.</p> <p>5. - 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 car parking with reasonable ease.</p> <p>6. - Express the amenity space available to residents of Herons Wood living in the vicinity of the proposed greenway as a percentage of total available space as would be required for any housing development in a regular planning application.</p> <p>7. - Provide an illustration of the anti-climb fencing.</p> <p>8. - Clarify whether the decision to replace the leylandii at the top of the cutting was in made in consultation with the most affected resident.</p> <p>9. - Clarify how CCTV within the cutting will be operated and by whom. Cork County Council's executive has already set out for elected members the difficulties associated with Council-owned CCTV systems.</p> <p>10. - Clarify the kind of lighting proposed within the cutting including details of such things as lux, direction, etc.</p> <p>11. - Consider how best to protect against the risk of interaction between children and cyclists should the greenway run through Herons Wood as proposed.</p>	<p>1. Submission noted, refer to report in Appendix D of the Manager's Report for information regarding traffic management.</p> <p>2. 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.</p> <p>3. The proposed pedestrian and cycle route is consistent with the amenity function for the corridor and it have been a policy object 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.</p>

		<p>12. - Consider in what central location sheltered parking for bicycles might be best be placed.</p>	<p>Reduction of road widths to between 5.0m and 5.5m as per DMURS to offset the pedestrian/cycle route.</p> <p>4. 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.</p> <p>The facility is also wide enough for users to comfortably pass by each other. Typically for such facilities, pedestrians will have the right of way which means that cyclists must stop or slow down to allow safe movement.</p> <p>To further reduce the risk of possible collisions, the following measures can be further considered at the detailed design stage:</p> <ul style="list-style-type: none"> <li>• Warning signage for cyclists entering the residential estate area, reiterating that pedestrians always have right of way along the facility;</li> <li>• The introduction of a low fencing /rail that will deter small children from accidentally walking within the community facility;</li> <li>• Horizontal deflection , to narrow the effective cycle route in order to force cyclists to slow down,;</li> <li>• Installation of staggered barriers at appropriate spacing ;</li> <li>• Access points across the route to allow movement between one residential estate and the other.</li> <li>• 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).</li> </ul> <p>5. The specification of anti-climb fencing will be confirmed at the detailed design stage.</p> <p>6. 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</p>
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			<p>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:</p> <ul style="list-style-type: none"><li>• The alignment of the route was adjusted to ensure forward visibility so that there are no blind corners.</li><li>• The existing wall adjacent to Mulberry Lane was retained to provide the existing privacy this route offers.</li><li>• 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.</li><li>• A 3-metre high anticlimbing fence is proposed at the back of Heatherfield Lawn properties.</li><li>• Defensive (thorny) hedgerows will supplement the 3-metre anti climbing fence on Heatherfield Lawn.</li><li>• Trees will be clear stemmed thus maintaining lines of sight.</li><li>• 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.</li><li>• 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.</li></ul> <p>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.</p> <p>Specialists also proposed replacing some coniferous trees with deciduous trees. "Deciduous trees are generally more visually permeable than coniferous trees, especially in winter."</p> <p>The scrub undergrowth will also be replaced with a woodland grass &amp; flower mix to eliminate hiding places and again increase inter-visibility between the spaces when coupled with clear stemming of trees and crown lifting.</p> <p>Cork County Council met with An Garda Síochána to provide an overview of the proposed scheme. No submission was</p>
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			<p>made by An Garda Síochána during the Part VIII process.</p> <ol style="list-style-type: none"><li data-bbox="1101 254 1471 394">7. 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.</li><li data-bbox="1101 415 1471 489">8. The location of bicycle parking will be finalised during the detailed design stage.</li></ol>
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