



Comhairle Contae Chorcaí
Cork County Council

Carrigtwohill URDF Initiative Urban Expansion Area (UEA) Infrastructure Bundle Part 8 Report of Chief Executive

**Housing Infrastructure Implementation Team
Planning Directorate
September 2023**

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



Comhairle Contae Chorcaí
Cork County Council



Tionscadal Éireann
Project Ireland
2040

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

Executive Summary

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

28 entities made submissions under the process - 5 from statutory/non-statutory bodies, and 23 from the public. A positive response has been received through both the public consultation event and the submission process. The report concludes that several submissions are in support of the proposed development and the majority of submissions request either modifications or clarifications.

The report recommends the following proposed modifications to the application.

- **Modification 1** – The shared path running through CT-GR-01, connecting the Western Services Corridor Link Road with the planned Carrigtwohill to Midleton Inter-urban Cycle Route will be re-aligned so that it is closer to the adjacent attenuation pond. The layout of the adjacent attenuation pond will be reviewed at detailed design stage to locate it further to the east (but within the redline boundary).
- **Modification 2** - The foul sewer pipework will be extended northwards to the crossroads between Wise's Road and the L3615 (to the extent of the Part 8 proposals).
- **Modification 3** – The proposed access to CT-R-02 along Wises Road will be relocated northwards by c.5m and the cross section of the Wises Road Upgrade will be modified from its junction with the Western Services Corridor Link Road northwards to provide for a 5.5m wide road pavement, and on the eastern side of the proposed road upgrade; a 0.5m verge and 1.75m wide cycle track.
- **Modification 4** - The overland flood relief channel will be a closed culvert where it crosses within the property boundary of folio number CK104106F. All headwalls will be outside of the property boundary.
- **Modification 5** – The Leamlara Road Upgrade alignment/cross section will be modified to accommodate the inter-urban cycle route separately in its road cross section over c240m.
- **Modification 6** - The suggestion that the mass of felled trees would be preserved in place as lying dead wood within proposed areas of passive green space will be implemented.
- **Modification 7** – A suitable boundary fence/ bank will be provided along the shared path through CT-GC-07 ("Linear Park East" in the County Development Plan 2022).
- **Modification 8** – Existing agricultural access to the lands to the east of Ballyadam Road at the north end of the proposed Ballyadam Road upgrade will be maintained or replaced nearby.
- **Modification 9** – The location of the property access point from the Ballyadam Road Upgrade at the southern end of the Ballyadam Road Upgrade will be revised to match the existing access location to that residential property.
- **Modification 10**- The route of the SW sewer proposed in the Part 8 proposals will be modified locally within the BAM land holding to facilitate its future development proposals and that the alignment of the proposed Northern Services corridor could be adjusted locally in response to the submission by BAM Property Ltd. but subject to agreement on design standards.

1. Introduction

1.1. Purpose of this Report

This is the Report of the Chief Executive to the Members of the Cobh Municipal District Committee which is to be considered at special meetings on September 11th and September 13th 2023, whereby a decision will be considered by the Committee as part of the Part 8 Planning Process for the 'Carrigtwohill URDF Initiative – Urban Expansion Area (UEA) Infrastructure' proposals. It is intended that the final decision to approve the Part 8 with modifications will be made at a Full Council Meeting on September 25th, 2023.

The aims of the proposed infrastructure works included in the Carrigtwohill URDF Initiative – UEA Infrastructure are as follows:

- To support regeneration, compact growth and sustainable development in Carrigtwohill.
- To support the achievement of a sustainable residential community and other development in the UEA by providing high quality, attractive and sustainable connectivity between the UEA and Carrigtwohill, public transport hubs (Carrigtwohill Train Station), educational facilities, existing development south of the railway line and employment centres.
- To provide pedestrian, cyclist and vehicular access and services to development lands in the Carrigtwohill UEA to facilitate the future development of housing while encouraging sustainable modes of transport by reducing car dominance and providing high quality, safe pedestrian and cyclist facilities.
- To provide for green open spaces within the proposals and to protect and enhance areas of local biodiversity value within the UEA to serve the needs of communities and as a key contributor to climate mitigation and climate adaptation.
- Co-ordination and integration of proposals with other proposed infrastructure projects in Carrigtwohill.

The necessary infrastructure improvements were informed by the provisions outlined in the Cobh Municipal District Local Area Plan 2017 and Cork County Development Plan 2022.

1.2. Part 8 Process

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

- 34 No. site notices were erected on Thursday, June 8th, 2023, and maintained at various locations around the proposed development site throughout the submission period. See Appendix A for the Site Notice text.
- Cork County Council published a notice of the proposals in the Irish Examiner on Friday, June 9th, 2023.
- The notice advised the public that the drawings were available for inspection at the following venues:
 - Cork County Council's website at <https://www.corkcoco.ie/en/resident/planning-and-development/public-consultations>
 - Planning Counter, Ground Floor, County Hall, Cork between the hours of 09:00 and 16:00 on each working day, subject to COVID-19 restrictions.
 - Cork County Council Area Engineer's Office at Ballinglanna, Glanmire and Cobh Municipal District Office, Carrig House, Cobh, Co. Cork between the hours of 09:00 and 17:00 on each working day during which the said offices are opened for the transaction of business, subject to COVID-19 restrictions.

- The notice also advised the public that Submissions or Observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, could be made on or before 17:00 on Friday July 21st, 2023.
- All submissions are available for inspection in County Hall throughout the submission period and will continue to be available until the Part 8 process is concluded. A summary of the submissions is included in Section 5 of this report.
- 14 Statutory Bodies and 7 Non-Statutory Bodies were notified in writing and by email on Monday, June 12th 2023, including a link to the relevant documentation, with the timeframe for submissions within the public consultation period (See Appendix B).
- An internal report was also sought from the Planning Department which is included in this report. (See Section 3 and Appendix C).

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

The Council and their Design Consultants also held a public exhibition of the Part 8 proposals in the Carrigtwohill Community Centre on June 27th, 2023, from 3.30pm to 7.30pm. This event had 121 registered attendees.

Council Officials organised a special meeting of the Cobh Municipal District on September 11th, 2023 and September 13th, 2023 to outline the Chief Executive's Report on the submissions prior to putting the Part 8 before the full Council.

1.3. Part 8 Documentation and Conclusions

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

- Part 8 Planning Application Report
- Press Notice
- Site Notice
- Book of Part 8 Drawings
- Report on Screening for Appropriate Assessment
- Appropriate Assessment Screening Determination
- Archaeological and Built Heritage Impact Assessment
- Ecological Impact Assessment
- Environmental Impact Assessment Screening Report
- Environmental Impact Assessment Screening Determination
- Flood Risk Assessment

The **Appropriate Assessment Screening Determination Report** determines that based on the information contained in the AA Screening Report and other project documents which is considered adequate to undertake a screening assessment and to make a screening determination Cork County Council is satisfied that the

proposed project does not pose a likelihood of causing significant effects on any EU site. It is therefore not necessary for the proposed project to proceed to Appropriate Assessment.

The **Flood Risk Assessment** shows that the proposed development, along with the mitigation measures, will not result in increased flood extents or flood levels and concludes that the development is in agreement with the core principles contained within the Office of Public Works' (OPW) Planning System and Flood Risk Management Guidelines.

The **Ecological Impact Assessment** concludes that the proposed development, provided that it is implemented in accordance with the measures proposed in the EclA, will not give rise to any significant negative effects on the biodiversity or ecology of the receiving environment and will be aligned with the principle of Biodiversity Net Gain.

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

The **Archaeological and Built Architectural Heritage Screening Assessment** concludes that the proposed infrastructure will not directly impact any designated or protected archaeological or built heritage sites or structures. The proposed development will not directly impact any structures identified by the National Inventory of Archaeological Heritage (NIAH) or that are included in the Record of Protected Structures (RPS). There will be a slight negative indirect impact from the proposed pedestrian/ cycle bridge adjacent to Barry's Bridge on the former railway station and former station master's house. A former forge building in Terry's-land is of local heritage significance and, the scheme has been designed to allow its preservation. Demolition of the associated dwelling (which is of less significance) is unavoidable.

A programme of pre-works architectural recording and archaeological surveys and testing is proposed as is a programme of licensed archaeological monitoring during construction.

2. Nature and Extent of Proposed Development

2.1. Proposed Development

With reference to Figure 2-1 the infrastructure which makes up the Carrigtwohill URDF Initiative UEA Infrastructure is described as follows:

- A. Western (A1) and Eastern (A2) Services Corridor Link Roads connecting Wise's Road (L3616-0) on the western side of the UEA with Carrigane Road (L3617-25) on the eastern side of the UEA. The roads will also provide connectivity to Station Road (L3603-0), Leamlara Road (L3607-37) and the Ballyadam Road (L7640-0) and includes the realignment of the Carrigane Road near Ballyadam Bridge;
- B. Northern Services Corridor Link Road connecting the Western Services Corridor Link Road with the new Northern Schools Link Road via an existing vehicular underpass below the Cork to Midleton railway line;
- C. Upgrade/ re-alignment of Wises Road (C1) from north of its crossing of the Cork to Midleton Railway Line to the L3615-0 to the north of the UEA. The upgrade will also include a pedestrian/ cycle bridge (C2) across the railway line providing connectivity to Wises Road south of the railway;
- D. Upgrade/ re-alignment of Station Road (D1) from south of its crossing of the Cork to Midleton Railway Line to the L3615-0 to the north of the UEA. The upgrade will also include a pedestrian/ cycle bridge (D2) across the railway line providing connectivity to Station Road south of the railway line;
- E. Upgrade/ re-alignment of Leamlara Road from its junction with Station Road to its new western junction with the Eastern Services Corridor Link Road and from north of the UEA to its new eastern junction with the Eastern Services Corridor Link Road;
- F. Upgrade/ re-alignment of Ballyadam Road from its new junction with the Eastern Services Corridor Link Road to the L7639-0 north of the UEA including the permanent closure of the existing Ballyadam Road between the Eastern Services Corridor Link Road and Carrigane Road to vehicular traffic including the junction of the existing Ballyadam Road and Carrigane Road;

The infrastructure will also include shared cycling/pedestrian paths connecting the new road network with the planned Carrigtwohill to Midleton Inter-urban Cycle Route, areas of green open space, underground services including surface water drainage networks including detention ponds and attenuation, foul water networks, electrical and fibre optic/ telecoms ducting and water and gas supply. Services will be connected to existing services/ infrastructure in Carrigtwohill as required.

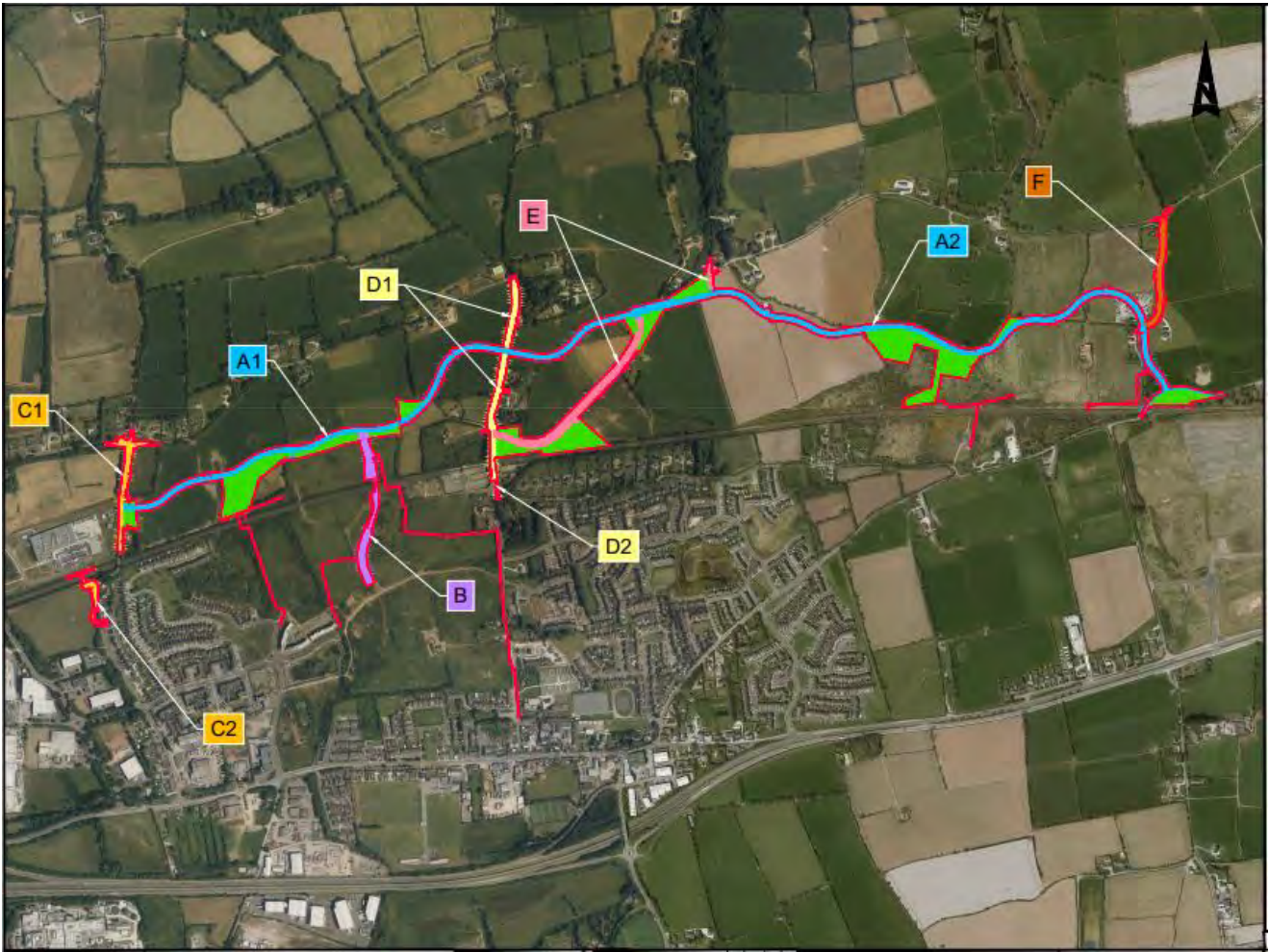


Figure 2-1 - Carrigtwohill URDF Initiative - UEA Infrastructure Bundle

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

See Senior Planner’s Report in Appendix C.

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


No.	Interested Party	Submission No.
1	Lucinda White	LAC527592650
2	Carmel Carey and Belenda Ryan	LAC530939182
3	Anthony Barry	LAC532482019
4	Anthony Barry	LAC532493127
5	Ruairi and Jude O'Sullivan	LAC532650232
6	James Collins	LAC532923658
7	Anne Collins	LAC532924666
8	Lisa Collins	LAC532925352
9	Woodstock Road Residents Group	LAC533093449
10	Michael McPartland (Inland Fisheries Ireland)	LAC533153009
11	Uisce Éireann (UÉ)	LAC533200971
12	Donal Broderick	LAC533223265
13	Martin & Geraldine Conroy	LAC533226039
14	Annsgrrove Investments Limited	LAC533352249
15	Michael MacAree (National Transport Authority (NTA))	LAC533363147
16	Murnane & O'Shea Ltd.	LAC533418225
17	Helena Ahern	LAC533423559
18	BAM Property LTD.	LAC533431241
19	Iarnród Éireann	LAC533436135
20	Sean McCarthy	LAC533455028
21	Brian Murphy	LAC533455330
22	Alan O'Connor	LAC533470031
23	Denis Reidy	Submission Form 1
24	Jason Barret	Submission Form 2
25	Jerry Harnet & Sean Power	Submission Form 3
26	John and Jason Barret	Submission Form 4
27	Nancy Ackland	Submission Form 5
28	Orla McCarthy	Submission Form 6
29	Transport Infrastructure Ireland	Postal Submission 1

5. Issues Raised and Chief Executive Response

Table 5-1 – Issues and Responses

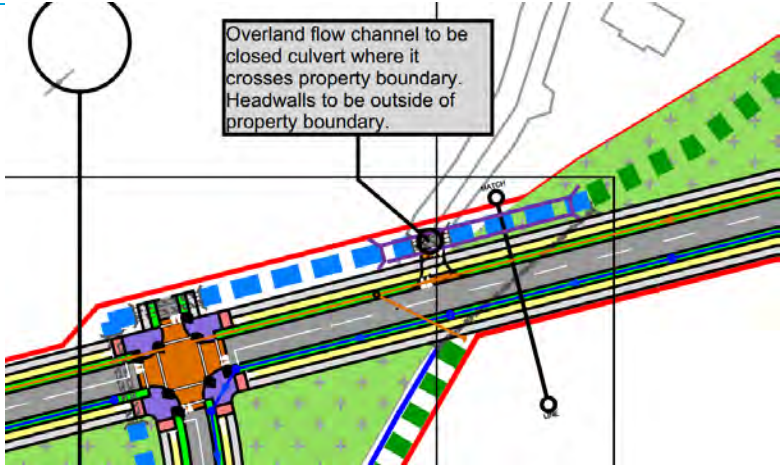
No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
1	Lucinda White	LAC527592650	<p>Issues Raised:</p> <p>This submission is positive in relation to the proposed development and in relation to the proposed signalisation of ‘Wises Road’ crossroads and the new link road. It is hoped that the plans area progressed as soon as possible.</p> <p>Chief Executive’s Response:</p> <p>It is the objective of Cork County Council to progress the delivery of the infrastructure as soon as possible (subject to planning approval) but this would be subject to Urban Regeneration and Development Funding support for the future “Implementation” phase.</p>
2	Carmel Carey Belenda Ryan	LAC530939182	<p>Issues Raised:</p> <p>This submission relates to a property on Ballyadam Road where one of the existing vehicular accesses to a private residential property will be impacted by the proposals. Based on the proposals, it would no longer be possible to use the existing access at the South end of the private residential property. No land acquisition is proposed. The submission requests:</p> <ol style="list-style-type: none"> 1. A ‘6ft6” wall’ surrounding the boundary for privacy and noise control. 2. Realignment of existing northern access which is not currently used so that sightlines are adequate to replace existing southern access which will be closed to vehicles. 3. Electrify the northern access. 4. New pedestrian gate to replace southern access to maintain access to water mains in road verge. 5. Existing road from dip (new entrance) to end of property removed fully with no access to pedestrians or cyclists to reduce anti-social gathering area. 6. Adequate notice given for all works due to house owners’ health conditions. <p>Chief Executive’s Response:</p> <p>The landowner would be contacted at detailed design stage to discuss residual issues. In the absence of agreement, access would be maintained to both entrances. This residential property is subject to conditions of planning permission reference no. 77/2938 which does not show a second entrance at the southern end of the site. A planning search will be required to understand all governing planning permissions.</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>Subject to conclusion of a planning search, the following is noted in relation to points 1 to 6 above:</p> <ol style="list-style-type: none"> 1. The new road would be further away from the property than the existing road. There would therefore be a significantly greater buffer between the house and the proposed road. This buffer distance would comprise of the existing boundary, the existing road (Ballyadam Road), and the hedgerow on the eastern side of the existing road. A 6 ft 6-inch wall is above what would be permitted in planning. 2. Sightlines have been reviewed and would be adequate at the proposed northern access layout. Re-alignment of the northern entrance is not required. 3. The transfer of the electric gates from the southern access to the northern access would be considered at detailed design stage of the project. 4. A new pedestrian gate would be considered at detailed design stage. 5. Public utilities (existing and planned) and public right of way in the road mean that removal of the road will not be possible but alternative measures will be considered at detailed design stage to mitigate the potential for anti-social issues arising. 6. The landowner would be given adequate notice of any works in relation to the development.
3	Anthony Barry	LAC532482019	<p>Issues Raised:</p> <p>This submission is very similar in content to LAC532493127 summarised immediately below.</p> <p>Chief Executive’s Response:</p> <p>See below response to LAC532493127 immediately below.</p>
4	Anthony Barry	LAC532493127	<p>Issues Raised:</p> <p>Generally, the submission is positive. The following concerns were noted in the submission.</p> <ol style="list-style-type: none"> 1. The proposed location of the attenuation pond within CT-GR-01 is noted as a concern. It is suggested that it should be located further to the east. 2. The submission notes concern about the lack of connectivity between the proposed scheme and the N25. It notes that the lack of connectivity to the N25 raises ‘serious concerns about the future viability of developing large sections of Carrigtwohill’ and that this needs to be addressed. <p>Chief Executive’s Response:</p> <ol style="list-style-type: none"> 1. The shared path will be re-aligned further east so that it is closer to the attenuation pond to allow for additional space for the public park – see drawing extract below. Furthermore, the layout of the attenuation pond will be reviewed at detailed design stage and revised to locate it further to the east within the redline boundary.

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			 <p data-bbox="712 954 2080 1409"> 2. The objective of CT-GR-01 in the Cork County Development Plan is “Open space, Provision of a Small Park West”. The attenuation pond would have potentially significant amenity and biodiversity value within the context of the “Small Park West” objective. </p> <p data-bbox="712 1058 2080 1193"> 3. Any required upgrade of the N25 would be undertaken by TII and is outside of the scope of this project. The new east-west services corridor is connected to N25 via the existing public road network (via the Carrigane Road at the eastern end) to Junction 4 (BarrysCourt). That connectivity to the N25 should continue subject to the final layout of the future N25 upgrade. </p> <p data-bbox="712 1201 2080 1305"> 4. The new east-west services corridor is also connected to the N25 at Junction 3 (Cobh Cross) via the existing public road network (via Wises Road). Connectivity to the N25 would continue (subject to the final layout of the future N25 upgrade). </p> <p data-bbox="712 1313 2080 1409"> 5. Part 8 planning for an interim upgrade of the N25 Junction 3 was approved in June 2022. This upgrade is currently being progressed through detailed design by Cork County Council. Traffic modelling completed as part of the Carrigtwohill Strategic Traffic and Transport Assessment, as referenced in the Part 8 planning </p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>report, shows that if this intervention is implemented and if other sustainable infrastructure planned by Cork County Council and Irish Rail results in a significant modal shift to sustainable transport modes, development beyond 1020 houses included in Phase 1 of the UEA will be feasible.</p> <p>6. Completion of the N25 Upgrade is necessary to avoid adversely constraining the future long-term development of Carrigtwohill.</p>
5	Ruairi and Jude O’Sullivan	LAC532650232	<p>Issues Raised:</p> <p>The submission seeks clarity about the impact the proposed development will have on the property of the submission authors (Folio Number: CK104106F) and a request is made to for further information. Details are requested on:</p> <ul style="list-style-type: none"> • The extent of the boundary for the proposed works; • The proposed raised table/ crossing works; • Overland flow relief channels; • Passive green space. <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • It is noted that further liaison with the landowner will take place at detailed design stage (subject to planning approval) and all details will be confirmed at that stage. • The proposed raised crossing will comprise a raised footpath and cycle track crossing the driveway. There will be a ramp either side for vehicles using the entrance to cross the footpath and cycle track. • The overland flow relief channel will be a closed culvert where it crosses within the property boundary. The plan will be modified to show that all headwalls will be outside of the property boundary. (See drawing extract below).

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
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- The objective of the passive green space is to enhance local biodiversity value as appropriate for each area including the area south of the property which is the subject of this submission. This will be done through the retention and integration of existing trees and hedgerows, landscaping through the planting of native trees and other suitable plant species and the planting of pollinator friendly species and other suitable plant species as appropriate. Planting in each area will be specified by a Landscape Architect under the advice of a suitably qualified and experienced ecologist so that it is most appropriate for the characteristics of that area and to retain connectivity to the wider green infrastructure network. The existing Leamlara Road structure will be removed in conjunction with the road upgrade.

6	James Collins	LAC532923658	<p>Issues Raised:</p> <p>The submission is from a resident in Poulanska (Folio CK135388F) who notes the following concerns:</p> <ol style="list-style-type: none"> 1. The submission author is concerned about potential flooding. 2. The author is also concerned about the potential contamination of their water supply due to the proposed works. The proposed development will be within 150m of their house and land in Poulanska. They are currently unable to connect to the mains water supply and use a private well for water. They want to ensure that there are no negative impacts on their water supply due to the development. 3. The author indicates they are part of a group of 6 houses without access to the mains water supply and suggest that a connection to the mains would be beneficial. 4. The submission states that the 'new eastern roads' are on the wettest land in Carrigtwohill in an area with 'a lot of wildlife' and the proposed works would have a negative impact on biodiversity.
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No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>5. There is no connection between the proposed development and the upgrade to the N25 and it is stated that a connection would be beneficial.</p> <p>Chief Executive's Response:</p> <ol style="list-style-type: none"> 1. With reference to Flood Risk Assessment provided in the Part 8 documentation, the risk of flooding will not be increased as result of these proposals. 2. The EIA Screening Report provided in the Part 8 documentation, concludes that based on the environmental setting, and taking account of the nature, scale, and location of the proposed project (during both construction and operational phases), the proposed project will not have a significant impact on natural resources (including water). The private water supply is located a substantial distance (c. 150m) from any proposed works and is located at a higher elevation than the proposed works. It should be noted that the quality of private well water is not the responsibility of Cork County Council. 3. Any application for connection to public watermains would be a matter for Uisce Eireann to address. 4. Ecological considerations have been key factors in the route selection and design of the UEA Infrastructure. The routes of new roads are such that areas which were identified as being of 'Higher Species Richness' in the western and eastern UEA were avoided. An Ecological Impact Assessment (EclIA) report has been prepared for the proposed development. That assessment concludes that the Carrigtwohill URDF UEA Infrastructure Project, if implemented in accordance with the measures proposed in the EclIA, will not give rise to any significant negative effects on the biodiversity or ecology of the receiving environment and will be aligned with the principle of Biodiversity Net Gain. 5. Any required upgrade of the N25 would be undertaken by TII and is outside of the scope of this project. The new east-west services corridor is connected to the N25 both at Junction 3 (Cobh Cross) and Junction 4 (Barryscourt) via the existing public road network. That connectivity to the N25 would continue (subject to the final layout of the future N25 upgrade). Part 8 planning for an interim upgrade of the N25 Junction 3 was approved in June 2022. This upgrade is currently being progressed through detailed design by Cork County Council. Traffic modelling completed as part of the Carrigtwohill Strategic Traffic and Transport Assessment, as referenced in the Part 8 planning report, shows that if this intervention is implemented and if other sustainable infrastructure planned by Cork County Council and Irish Rail results in a significant modal shift to sustainable transport modes, development beyond 1020 houses included in Phase 1 of the UEA will be feasible. Completion of the N25 Upgrade is necessary to avoid adversely constraining the future long-term development of Carrigtwohill.
7	Anne Collins	LAC532924666	Issues Raised:

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>This submission is from a resident in Poulaniska and is very similar in content to submission LAC532923658 immediately above. The following concerns are noted:</p> <ol style="list-style-type: none"> 1. The submission author is concerned about potential flooding and contamination of their water supply due to the proposed works. 2. They want to ensure that there are no negative impacts on the water tables on their land as a result of the development. 3. The submission states that the ‘new eastern roads’ are on the wettest land in Carrigtwohill in an area with ‘a lot of wildlife’ and the proposed works would have a negative impact on biodiversity. 4. There is no connection between the proposed development and the upgrade to the N25 and it is stated that a connection would be beneficial. <p>Chief Executive’s Response: All issues raised are covered in the response to submission LAC532923658 immediately above.</p>
8	Lisa Collins	LAC532925352	<p>Issues Raised:</p> <p>This submission is from a resident in Poulaniska and the content is as per submission LAC532923658 summarised above.</p> <p>Chief Executive’s Response: All issues raised are covered in the response to submission LAC532923658 above.</p>
9	Woodstock Road Residents Group	LAC533093449	<p>Issues Raised:</p> <p>The submission is from residents on ‘The Woodstock Road’ north of Carrigtwohill. The following issues are raised:</p> <ul style="list-style-type: none"> • Concern is noted regarding the speed of traffic on the road. It is stated that a speed limit of 50kph needs to be moved out past existing houses and businesses to allow safe walking and cycling to ‘the village’. • The proposed signalised junction ‘where the Woodstock Road meets the new “ring road” is welcomed. It is suggested that the speed limit needs to be ‘a long way back’ from this to make the road safe for all users. • It is noted that the 50kph speed limit should be extended to take account of traffic movements associated with a business with ‘several trucks and vans entering and exiting every day’ 100m north of the proposed junction. <p>Chief Executive’s Response: Traffic calming measures are included within the current road design and will be applied as part of the proposals throughout the extent of the scheme (subject to planning). Speed limits appropriate to the future</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
10	Michael McPartland (Inland Fisheries Ireland)	LAC533153009	<p data-bbox="712 236 1989 300">urban nature of the road will be applied to the appropriate extent during detailed design stage (including along existing roads approaching the proposed new road layout).</p> <p data-bbox="712 323 880 355">Issues Raised:</p> <p data-bbox="712 371 1541 403">This submission request that the following is applied to the proposals:</p> <ul data-bbox="712 419 2056 1129" style="list-style-type: none"> <li data-bbox="712 419 1977 483">• All works should be carried out in accordance with the IFI “Guidelines on protection of fisheries during construction works in and adjacent to waters”. <li data-bbox="712 499 1417 531">• IFI should be notified on commencement of the works. <li data-bbox="712 547 2045 611">• Contaminated (suspended solids, hydrocarbon, cement products etc) construction runoff must be collected and disposed of in a manner so that pollution of surface waters cannot occur. <li data-bbox="712 627 2022 722">• On commencement and for the duration of construction a daily ongoing inspection programme of surface waters in the vicinity of the site should be undertaken, with any escape of contaminants notified immediately to IFI. <li data-bbox="712 738 2056 770">• There is no physical interference with the bed or bank of any watercourse without prior consultation with IFI. <li data-bbox="712 786 1529 818">• All watercourse instream works should be carried out in the dry. <li data-bbox="712 834 1574 866">• Instream works are limited to the period July to September inclusive. <li data-bbox="712 882 1966 946">• Provision is made for the advance removal and relocation of fish stocks by means of electro-fishing as necessary when instream works occur. <li data-bbox="712 962 2056 1129">• All new or upgraded watercourse crossings (bridges/culverts), in fish bearing waters, are constructed in a manner the permits the free passage of fish both at the construction phase and upon completion. All watercourse crossings should be of a span nature. The works upon completion should not, because of design or construction, represent an obstacle to fish passage. IFI should be notified on completion of works at each crossing point to ensure the works meet fishery requirements. <p data-bbox="712 1145 1048 1177">Chief Executive’s Response:</p> <p data-bbox="712 1193 2056 1326">The contents of the IFI submission and the requirements are noted. These will be fully addressed by Cork County Council (subject to planning). The Consulting Engineers would liaise with IFI during the detailed design stage on the extent of surveys recommended by IFI and the extents of works to be undertaken in accordance with the guidelines referenced. It would be the intention that the results of any surveys would be shared with IFI.</p>

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11	Uisce Éireann (UÉ)	LAC533200971	<p data-bbox="712 244 880 276">Issues Raised:</p> <p data-bbox="712 292 1339 323">Uisce Éireann (UÉ) requests that the following occur:</p> <ul data-bbox="712 339 2056 1422" style="list-style-type: none"> <li data-bbox="712 339 2056 403">• Ongoing consultation with Cork County Council representatives prior to the detailed design and construction stage of the project would be welcomed. <li data-bbox="712 419 2056 555">• It is noted that all UÉ infrastructure, both existing and planned, is to be protected and future proofed to ensure continued provision of critical services. Any proposals by the applicant to divert or build over existing water or wastewater services shall be submitted to UÉ for written approval prior to commencement of works. Cork County Council should liaise directly with the Diversions Team in UÉ going forward. <li data-bbox="712 571 2056 707">• Where road closures are necessary, UÉ Operations Staff will still require access to carry out emergency repairs or to clear sewer blockages etc. These requirements will be ‘subject to a detailed design being agreed with UÉ, a comprehensive legal agreement between UÉ and Cork County Council being executed in advance of any works. <li data-bbox="712 722 2056 786">• For likely locations of future UÉ network pipes crossing above/ below Cork County Council infrastructure, additional culverts (or sleeves), design to be agreed with UÉ, are ‘required to be provided’. <li data-bbox="712 802 2056 866">• Cork County Council will be required to agree, prior to any construction works taking place, wayleaves and/or rights of way and provision of necessary culverts for future crossing points. <li data-bbox="712 882 2056 946">• Design and development of work to be in compliance with the UÉ Codes of Practice and Standard Details for Water and Wastewater. <li data-bbox="712 962 2056 1026">• Cork County Council must ensure that proposals do not impact any UÉ Drinking Water Source and/or waters used for the abstraction of drinking water. <li data-bbox="712 1042 2056 1177">• The submission highlights new wastewater infrastructure associated with the Midleton Local Infrastructure Housing Activation Fund (LIHAF) Wastewater Project. It is noted that Cork County Council will need to be ‘cognisant of the potential interactions with UÉ assets and require that consultation takes place as early as possible with UÉ representatives’. <li data-bbox="712 1193 2056 1329">• The submission highlights new water supply network extensions to meet projected demand in both Carrigtwohill and Midleton. It notes again that Cork County Council will need to be ‘cognisant of the potential interactions with UÉ assets and require that consultation takes place as early as possible with UÉ representatives’. <li data-bbox="712 1345 2056 1422">• The submission notes that a Confirmation of Feasibility (COF) in relation to Water and Wastewater was issued in relation to the proposed Part 8 development works The COF confirms at the date of publication,


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			<p>19th July 2023, capacity exists in the UÉ network to accommodate the proposed development subject to infrastructure upgrades being required.</p> <p>Chief Executive’s Response:</p> <p>All works will comply with the UÉ Codes of Practice and Standard Details for Water and Wastewater. Cork County Council is committed to engaging and working with UE to coordinate the future delivery of these Part 8 proposals (subject to planning) and UÉ’s proposed water services projects by UÉ (subject to planning) to promote development within the UEA.</p>
12	Donal Broderick	LAC533223265	<p>Issues Raised:</p> <p>The submission notes that it would be of great benefit if the proposed wastewater sewer on Wise’s Road be extended to the north of the crossroads between Wise’s Road and the L3615. This would allow the local residents to connect to the mains wastewater system ‘removing a number of septic tanks and their impact on the environment’. It would also ‘remove the need for future excavations of the road’.</p> <p>Chief Executive’s Response:</p> <p>The foul sewer pipework will be extended northwards within the footprint of the Part 8 proposals. Any future connection to the wastewater sewer will initially require individual property owners to make a pre-connection enquiry to UE and to enter connection agreements.</p>
13	Martin & Geraldine Conroy	LAC533226039	<p>Issues Raised:</p> <p>This submission is similar in nature to submission LCA53322325 above. The submission suggests extending the public wastewater sewer on Wise’s Road to the ‘Anngrove Crossroads’. This would allow a number of residences to connect to the public sewer, thereby ‘removing a significant number of existing septic tanks from the locality and consequently their impact on the environment’.</p> <p>Chief Executive’s Response:</p> <p>The foul sewer pipework will be extended northwards within the footprint of the Part 8 proposals. Any future connection to the wastewater sewer will initially require individual property owners to make a pre-connection enquiry to UE and to enter connection agreements.</p>
14	Anns Grove Investments Limited	LAC533352249	<p>Issues Raised:</p> <p>The submission has been made by HW Planning on behalf of Anns Grove Investments Limited. The submission relates to an area of land bounded by Wises Road to the west and the L-3615 to the North and is zoned for Residential development. The main points raised are outlined below.</p>

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			<p>1. The site referenced in the submission has a protected structure “Barrett’s Forge” as defined in the 2022 Cork County Development Plan. It is the developer’s intention to retain, conserve and redevelop the structure (which is adjacent to Barrett’s Forge) for residential use in a future planning application. They do not object to the demolition of a portion of existing building to the southwest of the site to facilitate the addition of cycle lanes and footpaths on Wises Road. It is requested that any area not required to provide footpath or cycleway upgrades be ‘omitted from the scheme’ and be retained by Anns Grove Investments Limited. This would ensure that the ‘future viability of Barrett’s Forge can be secured as part of a future residential units.</p> <p>2. An area along the northern boundary of the site referenced in the submission is included within the Part 8 boundary. It is stated that this area serves no purpose in terms of the delivery of the Part 8. It is suggested that the boundary be amended in this area so it can instead be used as public open space by the client in a future planning application for a residential development. This space would also allow for the development of an appropriate boundary treatment to the L-3615.</p> <p>3. It is requested that flexibility is afforded to the location of the entrance to the lands as within a future planning application it may be determined that there may be a more appropriate location for the entrance.</p> <p>Chief Executive’s Response:</p> <p>1. As requested, any portion of the building demolition that is not required to ensure the provision of the footpath or cycleway upgrades (or services) can be omitted from the proposals and be retained by Anns Grove Investments Limited for future development and to ensure the future viability of Barrett’s Forge.</p> <p>2. There are visibility requirements for the junction upgrade that must be addressed and an existing water course along the northern boundary. The area along the northern boundary of the lands in question is required in connection with the junction visibility requirements and the diversion of this watercourse. This will be reviewed at detailed design stage (subject to planning).</p> <p>3. The proposed access to CT-R-02 along Wises Road will be relocated northwards by c.5m and the cross section of the Wises Road Upgrade will be modified from its junction with the Western Services Corridor Link Road northwards to provide for a 5.5m wide road pavement, and on the eastern side of the proposed road upgrade; a 0.5m verge and 1.75m wide cycle track.</p>
15	Michael MacAree (National Transport Authority (NTA))	LAC533363147	<p>Issues Raised:</p> <p>This submission is positive in nature and it is stated that the NTA ‘welcomes this planned infrastructure development’. The main points raised are outlined below.</p>

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			<ul style="list-style-type: none"> • The submission notes that the proposed scheme is complementary to the Cork Metropolitan Area Transport Strategy (CMATS). The proposed development integrates with other proposals in Carrigtwohill and provides pedestrian, cyclist, and vehicular access whilst also providing services to development lands. • It is stated that a high level of service provision should be built into all parts of the UEA infrastructure. The submission refers to section 2 of the submission made on the ‘Carrigtwohill URDF Initiative – Public Realm Infrastructure Bundle (8th April 2022). • The New National Cycle Manual is expected to be published in the near future and should be adhered to for the detailed design phase of the project. <p>Chief Executive’s Response: This submission is noted. Best practice design guidance will be implemented during the detailed design stage of the project to deliver a high quality and safe pedestrian and cycle network.</p>
16	Murnane & O’Shea Ltd.	LAC533418225	<p>Issues Raised:</p> <p>The submission has been made by HW Planning on behalf of the interested party, Murnane & O’Shea, who, it is noted, have an interest in c. 6.2 hectares of land in Terry’s Land, Carrigtwohill which is zoned for residential development. The main points raised in the submission are outlined below.</p> <ul style="list-style-type: none"> • The interested party welcomes the project and believes the project will provide ‘impetus for the unlocking and development of the Carrigtwohill North UEA’. • The 3 proposed access points to the subject lands are considered acceptable to service the site in the future however, a request is made that the specific locations of the access points remain flexible to ensure appropriate access is given to future residential developments and to facilitate optimal & efficient land use. • The interested party would welcome a meeting with Cork County Council to discuss the issue. <p>Chief Executive’s Response: The number and location of the accesses have been chosen to suit sightlines, road geometry, distances from other junctions, continuity of footpaths/ cycle tracks, connectivity, land zoning etc. and are part of an overall integrated road design. Service connections will be provided at these access points. No layout plan has been submitted within the submission documentation showing indicative proposals for development of the land holding. There is no change proposed in relation to access shown in the Part 8 plans.</p>
17	Helena Ahern	LAC533423559	<p>Issues Raised:</p>

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			<p>The submission has been made by HW Planning on behalf of the interested party, Helena Ahern, who is the owner of c. 17.4 ha of land in Gortnamucky, Carrigtwohill. The lands benefit from two zoning objectives, Community and Residential. A portion of the lands are included within the Part 8 site boundary. The main points are outlined below.</p> <ul style="list-style-type: none"> • The interested party welcomes the scheme however, they request that the scheme be revised ‘to ensure the most efficient use of zoned land’. The submission notes that approximately 1.5 ha of their lands will be required to accommodate the footprint of the proposed infrastructure but that the alignment of the road will render a further 0.9 ha of residentially zoned land north of the proposed road ‘isolated and undevelopable from the remainder of the landholding’. • It is stated that the proposed development does not have regard to the existing 220kV overhead lines. It is stated that the lands under the power lines cannot be developed so the area between the overhead lines and the southern boundary of the proposed road will also be undevelopable. The submission refers to Shannonpark UEA in Carrigaline where ‘the line of the distributor road through the Shannonpark UEA followed the 220kV overhead lines where possible’. • The submission requests that the proposed road is realigned to follow the existing 220kV overhead lines as shown and states that this would result in the following benefits: <ul style="list-style-type: none"> ○ Demolition of existing agricultural sheds and infrastructure on site would be avoided allowing continued farming of the lands in the short to medium term. ○ The rerouting of the proposed road to beneath the overhead lines will ensure the most efficient use of zoned residential lands. ○ The realigned route would reduce the area of undevelopable land and enhance the overall development potential of the lands.

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			<div data-bbox="712 236 1749 863" data-label="Image"> </div> <p data-bbox="712 874 1048 906">Chief Executive’s Response:</p> <ul data-bbox="712 922 2080 1399" style="list-style-type: none"> <li data-bbox="712 922 2080 1058">• The High Voltage (HV) lines have been considered in the design of the scheme along with numerous other factors including environment, existing physical constraints, cost, ecology, health and safety, road geometry, impact on land holding, land use and the policy documents such as the County Development Plan. <li data-bbox="712 1074 2080 1321">• It is noted that the suggested route shown on the submission (dashed yellow line above), whilst indicative only, clashes directly with an existing HV overhead electricity line pylon (marked X on the map extract) and would not be feasible without a significant very expensive relocation of the pylon and diversion of the existing HV line. This would be at considerable expense and is unlikely to be accepted by ESB given that there is a feasible option, included within the Part 8 drawings, which avoids this diversion. The suggested route shown on the submission (dashed yellow line above) would also not readily accommodate the proposed junction to the North with the Leamlara Road. <li data-bbox="712 1337 2080 1399">• Based on road geometry principles that must be applied within an integrated overall road design, the current layout optimises the design and limits the impacts on the land holding overall. The location of the

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>road is aligned closely to the boundary of the land holding and will optimise the continued agricultural use of the land while still maintaining a buffer to the existing ecological corridor.</p> <ul style="list-style-type: none"> • No layout master/development plan has been submitted within the submission documentation showing indicative proposals for development of the land holding nor an assessment of impacts on the development potential. The future development of the land holding can be designed to maximise its potential by designing for suitable uses within the corridor of overhead lines. • There are substantial disadvantages associated with any modification of the road layout from that shown on the Part 8 plans and no change is proposed.
18	BAM Property LTD.	LAC533431241	<p>Issues Raised:</p> <p>The submission has been made by HW Planning on behalf of the interested party, BAM Property Ltd. who are the owners of c. 18 hectares of land in Terry’s Land and Carrigtwohill. It is noted that BAM Property Ltd. currently have an active Strategic Housing Development (SHD) application for 716 no, residential units pending with An Bord Pleanala. The application was lodged in June 2022. It is noted that BAM Property Ltd. ‘support the principle of the Part 8 project ‘ but it is stated that elements of it appear to conflict with and does not have full regard to the pending SHD application. A request is made that the Part 8 proposals are amended to avoid conflicting with the proposed Castlelake SHD. The areas of conflict are shown in the below figures:</p>  <p>Figure 01: Areas to the west and centre of the subject lands where foul sewer drainage is proposed.</p>

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			<div data-bbox="712 231 1496 758" data-label="Image"> </div> <p data-bbox="712 778 1048 810">Chief Executive’s Response:</p> <p data-bbox="712 869 2027 1045">The Strategic Housing Development (SHD) proposals referenced in the submission are currently part of an active planning application: An Bord Pleanála (ABP) is the deciding authority and permission has not been granted. This Part 8 planning process is an independent planning process. In preparation of the Part 8 proposals, regard has been had to the SHD proposals referenced in the submission. Cork County Council will seek to coordinate the Part 8 proposals with those of BAM Property Ltd.</p> <ul data-bbox="806 1061 2060 1268" style="list-style-type: none"> • There is an existing strategic trunk foul sewer crossing of the Midleton to Cork railway line in the location shown in the below figure (extracted from the Part 8 proposals) which is different to that assumed by BAM Property Ltd. during the preparation of its SHD plans. The location of this existing foul sewer infrastructure which crosses under the railway north to south has been established using detailed topographical survey information gleaned by CCC prior to commencement of this Part 8 planning process.

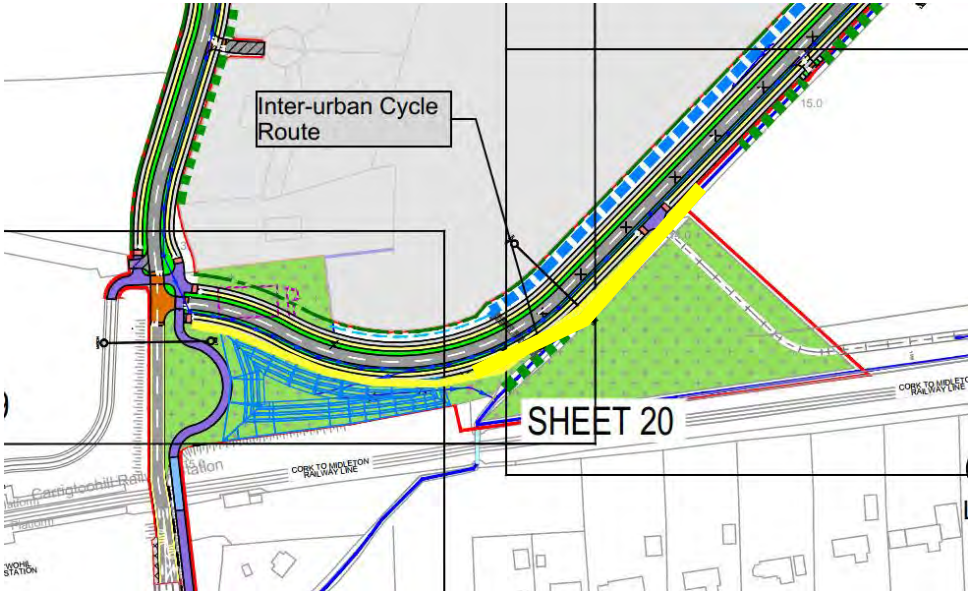
No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<div data-bbox="851 223 1411 590"> </div> <div data-bbox="851 598 1724 1029"> </div> <p data-bbox="801 1069 2060 1173">In addition, Cork County Council has made a pre-connection enquiry to Irish Water based on the use of this strategic trunk foul sewer rail crossing point location as shown in the Part 8 proposals and confirmation of feasibility of connection has been issued by Irish Water.</p> <p data-bbox="801 1212 1982 1284">Based on the location of the existing strategic trunk foul sewer infrastructure crossing under the railway line, no change is proposed to the trunk foul sewer layout in the Part 8 plans.</p> <ul data-bbox="757 1332 2049 1404" style="list-style-type: none"> • The route of the SW sewer which has been designed to drain the existing railway underpass structure by gravity will be revised locally to suit the SHD road layouts.

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			<ul style="list-style-type: none"> • The alignment and cross section of the northern services corridor link road proposed in the Part 8 plans are intended to be compatible with those by BAM in its SHD proposals. The BAM Property Ltd. alignment and cross section would be acceptable in principle but subject to agreement in relation to road design standards. The potential for compatibility with the alignment of the Northern Services Corridor Link Road proposed by BAM within its SHD application will be assessed at detail design stage (subject Part 8 planning approval and to planning approval by ABP of the SHD proposals and conditions applied).
19	Iarnród Éireann	LAC533436135	<p>Issues Raised:</p> <p>The submission from Iarnród Éireann (IÉ) outlines the following points.</p> <p>General Comments:</p> <ol style="list-style-type: none"> 1. Reference is made to the Part 8 infrastructure proposals on or near the railway and to Cork County Council obligations under the Railway Safety Act 2005, Infrastructure Manager Safety Approval Panel approvals and the applications for Authorisation to Place in Services to the Commission for Railway Regulation on a project stage by stage basis. 2. The proposal may include significant works on CIÉ lands and licence agreements between CIÉ/IÉ and the County Council are required for the design, construction, and maintenance of any proposed works. 3. Where a new railway overbridge (road over rail) or an underpass are proposed or a modification of an existing overbridge or underpass, consideration will need to be given to the horizontal and vertical clearances required at such structures. Any proposed structure over or under the railway needs to be able to accommodate the envisaged double tracking of the railway line. IÉ and the Commission for Railway Regulation must validate any new overbridge or underpass. 4. No new level crossings will be authorised. 5. The railway line is to be electrified in the future. More onerous requirements for boundary treatments and structures will be applied for works adjacent to, above or below the railway. Consultation with Iarnród Éireann will be required during the design and option selection process. 6. The Applicant should co-ordinate with Iarnród Éireann to agree the locations of boundaries. Railway property should be excluded from the referencing for Compulsory Purchase Order. 7. It must be illustrated that the flow to the existing culverts will not be increased by the scheme or that the culverts can accommodate any additional flow and that there will be no detrimental effect to the railway.

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>8. Any new pipes etc. under the railway will require a Licence and be subject Legal Agreements with Irish Rail and CIÉ and Engineering Conditions. Foul water connections to existing foul sewers under the railway require a Licence.</p> <p>9. The project must ensure that drainage from the road does not to affect railway drainage in a negative way (such as cause flooding to the railway, overload existing culverts etc). For any surface water drainage including attenuation ponds to be installed adjacent to the railway, it will need to be shown that this will not be detrimental to the railway in terms of overspill or potential destabilisation of any earthworks adjacent to or on CIÉ/IR Property.</p> <p>10. For all modifications of roadways on approaches of existing bridges over the railway, but not extending to section of bridge over the railway, will need to show that these changes do not increase the risk of a road accident occurring on or at the bridge to the detriment to railway safety.</p> <p>Glounthaune to Midleton Twin Tracking (GMITT) Comments:</p> <p>11. Irish Rail is preparing for a second track as part of the Glounthaune to Midleton Twin Tracking Project – GMITT. In the event both projects undergo construction simultaneously consultation will be carried out to ensure construction related effects are managed appropriately. Co-ordination/ consultation is required for the following elements:</p> <ul style="list-style-type: none"> a. In relation to Wisers Road Cycle bridge, GMITT are currently proposing a retaining structure to the North of the railway line at this location which will require additional co-ordination between GMITT and URDF design teams. b. Sheet 15: An existing foul sewer is shown on the Part 8 drawings crossing underneath the railway line which IÉ have no record of. A retaining structure is proposed at this location as part of GMITT. Also, there is an overlap between the red line boundary for both schemes and GMITT has a temporary land acquisition to facilitate construction. c. Sheet 17: A number of crossings are shown across the existing twin track where no GMITT works are currently being proposed. It is noted that the existing buried structure is 4.5m wide and appears as if it would accommodate the proposed design. Proposed new stormwater pipe construction to be agreed with IE. d. Sheet 23: Proposed wastewater crossing rail line to be agreed with IE. e. Sheet 25: Proposed cycleway/structure will clash with existing bridge wingwalls. Requires consultation.

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			<p>Chief Executive’s Response:</p> <p>Irish Rail has submitted several observations under the headings:</p> <ul style="list-style-type: none"> • General Items, • Proposed Project, • GMTT Project Specific Items, <p>Irish Rails confirms in its submission that it looks forward to engaging with the Carrigtwohill URDF Initiative project during the successive stages/phases of the URDF project.</p> <p>The Carrigtwohill URDF Initiative Cork County Council Housing Infrastructure Implementation Project Team has engaged with Irish Rail extensively during the preparation of these Part 8 plans and looks forward to continued engagement with Irish Rail on this project. The observations made by Irish Rail will be addressed during the implementation phase of the URDF project (subject to planning approval).</p>
20	Sean McCarthy	LAC533455028	<p>Issues Raised:</p> <p>This submission has been made by BMJ Consultants Ltd on behalf of the interested party. The landowner has concerns at the impacts the proposals will have on his day-to-day farming activities and that they will impose a nuisance factor. It is also stated that the proposals will impact on profitability of the farming enterprise the long-term asset value of the holding. It is stated that the ‘degrees of curvature on the proposed road works and the proposed animal crossings in type and location could significantly reduce the impact should the design be modified.’</p> <p>Chief Executive’s Response:</p> <p>The Part 8 planning proposals make provision for three separate additional vehicular access points to the “Sean McCarthy” land holding (for access to remaining lands). Existing agricultural/field gates to the land holding from the public road network will be maintained or if impacted, replaced nearby. This will limit effects on the daily farming activities. Subject to planning and funding approval, accommodation works (including location of an animal crossing), and compensation would be addressed as part of the land acquisition process.</p>

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			<p>The Part 8 proposals include the new Western Services Corridor Link Road which crosses this land holding (west to east). This addresses the objective of CT-U-02 of the Cork County Development Plan 2022 which provides for a new “East West Spine Link Road” crossing this land holding (west to east). The new road infrastructure proposed within the Part 8 plans is intended to facilitate the development of the Carrigtwohill UEA as per the Cork County Development Plan land zoning (which includes a substantial portion of the “Sean McCarthy” land holding) and would contribute substantially to its long-term asset value.</p> <p>The proposals also include upgrade of the Leamlara/Station Roads which will also service this land holding in the future. It should be noted that proposals for the Station Road upgrade will not impact on this land holding.</p> <p>The degree of curvature is assumed to be a reference to the Western Services Corridor Link Road curved horizontal alignment as it approaches its proposed major four-armed junction with Station Road North. The location of this junction has been optimised and this curved alignment is required for road safety at the proposed junction and as part of an overall integrated road design.</p> <p>Cork County Council and its designers are satisfied that the Part 8 proposals have been designed to limit impacts appropriately and no modification is proposed.</p>
21	Brian Murphy	LAC533455330	<p>Issues Raised:</p> <p>Generally, the submission is positive towards the proposed development but has suggested a number of improvements that could be made. The submission author is concerned about the lack of integration between the Youghal to Cork greenway and the proposed scheme. Several points raised relate to the planned Carrigtwohill to Midleton Inter-urban Cycle Route which is outside of the scope of the Part 8 for the Carrigtwohill URDF Initiative UEA Infrastructure. The main points raised which are relevant to the Part 8 infrastructure are as follows:</p> <ol style="list-style-type: none"> 1. Sheet 19: It is stated that the proposed cycle infrastructure design renders the proposed Cork to Midleton Greenway unusable. A re-design is suggested. 2. Sheet 11: It is stated that the proposed scheme renders the Cork to Midleton Greenway unusable eastbound. A re-design is suggested. 3. It is suggested cycle lanes and footpaths should be segregated both vertically and horizontally, by means of a 5cm angle kerb to improve safety and assist the visually impaired.

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			<p>4. It is stated that the scheme appears to be designed as a residential suburb and it is queried if this is compatible with the concept of a 15-minute neighbourhood. It is suggested that the need to provide a commercial centre should be considered.</p> <p>5. It is stated that consideration should be given to designing the roads to limit traffic flow in areas that will be high density residential in the future.</p> <p>Chief Executive's Response:</p> <p>1. The upgrade of the Leamlara road will be modified to include for c. 240m of inter-urban cycle route within its cross section along its southern edge so that the future connectivity of the interurban cycleway is protected within the footprint of these Part 8 proposals, and it remains separate from the new footpath and cycle track being provided as part of the road upgrade. The modification brings certainty to the connectivity and would also improve the quality of the inter-urban cycleway in the future – see figure below.</p>  <p>2. The Inter-urban Cycle Route from Carrigtohill to Midleton is not impacted by the proposed Part 8 layout at Ballyadam (Sheet 11 of 25).</p> <p>3. This suggestion will be considered during the detailed design stage subject to planning. Best practice design guidance would be implemented to deliver a high quality and safe pedestrian and cycle network.</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>4. The overall development of the UEA is outside of the scope of this Part 8. The proposed infrastructure will facilitate the commencement of development of housing, schools, and commercial areas within the Carrigtwohill UEA as per the Cork County Development Plan 2022 zoning and densities. The proposed infrastructure includes high quality segregated pedestrian/cycle facilities along the new/upgraded roads and numerous high-quality pedestrian/cycle links to the proposed inter-urban cycleway and to facilities within the existing settlement.</p> <p>5. Measures been applied within the road design to encourage/promote sustainable modes of transport throughout the UEA.</p>
22	Cllr. Alan O'Connor	LAC533470031	<p>Issues Raised:</p> <p>The submission gives general support for the objectives of the proposal whilst also commenting on various aspects of the design.</p> <p>Given the length of and detail included within this submission the Chief Executive's response has been provided on a point for point basis.</p> <p>1. Issue Raised:</p> <p>The submission queries the need for widening the Ballyadam Road and Station Road north of their junctions with the Eastern and Western Services Corridor Link Roads respectively. The submission states that these sections of roads are not required to provide access to zoned land. It is noted that the provision of these new sections of road would lead to higher costs and loss of existing trees and hedgerows. Whilst the pedestrian and cycle infrastructure on these roads is welcomed it is noted that they would lead to a dead end.</p> <p>Chief Executive's Response:</p> <ul style="list-style-type: none"> • The proposed road upgrades are in accordance with the County Development Plan zoning objectives (CT-U-15 and CT-U-20). The existing roads that are referenced have no footpaths, cycle facilities, are extremely narrow in places, acute bends and have limited visibility. The upgrades are required to provide safe use of these roads in the future for all users. The proposed pedestrian and cycle infrastructure along these upgraded roads would facilitate direct access/connectivity for cyclists/pedestrians from the immediately adjacent future UEA development. • Any loss of existing trees and hedgerows has been minimised through this Part 8 process and has been assessed as part of the Ecological Impact Assessment and mitigation applied. Circa. 5.5 hectares of passive green open space has been provided within these proposals the hedgerows that are removed would be replaced.

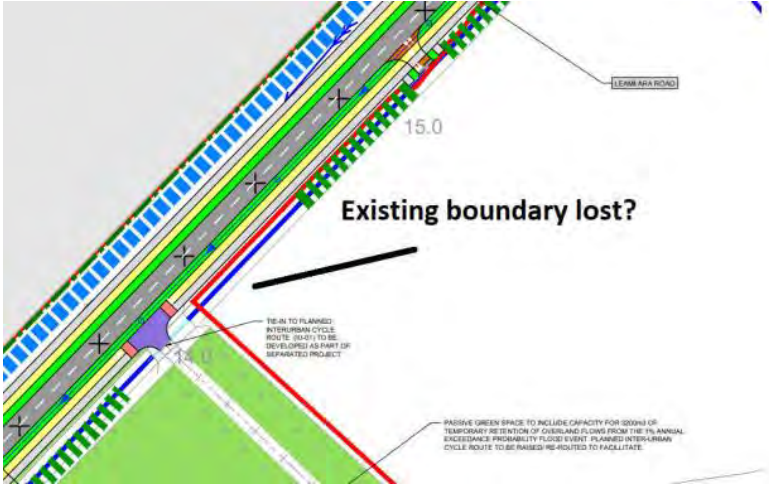
No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<ul style="list-style-type: none"> • Existing road network safety issues would be addressed through these upgrades and eliminating or significantly reducing the risk of accident/injury to vulnerable and other road users on these sections of the road network. • Delivery of these road upgrades within the context of the Urban Regeneration and Development funded Project would be the most cost-effective approach and these road upgrades would connect safely to the existing road network to the north where cyclists/pedestrians could continue their journeys along the existing rural road network as per the current situation. <p>2. Issue Raised: It is suggested that permeability measures for cyclists and pedestrians in all zoned lands should be provided as part of future developments in these lands.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • This suggestion is noted. It is noted that this suggestion is in line with the objectives of the proposed development. <p>3. Issue Raised: The submission notes that it is the interpretation of the author that the proposals require the removal of the hedgerow on Station Road north of Greenville House on the east side of the road. It is stated that there are important natural hedgerow boundaries, mature trees, and boundary walls on the eastern side of Station Road. It is suggested that if the road upgrade is required that the road alignment should be moved to the west to retain the existing eastern boundary.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • The Part 8 proposals are designed to ensure that widening will be entirely to the west so that no removal of hedgerow/ boundary walls/ mature trees on Station Road, north of Greenville House on the that side (east) of the road is required. <p>4. Issue Raised: The submission identifies an area on Ballyadam Road which could be used as passive green space – see below figure.</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<div data-bbox="1048 236 1765 753" data-label="Image"> </div> <p data-bbox="712 769 1048 801">Chief Executive’s Response:</p> <ul data-bbox="712 817 1971 880" style="list-style-type: none"> • This will be progressed subject to funding, detailed design, and land acquisition. It is noted that this suggestion is in line with the objectives of the proposed development. <p data-bbox="712 896 913 928">5. Issue Raised:</p> <p data-bbox="757 928 2042 1072">It is queried whether there are number of significant trees along Leamlara Road which are to be removed as a result of widening the road. It is queried whether it would be possible to retain some of these trees and if not whether they could be transplanted. Finally, if neither of the above is possible it is suggested that the mass of the cut trees could be preserved in place as lying dead wood within proposed passive green space.</p> <p data-bbox="712 1088 1048 1120">Chief Executive’s Response:</p> <ul data-bbox="712 1136 2042 1348" style="list-style-type: none"> • The removal of trees has been minimised as much as possible but is unavoidable in some instances including along Leamlara Road. The removal of these trees has been assessed as part of the Ecological Impact Assessment and mitigation measures will be applied. • The suggestion to transplant these trees will be assessed in detail at a later stage but it is noted that this is not a required mitigation measure as part of the EclA. On visual inspection there may be difficulties based on the low survival rate after transplanting, the large size and maturity of the existing trees, their

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>proximity to the existing road, the existing condition of some of the trees and the potentially prohibitive costs.</p> <ul style="list-style-type: none"> • The mass of felled trees will be preserved in place as lying dead wood within proposed passive green space. <p>6. Issue Raised: It is queried why a section of the Eastern Services Corridor Link Road has been designed to be very straight. It is noted that traffic calming should be embedded into the design.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • This section of road is between two signalised junctions, which are raised table junctions, which will act to calm traffic. The requirement for further traffic calming measures e.g., speed tables, build-outs etc. will be assessed further at detailed design stage. <p>7. Issue Raised: It is queried whether raised table junctions will be provided on major road junctions as well as minor roads.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • Yes, raised table junctions will be provided on major road junctions. <p>8. Issue Raised: The submission queries whether sections of hedgerow in the below figure are to be retained. It is noted that this is important due to the presence of mature trees. It is also queried whether hedgerows which are not shown to be removed or retained are to be retained by default. It is suggested that new hedgerows should also incorporate a bank structure and that, if possible, gains should be made in hedgerows.</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<div data-bbox="1086 231 1736 662" data-label="Image"> </div> <p data-bbox="712 673 1048 705">Chief Executive’s Response:</p> <ul data-bbox="712 718 2080 858" style="list-style-type: none"> • Hedgerows which are not shown to be removed or retained, including those highlighted in this point, are proposed to be retained by default. The suggestion to incorporate a bank structure within the replacement hedge rows will be considered at the detail design stage but will be subject to funding and land acquisition as well as advice from project ecologists. <p data-bbox="712 869 913 901">9. Issue Raised:</p> <p data-bbox="757 906 2080 1008">It is requested that consideration be given to the relocation of the Eastern Services Corridor Link Road ‘a few metres further north’ to preserve existing boundaries in the location shown below. It is suggested that this would preserve the boundaries in the small, scrubby areas outside the northern boundaries of CT-GC-07</p> <div data-bbox="1124 1040 1662 1417" data-label="Image"> </div>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> The alignment as per the Part 8 drawings, including the removal of boundaries and scrub in this area has been assessed as part of the Ecological Impact Assessment. Mitigation has been applied. Subject to planning, the potential for further mitigation will be examined during the detailed design phase. <p>10. Issue Raised: It is requested that consideration be given to providing a boundary fence/ bank along the shared path through CT-GC-07 to discourage transgression by walkers into these areas. It is suggested that ‘Active Landscaping’ is unlikely necessary in these areas. It is stated that ‘all due care, and more’ with respect to lights close to areas of ecological sensitivity.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> A boundary fence/ bank will be provided along the shared path through CT-GC-07. Lighting will be designed to current best practice guidance to avoid impacts on areas of ecological sensitivity. <p>11. Issue Raised: The ‘wet grassland’ north of the railway line identified in the Ecological Impact assessment has been disturbed recently but has potential to recover over time. It is suggested that the proposed scheme should seek to look for further gains as part of fulfilling the project objective of protecting and enhancing areas of local biodiversity value in Carrigtwohill.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> This potential for further gains within the red line boundary will be assessed by the project ecologists during the detail design stage (subject to planning). The development of land zoned CT-GC-06 (Linear Park East) outside the red line boundary may form part of a future project to be delivered in tandem with development of the eastern part of UEA in accordance with the County Development Plan 2022.

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>12. Issue Raised: The submission queries if it is proposed to remove the below hedgerow on Leamlara Road and if so, queries if this is necessary.</p>  <p>Chief Executive's Response:</p> <ul style="list-style-type: none"> • The proposed upgrade of the Leamlara Road involves widening of the road way to the west (or full realignment to the west of the existing Leamlara Road). The hedgerow/Woodstock stream will not be impacted. The road widening will be entirely to the west so that there will be no removal of the section of hedgerow in question on Leamlara Road. <p>13. Issue Raised: The submission provides some suggested guidance for how the landscape design could be implemented as summarised below:</p> <ol style="list-style-type: none"> Hedgerows should mostly be comprised of locally native species (e.g., hawthorn, ash, blackthorn, elder, ash, oak, elm, etc.) and be grown on an embankment which provides a complementary habitat for the vegetation. Fastigate or 'Lollipop trees' are often selected for landscaping for their low maintenance. It is suggested that to achieve significantly greater benefits the vast majority of trees should be of locally native, and

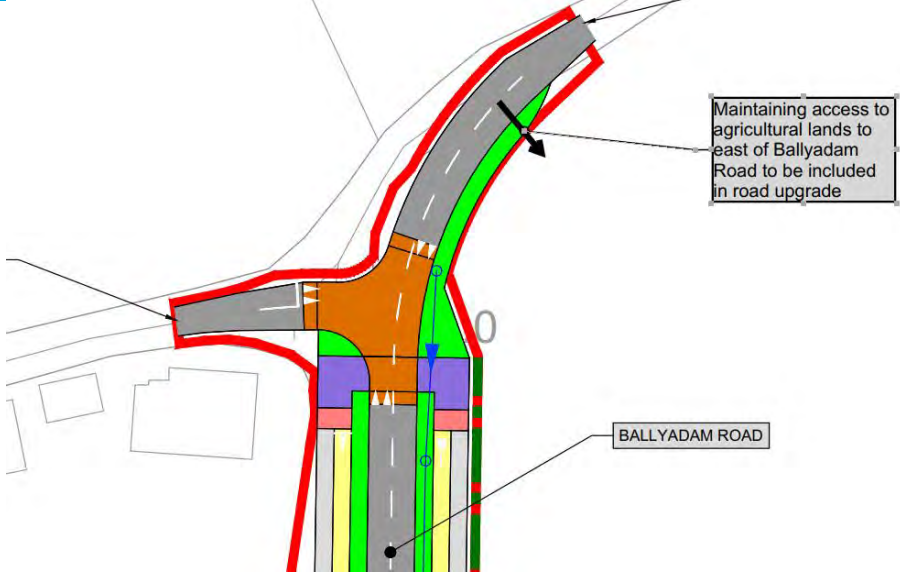
No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>native species, with some few non-native or naturalised ornamentals and with a ‘focus on providing for maximum biodiversity return’.</p> <p>c. Landscaping should generally use locally native plant species which may not require much ‘active planting’. It is noted that planting larval food-plant, such as nettles, and not just ‘pollinator friendly’ species would be useful. It is also suggested that the landscaping component should not comprise a straight-line-and-active-planting approach i.e., the use of annuals which would require re-planting every year. It is suggested that open space areas may benefit from passive intervention rather than active planting.</p> <p>d. It is noted that no plastic membranes should be used for weed suppression. The submission presumes that no plastic will be used in the creation of surface water ponds and that gravel/stone chippings should be avoided as a landscaping substrate.</p> <p>e. It is noted that it is important water courses are above ground as much as possible.</p> <p>f. For any landscaping proposals associated with this project, artificial light should be kept to a bare minimum, if deemed necessary at all.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • Each of the above suggestions is generally in line with the objectives of the proposed development and will be considered for implementation during the detailed design phase of the project (subject to planning). • All trees, hedgerows, planting will be specified by a Landscape Architect based on advice from project ecologists. • Artificial lighting of passive open space, if any, will be kept to an absolute minimum. <p>14. Issue Raised: It is requested that the loss of stone walls and built heritage should be minimised. The construction of new wall sections and/or structures should take a sensitive approach and be designed to be the ‘heritage structures of tomorrow’.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • The removal of stone walls and field boundaries has been minimised throughout the design. The removal of some sections of field boundaries, some of which include sections of townland boundaries, has only been proposed out of necessity. The removal of these boundaries has been assessed in the Archaeological and As-Built Heritage Impact Assessment Report. Whilst none of these boundaries are designated of

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>archaeological or cultural heritage significance, it is recommended that the boundaries be documented and described prior to their removal.</p> <ul style="list-style-type: none"> • The suggestion regarding new wall sections/structures will be considered for implementation during the detailed design phase of the project. <p>15. Issue Raised: It is suggested that consideration should be given to allowing community input into the official naming of the link roads or that the roads should be given meaningful names.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • This suggestion will be considered during the implementation phase of the project. <p>16. Issue Raised: The submission queries why the building adjacent to Barrett’s Forge is considered to be of less significance.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • The forge building is of local heritage significance as it appears to have been a purpose-built forge. Buildings such as this have become very rare, and the Part 8 proposals were amended on the advice of the project Archaeological and Built Heritage Consultant to ensure its retention. The associated building has been assessed by the project Archaeological and Built Heritage Consultant as a 19th century structure and in his view is relatively common. Demolition is unavoidable to address safety of vulnerable road users. A detailed Building Survey will be undertaken to compile a full record of the extant structure(s) in written, drawn, and photographic formats. <p>17. Issue Raised: It is suggested that heritage signage at locations where the proposed roads pass through different townland boundaries should be considered.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • This suggestion will be considered during the implementation phase of the project (subject to planning). <p>18. Issue Raised: The submission notes that the proposed corridors link road should not only act as a transport corridor but should act as streets which would be destinations rather than just routes from A to B. It is requested that design choices make this happen e.g., the quality of the signage, landscaping, footpath finish, sightlines and orientation within the wider landscape, architecture of culverts and bridges, lights, etc. As an example, it is suggested that benches and attractive signage should be added to enhance ‘character’ of the area. It is also</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>suggested that ‘distinctive and attractive signs might be employed’ while meeting the requirements of the Department of Transport’s Traffic Signs Manual.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • The proposed corridor link roads have been designed in accordance with Design Manual for Urban Roads and Streets (DMURS) and are intended to be urban roads/streets and not simply transport corridors . High quality footpaths, cycle tracks landscaping and finishes will be provided on both sides of all new and upgraded roads as part of the infrastructure. The detailed design of the scheme will be based on guidance in the Design Manual for Urban Roads and Streets in which place-making is central. The above suggestions are noted and will be considered during the implementation phase of the project. <p>19. Issue Raised: For future development within the UEA it is important that pedestrian and cyclist connectivity would not be limited necessarily to the entry and exit points for motor vehicles. The schemes should provide connectivity to the surrounding road network for full permeability throughout the settlement.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • This suggestion is noted and would be in line with the objectives of the proposed development. <p>20. Issue Raised It is noted that Ecological Impact Assessment does not comment on potential ecological impact from public lighting. It is suggested that lighting should be designed in line with the standards set out in the Cork County Council ‘Public Lighting Manual’ to minimise light pollution and even exceed these standards. It is suggested that:</p> <ul style="list-style-type: none"> - Only be on when needed; - Only light the area that needs it; - Be no brighter than necessary; - Minimise blue light emissions; - Be fully shielded and pointing downwards. <p>Chief Executive’s Response: The provision of lighting in accordance with the standards set out in the current version of Cork County Council’s ‘Public Lighting Manual’ has been considered in the Ecological Impact Assessment. Lighting will be designed in accordance with these standards (subject to planning).</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
23	Denis Reidy	Submission Form 1	<p>Issues Raised:</p> <p>The applicant is a keen walker and feels that walkers are vulnerable when being overtaken by bicycles/ scooters, especially when they are accompanied by small children. The submission suggests that the design of cycle tracks/ footpaths should be such that cyclists should always face walkers.</p> <p>Chief Executive’s Response:</p> <p>The design of the proposed pedestrian/cycle facilities complies with current best practice.</p>
24	Jason Barret	Submission Form 2	<p>Issues Raised:</p> <p>The interested party strongly objects to the proposed land take from their ‘residential curtilage’. It is noted that the area of land is being reserved for the construction of one or more dwellings for their children. It is noted that the proposed scheme will move the road closer to their home which will result in noise and light pollution. Concerns regarding health and safety and access to the property are raised.</p> <p>Chief Executive’s Response:</p> <ul style="list-style-type: none"> • The land take would only be clearly identified at detailed design stage (subject to planning) but is currently mostly in agricultural use at present. • The Part 8 proposals to upgrade Ballyadam Road include footpaths/cycleways on both sides and because of this the road pavement and associated vehicular traffic would be further away. The proposed road upgrade will mean significant road safety benefits in respect of visibility/sight lines at the entrance to this residential property. The existing access point to the residential property will be maintained as part of a modification to the proposals. • Subject to planning approval, boundary treatments, accommodation works and compensation would be addressed as part of the land acquisition process. • No planning permission is in place for the construction of additional dwellings within the footprint of the proposed road upgrade.
25	Jerry Harnet & Sean Power	Submission Form 3	<p>Issues Raised:</p> <p>The interested parties live on Station Road North of the rail line and state that all 6 houses in this area have individual septic tanks. The submission suggests that a connection to the public sewer be provided.</p> <p>Chief Executive’s Response:</p> <p>A connection to the proposed wastewater sewer will initially require individual property owners to make a pre-connection enquiry to Uisce Eireann and to enter connection agreements. Subject to planning and</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			<p>approval of Uisce Eireann, the provision of wastewater pipe work within the Station Road Upgrade would be assessed at detailed design stage.</p>
26	John and Jason Barret	Submission Form 4	<p>Issues Raised:</p> <p>The submission states that the interested parties are dairy farmers with 100 acres and 150 cattle. It states that the proposed road layout is isolating portions of their land from the main holding which will render this land impossible to use for dairy production. The land take is taking a considerable portion of land. Concerns are raised that replacement access points are not adequate or compliant from a health and safety point of view. They state that crossing footpaths and cycle tracks with large machinery is not realistic. It is stated that one set of double gates on Ballyadam Road has been omitted and must be restored to allow this land to be farmed. It is requested that all new access points are functional and fully compliant to ‘current standards and regulations’.</p> <p>Chief Executive’s Response:</p> <p>Boundary treatments/ accommodation works will be agreed between Cork County Council and the landowners as part of the land acquisition process (subject to Part 8 planning approval). Access to the lands to the east of Ballyadam Road will be maintained as part of the road upgrade works. New access points will be compliant with the relevant design standards.</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
			
27	Nancy Ackland	Submission Form 5	<p>Issues Raised:</p> <p>The submission requests that bins, dog litter bins and dog litter bag dispensers be provided on the walkways. It is noted that these have not been provided on similar routes in the area.</p> <p>Chief Executive's Response:</p> <p>This request will be considered and discussed with the Area Office during the detailed design phase of the project.</p>
28	Orla McCarthy	Submission Form 6	<p>Issues Raised:</p> <p>This is a very short submission with little context. A concern is raised on enforcement. Contact details are sought.</p> <p>Chief Executive's Response:</p> <p>This submission is not directly related to the Part 8. Cork County Council has contacted the submission author separately and provided contact details to the environment section of Cork County Council.</p>

No.	Interested Party	Submission No.	Issues Raised and Chief Executive Response
29	Transport Infrastructure Ireland	Postal Submission 1	<p>Issues Raised:</p> <p>This submission states that TII expects that this scheme will abide by the requirements of DoECLG’s ‘Spatial Planning and National Roads Guidelines for Planning Authorities’ 2012</p> <p>Chief Executive’s Response:</p> <p>Cork County Council have regard to the guidelines in the performance of their functions under the Planning Acts as per Section 1.2 of the above-mentioned guidelines.</p>

5.1. Summary of Proposed Modifications

The following modifications are proposed:

- **Modification 1** – The shared path running through CT-GR-01, connecting the Western Services Corridor Link Road with the planned Carrigtwohill to Midleton Inter-urban Cycle Route will be re-aligned so that it is closer to the adjacent attenuation pond. The layout of the adjacent attenuation pond will be reviewed at detailed design stage to locate it further to the east (but within the redline boundary).
- **Modification 2** - The foul sewer pipework will be extended northwards to the crossroads between Wise’s Road and the L3615 (to the extent of the Part 8 proposals).
- **Modification 3** – The proposed access to CT-R-02 along Wises Road will be relocated northwards by c.5m and the cross section of the Wises Road Upgrade will be modified from its junction with the Western Services Corridor Link Road northwards to provide for a 5.5m wide road pavement, and on the eastern side of the proposed road upgrade; a 0.5m verge and 1.75m wide cycle track.
- **Modification 4** - The overland flood relief channel will be a closed culvert where it crosses within the property boundary of folio number CK104106F. All headwalls will be outside of the property boundary.
- **Modification 5** – The Leamlara Road Upgrade alignment/cross section will be modified to accommodate the inter-urban cycle route separately in its road cross section over c240m.
- **Modification 6** - The suggestion that the mass of felled trees would be preserved in place as lying dead wood within proposed areas of passive green space will be implemented.
- **Modification 7** – A suitable boundary fence/ bank will be provided along the shared path through CT-GC-07 (“Linear Park East” in the County Development Plan 2022).
- **Modification 8** – Existing agricultural access to the lands to the east of Ballyadam Road at the north end of the proposed Ballyadam Road upgrade will be maintained or replaced nearby.
- **Modification 9** – The location of the property access point from the Ballyadam Road Upgrade at the southern end of the Ballyadam Road Upgrade will be revised to match the existing access location to that residential property.
- **Modification 10**- The route of the SW sewer proposed in the Part 8 proposals will be modified locally within the BAM land holding to facilitate its future development proposals and that the alignment of the proposed Northern Services corridor could be adjusted locally in response to the submission by BAM Property Ltd. but subject to agreement on design standards.

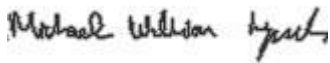
6. Recommendation

Having considered the submissions and the internal reports from the Planning Department, I am satisfied that the proposed development, incorporating the recommended modifications in Section 5.1, is in accordance with the proper planning and sustainable development of the area and I recommend to the Members of the Cobh Municipal District that Cork County Council should proceed accordingly.

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

Signed:

Date: 14/09/2023



Michael W. Lynch
Director of Services, Planning and Development

Signed:

Date: 14/09/2023



Valerie O'Sullivan
Divisional Manager South, Cork County Council

Appendices

Appendix A. Site Notice



CORK COUNTY COUNCIL

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

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

Carrigtwohill Urban Regeneration and Development Fund (URDF) Initiative – Urban Expansion Area (UEA) Infrastructure

Location:

The proposed development will be carried out on lands to the north of Carrigtwohill between Wisers Road (L3616-0) and Carrigane Road (L3617-25), along Wisers Road, Station Road (L3603-0), Leamlara Road (L3607-37), Ballyadam Road (L7640-0) and Carrigane Road in public and private land within the Townlands of: Anngrove, Terry's-Land, Fahydorgan, Carrigtwohill, Gortnamucky, Poulanska, Carrigane and Ballyadam.

Nature and Extent of Proposed Development:

The proposed development comprises the following infrastructure projects:

- A. Western and Eastern Services Corridor Link Roads** connecting Wise's Road (L3616-0) with Carrigane Road (L3617-25). The roads will also provide connectivity to Station Road (L3603-0), Leamlara Road (L3607-37) and Ballyadam Road (L7640-0) and include the realignment of the Carrigane Road near Ballyadam Bridge. The roads will be serviced with footpaths and cycle tracks, public lighting and ancillary mains services within the roadway;
- B. Northern Services Corridor Link Road** connecting the Western Services Corridor Link Road with the new Northern Schools Link Road via an existing vehicular underpass below the Cork to Midleton railway line. The road will be serviced with footpaths and cycle tracks, public lighting and ancillary mains services within the roadway;
- C. Upgrade/ re-alignment of Wisers Road** from north of its crossing of the Cork to Midleton Railway Line to the L3615-0. The upgrade will also include a pedestrian/ cycle bridge across the railway line providing connectivity to Wisers Road south of the railway. The road upgrade consists of re-alignment, widening, re-surfacing, provision of services and cyclist and pedestrian facilities and ancillary works and mains services;
- D. Upgrade/ re-alignment of Station Road** from south of its crossing of the Cork to Midleton Railway Line to the L3615-0. The upgrade will also include a pedestrian/ cycle bridge across the railway line providing connectivity to Station Road south of the railway line. The road upgrade consists of re-alignment, widening, re-surfacing, provision of services and cyclist and pedestrian facilities and ancillary works and mains services;
- E. Upgrade/ re-alignment of Leamlara Road** from its junction with Station Road to its new western junction with the Eastern Services Corridor Link Road and from its new eastern junction with the Eastern Services Corridor Link Road to its junction with the L7639-0. The road upgrade consists of re-alignment, widening, re-surfacing, provision of services and cyclist and pedestrian facilities and ancillary works and mains services;
- F. Upgrade/ re-alignment of Ballyadam Road** from its new junction with the Eastern Services Corridor Link Road to the L7639-0 including the permanent closure of the existing Ballyadam Road between the Eastern Services Corridor Link Road and Carrigane Road to vehicular traffic including the junction of the existing Ballyadam Road and Carrigane Road;

The infrastructure will also include shared cycling/pedestrian paths connecting the new road network with the planned Carrigtwohill to Midleton Inter-urban Cycle Route, areas of green open space, underground services including surface water drainage networks including detention ponds and attenuation, foul water networks, electrical and fibre optic/ telecoms ducting and water and gas supply. Services will be connected to existing services/ infrastructure in Carrigtwohill as required.

The proposal has undergone screening for Environmental Impact Assessment under the EIA Directive (2014/52/EU) and Appropriate Assessment screening under the Habitats Directive (92/43/EEC). The Authority has concluded that there is no real likelihood of significant effects on the environment and no impacts to any Natura 2000 sites are likely as a result of the proposed development. A determination has been made that an Environmental Impact Assessment (EIA) is not required and a full Appropriate Assessment is not required. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (9th June 2023) apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin 1.

Plans and particulars of the proposed development are available for inspection, or to purchase for a fee of €15 per set, from Friday 9th June 2023 until Friday 7th July 2023 at the following venues:

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

A Public Information Evening will take place in Carrigtwohill Community Centre, Main Street, Carrigtwohill from 15:30 to 19:30 on Tuesday 27th June 2023.

Submissions or Observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made on or before 17:00 on Friday July 21st, 2023, as follows:

- Online submission form on Cork County Council's website at www.yourcouncil.ie or
- In writing clearly marked: 'Part 8 – Carrigtwohill URDF Initiative – UEA Infrastructure', Senior Executive Engineer, Housing Infrastructure Implementation Team, Cork County Council, Floor 3, County Hall, Carrigrohane Road, Cork, T12 R2NC

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

**Senior Executive Engineer, Housing Infrastructure Implementation Team, Cork County Council,
9th June 2023**

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

No	Statutory Bodies	Date Notified	Submission Received
1	Fáilte Ireland	12.06.2023	
2	An Taisce	12.06.2023	
3	The Heritage Council	12.06.2023	
4	The Minister - Development Applications Unit	12.06.2023	
5	Transport Infrastructure Ireland	12.06.2023	Yes
6	National Transport Authority	12.06.2023	Yes
7	National Monuments	12.06.2023	
8	National Parks & Wildlife	12.06.2023	
9	Irish Water	12.06.2023	Yes
10	OPW	12.06.2023	
11	Arts Council	12.06.2023	
12	Iarnród Éireann	12.06.2023	Yes
13	Inland Fisheries Ireland – South West Region	12.06.2023	Yes
14	Environmental Protection Agency	12.06.2023	
No	Non-Statutory Bodies	Date Notified	Submission Received
1	Bus Eireann	12.06.2023	
2	Department of Education and Skills	12.06.2023	
3	Gas Networks Ireland	12.06.2023	
4	ESB	12.06.2023	
5	Cork County Archaeologist	12.06.2023	
6	Cork County Conservation Officer	12.06.2023	
7	Eircom	12.06.2023	

Appendix C. Senior Planner's Report



Comhairle Contae Chorcaí
Cork County Council



Tionscaldal Éireann
Project Ireland
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