

February 2024

Rev. 2.0

Part 8 Chief Executive's Report



Project Title:

Ballinrea Junction Upgrade Works

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



Comhairle Contae Chorcaí
Cork County Council

Roads & Transportation

Document Info Sheet

Project Title	Ballinrea Junction Upgrade Works
Document Title	Part 8 Chief Executive's Report
Filename	2024_P8_Chief Executive Report_Rev2.0.docx

Document Revision History

Revision	Date	Originator	Checker	Approver	Description
Rev 1.0	03/01/2024	AL	MM	LA	First Draft
Rev 2.0	01/02/2024	AL	MM	LA	Final

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

1. Introduction

Ballinrea Cross Junction is located on the outskirts of Carrigaline, Co Cork approximately, 2 kilometres northwest of Carrigaline town centre and 9 kilometers southeast of Cork City Centre. The junction connects Ballinrea Road and the L2473. The Ballinrea Road is a local commuter route from Donnybrook in Cork City to Carrigaline. The L2473 is a loop Road that provides local access around Carrigaline's northwestern community. The junction is currently in a rural environment and is surrounded by Greenfield sites the low population area.

The proposed scheme aims to enhance safety and address issue of poor visibility on the approach to the junction. The preferred option for Ballinrea Junction has been designed in accordance with the relevant standards; this report has been prepared in accordance with DN-GEO-03030 Guidance on Minor Improvements to National Roads and approval is sought to proceed to Phase 4 - Statutory Processes.

1.1 Purpose of this Report

The purpose of this report is to outline the proposals associated with the road project "*Ballinrea Junction Upgrade Works*" which is considered under Part 8 of the Planning & Development Regulations 2001 (as amended).

The Part 8 Planning Process requires that notice of the proposed development be given in the public press and that a site notice be erected. The notice will set out where the plans and details of the proposal are available for inspection by the public and the dates for inspection and receiving submissions. The Part 8 advertisement is included in Appendix A.

Arising from consideration of the representations, the Part 8 Chief Executive's Report (this document) sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal. The decision to grant or refuse planning is then a reserved function of the Elected Members.

This is the Part 8 Chief Executive's Report for the "*Ballinrea Junction Upgrade Works*", prepared pursuant to the Requirements of Section 179 of the Planning & Development Act 2000 (as amended) - Part XI. This Report lists the names of each member of the public or organisation that made a submission and provides a response to the main issues contained in those submissions. The Part 8 Chief Executive's Report is issued to each Elected Member of the electoral area in advance of the decision being taken by the Elected Members on whether or not to proceed with the scheme as proposed.

Subject to securing the approval of the Elected Members, Cork County Council proposes to progress the detailed design of this infrastructure project in 2024.

Public consultation for the Scheme, which is required under Planning & Development Regulations 2001 (as amended) - Part 8, commenced on **Friday 06 October 2023**. Details of this process are provided in this Report.

1.2 Study Area

The study area is situated along the L2473 and Ballinrea Road at Ballinrea Junction, this is illustrated in Figure 1, below.

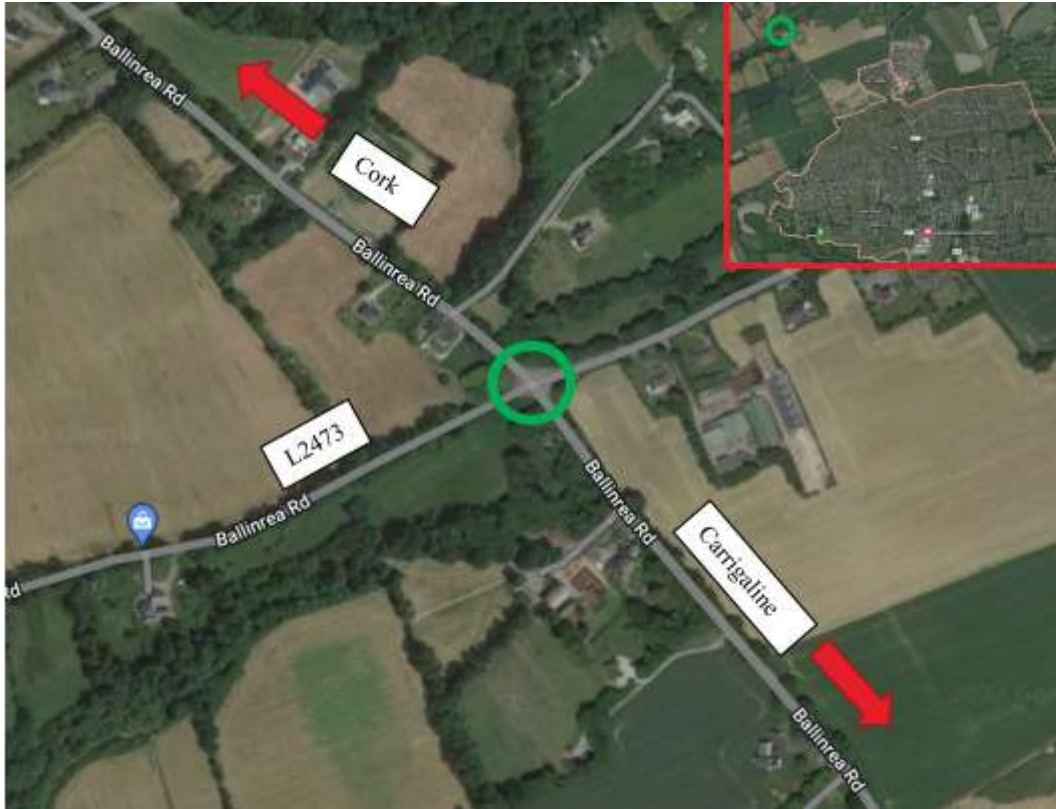


Figure 1 Study Area

2. Nature and Extent of Proposed Development

2.1 Project Context and Existing Conditions

The study area is situated to the North West of Carrigaline town where there is significant peak traffic flows serving Carrigaline, Cork Airport, Douglas and Rindaskiddy. Ballinrea Road runs North South and provides a direct route between Carrigaline and Douglas. In addition the L2473 provides a linkage East West connecting Carrigaline with Ballygarvan and Ringaskiddy.

The junction in its current guise has poor vertical and horizontal alignments resulting in sub standard sightlines thus not conforming to modern design standards.

There are no pedestrian facilities in the general area, in addition there is very limited scope for the future provision of these facilities.

From 2000 to 2017 seven minor collisions and three cases of serious injury were recorded at the junction. No deaths occurred at the scheme in the range of time analyzed. Upon reviewing the collision data it is evident that the majority of incidents resulted in material damage.



Figure 2 View from Carrigaline – Heading towards Douglas



Figure 3 View from North West Looking North East

2.2 Project Objectives

- The primary objective of this scheme is to enhance visibility as vehicles approach the junction leading to improved safety for road users. Junction visibility is a particular concern for vehicles traveling from Carrigaline (Southern Approach) and from the western approach to the existing junction drivers traveling from the southern direction face limited visibility to their left due to elevated road and the lack of a verge. Similarly, vehicles approaching from the West experience limited visibility because of a substandard vertical alignment.

2.3 Project Specific Proposals

The proposal to replace the existing priority junction with a roundabout, which involves the following works:

- Construction of new roundabout.
- Realigning existing roads to new roundabout including cut and fill.
- Installing signage and lining along the proposed route.
- Installation of public lighting.
- Provisions for biodiversity and landscaping.
- All ancillary works required to deliver the proposed upgrade works.

The works will be carried out on the land owned by Cork County Council and private landowners.

3. Part 8 Planning Process

Section 179 of Part XI of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended) set out the requirements in respect of certain classes of development by or on behalf of local authorities. Part 8 of the Regulations comprises 7 Articles – 79 to 85. Article 80(1) lists the type of developments which require Part 8 Planning. Part 8 Planning for the proposed road development is required under the Article 80(1).

3.1 Site Notices

In accordance with the Article 81 the Local Authority shall:

- (a) give notice of proposed development in a newspaper.
- (b) erect site notices on the land on which the proposed development would be situated.

Cork County Council Published a notice of the proposals in the **Irish Examiner** on **Friday 06 October 2023** (see Appendix A).

Four site notices were erected at various locations across the study area and were maintained for the duration of the submission period. A copy of the Advertisement/Site Notice is attached (see Appendix B).

3.2 Planning Consultations with prescribed bodies

Article 82(3) prescribes Statutory and Non-Statutory bodies to which a local authority should send notice of proposed development. These are summarised in the Appendix C.

3.3 Part 8 Planning Documents

The following is the list of Part 8 Planning documents contained in the display pack:

- Part 8 Planning Report.
- Senior Planners Report.
- Report for the Appropriate Assessment Screening Report and Determination.
- Preliminary Design Drawings (listed at Appendix D).

3.4 Public Consultation Process

Under Planning & Development Regulations 2001 (as amended) - Part 8, the Local Authority is required to carry out public consultation process.

The public consultation process for the “Ballinrea Junction Upgrade Works” commenced on the **Friday 06 October 2023**.

3.4.1 Newspaper Advertisement & Site Notice

A planning notice was placed in the Irish Examiner newspaper (see Appendix A) and site notices were erected on site at 4 No. locations on **Friday 06 October 2023** (see Appendix B).



Figure 4 Site Notice at the North Eastern Quadrant

3.4.2 Public Display & Inspection of Plans and Particulars

Cork County Council was required to make full plans and particulars of the proposed development available for inspection. These were made available from **Friday 06 October 2023** until **Friday 10th November 2023** at the following locations:

- County Hall, Carrigrohane Road, Cork, T12 R2NC.
- Carrigaline Municipal District Office, Church Road, Carrigaline, Co Cork, P43 E281.

In addition to the above, all interested parties were directed to www.corkcoco.ie to view the plans and particulars online. Hard copy of the documents could also be posted on request.

Submissions or Observations on the proposals could be made:

1. Using an online submission form at www.yourcouncil.ie; or
2. By sending an email to part8.rlrdo@corkcoco.ie; or
3. By sending a letter to Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335.

All emails and letters were required to reach the Senior Engineer on or before 4pm on **Friday 24th November 2023**.

3.4.3 Planning consultation outcomes

All submissions or observations received by the Council are considered in the Part 8 Chief Executive's Report (this document). The Chief Executive's Report lists those who made a submission together

with the summary of their points made. The Report addresses each point and forms the local authority's response.

Arising from consideration of the representations, the Chief Executive's Report sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal. It is a reserved function of the Elected Members to grant or refuse planning permission.

3.5 Submissions and observations received.

List of those who made submissions is detailed in table below.

Table 1 List of submitters

Submission Reference	Name
L2473-P8-001	Transport Infrastructure Ireland
L2473-P8-002	Inland Fisheries Ireland
L2473-P8-003	John & Noreen Fitzpatrick
L2473-P8-004	Christina Brown
L2473-P8-005	Rosemary O'Leary
L2473-P8-006	Patrick Coughlan
L2473-P8-007	Clare Poole
L2473-P8-008	Lynda & Lee Meiklejohn
L2473-P8-009	Cecil Poole
L2473-P8-010	Nicola Nation
L2473-P8-011	Nikolai Brenda Haubold

11 submissions have been received and The Design Team response to each has been prepared and is detailed in Table .

No issues were raised in responses/submissions received from the prescribed bodies as listed Appendix C.

Table 2 List of submissions and responses

Submission Reference	Submission on Behalf of	Submission	CCC Design Team Response
L2473-P8-01	TII	I wish to acknowledge receipt of your correspondence of 10 October 2023, regarding the above and advise that Transport Infrastructure Ireland has no specific observations to make.	Noted
L2473-P8-02	IFI	IFI notes from the documentation submitted that no changes are proposed to adjacent stream which is piped under the road or to the existing culvert. The current pipes represent an obstacle to fish passage and IFI would ask that the opportunity of the current works be used to remedy this situation. IFI would ask that Council revert in this regard so that proposals to alleviate fish passage can be discussed.	Noted

L2473-P8-03	<p>John & Noreen Fitzpatrick</p>	<p>We are writing to you in regards to the proposed roundabout at Ballinrea Cross, Carrigaline and the potential impact it will have on our land and house. We welcome the roundabout as it has been badly wanted for years. We are sure you are aware the existing layout is very dangerous and gives priority to west/east approach, causing motorists to speed through the cross making it dangerous due to the poor visibility for the motorists heading south/north. This layout has also contributed to years of antisocial driving behaviour at the cross with joyriders taking advantage of the open layout and performing spins and wheelies which residents can hear late at night.</p> <p>Please see below for a list of queries we would like a response to.</p> <ol style="list-style-type: none"> 1. Will the roundabout be large enough to make sure motorists stop and are not able to just drive through? 2. Will there be proper rainwater drainage infrastructure included in the construction work? As water tends to lodge at the cross from rain running down the road on both sides. 3. Will there be street lighting included in development? 4. Will there be adequate road signage leading up to the roundabout as there is little to no signage now for the cross junction. 5. We would like the 50km speed limit extended on the north approach road to at least the top of the hill as we and others have great difficulty exiting our properties due to motorists speeding up once through the cross. 6. We would like all our trees due to be removed to be replaced to continue to dampen the sound from the road and to maintain privacy. We would like native trees replanted in particular the solitary chestnut tree on our land to be replaced with the same. 	<p>Noted.</p> <p>The roundabout will be designed with a Yield as standard.</p> <p>The drainage design will be addressed at detailed design stage.</p> <p>Public lighting will be included in the roundabout design.</p> <p>There will be advanced signage on approach to the roundabout.</p> <p>This is outside the scope of this scheme.</p> <p>Any trees removed as part of the scheme will be replaced with new trees as appropriate.</p>
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		<p>7. We wish to have a fence included at the point where the roadside meets our land boundary.</p> <p>8. We wish for the existing gated entrance to our land on the west approach to remain open for our purpose likewise with the existing gated entrance on the northern approach.</p>	<p>This will be addressed at land acquisition stage.</p> <p>Existing gates are unaffected by the proposed works.</p>
L2473-P8-04	Christina Brown	<p>I own the field which borders a short stretch on the South Approach and a longer stretch on the West Approach to the proposed roundabout.</p> <p>My concern refers to access to my field if the proposed works go ahead. Currently there is vehicular access via a gate on the South Approach. This entrance is marked on the proposal documentation sent to me in July. I have discussed this matter with Aidan Lynch, whom I am copying into this email.</p> <p>If the new roundabout is built, access to my field via the current entrance will be potentially difficult and dangerous. I therefore request a replacement vehicular access on the Western Approach Road.</p>	<p>Noted – this will be assessed at detailed design stage.</p>
L2473-P8-05	Rosemary O'Leary	<p>As a homeowner living within 300m of the junction and using it multiple times per day, I would like to note that I fully support Cork County Councils plan to upgrade Ballinrea Cross to a roundabout. The purpose of my submission is to urge the Council to implement further improvements to the proposed design to make it safer for all road users, namely shared footpaths, public lighting and improved drainage. The subsequent points provide a comprehensive case in support of this request.</p> <p>Active travel, encompassing walking and cycling, is a priority in both local and national planning frameworks. Cork County Council's Carrigaline Transportation and Public Realm Enhancement Plan places an emphasis on the benefit of</p>	<p>Noted.</p>

active travel and the need for robust infrastructure to support and encourage these modes. Ignoring this in the roundabouts design would be a deviation from established planning priorities, particularly given the marked increase in pedestrians and cyclists using Ballinrea Cross in recent years. This increase is in part due to the addition of the new school campus on Ballinrea Road. Both my family and neighbours regularly walk & cycle to Carrigaline with our children, we implore the council to provide a safe means of navigating the proposed roundabout.

I would also like to note the need for Public Lighting. A well-lit roundabout is a fundamental safety feature, ensuring the well-being of pedestrians, cyclists, and drivers. In areas with mixed traffic, adequate lighting ensures visibility, reduces the risk of accidents, and fosters a sense of security among users. Members of the public have taken note of vulnerable road users at Ballinrea Cross, posting about it in the Carrigaline Notice Board on Facebook as evidenced below.

As you're aware, there has been an increase in the frequency and severity of storm events in recent years. On the 18th October, during this planning submission period, we were hit by Storm Babet. See attached pictures which show the extent of the flooding and provide evidence that the existing stream culvert beneath the road has insufficient capacity during storm events. You can see that the parapet wall, on the upstream end of the culvert, is retaining a substantial volume of water which is pouring through the joints. The integrity of this wall has deteriorated over the years from such storm events. I urge the Council to upgrade the stream culvert as part of the project, increasing its capacity to reduce the frequency of flooding at the junction.

The provision of active travel infrastructure is outside the scope of this scheme, given its isolated location and lack of connectivity.

Low level LED is proposed in accordance with CCC policy for public lighting. These 6-8m poles will emit very focused light on the road for safety reasons.

Drainage solutions will form part of the detailed design of the scheme.

<p>L2473-P8-06</p>	<p>Patrick Coughlan</p>	<p>Established mature treeline. In the event they are removed replacement of same is required on a like for like basis.</p> <p>The existing stream will need to be culverted and diverted to enable the works to take place, can CCC confirm where the stream will be diverted to or explain in detail what the proposals are for same.</p> <p>Concerns on the current drainage layout of his lands. A Commitment is sought that any works on or adjoining his lands will not result in damage to the retain property.</p> <p>Clarification on the type of boundary treatment proposed on the CPO line. Details regarding specifications and responsibility of this boundary treatment in the future is sought. Requesting a member of CCC meet him on site and work out the area of ground that is being acquired.</p>	<p>CCC will commit to only removing trees that are absolutely necessary from a safety perspective and will implement a tree replacement scheme as part of the construction.</p> <p>CCC will develop the construction methodology as part of the detailed design and engage with the landowner throughout this process.</p> <p>Full drainage design will be implemented as part of the detailed design stage.</p> <p>CCC will engage with the landowners as part of the land acquisition process to agree these details.</p>
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<p>L2473-P8-07</p>	<p>Clare Poole</p>	<p>As I'm present owner of our family farm, bought over 100 years ago, I feel I am the custodian of it for the present and continuing generations who live here and use the present cross daily, so Health and Safety are a real priority for me. The reduced size of our farm, due to previous land take, i.e. for a house, a previous widening of the cross and the Water reservoir, and now it is also in the Greenbelt area, we rely on the age old natural habitat all around the proposed development area to help sustain the keeping of the land. We have registered with Teagasc some years ago to encourage the area's Biodiversity, this has been very successful.</p> <p>My concern is: The field at the northeast corner of Ballinrea Cross has always been a haven for Biodiversity. It supports an ancient hedgerow of healthy ash, beech, sycamore, hawthorn, damson plum, spindle and in particular, a 250-year-old oak with a 12m. diameter canopy. The field consists of unimproved grassland, with a stream running through it, and has never been ploughed, sprayed or fertilized, mushrooms thrive here. Every summer it is covered with orchids, which are an indicator species of undisturbed grass meadow, and bluebells, primroses and lady's smock, and is real nectar trove for bees and butterflies. The tall trees also support and encourage buzzards, jays, owls, tree creepers as well as a multitude of our everyday birds. The undergrowth is also an important refuge for foxes, hedgehogs, rabbits and pigmy shrews.</p> <p>The removal of this ditch and trees, will not give the driver coming from the north (Douglas), any more view, as thy will be going left. The enormous loss to the biodiversity of this northeast quadrant will expose the remaining natural area.</p>	<p>Noted.</p> <p>CCC is aware of the biodiverse nature of the land and will retain as many features as possible while at the same time delivering a safe solution for the road user.</p> <p>CCC will continue to liaise with the landowners to this end during the detailed design and construction.</p> <p>Vehicles travelling from the east need sight distance to the north. CCC will retain as much of the ditch as possible</p>
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	<p>If there is an opportunity to amend the present planned road alignment to preserve this most important habitat, which is also very necessary and goes hand in hand to maintain human life and good mental health, I would be very grateful indeed.</p>	<p>CCC will develop the detailed design aware of the importance of the biodiversity and endeavour to retain as much as possible while implementing a safe scheme</p>
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L2473-P8-08	Lynda & Lee Meiklejohn	<p>As local residents living, within 300 m of the cross-roads at Balinrea we would like to express our support for a suitable upgrade to the cross roads.</p> <p>However, we are disappointed in the proposed plans for the development. In light of the current awareness of the country's struggle with maintaining biodiversity, the proposed development falls short in protecting a special piece of biodiversity. The North East Quadrant of land at the cross road has some particular features that need to be highlighted, as no amount of mitigation works will replace the status quo. In particular, we highlight the following:</p> <ol style="list-style-type: none"> 1. The stream which flows through our firstly through our land and onto the paddock next to the site, has caddis fly larvae in the early summer months. 2. The rocky out crop of limestone which adds a unique transect across the stream has a growth of water cress. 3. The stand of hawthorn in the second paddock is interlaced with filbert trees and provide both food and shelter. 4. Birds of prey in the vicinity, frequently spotted, are buzzards, sparrow hawks, Peregrine falcons and kestrels. 5. The diversity of the permanent grassland that has remained untouched for at least 100 years, and due to the farming methods of the time unlikely to have been greatly interfered with before this. 6. Wild plum trees 7. Sycamore, hawthorn, ash, oak and beech. 8. At night, particularly in the warmer summer months, there bats frequently flying over our garden. 9. Moth surveys in the past have shown that there is diverse 	<p>Noted.</p> <p>CCC accepts and respects the importance and significance of the biodiverse nature of the north east quadrant of the proposed site.</p> <p>The proposed development will impact on dry meadows and grassy verge habitat (GS1) on the margins of the road as detailed in the EclA. In general, however the loss of grassland habitat associated with the project is very limited in extent. These areas of grassland to be impacted support common grassland and herbaceous species and have been classified as of low local ecological value. The EclA classified the impact on grassland as negative, slight, long-term, local.</p> <p>In general, the treelines and other habitats within the proposed works area are likely to form part of the overall territories of a number of species which may include a number of bird and mammal species. However the works area is limited in extent and only a relatively small proportion of the overall territory size for most of these species is likely to be</p>
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	<p>range of moths in the area.</p> <p>10. The lower paddocks include ribwort plantain, orchids, lady's smock, red deadnettle and field mushrooms. We feel that the removal of the old stone ditch, on which much of the protective tree growth is found is unnecessary and will damage the wildlife behind it. Flower rich grassland swards are so prized that ACRES payments under the Low Impact Grassland Scheme are made under CAP.</p> <p>We consider the recent severe weather events, resulting in fluvial flooding in the paddock at the crossroads, and subsequent overflow of water (over the wall). It seems as though the necessity of the vegetation and the land area of this paddock as a sustainable drainage system, slowing the water unto the road and allowing time for evapotranspiration and ground water infiltration need to be highlighted. As minor flood events in the area frequent, this natural 'flood plain' is crucial. In preparing the plans for this upgrade, the stream and its immediate flood area are not considered.</p> <p>To be fair, the council has had an environmental impact statement drawn up of the area and the westerly leg of the crossroad has been surveyed. The piece of ditch on the northwest quadrant has been classified as Local importance (higher value) under Ecological value (NRA guidelines) in the Ecological Impact Assessment (EcIA) by DixonBrosnan, Environmental Consultants (June 2023). The report did not appear to incorporate the western ditch of the northeast quadrant. This is a concern as a long with a very mature and diverse hedgerow, an old water pump station stand (local</p>	<p>affected. The loss of habitat is unlikely to significantly impact on relatively common mammal and bird species.</p> <p>Noted. Any proposed improvements to the drainage system at this location will begin south of this field to take water under the existing road to the outfall and therefore should not have a significant impact on the existing vegetation and land area of the paddock. The final drainage solution will be developed as part of the detailed design of the scheme.</p> <p>The submission references a number of local, ecology issues and this type of feedback is always valuable as local residents will observe a particular area over a much longer timeframe and across different seasons, thus providing additional ecological information. However, having reviewed the information provided in the submissions it has</p>
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	<p>history) is present. The proposed plans do not categorically state that this ditch will not be subject to removal.</p> <p>Lighting has not been stipulated in the planning, if it is installed, provision should be made to mitigate the effect on the local bat and owl population.</p> <p>The land on the Northwestern Quadrant, already owned by the council, is not being fully utilised. It would appear that, moving the development so that it is more sympathetic to the local environment, could also prove more cost effective.</p> <p>In addition, it is also our understanding that this piece of land remains a green belt and is subject to A3 planning. Outlined in the Cork County Development Plan October 2023 Rev. 1.2 Part 8 Planning Report L2473 Ballinrea Cross Roundabout, part of the strategic aim for Carrigaline, is to protect its important green belt setting.</p> <p>It is difficult to understand, and therefore has to be brought to the attention of the Council, that the land in all the other 3 quadrants is of lower ecological value, are not in a green belt and subject to A2 planning. The retention of the existing ditch on the northwest quadrant is imperative in protecting the habitats behind. It would be remiss of us, as custodians of a sustainable future, not to highlight these issues for the good of all.</p>	<p>been determined that the conclusions of the EclA and AA screening remain accurate.</p> <p>Low level LED is proposed in accordance with CCC policy for public lighting. These 6-8m poles will emit very focused light on the road for safety reasons.</p> <p>Actual extent of Land required for the scheme will be identified at Detailed Design Phase.</p> <p>It is agreed that this area is zoned A3 for development. It is also an objective of the CDP to improve road safety on the road network and therefore the proposals are in compliance with the CDP as outlined in the Senior Planner's report.</p> <p>The geometrical design needs to tie into the existing roads north south east and west. Land is required from all 4 corners of the crossroads</p>
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L2473-P8-09	Cecil Poole	<p>As a co-owner of Wilsons Farm, Ballinrea, I would like to take this opportunity to thank you for getting this far with Ballinrea Cross. It is as you know a highly dangerous Cross of 4 Roads and the proposed Roundabout will be a blessing for all concerned. I would however like to voice a few small concerns.</p> <ol style="list-style-type: none"> 1. If you are coming from Carrigaline you may look left and right, but could be in the middle of the Cross before you see the car coming out of the curvature by Patrick Coughlan's Farm. I think there are a lot more incidents because of this than the Council may realise. 2. I notice you have pegged our ground for what you wish to take from us, I was told this was on the grounds of " Line of Sight ", However, if you are coming to a Roundabout you would give way to traffic coming from the right so you would be looking right, not left, so I fail to see why " Line of Sight " would be a problem at the north east corner. 3. I would also like to point out we have no idea what the visual impact the Roundabout will have on the area, how finished, etc. etc. 4. As we get a payment from the Government through Teagasc for the Biodiversity of the North East corner, I presume this will stop. 5. The Ash trees on the ditch you want to take have not as yet got "AshDieback", and you want to take these trees out. There 	<p>Noted.</p> <p>This is for standard sight-lines and intervisibility on approach to a roundabout.</p> <p>The detailed design stage will develop these visual impacts of the scheme.</p> <p>Any potential loss of earnings can be addressed at Land Acquisition Agreement / CPO stage.</p>
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	<p>is a 200-year-old Oak on that stretch and for a piece of ground 3 / 3.5 meters going from 2 meters to nothing, you want to take this out as well. There are a number of Orchids of various varieties and colours in the area.</p> <p>6. I presume there was an Impact Study done, as we have been told there is no life in the stream (river). But at certain times of the year, you can find Sticklebacks and there was great excitement when Trout Fry were seen.</p> <p>7. I have not as yet had any information as to what lighting would go in and as to what type.</p> <p>8. This farm was bought over 100 hundred years ago and is still in the same family and we work very hard to look after Biodiversity, so I do feel very strongly this could be managed more sensitively.</p> <p>9. If this stretch of ditch is taken away it would leave my daughters house very exposed from the winds of the South West and if there are tall lights it would be lit up like a shopping centre.</p>	<p>CCC is aware of the biodiverse nature of the land and will retain as many features as possible while at the same time delivering a safe solution for the road user.</p> <p>Noted.</p> <p>Low level LED is proposed in accordance with CCC policy for public lighting. These 6-8m poles will emit very focused light on the road for safety reasons.</p> <p>Noted.</p> <p>CCC will commit to a replanting scheme along the new road boundary in conjunction with the landowners effected. This will serve to protect the native species in the area as well as providing screening for residents.</p>
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<p>L2473-P8-10</p>	<p>Nicola Nation</p>	<p>Living at the cross and being aware of multiple accidents weekly I truly understand and welcome the need for the long overdue upgrade. However I have several concerns I feel need to be highlighted. 1, The rich biodiversity of the area. As my background is of the Veterinary profession, I feel the need to highlight the huge array of wildlife in the area in question, from buzzards, sparrowhawks, owls, bats and jays to rabbits, foxes, badgers, hedgehogs and pheasants to name a few, and that's not including the frogspawn and fish living off the stream all due to the rich biodiversity of the area which has been maintained by many generations of family. Interference of the biodiversity would cause a depletion if not extinction of wildlife in the area. 2, Shelter. There is a large area of natural shelter for cattle, horses and donkeys being provided by the mature Oak (excess of 200 years), disease free ash and many more mature and immature trees in the area concerned. Removal of this shelter makes the adjacent land less useable. 3, Noise pollution. As one of the closest houses to the cross there is a certain level of noise generated, this is especially increased late evening early night. By removing the many mature and immature trees in question that naturally provide a sound barrier you will be hugely increasing these levels of noise pollution to myself and young family. 4, Prevailing winds. By removing many mature and immature trees I feel you are increasing the risk of damage from prevailing winds to my</p>	<p>Noted.</p> <p>CCC is aware of the biodiverse nature of the land and will retain as many features as possible while at the same time delivering a safe solution for the road user.</p> <p>CCC will commit to only removing trees that are absolutely necessary from a safety perspective. CCC will commit to a replanting scheme along the new road boundary.</p> <p>CCC will commit to only removing trees that are absolutely necessary from a safety perspective. CCC will commit to a replanting scheme along the new road boundary.</p> <p>CCC will commit to only removing trees that are</p>
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	<p>house that is otherwise sheltered.</p> <p>Other concerns I would like addressed are: Lighting in the area</p> <p>Maintenance of the roundabout.</p> <p>In my opinion the roundabout could be moved 10-15 feet south/southwest to where there is areas of less risk to the above concerns. If correct signage is in place, lines of sight would not be an issue as you will be looking at traffic from the right on the roundabout.</p>	<p>absolutely necessary from a safety perspective. CCC will commit to a replanting scheme along the new road boundary.</p> <p>Low level LED is proposed in accordance with CCC policy for public lighting. These 6-8m poles will emit very focused light on the road for safety reasons. Maintenance of the roundabout will be by the Local Area Office in Carrigaline.</p> <p>The geometrical design needs to tie into the existing roads north southeast and west. Land is required from all 4 corners of the crossroads Vehicles travelling from the east require sight distance to the north.</p>
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<p>L2473-P8-11</p>	<p>Nikolai Brenda Haubold</p>	<p>We are writing to you to request an examination and a possible amendment to the proposed development at the Ballinrea junction. The area of land take on the North eastern side is within the city/ county green belt and has a large established eco-system which has created incredible biodiversity in the area for hundreds of years. It has at this point been deemed to not need an EIA report however we feel that this is unreasonable for this piece of land and it should be reconsidered. This is a current list of the trees that would be removed in the current land take line.</p> <ul style="list-style-type: none"> 4 Crategus 8 Acer Campestre 1 Quercus robur (approximately 200 years old) 7 Farxinus (not currently suffering ash die back) 1+2 Mature Fagus sylvatica (1xover 100 years old) (2x will be retained but damaged during works.) 2 Corylus avellana. <p>There are also a number of dead trees in this line along with hedge row under growth such as Cardamine pratensis, Orchidaceae, Herdra helix hibernica, ferns, Digitalis, mushrooms, grasses and plenty of wildlife such as the cennebar moth and other insects.</p> <p>While we have asked to have the area pegged out, they have only pegged out the land on the southern side of north eastern road edge and it appears that no other land will be taken from the north east western side of the road. However if there is a change in site lines etc, will this area then become relevant to this land take? In summary other areas of land maybe of lesser importance then the area listed above but if the north eastern land-take could be prevented to protect the land then this would be ideal.</p>	<p>CCC will engage an Arborist to examine the trees and also carry out a bat surveys to guide CCC in our detailed design and construction methodology.</p> <p>The submission references a number of local, ecology issues and this type of feedback is always valuable as local residents will observe a particular area over a much longer timeframe and across different seasons, thus providing additional ecological information.</p> <p>However, having reviewed the information provided in the submissions it has been determined that the conclusions of the EclA and AA screening remain accurate. (Dixon Brosnan)</p> <p>The exact land take requirements will only be established at detailed design stage and CCC will endeavour to retain as much as possible while implementing a safe road scheme.</p>
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4. Planning and Policy Context

4.1 Planning Context

4.1.1 Planning for the footpath

The strategic priorities of Project Ireland 2040 include enhanced regional accessibility, strengthened rural economies and communities, and investing in the national roads network. Creation of walking routes enhances regional accessibility, strengthen rural economies and communities, and invests in the national roads network, in accordance with the objectives of Project Ireland 2040.

The Road Safety Strategy 2021-2030, under Vision Zero 2050, seeks to reduce the number of fatalities and injuries on roads through education, safe speeds and importance of safe and healthy modes of travel.

The proposed junction improvement works is to improve safety for users, this will be achieved by the construction of a roundabout, thus increasing visibility at each approach to the junction.

An Options Report 'Ballinrea Cross and Ashgrove Roundabout Junction Upgrades' was carried out by AECOM in May 2018. This report recommended a single lane entry roundabout for Ballinrea Junction.

4.1.2 Project Funding

The project will be funded directly by Cork County Council.

4.2 Planning Policy Compliance

The study area is located in Carrigaline, a town 15km south of Cork City, within the administrative area of Cork County Council. Carrigaline is located close to the N28 National Primary which links major industry and the ferry terminal in nearby Ringaskiddy to Cork City and beyond.

4.2.1 Cork County Council Development Plan (CDP)

Under Cork County Council's Cork County Development Plan (2022 – 2028), Carrigaline is defined as one of the nine metropolitan towns of "critical population growth, service and employment centres within the within the Cork Gateway", providing high levels of community facilities and amenities with infrastructure capacity, high quality and integrated public transport connections (and) should be the location of choice for most people especially those with an urban employment".

The strategic aim for Carrigaline is to consolidate the rapid growth of recent years broadly within the town's existing development boundary, protecting its important green belt setting while maintaining its distinctiveness as a self-contained Metropolitan Town with improvements to its town centre and residential amenities.

The County Development Plan 2022 sets out detailed objectives under TM 12-8 e) to 'Promote road safety measures throughout the county, including traffic calming, road signage and parking'.

5. Screening for Appropriate Assessment

A report for the purposes of Appropriate Assessment Screening was carried out for the Project by DixonBrosnan on behalf of Cork County Council. It provides information on and assesses the potential for the proposed Ballinrea Cross Roundabout, Ballinrea, Carrigaline, Co. Cork, to impact on any European sites within its likely zone of impact.

The aims of this report were as follows:

- Determine whether the proposed development is directly connected with, or necessary to, the conservation management of any European sites;
- Provide information on, and assess the potential for the proposed development to significantly effect on European sites (also known as Natura 2000 sites); and
- Determine whether the proposed development, alone or in combination with other projects, is likely to have significant effects on European sites in view of their conservation objectives.

It has been objectively concluded by DixonBrosnan that:

- The proposed development is not directly connected with, or necessary to the conservation management of any Natura 2000 sites.
- The proposed development, alone or in combination with other projects, is not likely to have significant effects on Natura 2000 sites in view of their conservation objectives.

It has been determined by DixonBrosnan that there is no likelihood of significant effects on any European Sites, individually or in combination with any other plans or projects, considering their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be 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 (on or before **Friday, 3rd October 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.

6. Scheme Design Modifications (Amendments)

The CCC Design Team has responded to the submissions made during the consultation period in this report and noted the strong support to the proposed scheme.

There have been significant number of submissions received highlighting the ecological and biodiversity rich environment in the North Eastern Quadrant of the junction and will retain as many features as possible at the same time as delivering safe solution for the road users.

- CCC will work with our design team during the detailed detail stage and only remove tree and other features when there is a clear and logical safety reason for doing so. CCC will continue to liaise with the landowners to this end, during the detailed design stage and construction.
- CCC will also commit to a replanting programme as part of the delivery of this scheme.
- CCC will engage an expert Arborist to examine the trees and also conduct a bat survey to guide CCC in our detailed design and contraction methodology.

- Low-level, focused LED lighting is proposed in accordance with CCC policy for Public Lighting. These 6-8 metre poles will emit very focused light on the road with little or no 'backspill'.

7. Conclusion

The proposals which are the subject of this Part 8 Planning process provide a unique opportunity to deliver a project to improve road safety at Ballinrea Junction.

The proposed works are consistent with proper planning and sustainable development of the area in which it relates.

8. Recommendation

In conclusion, having examined all the submissions and having regard to the number of site constraints affecting the area and having regard to the fact that the upgrade works are being retro-fitted into an existing environment, I believe that the proposed design as detailed in the Part 8 Planning Report is the optimum solution available.

I recommend that the development should proceed as set out in this report.


(signature/e sig)

Liam Ahearn

Acting Director of Services – CCC Roads & Transportation

7th February 2024

Date:


(signature/e sig)


Michael Lynch

Divisional Manager – South


Date:

9. Appendices

9.1 Appendix A: Irish Examiner newspaper advertisement



Comhairle Contae Chorcaí
Cork County Council

SITE NOTICE

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

Notice is hereby given, pursuant to the provisions of Part XI, Section 179 of the Planning & Development Act, 2000 (as amended) and in accordance with the requirements of Part 8, Article 81 and Article 83 of the Planning & Development Regulations, 2001 (as amended) that Cork County Council proposes to carry out the following development:

Project Title: Ballinrea Junction Upgrade Works.

LOCATION	NATURE & EXTENT OF DEVELOPMENT	LOCATIONS AND OFFICES AT WHICH PLANS AND PARTICULARS MAY BE INSPECTED
<p>Location: L2473 Ballinrea Junction</p> <p>Project Area - Townlands: Ballinrea, Carrigaline</p>	<p>An overview of the proposed development includes the following elements:</p> <p>Installation of a new roundabout to replace the existing junction at Ballinrea Junction. The works include realigned roadways on all four approaches and all ancillary works as required to deliver the proposed scheme.</p> <p>The land acquisition is necessary from private landowners.</p>	<ol style="list-style-type: none"> The proposed scheme plans and particulars are available to view on the Cork County Council website by going to the planning section at www.corkcoco.ie Carrigaline Municipal District Office, Church Road, Carrigaline, Co Cork, P43 E281 021 4371800 Planning Department Floor 1, County Hall, Carrigrohane Road, Cork, T12 R2NC 021 4276891 par18.rfrdo@corkcoco.ie

Plans and full particulars of the proposed development may be inspected **online** or at the locations detailed above (during opening hours and by prior appointment only) from **Friday 6th October 2023 until Friday 10th November 2023**.

Submissions or Observations with respect to the proposed development, dealing with proper planning and sustainable development of the area in which the development will be situated, may be made using the online submission form on www.yourcouncil.ie or, in writing to **Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335** or emailed to par18.rfrdo@corkcoco.ie and must reach the Senior Engineer on or before **4pm on Friday 24th November 2023**.

As per Article 81 of the Planning and Development Regulations 2001 (as amended) an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an **EIA Report 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 (on or before **3rd November 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.

All submissions or observations should be clearly marked:
Project Title: "Ballinrea Junction Upgrade Works Part 8".

John Slattery, Senior Engineer
6th October 2023

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

FÓGRA LÁITHREÁIN

COMHAIRLE CONTAE CHORCAÍ
AN UACHT UM PLEANÁIL AGUS FORBHART, 2000 (arna leasú) - Cuid XI
NA RIALACHÁIN UM PLEANÁIL AGUS FORBHART, 2001 (arna leasú) - Cuid 8

Tugtar fógra leis seo, de bhán forluchtá Chuid XI, Áit 179 den Acht Pleanála agus Forbairt, 2000 (arna leasú) agus i gcomhairle le creatais Chuid 8, Airteagal 81 agus Airteagal 83 de na Rialacháin Pleanála agus Forbairt, 2001 (arna leasú) go bhfuil se: beartaíte ag Comhairle Contae Chorcaí an t-foirbairt seo a leasú a dhéanamh.

Teideal an Tionscail: Oibreácha Uasghrádúcháin Aconul Bhaile an Réitigh.

SUIOMH	CINEÁL AGUS MÉID NA FORBHARTHA	SUIOMHAINNA agus OIFIGÍ INA bhFEADTAR PLEANAINNA AGUS SONRAÍ A INIÚCHADH
<p>Suíomh: L2473 Aconul Bhaile an Réitigh</p> <p>Líonstóir: Tionscail - Bhaile - Forbairt: Bhaile an Réitigh, Carrraig Uí Leighin</p>	<p>Cúisíonn forbheathair ar an bhfeabhairt atá beartaíte a gnéithe seo a leasú:</p> <p>Suiteáil timpeallín nua in ailt an aconul atá ann cheana ag Aconul Bhaile an Réitigh. Áirítear sna hobreácha athra círsa ar na ceithre bhóthar agus gach obair choimeádach de réir mar is gá chun an scoim atá beartaíte a sholáthar.</p> <p>Catháir an t-ábair a fuil ó sinéir talún príobháideacha</p>	<ol style="list-style-type: none"> Is féidir pleanáil agus sonraí na scríne atá beartaíte a fhéiceáil ar shuíomh gréasáin Chomhairle Contae Chorcaí trí anbaire ar an rannóg pleanála ag www.corkcoco.ie Oifig Cheantair Charrraig Uí Leighin, Bóthar an Traipseáil, Carrraig Uí Leighin, Co. Chorcaí, P43 E281 021 4371800 An Rannóg Pleanála, Urlár 1, Halla an Chontae, Bóthar Charrraig Riascháin, Corcaigh, T12 R2NC 021 4276891 par18.rfrdo@corkcoco.ie

Féadfaid pleanáil agus sonraí sonraí ionchúil a bhfeabhairt atá beartaíte a iniúchadh **ar líne** nó ag na suíomhanna atá sonraíte thuas de linn na nuairéanna oscailte agus trí chloime rannóg an aonair ó De hAoine, an 6 Deireadh Fómhair 2023 go dtí De hAoine, an 10 Samhain 2023.

Ag déiféil le pleanáil chun agus foirbairt inbhuanaithe an limistéir a míleáil an t-foirbairt leonaithe, is féidir aighneacht nó tuairimí a foimh maidir leis an bhfeabhairt atá beartaíte trí úsáid a bhaint as an bhliain aighneachta ar líne ar www.yourcouncil.ie nó, i scríbháil chuig an Imeachtóir Sinsreach, Comhairle Contae Chorcaí, Oifig Deonaidh Bithne Róigimácha agus Áitíola, Urlár 3, Foirmgeach Leabharlann an Chontae, Bóthar Charrraig Riascháin, Corcaigh, T12 K335 nó tríd an rionphost chuig par18.rfrdo@corkcoco.ie agus catháiréid siad a bheith faighte ag an Imeachtóir Sinsreach tráth nach déanaí ná 4pm, De hAoine, an 24 Samhain 2023.

De réir Airteagal 81 de na Rialacháin Pleanála agus Forbairt, 2001 (arna leasú), rinneadh cinneadh scagtha ar Mheasúnacht Tionschair Timpeallachta (MIT) agus tá cinneadh déanta nach bhfuil Tuairiscí MIT ag teastáil. I gcomhairle le hAirteagal 120 (3), arna leasú ag I.R. Uimh. 296 de 2018, iadkáil dháe, **laistigh de 4 seachtaine** ó dháta an fógra seo (ar an 03 Samhain 2023 nó roimhe sin), iarratas a dhéanamh chuig an nBord Pleanála chun cinneadh scagtha a dhéanamh maidir le cibe acu an tbeathú tionschair sunnach ag an bhfeabhairt ar an gcomhsháil. Ba cheart aighneacht den sórt sin a sheoladh chuig an Rannóg, An Bord Pleanála, 64, Seáid Marlborough, Baile Átha Cláth, 1.

Ba cheart gach aighneacht nó bheathúiracht a mharcáil go soiléir mar:

Teideal an Tionscail: "Ballinrea Junction Upgrade Works Cuid 8".

John Slattery, Imeachtóir Sinsreach
6 Deireadh Fómhair 2023

Ba cheart a bheathúir faoi dháe go hifil féideis ag an Aití san Shuíomh Fianúcháin maidir le gach aighneacht atá i nábha Comhairle Contae Chorcaí.

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

Bailínne Comhairle Contae Chorcaí faoina pleanáil agus foirbairt atá beartaíte le Comhairle Contae Chorcaí de aghaidh na gceist a phleanáil. Tá a dhéiféil le hAirteagal 120 (3) den Acht Pleanála agus Forbairt, 2001 (arna leasú) a dhéanamh aighneacht nó tuairimí a foimh maidir leis an bhfeabhairt atá beartaíte chuig an nBord Pleanála. Ba cheart aighneacht den sórt sin a sheoladh chuig an Rannóg, An Bord Pleanála, 64, Seáid Marlborough, Baile Átha Cláth, 1.

9.2 Appendix B: Site Notice



SITE NOTICE

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

Notice is hereby given, pursuant to the provisions of Part XI, Section 179 of the Planning & Development Act, 2000 (as amended) and in accordance with the requirements of Part 8, Article 81 and Article 83 of the Planning & Development Regulations, 2001 (as amended) that Cork County Council proposes to carry out the following development:

Project Title: Ballinrea Junction Upgrade Works.

LOCATION	NATURE & EXTENT OF DEVELOPMENT	LOCATIONS and OFFICES AT WHICH PLANS AND PARTICULARS MAY BE INSPECTED
<p><u>Location:</u> L2473 Ballinrea Junction</p> <p><u>Project Area - Townlands:</u> Ballinrea, Carrigaline</p>	<p><i>An overview of the proposed development includes the following elements:</i></p> <p><i>Installation of a new roundabout to replace the existing junction at Ballinrea Junction. The works include realigned roadways on all four approaches and all ancillary works as required to deliver the proposed scheme.</i></p> <p><i>The land acquisition is necessary from private landowners.</i></p>	<ol style="list-style-type: none"> 1. The proposed scheme plans and particulars are available to view on the Cork County Council website by going to the planning section at www.corkcoco.ie. 2. Carrigaline Municipal District Office, Church Road, Carrigaline, Co Cork, P43 E281 021 4371800 3. Planning Department Floor 1, County Hall, Carrigrohane Road, Cork, T12 R2NC 021 4276891 part8.rldo@corkcoco.ie

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As per Article 81 of the Planning and Development Regulations 2001 (as amended) an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an **EIA Report 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 (on or before **10th November 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.

All submissions or observations should be clearly marked:
 Project Title: "Ballinrea Junction Upgrade Works Part 8".



John Slattery, Senior Engineer

6th October 2023

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

9.3 Appendix C: Notification of Statutory Consultees

Prescribed Bodies
Arts Council
Fáilte Ireland
An Taisce
The Heritage Council
South Western Regional Fisheries Board
Waterways Ireland
Transport Infrastructure Ireland (TII)
Department of Culture, Heritage and the Gaeltacht
Uisce Éireann (Irish Water)
National Transport Authority (NTA)
National Roads Design Office (NRDO)
An Garda Síochána
Bus Éireann

9.4 Appendix D: Part 8 Planning Drawings

Drawing Number	Drawing Title	Revision
L2473-LM-01	Location Map	D1
288984-ARP-O-XX-H-CH-000001	Plan and Profile – Ballinrea Cross Roundabout – Sheet 1	P-02
288984-ARP-O-XX-H-CH-000002	Plan and Profile – Ballinrea Cross Roundabout – Sheet 2	P-02
288984-ARP-O-XX-H-CH-000003	Typical Cross Section	P-02

9.5 Appendix E: Appropriate Assessment Report & Determination

See attached reports.



Comhairle Contae Chorcaí
Cork County Council

Roads & Transportation