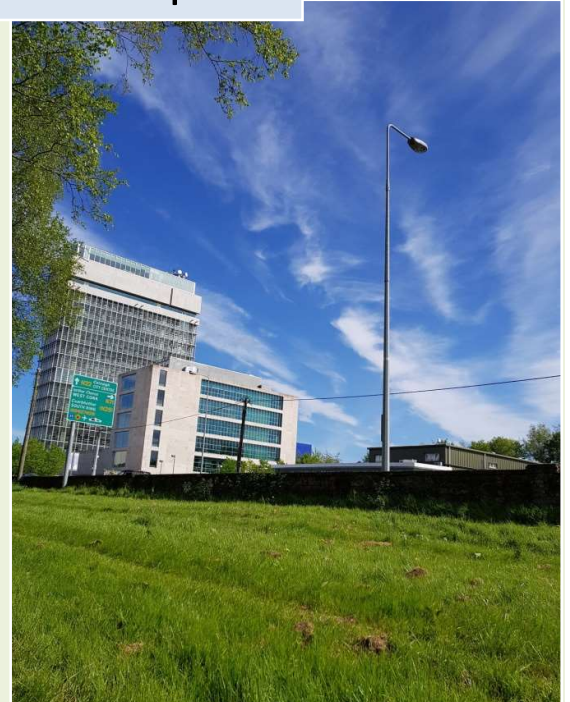


April 2024

Part 8 Chief Executive's Report



Project Title:

Carrigtwohill to Midleton Inter-Urban Cycle Route– Phase 2

Planning & Development Act 2000 (as amended) - Section 179
Planning & Development Regulations 2001 (as amended) - Part 8



Comhairle Contae Chorcaí
Cork County Council

Sustainable Travel Unit
Roads & Transportation Directorate

Document Info Sheet

Project Title	Carrigtwohill to Midleton Inter-Urban Cycle Route– Phase 2
Document Title	Part 8 Chief Executive’s Report
Filename	2024_P8_Chief Executive Report_Carrigtwohill to Midleton_Phase2

Document Revision History

Revision	Date	Originator	Checker	Approver	Description
Rev 1.0	18/01/2024	DW	COC	COS	Template Prepared
Rev 1.1	20/03/2024	SM	COC	COS	Draft Responses
Rev 1.2	15/04/2024	SM	COC	COS	Final Revision

Prepared by:

Cork County Council

Sustainable Travel Unit

Roads & Transportation Directorate

Floor 2, County Hall

Carrigrohane Road, Cork, T12 R2NC

Tel: +353 21 428 5813

sustainabletravelunit@corkcoco.ie

www.corkcoco.ie

TABLE OF CONTENTS¹

1. INTRODUCTION	4
2. PLANNING CONTEXT.....	6
2.1 NATIONAL PLANNING FRAMEWORK	6
2.2 NATIONAL CYCLING POLICY FRAMEWORK	6
2.3 NATIONAL SUSTAINABLE MOBILITY POLICY AND ACTION PLAN (2022-2025).....	6
2.4 CORK COUNTY DEVELOPMENT PLAN	7
2.5 CORK METROPOLITAN AREA TRANSPORT STRATEGY (CMATS)	7
3. PROJECT PROPOSAL	8
4. PROJECT DESCRIPTION	9
5. PART VIII PROCESS	10
5.1 SUBMISSIONS	10
5.2 RESPONSE TO SUBMISSIONS	12
5.3 STATUTORY CONSULTEES	57
5.4 PLANNER’S REPORT	74
5.5 MODIFICATIONS TO EXISTING PROPOSAL	77
6. RECOMMENDATION	78
7. APPENDICES	79
7.1 APPENDIX A: IRISH EXAMINER NEWSPAPER ADVERTISEMENT.....	80
7.2 APPENDIX B: SITE NOTICE.....	81

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

1. Introduction

Cork County Council proposes to develop an inter-urban cycleway linking Carrigtwohill to Midleton. The project consists of two phases:

- Phase 1, which has planning consent and runs from Wises Road, west of Carrigtwohill to Ballyadam, east of Carrigtwohill.
- Phase 2 will commence at Ballyadam and connect with Water-rock Urban Expansion Area (UEA) Services Corridor Link Road, Water-rock, Water-Rock, Midleton.

The purpose of this scheme is to provide safe pedestrian and cycling facilities along the route as well as facilitating a switch to an alternative and sustainable form of transport. The proposed facilities will provide high-quality safe connections between employment and residential areas, the Carrigtwohill schools campus, and Carrigtwohill Railway Station. It will also provide a recreational amenity for pedestrians and cyclists. This proposal if approved will link up high-quality pedestrian cycle infrastructure between Dunkettle and Midleton, ultimately connecting to the Midleton-Youghal Greenway.

Cork County Council undertook a Part 8 Planning Process for Phase 1 of the project in November 2021. Phase 1 of the scheme was presented to Full Council on 14th March 2022 at which Part 8 Planning was approved for this phase of the scheme.

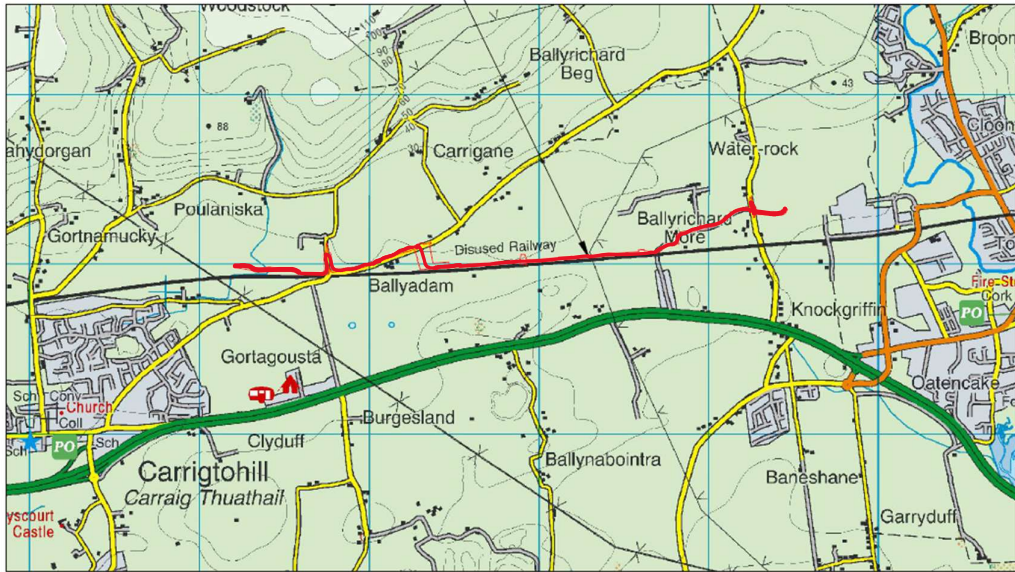
Cork County Council commenced the Part 8 Planning Process for this project (Phase 2) with the publication of a Press Notice in the Irish Examiner on 18th January 2024 and the erection of site notices at various locations along the proposed route. Project proposals were on public display in Cork County Council's Municipal District Offices in Glanmire, Cobh, and Midleton. The proposals were also available to view on the Ground Floor, County Hall from the commencement date until 15th February 2024.

Statutory Consultees and landowners were furnished with copies of the relevant documentation, and their views were sought. The closing date for receipt of submissions was 29th February 2024.

In total, 27 submissions were received by the closing date including five from statutory consultees: Transport Infrastructure Ireland, Eirgrid PLC, Iarnród Éireann, Uisce Éireann, and Inland Fisheries Ireland.

All submissions have been considered by Cork County Council and addressed in this report. This report is the Chief Executive's Report to the Members of Cork County Council for consideration by the Full Council at their meeting on Monday 22nd of April 2024.

SITE LOCATION



SITE LOCATION MAP

2. Planning Context

The study area for Phase 2 is from lands west of the L-7640 at Ballyadam, Carrigtwohill to the Water-rock Urban Expansion Area (UEA) Services Corridor Link Road, Water-rock, Midleton within the administrative area of Cork County Council in the Cobh Municipal District and East Cork Municipal District. Outlined below is the policy framework within which the proposed works are being progressed.

2.1 National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping future growth and development. The NPF sets out ten National Strategic Outcomes (NSOs) which the framework aims to deliver. National Strategic Outcome 4 refers to Sustainable Mobility and states that this scheme will provide a coherent, interconnected, and safe cycle network. The cycle network will cater for all ages and abilities and will allow for a range of cycling activities to occur including commuting, leisure, and tourism. The proposal will improve the liveability and quality of life for the local population and will build on existing infrastructure already in place.

2.2 National Cycling Policy Framework

The National Cycling Policy Framework 2009-2020 – The Department of Transport published the National Cycling Policy Framework in 2009. The policy framework emanates from the Government's transport policy for Ireland – Smarter Travel – A Sustainable Transport Future. The Smarter Travel policy sets out a vision for how a sustainable travel and transport system can be achieved. The strategy provides a framework to incrementally change travel and transport systems in Ireland to a more sustainable pattern.

2.3 National Sustainable Mobility Policy and Action Plan (2022-2025)

National Sustainability Mobility Policy and Action Plan (2022-2025) is a government policy document which was launched in 2022. The policy document sets out a strategic framework to 2030 for active travel and public transport to support Ireland's overall requirement to achieve a 51% reduction in carbon emissions by the end of this decade.

The overall vision set out in this policy document is support safe and green mobility by continuing to protect and maintain the safety of existing walking, cycling and public transport networks and ensuring that new sustainable mobility infrastructure meets the highest safety standards. It proposes developing pedestrian enhancement plans and cycle network plans to guide investment in new active travel infrastructure and retrofitting of existing infrastructure and the expansion of walking and cycling options across the country, including greenways.

2.4 Cork County Development Plan

Cork County Council's Cork County Development Plan 2022 identifies walking and cycling, and the provision of walking and cycling infrastructure to be a key component to movement and accessibility for shorter or some medium length journeys especially in towns and villages. The development plan enshrines the intentions of Cork County Council in relation to the delivery of an Inter-urban cycle route connecting Dunkettle and Midleton in Objective TM12-2-4 which states:

TM12-2-4: Deliver Inter-Urban Cycle Route IU-1 (CMATS), high-quality pedestrian cycle connectivity between Dunkettle and Midleton, ultimately connecting to the Midleton-Youghal Greenway.

Objective TM12-2-1 of the County Development Plan 2022 prioritises the delivery of a high level of priority and permeability for walking and cycling to promote accessible, attractive, liveable, vibrant and safe settlements to work, live, shop and engage in community life, within a ten minute walk of one's home. Prioritise development in our settlements that is well located and designed to facilitate walking, cycling and public transport trips. Promote equal access for all through the adherence to universal design in the external built environment to facilitate greater use of public transport, walking and cycling.

2.5 Cork Metropolitan Area Transport Strategy (CMATS)

The proposed route has been identified as Inter-Urban Route 1 (IU-1) in the Cork Metropolitan Area Transport Strategy 2040. This Inter-Urban route will connect major employment centres such as Little Island (10,000+ employees), Carrigtwohill IDA Business Park (c. 3,800 employees), and Midleton Town with existing and proposed residential areas in Carrigtwohill, Glounthaune, Water-Rock and Cork City, including Glanmire.

National Government Policies, Cork County Development Plan 2022, and the Cork Metropolitan Area Cycle Network Plan policy documents, all support Phase 2 of the Carrigtwohill to Midleton Inter-Urban Cycleway.

3. Project Proposal

Cork County Council intend to develop a pedestrian and cycle facility which will link Carrigtwohill with Midleton. Phase Two of the project commences at Ballyadam, east of Carrigtwohill, and runs to the Water-rock UEA Services Corridor Link Road, Water-Rock, Midleton. Phase Two of the project is located in the townlands of Carrigtwohill, Poulaniska, Carrigane, Ballyadam, Ballyrichard More, and Water-rock, Co. Cork.

The proposed scheme (Phase 2) includes a shared pedestrian and cycle path with public lighting and landscaping. There will be an underpass below an existing bridge embankment north of the Cork to Midleton railway line. The scheme also includes a Toucan crossing, raised pedestrian/cycle crossings and associated traffic calming measures.

The purpose of this project is to enhance pedestrian and cyclist connectivity between Carrigtwohill to Midleton as part of the overall Inter-urban pedestrian and cycle route IU-1. The interventions proposed will encourage the increased use of sustainable transport modes of transport for schools, businesses, and residential areas. It will connect into Phase One of the Carrigtwohill to Midleton Cycleway on the west and the Ballinacurra to Midleton cycleway on the East along with active travel infrastructure constructed as part of the Water-Rock Urban Expansion Area.

The scheme complies with national, regional, and local policy to improve accessibility and prioritise walking and cycling as alternative modes of travel. The proposed paths would provide a safe and direct route for commuter, school, and leisure trips for the area. It is proposed to have public lighting along the route's full length.

Benefits of this proposal:

- A safe and direct route for commuters, school goers, and leisure enthusiasts.
- Enhanced connectivity for pedestrians and cyclists.
- Provide an environment which will encourage mode shift to sustainable forms of transport.
- Improve quality of life for residents of the area.
- Expand the overall cycle network.
- Facilitate a reduction in traffic volumes on the road network.

Note: If this development proposal successfully achieves Part 8 Planning Approval, land acquisition, either by agreement or Compulsory Purchase Order, will be necessary to enable the project to proceed as intended.

5. Part VIII Process

5.1 Submissions

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

Individuals and Organisations

Number	Name	Date Received	Reference No.
1.	Paul	19/01/2024	LAC578997546
2.	Kevin Cronin	20/01/2024	LAC579103211
3.	Kjeld van den Heuvel	03/02/2024	LAC583213600
4.	Richard Mortimer	14/02/2024	LAC586904625
5.	Philippa Mortimer	14/02/2024	LAC586906534
6.	Gavin Deady	19/02/2024	LAC588000260
7.	Kevin & Sinead Deady	19/02/2024	LAC588210171
8.	Lynda Lawton	21/02/2024	LAC588775207
9.	Willie, Gillian, & Cian Lawton	22/02/2024	LAC589009880
10.	William Higgins	22/02/2024	LAC589271887
11.	Ballyrichard Midleton Residents	23/02/2024	LAC589558849
12.	Paul Glavin	23/02/2024	LAC589567100
13.	Jacqueline Walsh	23/02/2024	LAC589576923
14.	Stephen Smith & Maura Lawton Smith	26/02/2024	LAC590094806
15.	Adrian O'Sullivan & Lisa Lynch	26/02/2024	LAC590260185
16.	Barbara Smyrska	27/02/2024	LAC590441855
17.	Batt & Joanne Cotter	27/02/2024	LAC590480509
18.	Jonathan & Paula Lane	27/02/2024	LAC590499909
19.	Anthony O'Mahony	27/02/2024	LAC590645974
20.	Cork Transport & Mobility Forum	29/02/2024	LAC591209453
21.	Clr Alan O'Connor	29/02/2024	LAC591337555
22.	William Horgan	29/02/2024	LAC591576589

Statutory Consultees

No.	Name	Date Received	Address
1.	National Parks and Wildlife Service	-	Department of Environment, Heritage and Local Government, Muckcross House, Killarney National Park, Killarney, Co. Kerry
2.	The Heritage Council	-	Church Lane, Kilkenny
3.	An Taisce	-	Tailor's Hall, Back Lane, Dublin 8
4.	National Monuments	-	Development Applications Unit, Department of Arts, Heritage and the Gaeltacht, Newtown Road, Wexford
5.	The Arts Council	-	70, Merrion Square, Dublin 2
6.	Fáilte Ireland	-	Paddy Matthews, Manager of Environment and Planning, 88-95 Amien Street, Dublin 1
7.	Uisce Eireann	16/02/2024	Planning Notification, Irish Water, Colville House, 24-26 Talbot Street, Dublin 1
8.	Inland Fisheries Ireland - South West Region	21/02/2024	Sunnyside House, Masseytown, Macroom, Co. Cork
9.	Environmental Protection Agency	-	EPA, Inniscarra, Co. Cork
10.	Transport Infrastructure Ireland	06/02/2024	Parkgate Business Park, Parkgate Street, Dublin 8.
11.	National Transport Authority	-	Dun Sceine, Harcourt Lane, Dublin, D02 WT20
12.	OPW	-	Jonathon Swift Street, Trim, Co. Meath
13.	Iarnród Éireann	29/02/2024	Limerick Junction, Tipperary
14.	EirGrid	29/02/2024	60 Shelbourne Road, Ballsbridge, Dublin 4, D04 28
15.	ESB	-	Sarsfield Road, Wilton, Cork, T12 E367
16.	Dept of Environment, Climate and Communications	-	9-31 Adelaide Road, Parkgate Street, Dublin 2, D02 X285
17.	Annette Quinn	-	County Archaeologist, Floor 3, County Hall
18.	Elena Turk	-	Conservation Officer, Floor 3, County Hall

5.2 Response to Submissions

No.	Name	Matters Raised	Cork County Council Response
1.	Paul	<i>It is more in line to fund housing for the thousands of social housing applications and repair the roads of east cork. Cycle lanes along ballick and no parking. Not everyone can or wants to cycle.</i>	Submission noted and issues raised are outside the scope of this Part 8. This project will be funded from the Department of Transport's (DoT) National Transport Authority's (NTA) Active Travel Investment programme for Active Travel infrastructure, which is aimed at increasing the number of walking and cycling journeys.
2.	Kevin Cronin	<i>Great idea but the main road from carrig to Midleton is in need of urgent repair first. Castlemartyr also need to be bypassed as local road have become rat runs which have stopped people walking and cycling on them.</i>	Submission noted and issues raised are outside the scope of the Part 8. This project will be funded from the DoT NTA Active Travel Investment programme for Active Travel infrastructure, which is aimed at increasing the number of walking and cycling journeys.
3.	Kjeld van den Heuvel	<i>First and foremost, we express our appreciation to the Council for advancing active transport infrastructure in the East Cork area. We particularly applaud the incorporation of high-quality design features in this scheme, including the bridge-underpass on sheet 6 and the thoughtful selection of bollards over chicane gates. While acknowledging the efforts and intentions of the design teams, we believe there is potential to enhance the scheme further. We have offered suggestions aimed at improving the experience for active transport users without compromising the satisfaction of other users.</i>	Positive submission noted. No suggestions received with this submission.
4.	Richard Mortimer	<i>I fully support the construction of this cycleway. It's great news for the environment and public health and I applaud the council for its innovative approach to delivering the programme of work.</i>	Positive submission noted.
5.	Philippa Mortimer	<i>I really support this proposed cycle route. It will be great for the environment and as a keen cyclist I welcome a safe route of travel.</i>	Positive Submission noted.
6.	Gavin Deady	<i>I wish to make a submission regarding the much welcome greenway which will run between Carrigtwohill and Midleton. The</i>	Positive Submission noted.

	<p><i>project in its entirety is welcome, and adds much needed options and amenities between Carrigtwohill and Midleton.</i></p> <p><i>My submission focusses on the point in the proposed project where the cycletrack meets the farm track at Ballyrichard More. As you will see from the map, Ballyrichard more was separated when the railway line was reopened. While the railway was a welcome development for the area and the region, it has meant that approximately 17 houses remain cut-off between the railway and the N25. There is no footpath or any means of walking or cycling to Midleton, except for leaving the properties and entering directly onto the N25. The houses can only be accessed coming from Midleton by use of a median between the West and East bound lanes of the N25.</i></p> <p><i>The development of the greenway offers an opportunity to correct some of the difficulties and challenges faced by residents at Ballyrichard More. My submission, and submissions from fellow residents, and our collective group submission, is calling for the inclusion of an underpass beneath the railway line to Midleton, to create an access point for Ballyrichard More residents to the greenway.</i></p> <p><i>An underpass is included elsewhere in the project, and while that is being completed, we call on the designers of this project to include an additional underpass for residents on this cul-de-sac, caught between the railway line and the N25. This would remove the need to walk and cycle on the N25, which has become so busy and dangerous, it poses a danger to residents.</i></p> <p><i>This underpass would be a cheaper and more feasible option than a bridge, and would address health and safety concerns, connectivity, and the opportunity for the residents to regain access to the other side of the railway line.</i></p> <p><i>We strongly call on the designers to include this very feasible underpass at the end of the road at Ballyrichard More where it</i></p>	<p>The submission is noted.</p> <p>The provision of an underpass would pose issues including requirements for ramps and drainage. The scheme will be modified to include a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at Ballyrichard More. The construction of the bridge will be subject to availability of funding, potential land acquisition and Irish Rail approval.</p>
--	--	---

		<p><i>meets the railway line. Additional land purchases etc are not necessary, we call on designers to include the underpass at the end of the existing road, for the benefit of at least 40 people who remain stranded without access to any walkways or connections. This would remove the need for people to only drive to and from the houses, and would allow people to walk, cycle, connect with the community in the vicinity, and once again enjoy the great amenities in the area and the region.</i></p>	
7.	Kevin & Sinead Deady	<p><i>Ballyrichard More is a cul de sac, since the train became live, we had a beautiful safe walking area, now we are cut off from everything unless we go out onto the N25, taking our lives at a great risk, it's terrifying to do so. If we had access to the new proposed cycle pedestrian route via an underpass or an overpass we would greatly appreciate it, we hope you can understand our frustration at this point as it is totally unsafe to walk on the N25, due to the volume and speed of traffic.</i></p>	<p>The scheme will be modified to include a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at Ballyrichard More. The construction of the bridge will be subject to availability of funding, potential land acquisition and Irish Rail approval.</p>
8.	Lynda Lawton	<p><i>We are writing to you in respect of the proposed Greenway construction planned for Ballyrichard More. Having lived in Waterford until recent years, we absolutely see the benefits of greenways, in terms of social and economic development for the hinterland.</i></p> <p><i>However, when it quite literally invades your privacy, it becomes another matter. Almost three years ago we moved to Ballyrichard More, building our forever home in the most beautiful rural setting, which has been in the Lawton family for generations.</i></p> <p><i>We have two beautiful daughters who love the freedom of space and the rural setting. It is safe, expansive and a wonderful place to live, where your neighbours are family and a small community who supports each other at all times.</i></p> <p><i>On reviewing the initial draft plan, we had grave concerns around the mixed use of the road. We understand this has now been addressed with the revised plan to run through the neighbouring field to the west of our home. We concur this is a much safer option,</i></p>	<p>Noted.</p> <p>Following the consultation process and engagements with residents along the cul de sac, the route will be realigned to the South and East of the road.</p>

		<p><i>but it does impact us directly as the greenway users will have a direct line of sight into the rear of our property as well as open access. This is wholly unacceptable in our view and while we don’t want to barrier in our property, we will need assistance in creating a cordon, in keeping with the area and which we are open to agreeing on with you.</i></p> <p><i>In addition, we have concerns about the privacy and safety of our home to the front, north facing. In compliance with our planning, we are in the process of having the front wall demolished. As you will appreciate, the costs associated with this are significant, hence the delay. Our intention was to leave the area open with direct access onto the road, until such time as we could afford a new wall or fence. Again this is now not possible with the impending volume of greenway users and respectfully ask for your assistance in this regard, so we can maintain safety and security for our home.</i></p> <p><i>Aside from our own personal property concerns and the impact it will have on our lifestyle, we would also like to highlight other concerns that need to be considered.</i></p> <p><i>Firstly, the lighting on our lane is non-existent and we would be interested to see what is going to be done in this regard.</i></p> <p><i>With a large volume of vehicles accessing the lane already, traffic calming measures will need to be put in place and vehicle access needs to be restricted to the home owners in the area. Under no circumstances can we have people parking along the lane.</i></p>	<p>Concerns regarding privacy and security/access to the property will be addressed through appropriate fencing, screening/planting. CCC will engage with residents during detailed design as well as ahead of construction, as appropriate.</p> <p>The option of planting for screening would add a potential increased contribution to biodiversity within the scheme.</p> <p>The requirements of the planning compliance are outside the scope of this Part 8. CCC note the route will be on the opposite side of the public road.</p> <p>Public lighting will be provided along the full length of the route including at this location to improve the safety and security of all users. The public lighting design will be undertaken in accordance with Cork County Council’s Public Lighting Manual and Product Specification.</p> <p>The detailed design of the scheme will be in accordance with relevant national standards and best practice guidance including the Cycle Design Manual, Design Manual for Urban Roads and Streets and Transport Infrastructure Ireland standards and road safety issues and potential user conflicts will be addressed during the detailed design.</p>
--	--	---	--

		<p><i>In terms of scenic destruction during construction, there are a number of mature native trees in the area that are homes to many species. The utmost care must be taken to preserve the rural aspect of the area. We have already lost a lot of the rural feel to the destruction of trees and heading along Water Rock road. This cannot be replicated on Castle Rock road under any circumstances.</i></p> <p><i>Other concerns obviously include litter and dog fouling in our area but we are going on the assumption that these will be addressed. Attention will also need to be given to the potential for anti-social behaviour and the threat of violence or assaults in what could be construed as a quiet, rural setting.</i></p> <p><i>To conclude, we are keen to work with you throughout this process and ask for your guidance and input, while asking you review our concerns and act acclimated the best interests of all concerned. We look forward to hearing from you at your earliest convenience.</i></p>	<p>A Road Safety Audit of the detailed design will be undertaken. This will further identify potential road safety issues to be addressed in the design prior to the scheme being constructed. Additional vehicular traffic is not envisaged along this section of the route.</p> <p>The removal of hedgerows and trees, where necessary, has been assessed in the Ecological Impact Assessment accompanying the Part 8 planning application. In mitigation, compensatory planting of trees and hedgerows will take place as part of the construction of the route.</p> <p>Noted.</p> <p>Noted.</p>
9.	Willie, Gillian, & Cian Lawton	<p><i>I am writing to formally object to the proposed construction of a greenway across large tracts of my land, as outlined in your recent proposal. As the landowner directly affected by this project, I have several concerns regarding its potential impact on my property and livelihood.</i></p> <p><i>First, the construction of a greenway across my land would severely limit my ability to develop the field for my own use in the future. Whether it be for agricultural purposes or the construction of a</i></p>	<p>Landowner concerns noted.</p> <p>Should this Part 8 be approved, Cork County Council will engage further with the landowner in relation to the matter of land acquisition. Third party lands required for the scheme will be acquired through well-established processes. Any potential impact on third party lands will be minimised.</p>

		<p><i>private residence, the greenway's presence would significantly hinder my options for utilizing my land to its fullest potential.</i></p> <p><i>Furthermore, I am deeply concerned about the safety implications of this project. The proposed greenway would intersect with my entranceway, creating a potential hazard for both pedestrians and vehicles. Additionally, the route includes sharing a road with a blind corner, which poses significant risks for cyclists, runners, children on bikes and scooters, and large, heavy farm machinery. The increased traffic and potential conflicts between different types of users could lead to accidents and injuries.</i></p> <p><i>Moreover, the construction process itself would undoubtedly cause disruption and inconvenience to myself and other residents in the area. Noise, dust, and debris from the construction activities would affect the tranquillity of our rural environment. Additionally, the presence of a greenway could attract individuals who may not have the best intentions, leading to privacy concerns and potential safety risks for local residents.</i></p>	<p>Following the consultation process and engagements with residents along the cul de sac, the route will be realigned to the South and East of the road.</p> <p>The detailed design of the scheme will be in accordance with relevant national standards and best practice guidance including the Cycle Design Manual, Design Manual for Urban Roads and Streets and Transport Infrastructure Ireland standards and road safety issues and potential user conflicts will be addressed during the detailed design. A Road Safety Audit of the detailed design will be undertaken. This will identify potential road safety issues to be addressed in the design prior to the scheme being constructed.</p> <p>The construction works will be temporary and short term. The construction works will be undertaken by a competent Contractor appointed by Cork County Council who will be obliged by the construction contract to put in place suitable environmental protection measures during the works including noise and dust control. The works will be overseen by Cork County Council Resident Engineering staff. Ongoing consultation with the residents will take place prior to and during the construction works as appropriate.</p> <p>Boundary interfaces will be finalised at detailed design stage and during any land acquisition process.</p>
--	--	--	--

		<p><i>In light of these concerns, I urge the Cork County Council to reconsider the proposed construction of the greenway across my land. Alternative routes or solutions that address the needs of both the community and landowners like myself should be explored. I am open to discussing potential compromises that would mitigate the negative impacts of this project while still promoting sustainable transportation options in the area.</i></p> <p><i>Finally, as my family and I live on Ballyrichard More but on the other side of the railway tracks, along with fourteen other households, we would like a footbridge access to the cycle way to be considered in the planning. We are a re cul de sac and cannot walk on the N25 into Midleton as it is very dangerous.</i></p> <p><i>Thank you for considering my objections and submissions regarding this matter. I trust that you will consider them when making decisions regarding the greenway construction proposal.</i></p>	<p>Noted.</p> <p>The scheme will be modified to include a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at Ballyrichard More. The construction of the bridge will be subject to availability of funding, potential land acquisition and Irish Rail approval.</p>
10.	William Higgins	<p><i>My family and I are resident in Ballyrichard More for over 30years. During our time here we have become more isolated by the opening of the railway line and the massive increase in road traffic on BBCthe N25. On hearing of the development of a new urban cycle path so close to us and knowing we don't have direct access to it is very disappointing. I believe it is very important that everyone has the right to have access to these amenities especially for the people of Ballyrichard More who have no opportunity to walk or cycle anywhere without getting into their cars to get there. In these times of increased treats to our climate from use of fossil fuels it is more important than ever that the likes of an urban cycle path is made available to us.</i></p>	<p>The scheme will be modified to include a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at Ballyrichard More. The construction of the bridge will be subject to availability of funding, potential land acquisition and Irish Rail approval.</p>
11.	Ballyrichard Midleton Residents	<p><i>The provision of walking and cycling routes in the area is very much welcome but there has been a complete lack of consideration of our community from access to these facilities and the wider catchment</i></p>	<p>The scheme will be modified to include a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at Ballyrichard More. The construction of the bridge will be</p>

	<p>of services that would become available by a connection to the cycleway.</p> <p>This submission outlines some critical factors for Cork County Council and their designers Atkins to consider further before this project proceeds to the next stage of the design process.</p> <p>1. Background</p> <p>The following is a timeline of severance of the residents of Ballyrichard from our existing community and repeated overlooking of Ballyrichard in future development.</p> <ul style="list-style-type: none"> <p>• Midleton to Cork Railway Line Re-Opening:</p> <p>In 2009, the closing of the level crossing at Ballyrichard severed 17 houses from 6 neighboring houses for the re-opening of the Midleton to Cork Railway as shown in Figure 1. This separated neighbours, friends and split the existing community south and north of the railway. Access from neighbours on the south to neighbours on the north of the railway is via the N25 to Water-rock which is a 1.7km route by private car when previous access was within walking distance of a couple of hundred metres. The N25 is not safe to walk along to access Water-rock or Midleton. The closing of the level crossing meant Ballyrichard lost its right of way for recreational purposes for walking and cycling and severed a community meaning neighbours could no longer meet as easily.</p> <p>• The N25 Carrigtwohill to Midleton Upgrade Scheme:</p> <p>In 2021, a Preferred Route option for this scheme was published as per Figure 2. A new alignment for the N25 was proposed to the south of the existing with a new junction to the west of Ballyrichard. The existing N25 was proposed to be re-used for local traffic providing a quieter and safer parallel route to the N25 for the residents of Ballyrichard and surrounding areas into Midleton and also potential for active travel facilities. The scheme did not secure funding in 2022 to progress with the planning and further design stages. There have</p> 	<p>subject to availability of funding, potential land acquisition and Irish Rail approval.</p>
--	--	--

		<p><i>been no alternative schemes proposed for walking and cycling since this scheme was shelved. The residents of Ballyrichard continue to rely on the private car with access and egress via the existing high-speed N25 to Midleton, Cork and other areas.</i></p> <ul style="list-style-type: none"> • Carrigtwohill to Midleton Inter-Urban Cycleway Phase 2: <i>In 2024, a part 8 planning submission is published showing a walking and cycling route running parallel to the railway immediately to the north of Ballyrichard with no connection for the residents on the south of the railway to the facility. Refer to Figure 3. The residents of Ballyrichard continue to be negatively impacted by being cut off on the south by the N25 dual carriageway and to the north by the railway line. We are not being given due consideration in terms of integration with future development in the area and access to facilities.</i> <p>2. <u>Safety Issues:</u> <i>The existing N25 is over capacity. Vehicles are often in excess of the 100kph speed limit and it is not a suitable area for walking or cycling to Midleton. There are no existing footpaths or cycle facilities along the existing N25 which means that the residents of Ballyrichard have no safe means of active travel and rely solely on the private car.</i></p> <p>3. <u>Accessibility, Social Inclusion, Integration:</u></p> <ul style="list-style-type: none"> • <i>The residents of Ballyrichard have no other option than the private car for accessing services in the area currently. However, a connection to the planned Inter-Urban cycleway would significantly alter that and open up many possibilities.</i> • <i>There are existing schools near Ballyrichard such as Gaelscoil Mhainistir Na Corann (1.7km drive) with no safe means of cycling or walking to it. There are also plans for future primary and secondary schools, within 500m of Ballyrichard, as part of the Water-rock UEA (Figure 4) but</i> 	
--	--	--	--

		<p><i>there are no facilities currently proposed for the residents of Ballyrichard to access these by cycling or walking. A connection to the Inter-Urban Cycleway would mean children can safely access both the existing schools, via the Midleton Northern Ring Road and future planned schools in Water-rock, in close proximity to their homes in a safe and sustainable manner.</i></p> <ul style="list-style-type: none"> <i>• There are a range of existing enterprise and employment on the Midleton Northern Ring Road (1.3km) but the residents must use the private car to access them. A connection to the Inter-urban Cycleway would open access to this area via walking and cycling.</i> <i>• There are future plans for a rail-stop, within approximately 400m/500m of Ballyrichard at Water-rock (Figure 4), with no pedestrian or cycle access to it, other than via the private car via the existing N25. A connection to the cycleway would mean people can interchange between it and public transport opening up a wide range of opportunities and create a significant modal shift.</i> <i>• The provision of a connection to the Inter-Urban Cycleway would allow Ballyrichard access to an area for recreational use which is vitally important for both the younger population and the older population living in Ballyrichard.</i> <i>• The provision of a connection to the Inter-urban facility would open up access to a wider catchment of services for the residents not only for recreational purposes but enterprise, trade, employment and schools via walking, cycling or public transport.</i> <p>4. Options: <i>It is imperative that further optioneering is looked at to include a connection to the Inter-Urban Cycleway for</i></p>	
--	--	--	--

		<p><i>Ballyrichard before progressing this scheme further. Potential options to review could include:</i></p> <ul style="list-style-type: none"> • <i>An underpass at Ballyrichard.</i> • <i>An overbridge to the east or west of Ballyrichard with associated embankments for approaches to the bridge.</i> • <i>A parallel footpath on the south side of the railway to connect to an existing or proposed overbridge in a neighboring area.</i> • <i>Segregated Active Travel parallel to the N25</i> <p><u>5. Conclusion:</u></p> <ul style="list-style-type: none"> • <i>A pattern of overlooking the residents of Ballyrichard in development opportunities in the area is beginning to establish.</i> • <i>The proposed layout excludes the residents from active travel facilities.</i> • <i>The proposed layout means the residents have no access to the future public transport in close proximity in Water-rock.</i> • <i>The proposed layout means the residents continue to rely on the private car via the existing N25 and does not take advantage of the opportunity to create a modal shift.</i> • <i>The proposed route lacks social inclusion for the residents.</i> • <i>Further reviews of the layout of the Inter-Urban cycleway to include connectivity for Ballyrichard are critical for sustainability.</i> <p><i>Please review this submission and confirm what options are feasible or what alternative measures will be implemented. We are happy to meet Cork County Council and Atkins to discuss this further.</i></p>	
12.	Paul Glavin	<p><i>I am writing this short submission on behalf of my family in relation to the proposed Part 8 Carrigtwohill to Midleton Inter-Urban Cycleway Phase 2 consultation process.</i></p>	<p>The scheme will be modified to include a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at</p>

	<p><i>The provision of the proposed walking and cycling in our area is to be very much welcomed, however our exclusion from being able to access it, or benefit from it in anyway, due to yet again having our community overlooked, is to put it mildly disappointing and disrespectful.</i></p> <p><i>Our house and garden are directly adjacent to the current railway line, on the southern side at Ballyrichard More (Eircode P25 YV22). I have attached a drawing showing the exact location of our home (Fig. 01).</i></p> <p><i>When the Midleton railway line was reopened in 2009, the existing rail crossing was closed, and no alternative was provided for us (Fig.02 - Our Road cut off by the reopened Midleton to Glountaune Railway). Currently the only access we have to Midleton town (Or anywhere!) is via the N25. Despite being only 2.6km from the centre of Midleton town, there is no safe way to either walk or cycle to Midleton.</i></p> <p><i>As can be seen from Fig. 03 (Looking east into Midleton on the N25), there is no safe location for pedestrians to walk in order to get to Midleton town. Despite this, locals are forced to use this route sometimes with buggies or with young children on bicycles etc. This is a completely unacceptable situation and an accident waiting to happen. It should be noted that this stretch of the N25 is one of the busiest and most dangerous roads in the country. This has been acknowledged by the TII on numerous occasions.</i></p> <p><i>In October 2020 we became aware of the planned upgrade of the N25 Carrigtwohill to Midleton road. We engaged fully in this process in a positive manner and only asked that a cycleway be included. We were delighted to see that we were listened to, and a cycleway had been incorporated into the preferred route design.</i></p> <p><i>We were utterly devastated to hear a few months later that the plug had been pulled on this project by the Minister for transport, Eamon Ryan. The Irony of this decision is that this project would have allowed us to reduce our car use, and would have facilitated walking,</i></p>	<p>Ballyrichard More. The construction of the bridge will be subject to availability of funding, potential land acquisition and Irish Rail approval.</p>
--	---	--

	<p><i>cycling and other healthy and environmentally friendly ways of getting to our local town.</i></p> <p><i>Earlier this year, Carrigtwohill to Midleton Inter-Urban Cycleway Phase 2 proposed route was issued, and again to our amazement and disappointment, it is proposed to build a new cycleway from Carrigtwohill to Midleton passing within 40m of our home with no planned access for the residents on our road. It should be noted that 17 families live on this road, as well as several others near the N25. I believe we constitute the biggest residential community on the entire route between the two towns and no access has been considered for us. It is an utter disgrace that we should find ourselves in this position and having to plead for something that we should have been given access to in the first place.</i></p> <p><i>We are requesting that either a pedestrian over-bridge, or preferable and underpass be incorporated into the design as part of the planning process for this project. The timing is ideal as CIE are about to commence their twin tracking project over the next number of months. I do appreciate that CIE would need to be involved in this process as they have previously been in other stretches of this cycleway.</i></p> <p><i>Fig.04 Shows an overview of our local area with the new proposed cycleway overlayed on it. There are plenty options that would allow access to this cycleway from our road and several that we would like to be considered:</i></p> <ol style="list-style-type: none"> <i>1. An underpass at Ballyrichard More</i> <i>2. An overbridge at Ballyrichard More</i> <i>3. A redesign of the cycleway moving it to the southern side of the railway rather than the northern side (We appreciate this would mean it would go through the end off our garden, but we are willing and open to discuss this). Having examined the route coming from Carrigtwohill and looked at the preferred option, it is very hard to understand the logic why the Northern side of the railway was chosen as a location in the first place. There are multiple convoluted</i> 	
--	--	--

		<p><i>route solutions required, resulting in very awkward alignment and junction details. Most of these would be avoided on the southern side. It would also run through the site known locally as the Amgen site where it could be accessed by future development there.</i></p> <p><i>4. A parallel shared path on the southern side of the rail line connecting us to the Water Rock road or to an existing or new overbridge.</i></p> <p><i>5. Segregated shared path on the side of the N25 and linked to the cycleway via the Water Rock road.</i></p> <p><i>I have been involved in the preparation of multiple EIS and EIA planning documents over the last 25 years. I have worked on most of the motorway projects around Ireland, specialising in land, CPO and accommodation works, as well as the Corrib gas line and the DAA’s northern runway amongst other government projects. I have hosted multiple public consultations around the country, as well as attending and presenting at numerous oral hearings on behalf of government agencies. I have significant experience in the delivery of public infrastructure and the planning processes involved.</i></p> <p><i>I mention the above, to highlight my familiarity with the statutory processes involved with this project, and of my intention to do whatever is required to have the design of the planned cycleway modified to allow access to our neighbourhood in a safe manner for our children and other vulnerable road users.</i></p> <p><i>I would appreciate a meeting as soon as possible with Cork County Council and their design Consultants Atkins.</i></p>	
13.	Jacqueline Walsh	<p><i>To support my neighbours in applying for the pedestrian cycle path between Carrigtwohill and Midleton. Pedestrian access at the end of my road would mean I could bring my daughter for walks or cycles without getting in the car and taking on the N25.</i></p>	<p>The scheme will be modified to include a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at Ballyrichard More. The construction of the bridge will be subject to availability of funding, potential land acquisition and Irish Rail approval.</p>

<p>14.</p>	<p>Stephen Smith & Maura Lawton Smith</p>	<p><i>We vehemently oppose the construction of a greenway in the serene rural area of Ballyrichard More. While we acknowledge the noble intentions behind promoting outdoor recreation and environmental conservation, we firmly believe that this project presents significant risks and challenges that demand careful consideration.</i></p> <p><i>Primarily, our concerns revolve around safety. The increase in foot and bicycle traffic poses a substantial risk, particularly on the narrow rural roads unsuitable for traffic. Moreover, the absence of adequate lighting along the greenway raises serious safety issues, particularly during evenings, exposing pedestrians and cyclists to accidents and potential assaults.</i></p> <p><i>The proposed greenway encroaches upon the privacy of nearby residents, who have chosen this rural setting for its tranquillity and seclusion. The construction and subsequent use of the greenway would disrupt this peaceful ambiance, jeopardizing the security and privacy of homeowners.</i></p>	<p>Noted.</p> <p>Following the consultation process and engagements with residents along the cul de sac, the route will be realigned to the South and East of the road.</p> <p>The purpose of the scheme is to provide a safe segregated route for pedestrian and cyclists away from rural roads. The detailed design of the scheme will be in accordance with relevant national standards and best practice guidance including the Cycle Design Manual, Design Manual for Urban Roads and Streets and Transport Infrastructure Ireland standards and road safety issues and potential user conflicts will be addressed during the detailed design. A Road Safety Audit of the detailed design will be undertaken. This will identify potential road safety issues to be addressed in the design prior to the scheme being constructed.</p> <p>Public lighting will be provided along the full length of the route including at this location to improve the safety and security of all users. The public lighting design will be undertaken in accordance with Cork County Council’s Public Lighting Manual and Product Specification.</p> <p>Concerns regarding privacy and security/access to the property will be addressed through appropriate fencing, screening/planting. CCC will engage with residents during detailed design as well as ahead of construction, as appropriate.</p>
------------	---	--	--

		<p><i>The issue of dog fouling cannot be overlooked. Despite responsible pet ownership, the risk of increased dog waste along the greenway poses health hazards and diminishes the areas beauty.</i></p> <p><i>The potential disruptions during the construction phase, including noise pollution, road closures, and debris, would significantly impact the daily lives of residents, causing undue stress and inconvenience. In conclusion, while we support green initiatives and outdoor recreation, we strongly oppose the construction of a greenway</i></p>	<p>Noted</p> <p>The construction works will be temporary and short term. The construction works will be undertaken by a competent Contractor appointed by Cork County Council who will be obliged by the construction contract to put in place suitable environmental protection measures during the works including noise and dust control. The works will be overseen by Cork County Council Resident Engineering staff. Ongoing consultation with the residents will take place prior to and during the construction works, as appropriate.</p>
15.	Adrian O’Sullivan & Lisa Lynch	<p><i>we are writing to express our objection to the preliminary plans for the construction of a cycle way on the lane outside our house at P25 RD60. While I appreciate the efforts to promote cycling infrastructure, I believe that the proposed location for the cycle way will have significant negative impacts on us and on our neighbours.</i></p> <p><i>The proposed take-over of our parking area in front of our wall would compromise the safety of pedestrians and cyclists. Post vans, delivery trucks and other visitors pull up here and the narrow width of the road with these parked cars make it unsuitable for the integration of a cycle way without sacrificing cyclists safety.</i></p> <p><i>The proximity of the cycleway to our gate, where we reverse out of our drive, would create a hazard for cyclists and pedestrians, who are approaching our drive, down an incline, especially when visibility is poor.</i></p>	<p>Following the consultation process and engagements with residents along the cul de sac, the route will be realigned to the South and East of the road.</p> <p>The detailed design of the scheme will be in accordance with relevant national standards and best practice guidance including the Cycle Design Manual, Design Manual for Urban Roads and Streets and Transport Infrastructure Ireland standards and road safety issues and potential user conflicts will be addressed during the detailed design.</p> <p>A Road Safety Audit of the detailed design will be undertaken. This will identify potential road safety issues to be addressed in the design prior to the scheme being constructed.</p>

		<p><i>The construction of a cycle way should be done in combination with Irish Waters plan to improve the mains water supply to our house. At present, the water line comes through private land and it is leaking. Irish water have a plan to bring a pipe to us from the Water-rock road, along the same route as the proposed cycle way.</i></p> <p><i>I urge the planning department to reconsider the proposed location for the cycle way and explore the alternative route that is proposed by our neighbours Batt and Joanne Cotter, which might minimize the impact on us while still offering a wonderful cycling amenity and a solution that balances the needs of all stakeholders involved. This proposal places the cycleway closer to the border of Maura and Steven's house, as discussed at a meeting with yourself, Siobhan Morgan and the neighbours.</i></p> <p><i>We also request that the minimum number of trees possible would be felled for this project. Many large trees were lost in this area when the railway line and new road was constructed. We request that you include the planting of more trees and hedges along the cycle route.</i></p> <p><i>Thank you for considering our submission. We trust that you will take it into account during the planning process and work towards a solution that benefits the entire community.</i></p>	<p>Uisce Éireann are aware of the scheme and further liaise envisaged at detailed design stage regarding any impact on Uisce Éireann infrastructure.</p> <p>Following the consultation process and engagements with residents along the cul de sac, the route will be realigned to the South and East of the road.</p> <p>The removal of hedgerows and trees, where necessary, has been assessed in the Ecological Impact Assessment accompanying the Part 8 planning application. In mitigation, compensatory planting of trees and hedgerows will take place as part of the construction of the route.</p>
16.	Barbara Smyrska	<p><i>There is no safe way of getting out of the estate other than in a car. No way of getting out for a walk with kids, no sidewalk, no railway crossing, kids are stuck in there.</i></p> <p><i>Very dangerous trying to cross dual carriageway from Midleton to get home.</i></p>	<p>The scheme will be modified to include a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at Ballyrichard More. The construction of the bridge will be subject to availability of funding, potential land acquisition and Irish Rail approval.</p>
17.	Batt & Joanne Cotter	<p><i>I am writing to express my strong concerns to Cork County Council's plan to construct a greenway over a portion of my fields and a narrow laneway adjacent to my property. As a farmer deeply invested in intensive tillage farming, I am deeply concerned about</i></p>	<p>Noted</p>

	<p><i>the potential implications this development may have on both my livelihood and the future prospects of my land.</i></p> <p><i>First and foremost, the proposed greenway poses significant safety concerns for the ongoing tillage farming activities conducted on my land. Intensive farming requires consistent access to the fields throughout the year, and any disruption to the narrow laneway adjacent to my property could jeopardize the safety of farm workers and greenway users most especially children. The increased traffic associated with the greenway may introduce hazards that could compromise the integrity of the farming operation and endanger those working on the land.</i></p> <p><i>Furthermore, the construction of the greenway threatens to devalue my property, particularly in terms of its suitability for future residential development. As a farmer, I have long hoped to pass down my land to my children, providing them with a secure foundation for their own futures. However, the imposition of urban infrastructure such as a greenway could detract from the appeal of the land for potential residential development, thus limiting its value and potential as a site for my children's future homes.</i></p> <p><i>Additionally, the proposed greenway construction would entail the destruction of existing trees and stone walls within the designated area. These natural features not only contribute to the aesthetic appeal of the landscape but also serve important ecological functions, providing habitats for wildlife and helping to mitigate</i></p>	<p>Following the consultation process and engagements with residents along the cul de sac, the route will be realigned to the South and East of the road.</p> <p>The detailed design of the scheme will be in accordance with relevant national standards and best practice guidance including the Cycle Design Manual, Design Manual for Urban Roads and Streets and Transport Infrastructure Ireland standards and road safety issues and potential user conflicts will be addressed during the detailed design.</p> <p>A Road Safety Audit of the detailed design will be undertaken. This will identify potential road safety issues to be addressed in the design prior to the scheme being constructed.</p> <p>Should this Part 8 be approved, Cork County Council will engage further with the landowner in relation to the matter of land acquisition. Third party lands required for the scheme will be acquired through well-established processes. Any potential impact on third party lands will be minimised.</p> <p>The removal of hedgerows and trees, where necessary, has been assessed in the Ecological Impact Assessment accompanying the Part 8 planning application. In mitigation, compensatory planting of trees and hedgerows will take place as part of the construction of the route.</p>
--	---	--

		<p><i>environmental impacts such as soil erosion. Their removal would represent a loss not only for me as a landowner but also for the broader community and the natural environment.</i></p> <p><i>Overall, I believe that the construction of the greenway represents an excessive form of urbanization that threatens the viability of my farming operation, the value of my land for future generations, and the integrity of the surrounding natural environment. I urge Cork County Council to reconsider its plans and to explore alternative routes for the greenway that would minimise the impact on agricultural activities and preserve the character of the rural landscape. I also would appreciate if you could address the safety concerns we have on the proposed shared section of the road.</i></p> <p><i>Thank you for considering my concerns . I trust that you will take the challenges of local farmers and landowners into account in your decision-making process.</i></p>	<p>Cork County council reviewed a number of different options for the route and this was selected as the preferred route. Following the consultation process and engagements with residents along the cul de sac, the route will be realigned to the South and East of the road.</p>
18.	Jonathan & Paula Lane	<p><i>We welcome the proposed greenway/active travel agenda.</i></p> <p><i>However, the proposed upgrade of the N25 between Carrigtwohill and Midleton is on hold indefinitely.</i></p> <p><i>The safety issues on the existing N25 are well documented. There is major development planned for the area.</i></p> <p><i>Public safety should take priority over recreation, The N25 upgrade should be delivered in advance of the cycle route.</i></p> <p><i>Also, safe access to the cycleway should be provided for the residents of Ballyrichard More (17 No. Dwellings), south of the railway line via the N25 upgrade.</i></p>	<p>The scheme will be modified to include a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at Ballyrichard More. The construction of the bridge will be subject to availability of funding, potential land acquisition and Irish Rail approval.</p> <p>The N25 upgrade is outside the scope of this project and is the responsibility of TII.</p>
19.	Anthony O’Mahony	<p><i>I do not agree with the mixed route proposed between section D and section E with the blue markings. Agreements has been reached between neighbours to change the route onto the Lawtons land at</i></p>	<p>Following the consultation process and engagements with residents along the cul de sac, the route will be realigned to the South and East of the road.</p>

		<p><i>section D for safety reasons. It seems only right to continue on at that side with the greenway route up to and just before the next residential property, at that point it can cross on to my land where there is a straight stretch of road and good visibility for safety reasons.</i></p> <p><i>I trust that I will be adequately compensated. I am happy to discuss any further concerns. I hope that you will give this proposal careful and favourable consideration.</i></p>	<p>A crossing will be provided from south of the road to north of the road within your property and its precise location will be identified based on road safety, land acquisition and treelines and hedgerows.</p> <p>The cycle path will be as close to the boundary wall as possible minimising the land acquisition as much as possible.</p> <p>Should this Part 8 be approved, Cork County Council will engage further with the landowner in relation to the matter of land acquisition. Third party lands required for the scheme will be acquired through well-established processes including compensation. Any potential impact on third party lands will be minimised.</p>
20.	Cork Transport & Mobility Forum	<p><i>The Transport and Mobility Forum, Cork (TMF) is a representative group of organisations who have a common interest in sustainable travel *. The TMF fully supports sustainable modes of travel measures and policies. Sustainable and Active Travel (walking and cycling) helps reduce congestion on roads, improve air quality, supports a low carbon economy, reduces noise pollution and improves public health.</i></p> <p>General Considerations</p> <p><i>The Transport and Mobility Forum strongly supports the provision of interurban and rural greenways. A particular priority for us is the connection of Cork city areas to the west via the city to the national Greenway network via Youghal and Dungarvan.</i></p> <p><i>Greenways are often considered primarily leisure and tourism focused projects and we strongly support this aspect of Greenway use. However, the utility use of greenways by local residents and workers/students is also of critical importance. The leisure aspect of greenways requires that they are pleasant inviting places free from</i></p>	Supportive submission noted.

	<p><i>traffic noise, pollution, and risk. These are also a key consideration for local residents and workers using the Greenway. But the utility use of a Greenway to allow local residents, employees and students to use the route as an alternative to reach the destinations they require reaching in their daily routine also requires that the Greenway has frequent access points connecting directly to residential areas, places of employment/education, services, and amenities. That it is direct and flat and allows cyclists to make fair progress without being impinged upon by pedestrians or impinging upon the pedestrians who also need to be considered as core Greenway users. Sufficient width and clear way marking is key to avoiding cyclist - pedestrian conflict.</i></p> <p>General route choice. <i>We are strongly in favour of Route Option along railway alignments, this may be on the alignment of disused railways or as in this case parallel to an active railway. As already stated in our previous submissions other routings particularly on to existing roads would inflict a detour and the quality of service for pedestrians and cyclists would be compromised by its routing along a main traffic artery.</i></p> <p><u><i>The advantages of route along the existing Railway Line</i></u></p> <ul style="list-style-type: none"> <i>• A flat direct route.</i> <i>• Following the desire line, as cyclists and particularly pedestrians are sensitive to unnecessary long detours.</i> <i>• Direct town to town link allowing access to services amenities and public transport as well as the largest population concentration.</i> <i>• Creating a protected environment, largely away from (through) motor traffic.</i> <p><i>In the immediate surroundings of the towns (up to ca. 3-5km from the centre), however, it is of high importance that local services,</i></p>	
--	---	--

	<p><i>workplaces and amenities are best served, so that the new active travel infrastructure can unfold the potential for a modal shift for local everyday travel within the towns and their immediate environs. It will be especially here where the utility use purpose is at least equally important as is the leisure aspect.</i></p> <p><i>Such an environment would encourage and attract a broad demographic of residents in the area to walk or cycle in their daily routine, and first and foremost would put even younger children in a position to access the schools independently by means of active travel. The positive side effects of this must not be under-estimated in relation to</i></p> <ul style="list-style-type: none"> <i>• Gaining independence and self confidence</i> <i>• Acquiring travel habits and skills beyond the private (family) car</i> <i>• Raising levels of physical activity and hence promoting public health and</i> <i>• Contributing to a substantial reduction in school run related short-distance motor traffic.</i> <p><i>For these reasons we very strongly support the general route choice proposed.</i></p> <p><i>Detailed comment on Drawings.</i></p> <p><i>Narrow Cross Section</i></p> <p><i>We have some slight concerns that the 4-meter paved cross section is too narrow long term. We feel that this is likely to be sufficient initially as long as the greenway traffic, particularly pedestrian traffic, remains light, but is inappropriately narrow width for a mixed-use by cyclist and pedestrian trunk route in the situation/location where it is heavily used. In the event of heavy use, the 4-meter cross section would result in pedestrian/cyclist conflict and prevents cyclists using the Greenway for utility transport, such as reaching</i></p>	<p>The proposed route widths are considered sufficient to cater for demand.</p>
--	--	---

	<p><i>employment, from making reasonable progress. We note that the buffer strip along the majority of the route easily allows the expansion of the paved area in future when the level of walking/cycle traffic requires this. Our concern is that this may not be possible in 2 instances.</i></p> <ul style="list-style-type: none"> • <i>First at the underpass (cross section F-F on sheet 6)</i> • <i>and second where the alignment of the Greenway is between the railway line and an agricultural access lane (cross section D-D on sheet 9)</i> <p><i>We would suggest that these two cross sections be re-examined to allow future widening.</i></p> <p>Shared Space <i>While we also generally would prefer to avoid shared space on a roadway as part of a Greenway of this sort, however, we note that the shared space (Castle Roch Ave, sheet 9) is short and close to the end of a Cul de sac so acceptable in this case.</i></p> <p>Sharp turns & unnecessary short detours <i>Our greatest concern is that the drawings indicate a number of sharp turns. These sharp turns both contribute to the route being less direct and are inappropriately sharp turns for cyclist proceeding at a reasonable speed. Sharp turn also contribute to cyclist-pedestrian conflict.</i></p> <p><i>We would strongly suggest that the alignment in the vicinity of the Carrigane Rd. (sheets 4 & 5) be realigned as shown in figure 1 to remove both sharp turns and to “cut” the corner resulting in a shorter route.</i></p> <p><i>Similarly on sheet 3 there are four 90 degree turns in quick succession which should be avoided as shown in fig. 2 and on sheet 11 the alignment has a number of unnecessary turns which should be avoided.</i></p>	<p>Following the consultation process and engagements with residents along the cul de sac, the route will be realigned to the South and East of the road.</p> <p>The proposed route has been selected following route optioneering/ selection process. The proposed alterations have been reviewed by Cork County Council and it’s consultants. There is no scope to move crossing points due to constraints including required sightlines at crossings, existing stone walls and to minimise impacts on landowners, residential curtilage and the environment.</p>
--	---	---

	<p>Use of Toucan crossing <i>The use of a Toucan crossing where all traffic must stop and possibly dismount to activate a beg button on a major interurban route which is primary part of a national network to cross a minor local road is inappropriate. The use of Toucan crossings can also pose issues for disabled access, as not all adaptive and cargo bikes allow the operation of beg buttons and disabled riders may not be able to dismount without assistance.</i></p> <p>We strongly suggest that the Greenway be given clear priority over minor local roads. <i>This may be achieved by use of a detector on the roadway which gives the road a green only when waiting traffic is detected.</i></p> <p>Other issues</p> <p>Lighting <i>Light pollution is a serious issue affecting human health, nature and the visibility of the night sky Street lighting and the lights on motor vehicles are a major contributor to light pollution. We recognise that the provision of Greenways by reducing the volume of motor traffic is an important contributor to reducing light pollution. However, to mitigate the impact of Greenway lighting on light pollution we would like the following measures to be considered.</i></p> <ul style="list-style-type: none"> • <i>That lighting only be used when and where it is required.</i> • <i>That timers and sensors be used to ensure illumination is activated only when necessary.</i> • <i>That appropriate cowlings are used to direct light only where needed.</i> • <i>That the use of non-reflective or directionally reflective surfaces are considered to minimize the escape of light from where it is most needed.</i> 	<p>This will be considered further at detailed design stage.</p> <p>Noted.</p> <p>Public lighting impacts have been assessed as part of the Ecological Impact Assessment (EclA) which accompanied the application. Requirements and guidelines for the lighting design, construction and operation have been included in that document to minimise light pollution and the impact on nocturnal wildlife, particularly bats.</p>
--	--	---

	<p>• <i>that the wavelength or colour temperature of the light is as red or of as long a wavelength as is practical as these frequencies both have less of a physiological impact on humans and the natural world and also are more rapidly attenuated within the atmosphere.</i></p> <p>Impact of Greenways on nature, biodiversity, and landscape. <i>We recognise that the provision of Greenways by reducing the volume of motor traffic is an important contributor to reducing the need for road widening and new road development. As a result, Greenways are a key strategy to reduce our impact on nature, biodiversity, and landscape.</i></p> <p><i>However, to further mitigate the impact on nature, biodiversity, and landscape we would ask that care and consideration be given to minimizing the impact of the construction on the Greenway on nature. In particular, that the removal of scrub, hedgerows and trees should be kept to a minimum. We would ask that care and consideration be given to minimizing the impact of the construction of the Greenway. That minimising the removal of scrub, hedgerows and trees be a key part of the proper planning of the construction phase. While a certain amount of removal of vegetation may be required particularly where scrub, hedges, or trees cross the proposed alignment, our experience is that the vast majority of removal of vegetation occurs not on the permanent alignment but rather to facilitate the access of construction vehicles and the parking associated with construction.</i></p> <p><i>We would particularly ask that steps and guidelines are provided to minimize this impact. Where removal of some vegetation is unavoidable that remediation is carried out with planting as near as possible to the site of removal.</i></p> <p>Conclusion</p>	<p>Noted.</p> <p>The removal of hedgerows and trees, where necessary, has been assessed in the Ecological Impact Assessment accompanying the Part 8 planning application. In mitigation, compensatory planting of trees and hedgerows will take place as part of the construction of the route.</p> <p>This will be incorporated into the construction plans and at detailed design.</p>
--	---	--

		<p>The Cork TMF strongly supports this project and its general alignment. We recommend some minor amendments to ensure the route is direct, has appropriate priority and capacity and is free of inappropriately sharp turns. Should you require any clarifications, please email me at tmfcork@gmail.com.</p>	<p>Support noted.</p>
<p>21.</p>	<p>Cllr. Alan O'Connor</p>	<p><i>I think that the proposal is outstandingly good. Pending approval, funding, and construction, the completed inter-urban cycleway will add hugely to the quality of the public realm in Carrigtwohill and the wider east Cork area. The pathway would act not just a means of travelling from A-B, but as a destination-in-itself – a linear park – which Carrigtwohill and Midleton, but particularly the whole of east Cork, will benefit from.</i></p> <p><i>Notwithstanding my wholehearted support for the project, I would like to bring the below to the attention of the team for their consideration in the execution of the detailed design of the project.</i></p> <p><i>In the below submission I will make comments concerning the project’s intersection with areas of natural heritage and landscaping, built heritage, as well as elements of the scheme’s potential role as a linear park.</i></p> <p>1. Natural heritage and landscaping</p> <p><u>Background</u></p> <p><i>A portion of the proposed route of the interurban cycleway takes it through unimproved agricultural land, particularly that area classified broadly as ‘wet grassland,’ (GS4) in the west (p. 21 of the Ecological impact assessment). As noted in the report, this area has recently been subjected to efforts at ‘improvement,’ drawing the conclusion that they are of limited biodiversity value. However, the land is currently zoned ‘GC’ (Green Conservation), with this area zoned in particular by the 2022-8 County development plan as being</i></p>	<p>Support Noted.</p> <p>1. Noted and will continue to be taken into account throughout the detailed design stage.</p>

	<p><i>‘part of a significant ecological green infrastructure.’ Although the quality of an ecosystem may from time to time be degraded, it is usually resilient, subject once again to succession, and therefore rarely destroyed. The Wildlife Act (amended, 2000) defines ‘preservation’ as including the qualities of restoration and enhancement, as well as conservation of what exists in-situ at any given time:</i></p> <p style="padding-left: 40px;"><i>‘conservation’ includes measures to maintain or enhance or restore the quality, value or diversity of species, habitats, communities, geological features or geomorphological features</i></p> <p><i>By this definition, such land is as valuable as ever in that regard, and it, like any other land, will largely increase again in ecological value over a very short time. This land has been bare in the prior recent past, and retains its status as ecologically valuable land.</i></p> <p><i>In addition to those birds noted in Table 3-6 of that Ecological impact assessment, I can add the following which I have recorded in the area through which the route is proposed to pass: willow warbler (Phylloscopus trochilus, amber-list, W87G); spotted flycatcher (Muscicapa striata, amber-list, W87G); goldcrest (Regulus regulus, amber-list, W87G); house sparrow (Passer domesticus, amber-list, W87G); tree sparrow (Passer montanus, amber-list, W87G); greenfinch (Chloris chloris, amber-list, W87G); mallard (Anas platyrhynchos, amber-list, W87G); swift (Apus apus, red-list, W87G). I can also confirm the presence of barn owl (Tyto alba, Birds of Conservation Concern red list, NBDC 2km grid W87G) in the lands through which the route will pass in this area.</i></p> <p><i>Those species are listed in addition to many other non-BOCC listed birds, which I have found to be present in the study area over the last few years (I can also confirm the presence of common lizard (Lacerta</i></p>	
--	---	--

	<p><i>vivipara, W87G), albeit I have only ever seen the one, and that was well over a decade ago).</i></p> <p><i>I acknowledge, of course, the limited timescale of an ecological assessment, and in mentioning the preceding (which is not likely at all to be a complete list, I am merely emphasising the variety of wild life present in the area.</i></p> <p><i>The wider definition of conservation (to include enhancement and restoration as well as preservation of a current state) would of course allow us to look at all land through which the proposed route would pass through a different lens (described in the Ecological impact assessment, and including shrub – WS1, dry meadows and grassy verges – GS2, etc). Any square metre of the Earth can, with good stewardship, become a place of value for nature. However, the existing habitat along this route, in the west, in its content and extent (in combination with those lands adjacent through which phase 1 passes to meet it), could be seen as an in-situ national park, of high and potentially higher ecological value for Carrigtwohill. Ultimately, I agree with the report’s conclusion that many of these areas constitute habitat of high local importance. Although the path itself brings risk, it would also allow this area to be valued, as it is preserved.</i></p> <p><i>An ambition to see the potential for ecological value in all lands along the route, and in the course of landscaping for this plan, ties in well with the ambition of the County development plan, which includes ecological enhancement.</i></p> <p><i>Not only might the immediate surroundings of the route be noteworthy, but the wider landscape within which the entire project will run is also designated as high value in the County development plan. The hills to the north represent the effects of a mountain-</i></p>	
--	---	--

	<p><i>building event which took place approximately 270 million years ago, and which bequeathed to the county its characteristic east-west ridges. They also provide a striking and attractive backdrop to the route.</i></p> <p><i>With all that in mind, the potential of the area’s natural beauty to augment the route’s attractiveness as an amenity, to make it a place which the community would be attracted to and could be proud of, is enormous.</i></p> <p><i>As mentioned, the addition of people to areas which were previously largely free of human influence always carries risk for the integrity of these places. What is proposed in this scheme is effectively a road, and, while it’s not even a fraction as destructive in scale as a motorway might be, and the absence of automobiles limits greatly the potential for degradation, it is still of course worth exercising extreme caution and sensitivity in carrying out a project of this type. In order to both preserve and enhance the ecological value of the route, and minimise any damage arising by the presence of the route itself, I make the following points and suggestions:</i></p> <p><i><u>1a. Light pollution</u></i></p> <p><i>The tremendously negative impact which artificial light is having on the natural environment, both in terms of detracting from the night sky, and by its impact on ecosystems (insects in particular), is now well known.</i></p> <p><i>Objective BE 15-13 of the 2022 County Development Plan seeks to limit the impact of light pollution arising from development in the county. Its aim is to:</i></p> <p><i>Seek the minimisation and control of light pollution associated with activities of development, having regard to relevant standards, published guidance and the receiving environment and Dark Sky principles.</i></p>	<p>1a. Public lighting impacts have been assessed as part of the Ecological Impact Assessment (EclA) which accompanied the application. Requirements and guidelines for the lighting design, construction and operation have been included in that document to minimise light pollution and the impact on nocturnal wildlife, particularly bats. Additional suggestions in relation to public lighting made in the submission will be considered during detailed design.</p>
--	---	--

	<p><i>In the preceding paragraph in the development plan (15.13.3) it is written that:</i></p> <p><i>In general lighting should:</i></p> <ul style="list-style-type: none"> • <i>Only be on when needed;</i> • <i>Only light the area that needs it;</i> • <i>Be no brighter than necessary;</i> • <i>Minimise blue light emissions;</i> • <i>Be fully shielded and pointing downward</i> <p><i>P.47 of the Ecological impact assessment describes the potential risk of lighting, associated with the project, in the operational phase of the project:</i></p> <p><i>[There is the] potential for significant permanent negative impacts on bats and other light-sensitive receptors in the locality, as described above.</i></p> <p><i>Any lighting associated with the project can and should be limited both spatially and temporally, in order to mitigate the downside, while preserving the value of the light (i.e. allowing people to see where they want to go).</i></p> <p><i>In so-stating, I’m not saying there should be no lights in this scheme (albeit most country roads in the country are not lit by default). If there is to be lighting on the route, all elements of light pollution should be mitigated against (i.e. glare, trespass, skyglow), in order to minimise damage to the receiving environment.</i></p> <p><i>To do so, lighting should be directed downward and shielded. Both those modifications would also limit trespass.</i></p> <p><i>Finally, in terms of the temporal element, and in order to limit the absolute amount of light, lighting could be so-designed that it switches off late at night, and is off for the early hours of the morning. It might also be so-designed as to be activated by sensor, albeit this sensor would have to be designed in such a way to prevent</i></p>	
--	---	--

	<p>activation by the numerous small animals which may be active in the area.</p> <p><u>1b. Boundary fencing</u> <i>While the emplacement of fencing between the path area and the surrounding environment is important to prevent egress from the path areas, and protect sensitive lands from intrusion, this fencing should allow for the passage of small mammals.</i> <i>One of the oft-unconsidered consequences of many new road projects (at least, so it seems to me) is the effective barrier to movement they create as they bisect a once-intact habitat. Long concrete median barriers in particular have created borders many miles long in extreme dual carriageway/motorway examples.</i> <i>Hedgehog gaps, for example, are becoming a feature of some new developments in the UK, but animals as large as a fox should not be omitted from consideration. This consideration should be incorporated into the project.</i> <i>These fences should be aesthetically attractive.</i></p> <p><u>1c. Landscaping</u> <i>I draw attention to objective BE 15-5 of the current County development plan (Biodiversity on Council owned and managed land and property), particularly clause g):</i></p> <p style="text-align: center;"><i>The Council will incorporate primarily native planting into new landscaping schemes within its own developments</i></p> <p><i>Taking also from clauses in objective BE 15-6 (15-6: Biodiversity and New Development):</i></p> <p>c) Requiring the incorporation of primarily native tree and other plant species, particularly pollinator friendly species in the landscaping of new developments;</p>	<p>1b. The potential issue of habitat severance is noted. This will be considered further during the detailed design process.</p> <p>1c. Landscaping. Noted.</p>
--	---	---

		<p>f) Ensuring that the implementation of appropriate mitigation (including habitat enhancement, new planting or other habitat creation initiatives) is incorporated into new development, where the implementation of such development would result in unavoidable impacts on biodiversity - supporting the principle of biodiversity net gain.</p> <p><i>Emphases above are my own.</i></p> <p><i>In a previous submission to a cycle-route (Ballinacurra to Midleton), I asked that landscaping associated with the scheme would use locally native plant species, so making it more friendly for wild-life. I also stated that active planting may not be necessary for much of the denoted areas for landscaping along the route, as wild herbs, grasses, and shrubs will in many cases spontaneously arise, needing only to be simply managed to prevent their encroachment onto the carriageway.</i></p> <p><i>This all applies to the current project. In the Ecological impact assessment, it says that:</i></p> <p><i>A detailed landscape specification will be developed by a Landscape Architect to maximise the biodiversity value of the final design. In particular, the landscape plan/specification will maximise the quantity, quality, diversity and connectivity of habitats within the finished cycleway corridor. To that end, the development of the landscape specification will be overseen by a suitably qualified and experienced ecologist and have regard to the following guidance documents: -</i></p>	<p>The requirements of the Ecological Impact Assessment in relation to planting/ landscaping will be implemented during the detailed design phase. Suggestions made in this Part 8 submission will also be considered further at that time.</p>
--	--	---	---

	<p>On p.54 of the Ecological impact assessment, it says that:</p> <p style="text-align: center;"><i>Priority shall also be given to natural colonisation of new topsoil by soil biota and flora from adjoining habitats, minimising the use of imported seed. Where new seeding is required, e.g. due to the time of year of landscaping works, the Contractor shall ensure that it is of local provenance and that the species mix is appropriate to each specific location, as per the landscape specification.</i></p> <p><i>The language above is most positive, and I am glad therefore to note the above, and that preference will be given natural colonization/regeneration.</i></p> <p><i>It is important that we embrace plants which might once have been considered as ‘weeds,’ such as dandelion (Taraxacum officinale). These perennials will likely have as much, and more value for wildlife as sown wildflower seed. They’re also a part of our flora in their own right, and attractive too.</i></p> <p><i>The proposed inclusion of ‘pollinator-friendly’ landscaping guidelines, implied by the inclusion of the ‘Pollinator friendly management of transport corridors’ document as part of the document pack is not necessarily a bad thing in principle, though I’m wary sometimes of the approach – ecosystems are not composed just of pollinators, of course, and planting larval food-plant, such as nettles (Urtica dioica) in the case of some butterfly species, is better than planting nectar-rich plants.</i></p> <p><i>Furthermore, the selection of high-quantity-nectar plants may sometimes suit e.g. adult bees to the detriment of the quality of forage available to properly feed larvae. Finally, many of the more colourful ‘wild flowers’ shown in the transport corridors guide may be annuals, which would require re-sowing every year ...anyway, I’m</i></p>	<p>The design team for the next stages will include ecologist and landscape architect input.</p>
--	---	--

	<p><i>sure any ecologist associated with the project would be able to ensure are taken into account.</i></p> <p><i>In many places, there should be room to plant large trees, such as Quercus petraea, Fraxinus excelsior (which I think, without saying disease-free stock shouldn’t be sourced, should have some place in the scheme despite ash die back). Likewise elm Ulmus glabra – even a diseased or dead tree is a part of an ecosystem).</i></p> <p><i>Individual trees, of various species, might mark way-points along the route, as a kind of means of instructing people in the different types of tree native to the area.</i></p> <p><i>Ultimately, apropos to the excerpts from the Ecological impact assessment listed above, I do not foresee any justification whereby any non-native plant species might be used, except perhaps for one or two (literally) ornamental, non-invasive trees, if such might be considered appropriate. The Bury’s bridge-Dunkettle project was an early example of large-scale cycle infrastructure for east Cork. While much of the linear landscaping was carried out with biodiversity principles in mind, and represents an advance on practices of years gone by, I think there are lessons which could be learned from the planting which was carried out by ‘The Elm Tree’ being comprised of non-native species (as well as gravel and plastic). The potential presence of species such as American sweetgum (Liquidambar styraciflua), pin oak (Quercus palustris) and Peruvian peppertree (Schinus molle) I have yet to have confirmed, though such species should not I think be included on any landscaping plan.</i></p> <p><i>For sustainability reasons, the usage of any kind of plastic membrane particularly (e.g. polypropelene/mypex/geotextile, etc.) for its supposed ‘weed-suppressing qualities, should be prohibited. Such treatment adds to the expense of the treatment, increases the</i></p>	<p>The requirements of the Ecological Impact Assessment in relation to planting/ landscaping will be implemented during the detailed design phase. Suggestions made in this Part 8 submission will also be considered further at that time.</p> <p>It is envisaged that plastic membranes will not be required. Synthetic weed-barrier membranes will not be used.</p>
--	--	--

	<p><i>plastic load of our environment, and soon looks dishevelled anyway, creating a worse aesthetic appearance than any so-called weed they may be trying to suppress. In any case, they generally fail to prevent the establishment of what are currently considered weeds, plants which are after all likely to have an ‘early coloniser’ life history and therefore adapted to establishing themselves on the thinnest of substrates, be it rock or plastic.</i></p> <p><i>Gravel/slate/stone chippings etc. should also not be used as a landscaping substrate. Such loose material tends to be displaced, littering the path outside its designated space. It ages poorly and proves high-maintenance in the long-term (both in physically keeping it in place, and in preventing the growth of early-successional herbs and shrubs amongst the gravel, whose presence creates the contrast which leads the latter to being considered as ‘weeds.’ In reality, it is the gravel which is the cause of the eyesore.</i></p> <p><i>The usage of weedkiller should not form part of the ongoing maintenance scheme.</i></p> <p><i>I would suggest that the below principles be incorporated into any landscaping specification, for reasons of biodiversity gain and sustainability, in line with the principles and objectives of the County Development Plan:</i></p> <ul style="list-style-type: none"> - <i>Native species only (preferably locally indigenous)</i> - <i>No weed membrane to be used (plastic or otherwise)</i> - <i>No gravel to be used</i> <p><i>Hedgerow removal</i></p> <p><i>In terms of the removal of hedgerow and trees, the Ecological impact assessment estimates that 891 metres will be lost. While I’m glad to see a proposed net increase of about 1,390 metres, the value of established hedgerow is higher (albeit, as argued earlier, there is of</i></p>	<p>Gravel/slate/stone chippings will not be used as a landscaping substrate.</p> <p>The route has been designed to minimise the removal of hedgerows and trees except where necessary where compensatory planting will occur. Any removal has been assessed as part of the Ecological Impact Assessment.</p>
--	--	--

	<p><i>course potential in new hedgerow). I would like to emphasise how the removal of large trees should only be a last resort.</i></p> <p><i>I would also like to emphasise that embankments should be incorporate some kind of bank, upon which the hedgerow is planted, unless there are specific reasons not to do so in particular places. Such is often omitted from the plans for new hedgerows. Often, in the countryside/on farms, these might be old stone walls which have become grown over, or embankments which were originally a mix of sod and stone). Such embankments provide a habitat which complements the vegetation, and provision of same should be included in the scheme. All too often in new development, I am seeing new hedgerow planted directly onto the flattened ground, on the same gradient as paths/roads etc. beside it.</i></p> <p>2. Built heritage <i>The loss of stone walls and other like heritage should be minimised, and the existing built heritage enhanced where possible with a sensitive approach to the construction of any new wall sections (or in the construction of any other structures, such as gates, etc.).</i></p> <p><i>We can’t underestimate the value of our heritage, or indeed the aesthetic in our everyday lives (not necessarily the same thing of course), or the role it plays in community pride. If people are to take pride in their communities, to work for them, and create somewhere people want to live in and be, then they have to be places worth fighting for, and worth taking pride in. That can’t be achieved with the built environment delivered previously near our railways (e.g. the new Carrigtwohill railway station).</i></p> <p>3. Potential of the scheme as a linear park</p>	<p>2. Some reduction in boundary levels will be required to provided for sightlines, however, excessive removal will be avoided. Reduction of levels will generally be in the form of cutting back vegetation adjacent to boundary fences.</p> <p>In order to reduce sightline distance requirements and enhance safety at crossings, traffic calming measures will be considered on the public road approaches to crossings during the detailed design process, as appropriate.</p> <p>3. It is envisaged that this route will be more than a transport link. It will form an amenity facility and provide opportunities for people to cycle for leisure. This will</p>
--	--	---

	<p><i>Taking into account, therefore, the natural attributes of the area, and mindful of the lack of communal green-space and open-space for recreation in Carrigtwohill, there is, I think, tremendous potential for the route to double as a kind of linear park, a place where people would go to walk (or cycle), for its own sake, perhaps in a loop with other roads, or by simply passing back and forth along it.</i></p> <p><i>Maybe I’m getting ahead of myself, but I think this project reflects a growing shift in consciousness about what transport infrastructure can be – transport infrastructure as more than a means of getting from A to B. It’s about the journey.</i></p> <p><i>With that aspect of the project in mind, I’d like to comment on the following:</i></p> <p><u>3a. Benches and other features</u></p> <p><i>The potential of the scheme could be enhanced with the emplacement of benches at points along the route, perhaps similar in style to those emplaced at Harpur’s Island. Without cluttering the area, I wonder also whether the scheme qualify for e.g. the ‘per cent for art’ scheme, which might allow the installation of some art-work at one end or another, or both? Not necessarily saying this would be absolutely a good idea, but it should be looked at.</i></p> <p>4. Other considerations</p> <p><u>4a. Access control gates</u></p> <p><i>It is worth considering whether access control gates would prevent the usage of the path by cargo bicycles and other, larger non-standard bikes. Keeping quads, scramblers, motorcycles, and other such vehicles out is, of course, important. Not definitively saying my</i></p>	<p>contribute to an active travel culture in Cork by providing an appreciation for cyclist requirements and vulnerability on the public road.</p> <p>3a.</p> <p>This will be considered during the detailed design stage and implemented as appropriate.</p> <p>4a.</p> <p>The access will be reviewed in the context of NTA Circular 2022_AT01 Access Control such that it presents no inappropriate access restriction.</p>
--	--	---

		<p><i>opinion is it should be one way or the other, but I just thought I’d raise the issue for the team’s consideration. E.g. https://irishcycle.com/2020/06/05/is-it-time-to-ban-kissing-gates-and-other-restrictive-barriers-on-greenways-and-cycle-routes/</i></p> <p><i>4b. Scheme route and interrelationship with Part 8 UEA</i> <i>The cycle route is shown untethered in the west, i.e. beginning from nowhere. Ideally, of course, the route will connect at that point with a north-south connector path, as shown in the Carrigtwohill UEA plans, which were approved in 2023. The connection is therefore not quite with the approved route from Part 1 of this project (which connects with the UEA plans only a few tens of metres, perhaps, to the south-west, before crossing the railway).</i></p> <p><i>There is always the possibility, no matter how slight, that the UEA plans will not receive funding, whereas the inter-urban route would. In that case, is there a fallback or alternative option which would allow part 1 and part 2 to connect with one another? Ultimately, it would require only a short path to connect parts 1 and 2, as mentioned, a few tens of metres.</i></p> <p><i>Finally</i></p> <p><i>On the basis of the above, and with many thanks to Cork County Council’s Traffic and Transport team, and all involved in the project so far, I iterate my wholehearted support for the proposal.</i></p>	<p>4b. The route is not dependent on the delivery of the UEA infrastructure. It will connect to the approved Phase 1.</p> <p>Support is noted and welcomed.</p>
22.	William Horgan	<p><i>We are instructed by our client, William Horgan, to make this submission regarding the above Part 8 proposal.</i></p> <p><i>Our client is the owner of Ballyadam House and the adjoining lands through which Section 2 of the cycleway route is projected</i></p>	<p>Noted.</p>

	<p><i>to traverse (at Sheets 2 and 3 of the Proposed Boundary Plan).</i></p> <p><i>Our client wishes to bring to the attention of the Council that the "private agricultural field" identified in the consultation documentation is in use by our client to graze bloodstock. A number of valuable racehorses are kept at the stables attached to Ballyadam House, and the field proposed to be bifurcated by the cycle path is used as a daily grazing paddock for these racecourses (save for when the racehorses are in training).</i></p> <p><i>The route plan as it stands poses a considerable concern to our client, as the design for the cycle path will arbitrarily bisect the grazing field, cutting it off from our client's stables and training paddocks, necessitating access via gates to the cycleway.</i></p> <p><i>This would cause considerable risk and disruption to our client's bloodstock and adverse impact to our client's use and enjoyment of his lands.</i></p> <p><i>Our client is concerned that the construction phase would pose serious hazards and disturbances to the bloodstock, and when in use that litter from cycleway users will pose an additional choking / ingestion risk.</i></p> <p>Section 2 of Cycle Route</p>	<p>Noted.</p> <p>Following consultation with the landowner the scheme will be modified to run along north and east of the field to avoid severance and minimise conflict with Eirgrid infrastructure.</p> <p>The construction works will be temporary and short term. The construction works will be undertaken by a competent Contractor appointed by Cork County Council who will be obliged by the construction contract to put in place suitable environmental protection measures during the works including noise and dust control. The works will be overseen by Cork County Council Resident Engineering staff. Ongoing consultation with the residents will take place prior to and during the construction works, as appropriate.</p> <p>Boundary treatments will be discussed with the landowner during the land acquisition process.</p> <p>Noted.</p>
--	---	--

	<p>We refer to the Part 8 Planning Application Report which describes Section 2 of the route as follows:</p> <p>4.1.2. Section 2: Carrigane Road</p> <p>The alignment then proceeds southwards with an at-grade road crossing proposed on Carrigane Road, provided to the east of Ballyadam House. The crossing location, as shown in Figure 4-3, will consist of a signalised toucan crossing with new street lighting to improve visibility of pedestrians and cyclists. The crossing location will include traffic calming measures in the form of rumble strips and road signage to reduce the speed of approaching vehicles. The crossing point will require the removal of the existing hedge line within the northern road verge, as indicated in the Part 8 Drawings, to facilitate adequate sight lines for cyclists and pedestrians. New ducting will be provided to facilitate connection of the street lights and signal infrastructure.</p> <p><u>The southern alignment passes through a private agricultural field with an existing stone boundary wall. Approximately 10m of the wall will be demolished to allow the cycle lane to pass through.</u> The route proceeds southwards through the field before re-joining the general railway line alignment, proceeding in an easterly direction.</p> <p>To the north of Carrigane Road, a nature-based surface water drainage system involving a combination of over the edge drainage and swales will be provided. Surface water runoff will be directed to a grassed verge on one or both sides of the cycleway where water will infiltrate into the ground via a linear planted swale.</p> <p>Over the edge drainage is proposed south of the crossing of Carrigane Road. Again, a planted swale with check dams will collect water in the verge and allow it to infiltrate to ground. Excess water</p>	
--	---	--

	<p><i>will be conveyed to <u>an additional SuDs feature such as a rain garden</u> i.e. a planted depression provided at the lowest point on the field. [Emphasis added]</i></p> <p><i>These plans as they stand, as quoted above and shown in Figure 3-3 on page 11 of the Environmental Impact Assessment Screening Report dated December 2023, would necessitate the destruction of approx. ten meters of an old stone boundary wall, to facilitate the construction of an at-grade road crossing where the cycle path intersects with the public road. This is notwithstanding that the Appropriate Assessment Screening Report dated 19 December 2023 acknowledges (at page 18) that:</i></p> <p><i>"These stone walls can provide habitat for a range of calcicolous flora, as well as refugia for fauna, particularly invertebrates. Species identified on stone walls in the study area include Ivy (Hedera hibernica), spleenworts (Asplenium spp.), polypodies (Polypodium spp.), Ivy-leaved Toadflax (Cymbalaria mura/is), Shining Crane's-bill (Geranium lucidum) and Foxglove (Digitalis purpurea)."</i></p> <p><i>The destruction of the boundary wall to build the proposed road crossing would have a significant impact on the local flora which it currently supports.</i></p> <p><i>Street lighting will also cause light pollution which will affect our client's family, their bloodstock and the local wildlife.</i></p> <p><i>The road crossing is provisionally sited at a seemingly arbitrary position down the middle of our client's field, reducing it to</i></p>	<p>The removal of boundary walls, where necessary, has been assessed in the Ecological Impact Assessment accompanying the Part 8 planning application. Mitigation to reduce the results of severance included in the EIAr will be implemented during construction.</p> <p>Public lighting will be provided along the full length of the route including at this location to improve the safety and security of all users. The public lighting design will be undertaken in accordance with Cork County Council’s Public Lighting Manual and Product Specification.</p> <p>The road crossing was selected based on sight lines and minimising the removal of the stone wall. In addition, we</p>
--	--	---

	<p><i>functionally separate holdings of two substantially smaller fields; each gated and separated by a cycle path. No explanation is given as to why it is positioned in the middle of the grazing field rather than aligned to an existing boundary.</i></p> <p><i>Having examined the maps and plans provided with the letter of 17 January 2024, we note that the line to demarcate the Part 8 site boundary seems inordinately broad where it comes to pass across the field, and spans a far wider area than the width of the planned cycle path itself. In fact the width of the boundary across Mr Horgan's field is approx. three times the width of the boundary delineation at any other point of the route, again with little or no available information to justify or explain this. This deprives our client of important grazing land for his bloodstock, and affects the viability of the retained lands. Our client calls on the Council to explain this.</i></p> <p><i>The Celtic Interconnector underground cables traverse the same route under our client's field. This overlap appears to present additional unnecessary complications, for both projects.</i></p> <p><i>We note that the Part 8 Planning Application Report dated December 2023 states the following with reference to the route selection process:</i></p> <p><i>Ecological considerations have been key factors in the route selection of the inter-urban cycle route. Where possible the route has been chosen to run parallel and offset from existing hedgerows and treelines so that they can be preserved. The route will only require existing hedgerows to be removed at road and field boundary crossings. In total, it will be necessary to remove approximately 891m of hedgerows/ treelines to construct the route.</i></p>	<p>intend to realign the route to the eastern perimeter of the landowner’s field.</p> <p>Should this Part 8 be approved, Cork County Council will engage further with the landowner in relation to the matter of land acquisition. Third party lands required for the scheme will be acquired through well-established processes including compensation. Any potential impact on third party lands will be minimised.</p> <p>The realignment will assist with the Celtic Interconnector overlap. CCC has engaged with Eirgrid and will have ongoing liaison in relation to any overlap.</p> <p>The removal of hedgerows and trees, where necessary, has been assessed in the Ecological Impact Assessment accompanying the Part 8 planning application. In mitigation, compensatory planting of trees and hedgerows will take place as part of the construction of the route.</p>
--	---	---

	<p><i>It is difficult to reconcile this with the proposed choice of route through our client's lands.</i></p> <p><i>The plans show that the design includes a gate on the fences at either side of the cycleway where it crosses our client's field, for our client's horses to access their main grazing area on a daily basis. In practical terms this poses a significant logistical burden for our client who would then have to facilitate the horses' passing through the cycle path to get from the grazing paddock to the stables each morning and evening. This imposes an additional layer of complexity and cost to their care and requires the opening and closing of the gates on both sides of the path.</i></p> <p><i>Naturally, this would also mean a disruption to the accessibility of the cycle path, as bicycle traffic would have to stop to allow safe passage of the horses at least twice a day.</i></p> <p><i>The design of the cycleway and in particular these gates will have to carefully ensure that there is no risk of our client's bloodstock escaping onto the cycleway, or indeed cycleway users accessing the grazing field. The fencing denoted in the indicative cross-section provided is clearly inadequate for these purposes, and no detail is provided for the proposed gate.</i></p> <p><i>Our client can accept no liability for these risks being imposed upon him.</i></p> <p><i>Also, we note a reference to plans to create a rain garden to manage drainage, seemingly within our client's field. The construction of a rain garden would expose our client's lands to an increased risk of flooding (noting ID 754 of the Flood Risk Assessment). Flooding or waterlogging in a field can cause issues for bloodstock such as skin and hoof conditions, contraction of</i></p>	<p>Addressed with the realignment.</p> <p>No increase in flood risk has been identified. Appropriate surface water management will be incorporated in the detailed design..</p>
--	--	---

	<p><i>waterborne illnesses from contaminated floodwaters, contamination to hay or feed, and injuries.</i></p> <p><i>In a nutshell, the factors of immense concern to our client following a review of the plans as for the cycle route are:</i></p> <ul style="list-style-type: none"> • <i>The risks posed to our client's bloodstock;</i> • <i>The disruption and inconvenience to our client's use of the lands;</i> • <i>The unnecessary bifurcation of the field and the resulting loss of amenity;</i> • <i>The disruption and potential hazards arising from the need for a gate across the cycleway;</i> • <i>The destruction of a stone boundary wall which has been standing for many years; and</i> • <i>The increased flood risk.</i> <p><i>It is particularly difficult to see why this route has been selected across our client's lands - in view of the more straightforward, obvious and less destructive route on the other side of the Cork to Midleton railway. This would primarily traverse publicly-owned lands and would be entirely compatible with the existing planning permission for those lands (planning reference number 217374). This would also provide a straighter route for cycleway users, without the need for obstruction caused by gates.</i></p> <p><i>In view of the foregoing, our client now:</i></p> <ol style="list-style-type: none"> 1. Urges the Council to reconsider the route selection insofar as it is proposed to traverse his lands. 2. Calls on the Council to confirm that a full indemnity will be provided to our client arising from the proposed works, and 	<p>1.It is now intended, following consultation with the landowner, to realign the route to the eastern boundary of the landowner’s field.</p>
--	--	--

		<p><i>thereafter the use of the cycleway (to include the operation of the gates).</i></p> <p><i>3. Reserve his position in respect of any injury or damage caused to his bloodstock arising from the construction and user of this proposed cycleway.</i></p> <p><i>Our client remains happy to discuss these matters with the Council.</i></p>	<p>2.The realignment will remove the requirement for gates here.</p> <p>3.Noted.</p>
--	--	---	--

5.3 Statutory Consultees

Number	Name	Matters Raised	Cork County Council Response
1.	Transport Infrastructure Ireland	<p><i>TII welcomes and supports the proposed scheme which will facilitate, improve, and encourage a significant increase in the number of people using sustainable modes of transport.</i></p> <p><i>The proposed scheme is located in a study area for a future national road scheme on the N25. It is with surprise that no reference is made to the N25 scheme(s) in the planning report. The Authority strongly recommends that the planning authority consult with the local National Road Design Office (RDO) prior a decision being made on this proposal and to consider any implications on both schemes which needs to be addressed.</i></p>	Noted.
2.	Uisce Eireann	<p><i>Uisce Éireann (UÉ) makes the following observations in respect of the above referenced planning application for the proposed Part 8 development of the Carrigtwohill to Midleton Inter-urban Cycle Route Phase 2 near Carrigtwohill, Co. Cork.</i></p> <p><i>UÉ has no objection in principle to the proposal however, UÉ would draw the Planning Authority's attention to the presence of multiple UÉ assets within close proximity to the proposed Carrigtwohill to Midleton Inter-urban Cycle Route Phase 2, which may be impacted by the proposed development. Some of the UÉ infrastructure within the proposed development area includes:</i></p>	<p>Noted.</p> <p>Noted. CCC will liaise with Uisce Éireann at detailed design stage regarding any impact on Uisce Éireann infrastructure/assets.</p>

		<p>• <i>Water Mains - 700m & 150mm pipes to the north of the railway line in Carrigtwohill and 101mm pipes in Ballyrichard More area.</i></p> <p>Planning Observation: <i>Uisce Éireann notes the proposed development is located over existing or in close proximity to Uisce Éireann infrastructure. Therefore, Uisce Éireann requests that the applicant liaise with Uisce Éireann in order to ascertain the impact on the existing Uisce Éireann network infrastructure so that protection works or replacement works can be agreed and carried out as appropriate (if required).</i></p> <p><i>Uisce Éireann requests that prior to any works being undertaken, that the location of any / all watermain(s) / sewer(s) and any associated fittings shall be confirmed on the ground with the local water curator.</i></p> <p><i>Uisce Éireann requests that the integrity of the infrastructure shall be protected during the works and the Council's Water Services engineer consulted prior to and during construction.</i></p> <p><i>Based on the planning application documentation provided in support of the subject application, Uisce Éireann’s assessment of the subject application and available information, Uisce Éireann do not raise any objections to the subject development.</i></p>	<p>Noted. CCC will liaise with Uisce Éireann at detailed design stage regarding any impact on Uisce Éireann infrastructure.</p> <p>Noted.</p> <p>Noted.</p> <p>Noted.</p>
--	--	---	---

		<p><i>UÉ therefore respectfully requests the following conditions be included as part of any grant of planning permission.</i></p> <p><i>1. The applicant shall liaise with Uisce Éireann regarding existing water services infrastructure in the vicinity of the proposal prior to and during construction to ensure that the integrity of Uisce Éireann’s infrastructure shall be protected both during and after the completion of the works relating to this proposal.</i></p> <p><i>2. Uisce Éireann does not permit any build over of its assets and separation distances as per Irish Waters Standards Codes and Practices shall be achieved.</i></p> <p><i>(a) Any proposals by the applicant to build over/near or divert existing water or wastewater services subsequently occurs, the applicant shall submit details to Uisce Éireann for assessment of feasibility and have written confirmation of feasibility of diversion(s) from Irish Water prior to connection agreement. The UÉ Diversions team can be contacted via email at diversions@water.ie .</i></p> <p><i>3. All development shall be carried out in compliance with Irish Water Standards codes and practices.</i></p> <p><i>4. All Uisce Éireann infrastructure affected by the works shall be reinstated in accordance with Uisce Éireann Standards.</i></p>	<p>1. Noted. Cork County Council will Liaise with Uisce Éireann at detailed design stage.</p> <p>2. Noted</p> <p>3. Noted</p> <p>4. Noted</p>
3.	Inland Fisheries Ireland	<p><i>Thank you for your notification in relation to the above-mentioned.</i></p> <p><i>In the first instance IFI would ask that design and construction on this project is in keeping with IFI</i></p>	<p>The contents of the IFI submission and the requirements are noted. Cork County Council and/ or their Consulting Engineers will liaise with IFI during the detailed design stage on the extents of</p>

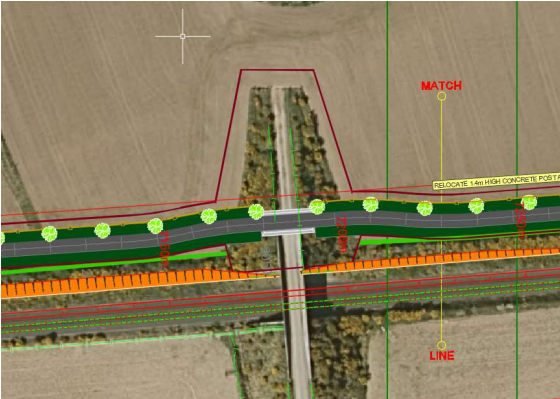
		<p><i>“Guidelines on protection of fisheries during construction works in and adjacent to waters”.</i> https://www.fisheriesireland.ie/media/guidelines-on-protection-of-fisheries-during-construction-works-in-and-adjacent-to-waters</p> <p><i>IFI would ask that design detail is forwarded for consideration, when available.</i></p>	works to be undertaken in accordance with the guidelines referenced.
4.	Irish Rail	<p><i>I refer to the public consultation for the Carrigtwohill Carrigtwohill to Midleton Inter-urban Cycle RoutPhase 2.</i></p> <p>1) General Items:</p> <p><i>a) The Railway Safety Act 2005 places an obligation on all persons carrying out any works on or near the railway to ensure that there is no increase in risk to the railway as a consequence of these works. All work carried out adjacent to, or under, or over the railway, or that may have a direct or indirect impact on the railway must be carried out in a safe manner which safeguards the interests of Iarnród Éireann (IÉ). This includes minimising the risk to the railway and minimising the general impact on the railway. Due to the interface of the proposed scheme with the railway, Fingal County Council must consider this obligation in the design, construction, and operation of the scheme.</i></p> <p><i>b) Iarnród Éireann is obliged to comply with the requirements of the Railway Safety Act (2005), the Railway Safety Directive (EU) 2016/798 (as amended) and the Interoperability Directive (EU) 2016/797 (as amended) for all new railway</i></p>	<p>1a) Noted</p> <p>b)Noted</p>

		<p><i>IÉ is also required in accordance with the Iarnród Éireann Technical Guidance Document CCE-TMS-310, Guidance on Third Party Works.</i></p> <p>2) Proposed Project: <i>The proposed development involves the construction of a dedicated pedestrian and cycle route from lands west of Ballyadam Road (L7640-0), Carrigwohill to lands east of Castle Rock Avenue, (L3618- 0), Water-Rock, Midleton. The dedicated pedestrian and cycle corridor will connect the Carrigwohill and Water Rock Urban Expansion Areas and to the Carrigwohill to Midleton Inter-urban Cycle Route Phase 1. The proposed development includes the following:</i></p> <ul style="list-style-type: none"> <i>• A general cross section of 4m wide shared pedestrian and cycle path with public lighting and landscaping on both sides;</i> <i>• 1 no. underpass below an existing bridge embankment north of the Cork to Midleton railway line;</i> <i>• 1 no. toucan crossing at Carrigane Road ((L3617-25);</i> <i>• Raised pedestrian/cycle crossings at Ballyadam Road (L7640-0) and Castle Rock Road (L3618-0)</i> <i>• Traffic calming measures on existing roads Ballyadam Road (L7640-0) and Carrigane Road (L3617-25).</i> <p><i>a) The railway line, which the project interacts with, is to be electrified in the future. More onerous requirements for boundary treatments and structures will be applied for works adjacent to,</i></p>	<p>a)Noted.</p>
--	--	---	-----------------

		<p><i>above or below the railway. Consultation with Iarnród Éireann will be required during the design and option selection process.</i></p> <p><i>b) The Applicant should co-ordinate with this office to agree the locations of boundaries. Railway property should be excluded from the referencing for Compulsory Purchase Order. CPO of railway property requires the consent of the Minister for Transport (Section 130 of the Transport Act 1944). If railway land is required for the development and such land is surplus to operational requirements then CIÉ may consent to voluntarily dispose of such lands. However, the submitted plans are not yet sufficiently detailed to distinguish all of railway lands are required.</i></p> <p><i>c) Use of existing culverts for surface drainage: It will need to be illustrated that either the existing flow 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.</i></p> <p><i>d) 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.</i></p> <p><i>e) The project must ensure that drainage from the path does not to affect railway drainage in a negative way (such as cause flooding to the</i></p>	<p>b)Noted.</p> <p>c)Noted. No known culverts associated with IÉ infrastructure are traversed by the scheme or used to accommodate surface water flow resulting from the scheme.</p> <p>d)Noted</p> <p>e)Noted</p>
--	--	--	--

		<p>railway, overload existing culverts etc). For any surface water drainage 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>f) For attenuation ponds adjacent to the railway, it will need to be shown that they are engineered such that they will not constitute a threat to the railway in terms of overspill or potential destabilisation of any earthworks adjacent to or on CIÉ/IR Property.</p> <p>g) 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>h) 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. Bridges over or under the railway have the potential to have major impact on the operation and safety of the railway. Any bridge design will need to be safety validated both within Iarnród Éireann and also by the</p>	<p>f) Noted</p> <p>g) Noted</p> <p>h) Noted</p>
--	--	---	---

		<p><i>Commission for Railway Regulation. We would strongly encourage the Applicant to engage with Iarnród Éireann as soon as possible as approval for bridges can be a lengthy process.</i></p> <p><i>i) No new level crossings will be authorised.</i></p> <p>3) GMTT Project Specific Items</p> <p>a) General</p> <p><i>The proposed project runs parallel to, and in close proximity to, the Glounthaune to Midleton Railway Line. Iarnród Éireann’s Glounthaune to Midleton Twin Track Project has obtained consent, work is due to commence shortly and is expected to take approximately 30 months. If the construction programmes of the two projects overlap, there is a potential for a significant increase in Construction traffic on roads in the area. This could lead to difficulties in the delivery of the two projects and disruption to local residents. Iarnród Éireann would request that Cork County Council engage with the GMTT Project regularly, including coordination and interface meetings, to minimise issues, project delays and disruption to locals.</i></p> <p>b) Cycle route Chainage 2,050 (approximately)</p> <p><i>IÉ note that at Railway Overbridge OBY8A Ballyadam, the southern extent of the Development Boundary of the Cycle Route Project encroaches onto CIÉ property and onto part of the operational railway (see sketch below). The extent of the proposed development requires alteration so that it doesn’t encroach beyond the existing</i></p>	<p>j) Noted</p> <p>a) Cork County Council will engage with the GMTT project team to minimise issues etc.</p> <p>b) CCC overlaid of the cycle route on the dual tracking proposals. It is not envisaged that works will be required within the railway boundary to construct the underpass. Temporary and permanent works will be outside the boundary. The necessary agreements will be put in place between CCC and Irish Rail at detailed design stage.</p>
--	--	---	---

		<p>permanent property line at this location. It is further noted that the proposed Cycle Route includes the modification to the approach to the overbridge at the same location. A licence agreement between CIÉ/IÉ and Cork County Council will be required for the design, construction and maintenance of any proposed works to the existing structure, including the approach structures. The safety and technical acceptance of any proposed works by IÉ is also required in accordance with the Iarnród Éireann Technical Guidance Document CCE-TMS-310, Guidance on Third Party Works.</p> <p>c) Cycle Route Chainage 2,550m to 2,850m (approximately) IÉ note that the Cycle Route Project boundary overlaps considerably with the temporary land take for the GMIT project at this location. This temporary land take is intended to be used for the duration of the GMIT project and is necessary to facilitate embankments works and access to the development. Cork County Council will need to coordinate with the GMIT team and schedule their proposed works at this location to avoid conflict with the GMIT works.</p> <p>These observations are made in the interests of safety in operation of the railway, and we recommend that the above points are addressed by Cork County Council.</p>	 <p>c) CCC will coordinate with GMIT Project team to schedule works to ensure efficiencies and avoid conflict.</p> <p>Noted</p>
--	--	---	--

		<p><i>Iarnród Éireann look forward to engaging with you during the successive stages/phases as the project progresses.</i></p>	
5.	Eirgrid PLC	<p><i>EirGrid welcomes the opportunity to make this submission in respect of the planned Carrigtwohill-Midleton Inter-Urban Cycle Route (IU-1) Phase 2 development.</i></p> <p><i>While EirGrid understand and acknowledges the principle and stated need for the proposed development, the substance of this submission relates to the planned routing of the proposed cycle route in the Ballyadam area, which as Cork County Council will be aware, is the interface location of this planned project with EirGrid’s Celtic Interconnector development.</i></p> <p><i>For clarity, the Celtic Interconnector project comprises a high voltage electricity transmission connection between Ireland and France; the project – a European Project of Common Interest, and designated Strategic Infrastructure Development - is currently in the construction phase, including a converter station on lands at the north-eastern portion of the IDA Ballyadam landholding, and underground cables located along that portion of the Carrigane Road in the Ballyadam area, traversing the local road extending northwards from the Carrigane Road at Ballyadam Bridge, and crossing the lands of Ballyadam House and underneath the Cork-Midleton railway corridor.</i></p>	Noted.

		<p><i>EirGrid has reviewed the Part 8 particulars, in particular the Planning Application Report. This includes Section 2.3 “Other Future Infrastructure Projects”. We are somewhat disappointed to note at Section 2.3.9 that the Celtic Interconnector Project only merits two small paragraphs in the document, concluding that “The design of the Phase 2 Cycle Route will be compatible with the requirements of the Celtic Interconnector to ensure no adverse impacts to the construction of the cable”. There is no further discussion or elaboration to substantiate this conclusion, nor is the Celtic Interconnector PCI project mentioned again in the Report, or in any other application documents. It is therefore entirely unclear in the proposal as to how the design of the proposed cycle route has been concluded to be compatible with the Celtic Interconnector. Moreover, it is of concern to note that the wording in this conclusion only focusses on adverse impacts “to the construction of the cable”, rather than its ongoing operation and maintenance as a critical strategic element of the Irish National Grid.</i></p> <p><i>EirGrid has reviewed the EIA Screening Report and accepts the conclusion that no EIA – and therefore no EIAR – is required to inform the assessment of the proposal. It is entirely regrettable however that no non-Statutory environmental appraisal has been undertaken or provided. As a consequence, there is no cumulative impact assessment of the proposed development with the Approved Celtic Interconnector project currently under</i></p>	<p>CCC has liaised with EirGrid and met EirGrid on 11/01/2024 to discuss the interaction of Celtic Interconnector and the Cycleway.</p>
--	--	---	---

		<p><i>construction. Section 6 of the Planning Application Report does not go into any detail of the environmental impact of the project, but simply summarises matters of Flood Risk Assessment, Appropriate Assessment and EIA Screening that are contained in separate documents forming part of the proposal.</i></p> <p><i>It is of particular concern that the application particulars do not contain any Consideration of Alternatives, and in particular alternative routes considered; this is a key matter underpinning any development proposal. It does not, for example, address how initial positive discussions between Cork County Council representatives and EirGrid which discussed the location of the new cycleway on the southern side of the railway line along the northern boundary of the IDA Ballyadam lands (including the area to the north of the converter station) have evolved into a proposed alignment on the northern side of the railway line that will now directly and permanently interface with the high voltage cables of the Celtic Interconnector. It does not set out why the proposed alignment is considered preferable to any such alignment which crosses the railway line west of the Ballyadam Bridge, and then extends across the Carrigane Road and the Hedgy Boreen into the IDA lands and along its northern boundary, including to the north of the converter station of the Celtic Interconnector project.</i></p>	<p>A Multi Criteria Assessment of options was carried out and a route selection process took place prior to planning. It is not standard practice to include the route selection process in the Part 8 planning report.</p> <p>There is no scope to move the Carrigane Road crossing point due to constraints including required sightlines at crossings, existing stone walls and to minimise impacts on landowners and residential curtilage.</p>
--	--	--	---

		<p><i>In proximity to Ballyadam Bridge, the planned alignment of the cycle route extends northwards on private lands on the west side of the local road extending northwards from the bridge, before crossing that road and extending southwards also in private lands. It is assumed this meandering alignment is in order to allow an at grade crossing of the local road. However, this crossing is in the immediate if not exact location of the crossing by the high voltage cables of the Celtic Interconnector project, including the provision of a pre-cast underground joint bay of approximately 10m length and 2.5m width. It is currently anticipated that these cables and the joint bay will be constructed in Autumn 2024, and so will be in place and part of the baseline context at the time of construction of the cycle route. It is not at all clear in the application particulars how this critical interface will be designed and managed to ensure there is no impact on the siting and operation of the underground cables nor the joint bay. It is noted that this particular joint bay is of critical importance, given that it is the first joint bay west of the converter station; unrestricted access will be required to the joint bay should any fault arise to the cable during its operation.</i></p> <p><i>The underground cable infrastructure is planned to be laid in the lands of Ballyadam House in the summer of 2024, so again will form part of the established development context at the time the cycle route will commence construction. This is a critical area for the Celtic Interconnector, as it is the</i></p>	<p>The interface at the jointing bay was discussed at a meeting between Eirgrid, Cork County Council and Atkins on 11/01/2024. Based on those discussions this interface is not anticipated to be an issue. The cycle route does not require significant level changes on the road and services associated with the route can be diverted away from the jointing bay. Details will be agreed at detailed design stage.</p>
--	--	---	--

		<p><i>only location where the Direct Current (DC) cables extending from the landfall at Claycastle Beach Youghal, run in parallel with the Alternating Current (AC) cables extending from the Ballyadam converter station to the connection point at ESB Networks Knockraha substation. There will be an inevitable overlap of the planned cycle route with the cables of the Celtic Interconnector and the permanent easement that has been agreed with the landowner. This is because a Horizontal Directional Drill technology will be used to cross under the railway line into and out of the Ballyadam converter station site. The cable system design to cross under the railway, as well as Irish Rail requirements for separation of circuits, means that an extended easement width of 35m is required on the lands of Ballyadam House to bore the various cables under the railway alignment.</i></p> <p><i>It is entirely unclear as to the specific design and location, or indeed type, of underground services that are planned to be laid under the cycle route. It is assumed power lines will be laid to provide any public lighting along the route which may interfere with the cable rating and/or its general operation. In addition, while planted verges are identified on either side of the cycle pavement in the application drawings, it should be understood that no planting over cables can be permitted, to prevent any interference of root systems with the cables, in order to ensure the ongoing safe, secure and reliable operation of the strategic interconnector.</i></p>	<p>As part of a modification to the Part 8 the route will be re-aligned to the eastern perimeter of the field in question to be a distance of approx. 200m from the proposed Eirgrid infrastructure.</p> <p>Following liaison with EirGrid, it is envisaged that this can be managed at detailed design stage.</p>
--	--	---	--

		<p><i>As noted above, EirGrid has secured a permanent easement with the landowner at Ballyadam House not only to lay the cables on this landholding, but also to have unrestricted access from an agreed access point off the Carrigane Road into the landholding and to the extended wayleave during the operation of the Celtic Interconnector. This easement is now a burden on the title of the property. While the Council may ultimately require Compulsory Purchase to facilitate the construction of the cycle route, this cannot affect the already agreed easement. It is unclear in the application documentation how the proposed development can facilitate the agreed vehicular access to the Celtic Interconnector easement area during its operational phase; such access is of course required for ongoing inspection, and any maintenance or fault repair.</i></p> <p><i>It will inevitably be the case that, should works be required to the Celtic Interconnector during its operation, this will require the cycle route to be taken out of service where it interfaces with the Interconnector infrastructure. This is a consequence of proposing the planned alignment in immediate proximity to, or in part on, the alignment of the long-Approved strategic electricity transmission infrastructure. However, this issue is not addressed in the Part 8 proposal, in particular in terms of any Consideration of Alternative routes.</i></p>	<p>Noted.</p> <p>As part of a modification to the Part 8 the route will be re-aligned to the eastern perimeter of the field in question to be a distance of approx. 200m from the proposed Eirgrid infrastructure.</p>
--	--	---	--

		<p><i>EirGrid reiterates its acknowledgement of the need underpinning the proposed cycle route, but considers it essential to ensure that Cork County Council is well informed of the nature and location of the Celtic Interconnector now that the cycle route has been proposed to directly interface with the strategic infrastructure Project of Common Interest which is currently under construction. EirGrid is very willing to continue to work with the project proponents to ensure its design and construction methodologies do not impact on the operation and maintenance of what will be a constructed electricity transmission project in these identified interface areas. This will hopefully result in shared benefits to both Cork County Council and EirGrid in terms of understanding of both projects, and collaborative approaches to the sustainable delivery and operation of linear infrastructure in this area.</i></p> <p><i>Please be in touch with any matters arising. Please note that I will be the point of contact for all correspondence and matters relating to the discharge of the Specific Conditions of the Foreshore Licence for the Celtic Interconnector.</i></p>	
--	--	---	--

5.4 Planner's Report



Comhairle Contae Chorcaí Cork County Council



Planning and Development Act 2000 (as amended) – Part XI

Planning and Development Regulations 2001 (as amended) – Part 8

Roads Act 1993 (as amended) – Section 50 (1) (a)

Statutory Instrument No. 119/1994 – Roads Regulations 1994 (as amended).

CARRIGTWOHILL TO MIDLETON INTER-URBAN CYCLEWAY PHASE 2

ENVIRONMENTAL IMPACT ASSESSMENT (EIA) SCREENING DETERMINATION

Pursuant to the requirements of the above, Cork County Council is proposing the construction of a dedicated pedestrian and cycle route from lands west of Ballyadam Road (L7640-0), Carrigwohill to lands east of Castle Rock Avenue, (L3618-0), Water-Rock, Midleton. The dedicated pedestrian and cycle corridor will connect the Carrigwohill and Water Rock Urban Expansion Areas and to the Carrigwohill to Midleton Inter-urban Cycle Route Phase 1. The proposed development includes the following:

- A general cross section of 4m wide shared pedestrian and cycle path with public lighting and landscaping on both sides;
- 1 no. pedestrian / cyclist underpass below an existing bridge embankment north of the Cork to Midleton railway line;
- 1 no. toucan crossing at Carrigane Road (L3617-25);
- Raised pedestrian/cycle crossings at Ballyadam Road (L7640-0 and Castle Rock Road (L3618-0);
- Traffic calming measures on existing roads Ballyadam Road (L7640-0 and Carrigane Road (L3617-25).

A detailed description, location map and drawings of the proposed development route have been provided in the accompanying Part 8 Planning Documentation which includes the Part 8 Planning Application Report, Ecological Impact Assessment, Flood Risk Assessment, Environmental Impact Assessment Screening Report, Report on Screening for Appropriate Assessment, and associated drawings prepared in respect of the proposed scheme, and which will be placed on display with the Part 8 documentation.

Having regard to EIA Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive), the guidance contained in: *“Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development”* (published by the Department of Environment, Heritage and Local Government in 2003); *“Environmental Impact – Assessment of Projects – Guidance on Screening”* (published by the European Commission in 2017); *“Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment”* (published by the Department of Housing, Planning and Local Government in 2018); and on the basis of the objective information provided in the Part 8 drawings and details including the EIA Screening Report carried out by ATKINS dated December 2023, which concluded that the proposed development is a sub-threshold development that is unlikely to have significant environmental affects in the relevant areas, Cork County Council, as the Competent Authority, must determine whether this project individually, or in combination with other plans and projects requires an Environmental Impact Assessment.

In making a determination, consideration must be given to the EIA Directive and in particular to Annex I, II and III of that Directive, which set out requirements for mandatory and sub-threshold EIA. Consideration must also be given to the Roads Act 1991 (as amended) and Roads Regulations 1994 (as amended). It is considered that the Screening Report, has been carried out giving full consideration to the EIA Directive and to Annex I, II and III of that Directive and to the Roads Act 1991 (as amended) particularly S 50 (a) and SI. No. 119/1994 – Roads Regulations 1994 (as amended).

As the Scheme is sub-threshold, it has therefore been assessed on a case-by case basis in accordance with the Criteria for Determining Whether or Not a Development Would or Would Not be Likely to have Significant Effects on the Environment as outlined within Annex III of the EIA Directive. The EIA Screening Report has considered the characteristics of the proposed development and potential impacts, the environmental site setting and the type and characteristics of potential impacts.

Having reviewed and considered the EIA Screening Report and having regard to:-

- The scale, nature and location of the proposed development which relates to the development of pedestrian and cyclist facilities likely to have an overall positive impact on the existing environment, in that it may lead to a reduction in car use and the associated congestion / pollution associated with same;
- The urban nature of the proposed development which starts within the development boundary of Carrigtwohill adjoining the suburban railway line and extends to the development boundary of Midleton;
- The existing pattern of development in the vicinity of the proposal;
- The conclusions of the Habitats Directive Appropriate Assessment Screening Report and Screening Determination that the proposed works, individually or in combination with other plans / projects, are not likely to have a significant effect on a European site (Natura 2000 site);
- The criteria set out in Article 120(4)(a) of the Planning and Development Regulations, 2001 as amended;

- The mitigation measures proposed in the report to inform the environmental impact assessment screening of the proposed development, including the implementation of an approved project specific CEMP.

It is considered that there is no real likelihood of significant effects on the environment arising from the proposed development and it is determined that an Environmental Impact Assessment is not required.



Mary O'Shaughnessy

Senior Executive Planner
Traffic and Transportation
Date: 15 December 2023

5.5 Modifications to Existing Proposal

In total, 27 submissions were received during the public consultation period. These included submissions from individuals, community groups and an Elected Member. Cork County Council has considered each submission individually and responded to them within this report. On foot of this process the following modifications are being made to the scheme:

1. In response to submissions made by residents a footbridge over the railway line between the L7729 public road cul de sac south of the railway line and north of the railway line at Ballyrichard More will be included in scheme. This will be subject to funding, potential land acquisition and Irish Rail approvals.
2. The route will be realigned to the South and East of the L 7729-1 (Ballyrichard More) cul sac instead of the shared route along the existing public road initially proposed.
3. The scheme will run along the north and east of the field, to the east of Ballyadam House, to avoid severance and minimise conflict with Eirgrid infrastructure.
4. Inclusion of new segregated pedestrian and cycle facilities along the L 3618 (Water-rock Road) to connect the proposed Inter-Urban route to the west end of the recently constructed Water-rock link road.
5. A connection will be provided from the eastern extremity of the scheme to connect to the Water-rock services corridor at its intersection with the railway station access road.

6. Recommendation


The proposals which are the subject of this Part 8 Planning Process will provide high quality connectivity between Ballyadam, east of Carrigtwohill, to Castle Rock Avenue, east of Water-Rock, Midleton. This scheme will greatly enhance connectivity between the towns of Carrigtwohill Midleton while also connecting into cycleway schemes being developed east and west of this proposed scheme.

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

Having considered the submissions and the Planner's Reports, I am satisfied that the proposed development, incorporating the recommended modifications as detailed in Section 5.5, is in accordance with the proper planning and sustainable development of the area and I have no hesitation in recommending to the Members of Cobh Municipal District that Cork County Council should proceed accordingly.

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

SIGNED:  Date: 15/04/2024
Director of Services
Cork County Council

SIGNED:  Date: 15/04/2024
S/Divisional Manager
Cork County Council

7. Appendices

7.1 Appendix A: Irish Examiner newspaper advertisement

Irish Examiner
Thursday, 18/01/2024

Situations Vacant

Situations Vacant

Situations Vacant

Public Notices

Public Notices

Public Notices

Public Notices

Skilled Meat Deboner
PERMANENT For Irish Dog Foods, Naas, Co. Kildare W91 DRXS

ROLE SUMMARY:
We have a number of openings for experienced knife men and deboner operatives at Irish Dog Foods Ltd in Naas, Co. Kildare

KEY RESPONSIBILITIES:

- Work as part of the boning and/or trimming team in the factory
- Producing meat cuts and trim to customer specification on a paced production line to fulfil production targets on a daily and weekly basis
- Successful candidates will comply with all safety policies and procedures
- Manual handling is a key part of the position
- Successful candidates will also check cuts of meat for bruises, blemishes and defects and remove accordingly

SKILLS / EXPERIENCE:

- Previous beef or deboning experience is essential
- Previous experience working in a high volume meat processing factory highly beneficial
- Experience in using operate cleavers, meat saws, bandsons and other equipment to perform meat cutting would be beneficial
- Possesses the ability to fully debone an entire carcass both hind quarter and fore quarter and separate all cuts of the full 100kg
- Candidates should have at least a basic knowledge of English

OTHER DETAILS:

- Minimum annual remuneration €34,000
- Standard working week 39 hours
- Training in English language skills, company operating procedures, hygiene, food safety and health and safety will be provided

APPLICATION:
Please send your application to careers@qualitygroup.ie
Further specific role details available on enquiry
Irish Dog Foods is an equal opportunities employer

Meat Processor Operatives For Irish Dog Foods, Naas, Co. Kildare, W91 DRXS

ROLE DESCRIPTION:
The successful candidates will work as part of the factory processing team producing meat to fulfil production targets on a daily and weekly basis. Successful candidates will be required to work in all areas of the factory

KEY RESPONSIBILITIES:

- Cut, trim and prepare meat cuts to meet customer specifications
- Clean equipment and work area in line with good manufacturing practices
- Packing of final meat cuts as per customer specifications
- Meat production targets
- Maintain stock rotations
- Adhere to our traceability standards and procedures
- Will be required to work across all areas of the meat processing plant
- Ability to be fully trained as per our standard operating procedures
- Adherence to detail in relation to quality, health and safety and customer specifications
- Be health and safety conscious, adhering to all procedures
- This is a physical role which includes lifting and standing
- Able and willing to work in a cold environment with the required protective equipment
- Flexible to the needs of the business
- Willing to work shift schedules
- Ability to work on own initiative and as part of a team
- Willing and able to take instruction

OTHER DETAILS:

- Minimum annual remuneration: €30,000
- Standard working week 39 hours
- Training in English language skills, company operating procedures, hygiene, food safety and health and safety will be provided

APPLICATION:
Please send your application to careers@qualitygroup.ie
Further specific role details available on enquiry
Irish Dog Foods is an equal opportunities employer

Talbot Group
Early Years / Infant Support

HEALTHCARE ASSISTANTS
Employer - Talbot Group, Stamullen, Co. Meath

Job Description - to assist in provision of care and to work as part of a multidisciplinary team to deliver the highest standards of care for residents, and to promote residents' dignity, independence and personal development.

Minimum Annual Remuneration - €30,199.20 per annum, (€13.80 per hour), positions are permanent full time, 42 hours per week.

Location of Employment - at the following Talbot Group service locations:

Meath - Clonsilla Community Rehabilitation

Public Notices

Comhairle Contae Chorcaí
Cork County Council

PUBLIC NOTICE

DEVELOPMENT UNDER SECTION 179 OF THE PLANNING AND DEVELOPMENT ACT, 2000 AND NOTICE PRESENT 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 to Midleton Inter-urban Cycle Route, Phase 2

Location:
The proposed development will be carried out on lands to the north of Carrigtwohill, on Ballydun Road (L2649-0), along Carrigue Road (L2617-25), north of the Cork to Midleton Railway Line, along Ballydun More Road before crossing Castle Rock Road (L2618-0) into Water Rock. The site is within public and private lands in the Townlands of Carrigtwohill, Puskanska, Carrigue, Ballydun, Ballyricard More, and Water Rock, Co. Cork.

Nature and Extent of Proposed Development:
The proposed development involves the construction of a dedicated pedestrian and cycle route from lands west of Ballydun Road (L2649-0), Carrigtwohill to lands east of Castle Rock Avenue, (L2618-0), Water-Rock, Midleton. The dedicated pedestrian and cycle corridor will connect the Carrigtwohill and Water Rock Urban Expansion Areas and to the Carrigtwohill to Midleton Inter-urban Cycle Route Phase 1. The proposed development includes the following:

- A general cross section of ten wide shared pedestrian and cycle path with public lighting and landscaping on both sides;
- 1 no. underpass below an existing bridge embankment north of the Cork to Midleton railway line;
- 1 no. toucan crossing at Carrigue Road (L2617-25);
- Raised pedestrian/cycle crossings at Ballydun Road (L2649-0) and Castle Rock Road (L2618-0)
- Traffic-calming measures on existing roads Ballydun Road (L2649-0) and Carrigue Road (L2617-25).

The proposal has undergone screening for Environmental Impact Assessment under the EIA Directive (2004/32/EC) and Appropriate Assessment screening under the Habitats Directive (2002/43/EC). 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 12(2)(c), as amended by S.I. No. 226 of 2018, a person may, within 4 weeks from the date of this notice (18th January 2024) 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 €30 per set, from January 18th 2024 until February 15th 2024 between the hours of 09:00 to 16:00 at the following venues:

- Cork County Council website. The link for the drawings and documentation is: <https://www.corkcoco.ie/en/resident/planning-and-development/public-consultations/active-part-8-development-consultation>
- Ground Floor, County Hall, Cork.
- Cobh Municipal District Offices, Carrig House, Cobh, Co. Cork; Ballygarra, Charleville, Co. Cork & East Cork Municipal District Offices, Midleton Lodge, Younghall Road, Park South, Midleton, Co. Cork.

Submissions or Observations with respect to the proposed development may be made on or before 17:00 on Thursday February 29th 2024 as follows:

- Online at Cork County Council's website at <https://www.corkcoco.ie> or
- In writing clearly marked: Part 8 - Carrigtwohill to Midleton Inter-urban Cycle Route Phase 2, Senior Engineer, Sustainable Travel Unit, Cork County Council, Floor 2, County Hall, Carrigrohane Road, Cork, T12 R2NC.

Senior Engineer
Dated 18th January 2024

Personal information may be collected by Cork County Council in order to facilitate the processing of your administrative enquiry. Cork County Council does not legally process this information as necessary to comply with its statutory legal obligations. Such information will be processed in accordance with its available at www.corkcoco.ie

Beitheán Comhairle Contae Chorcaí faoi rochtain phoiblí le haghaidh na Comhairle Contae Chorcaí in dhá chéim: 1. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 2. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 3. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 4. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 5. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 6. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 7. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 8. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 9. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 10. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 11. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 12. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 13. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 14. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 15. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 16. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 17. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 18. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 19. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 20. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 21. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 22. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 23. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 24. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 25. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 26. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 27. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 28. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 29. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 30. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 31. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 32. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 33. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 34. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 35. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 36. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 37. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 38. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 39. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 40. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 41. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 42. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 43. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 44. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 45. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 46. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 47. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 48. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 49. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 50. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 51. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 52. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 53. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 54. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 55. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 56. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 57. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 58. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 59. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 60. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 61. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 62. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 63. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 64. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 65. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 66. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 67. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 68. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 69. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 70. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 71. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 72. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 73. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 74. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 75. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 76. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 77. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 78. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 79. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 80. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 81. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 82. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 83. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 84. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 85. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 86. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 87. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 88. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 89. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 90. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 91. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 92. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 93. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 94. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 95. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 96. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 97. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 98. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 99. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 100. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 101. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 102. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 103. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 104. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 105. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 106. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 107. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 108. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 109. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 110. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 111. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 112. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 113. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 114. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 115. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 116. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 117. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 118. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 119. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 120. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 121. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 122. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 123. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 124. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 125. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 126. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 127. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 128. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 129. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 130. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 131. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 132. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 133. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 134. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 135. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 136. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 137. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 138. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 139. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 140. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 141. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 142. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 143. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 144. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 145. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 146. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 147. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 148. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 149. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 150. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 151. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 152. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 153. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 154. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 155. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 156. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 157. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 158. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 159. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 160. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 161. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 162. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 163. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 164. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 165. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 166. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 167. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 168. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 169. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 170. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 171. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 172. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 173. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 174. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 175. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 176. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 177. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 178. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 179. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 180. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 181. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 182. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 183. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 184. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 185. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 186. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 187. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 188. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 189. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 190. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 191. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 192. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 193. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 194. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 195. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 196. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 197. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 198. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 199. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 200. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 201. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 202. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 203. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 204. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 205. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 206. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 207. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 208. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 209. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 210. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 211. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 212. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 213. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 214. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 215. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 216. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 217. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 218. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 219. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 220. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 221. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 222. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 223. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 224. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 225. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 226. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 227. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 228. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 229. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 230. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 231. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 232. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 233. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 234. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 235. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 236. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 237. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 238. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 239. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 240. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 241. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 242. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 243. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 244. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 245. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 246. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 247. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 248. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 249. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 250. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 251. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 252. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 253. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 254. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 255. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 256. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 257. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 258. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 259. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 260. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 261. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 262. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 263. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 264. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 265. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 266. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 267. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 268. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 269. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 270. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 271. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 272. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 273. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 274. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 275. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 276. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 277. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 278. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 279. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 280. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 281. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 282. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 283. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 284. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 285. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 286. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 287. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 288. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 289. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 290. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 291. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 292. An t-ábairt seo a leanas a bhíonn le h-ádhúil a dhéanamh. 293. An t-ábairt seo a leanas a bhíonn le h-á

7.2 Appendix B: Site Notice



CORK COUNTY COUNCIL

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

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

Carrigwohill to Midleton Inter-urban Cycle Route Phase 2

Location:

The proposed development will be carried out on lands to the north of Carrigwohill, on Ballyadam Road (L7640-0), along Carrigane Road (L3617-25), north of the Cork to Midleton Railway Line, along Ballyrichard More Road before crossing Castle Rock Road (L3618-0) into Water Rock. The site is within public and private lands in the Townlands of: Carrigwohill, Poulaniska, Carrigane, Ballyadam, Ballyrichard More, and Water Rock, Co. Cork.

Nature and Extent of Proposed Development:

The proposed development involves the construction of a dedicated pedestrian and cycle route from lands west of Ballyadam Road (L7640-0), Carrigwohill to lands east of Castle Rock Avenue, (L3618-0), Water-Rock, Midleton. The dedicated pedestrian and cycle corridor will connect the Carrigwohill and Water Rock Urban Expansion Areas and to the Carrigwohill to Midleton Inter-urban Cycle Route Phase 1. The proposed development includes the following:

- A general cross section of 4m wide shared pedestrian and cycle path with public lighting and landscaping on both sides;
- 1 no. underpass below an existing bridge embankment north of the Cork to Midleton railway line;
- 1 no. toucan crossing at Carrigane Road ((L3617-25);
- Raised pedestrian/cycle crossings at Ballyadam Road (L7640-0) and Castle Rock Road (L3618-0)
- Traffic calming measures on existing roads Ballyadam Road (L7640-0) and Carrigane Road (L3617-25).

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 (18th January 2024) 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 €30 per set, from January 18th 2024 until February 15th 2024 between the hours of 09:00 to 16:00 at the following venues:

- Cork County Council website. The link for the drawings and documentation is:
<https://www.corkcoco.ie/en/resident/planning-and-development/public-consultations/active-part-8-development-consultation>
- Ground Floor, County Hall, Cork.
- Cobh Municipal District Offices, Carrig House, Cobh, Co. Cork; Ballinglanna, Glanmire, Co. Cork & East Cork Municipal District Offices, Midleton Lodge, Youghal Road, Park South, Midleton, Co. Cork.

Submissions or Observations with respect to the proposed development may be made on or before 17:00 on Thursday February 29th 2024 as follows:

- Online at Cork County Council's website at <https://yourcouncil.ie> or
- In writing clearly marked: 'Part 8 – Carrigwohill to Midleton Inter-urban Cycle Route Phase 2', Senior Engineer, Sustainable Travel Unit, Cork County Council, Floor 2, County Hall, Carrigrohane Road, Cork, T12 R2NC.

Senior Engineer

Dated 18th January 2024



Comhairle Contae Chorcaí
Cork County Council

**Sustainable Travel Unit
Roads & Transportation Directorate**