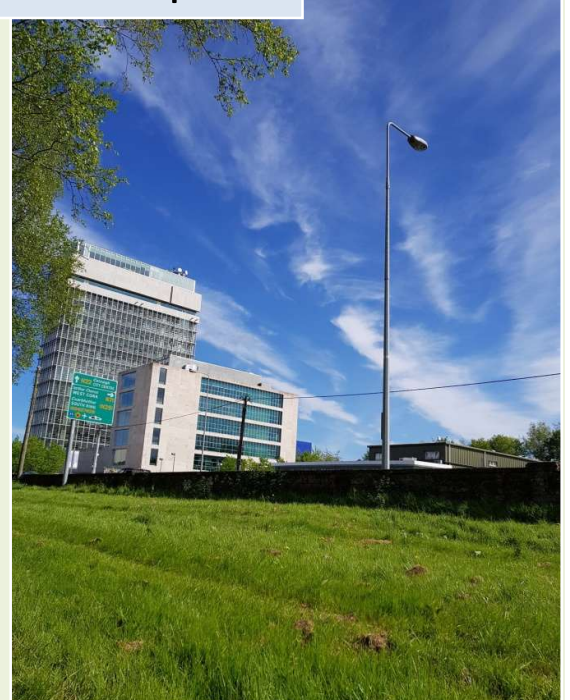


April 2025

Part VIII Chief Executive's Report



Project Title:

Kinsale Active Travel Project

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



Comhairle Contae Chorcaí
Cork County Council

Sustainable Travel Unit, Roads & Transportation &
Area Services Directorate

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TABLE OF CONTENTS

1. INTRODUCTION	4
2. PLANNING CONTEXT.....	5
2.1 CLIMATE ACTION PLAN 2024.....	6
2.2 NATIONAL PLANNING FRAMEWORK	6
2.3 NATIONAL SUSTAINABLE MOBILITY POLICY.....	8
2.4 SMARTER TRAVEL – A SUSTAINABLE TRANSPORT FUTURE (2009-2020).....	8
2.5 NATIONAL CYCLING POLICY FRAMEWORK	9
2.6 CORK COUNTY DEVELOPMENT PLAN	9
2.7 NATIONAL DEVELOPMENT PLAN 2021 – 2030	10
2.8 NATIONAL INVESTMENT FRAMEWORK FOR TRANSPORT IN IRELAND.....	10
2.9 NTA CYCLECONNECTS PLAN	11
3. PROJECT PROPOSAL	12
4. PROJECT DESCRIPTION	13
5. PUBLIC CONSULTATION PROCESS.....	14
5.1 OVERVIEW	14
6. KEY CONCERNS RAISED IN SUBMISSIONS	15
7. PART VIII PROCESS	21
7.1 SUBMISSIONS	21
7.2 RESPONSE TO SUBMISSIONS	24
7.3 RESPONSE TO STATUTORY CONSULTEES	64
7.4 PLANNER’S REPORT	65
7.5 MODIFICATIONS TO EXISTING PROPOSAL	66
8. RECOMMENDATION.....	67
9. APPENDICES	68
9.1 APPENDIX A: LOCAL NEWSPAPER ADVERTISEMENTS	69
9.2 APPENDIX B: SITE NOTICE.....	71

1. Introduction

This is a Part VIII report, pursuant to the provisions of Section 179 of the Planning and Development Act, 2000, for proposed road reconfiguration, provision of active travel infrastructure and traffic management alterations in Kinsale, Co. Cork.

This scheme is being funded through the National Transport Authority *Capital Grant Allocation* under *Active Travel Towns and Villages*.

Proposals for the scheme aim to connect residential estates to schools, sporting facilities and local amenities in Kinsale. It is envisaged that the provision of the proposed infrastructure would improve safety for active travel users. The provision of these measures is expected to promote a shift in commuting to more sustainable forms of transportation. Furthermore, there is also benefits of the scheme that will provide a recreational amenity for pedestrians and cyclists.

Cork County Council commenced the Part 8 Planning Process for this project with the publication of a Press Notices in the Irish Examiner on 13th December 2024, and in the Southern Star on the 14th December 2024. Also, site notices were erected at various locations within the scheme area on the 13th December 2024. Project proposals were on public display in Cork County Council's Municipal District Office in Kinsale, and at the Planning Counter, ground floor, County Hall from the commencement date until 24th January 2025.

Statutory Consultees were furnished with copies of the relevant documentation, and their views were sought. The closing date for receipt of submissions was 7th February 2025. In total, 44 submissions were received by the closing date, and included observations from individuals, organisations, and statutory consultees.

2. Planning Context

The area included in the Kinsale Active Travel Project Part VIII scheme is shown below in Figure 1 and is located within the administrative area of Cork County Council in the Bandon Kinsale Municipal District. This section of the report provides an overview of the policy framework within which the proposed works are being progressed.

The Kinsale Active Travel Project proposes to upgrade and provide new pedestrian and cycle infrastructure, traffic calming measures, junction improvements, safer crossings, enhanced biodiversity and landscaping.

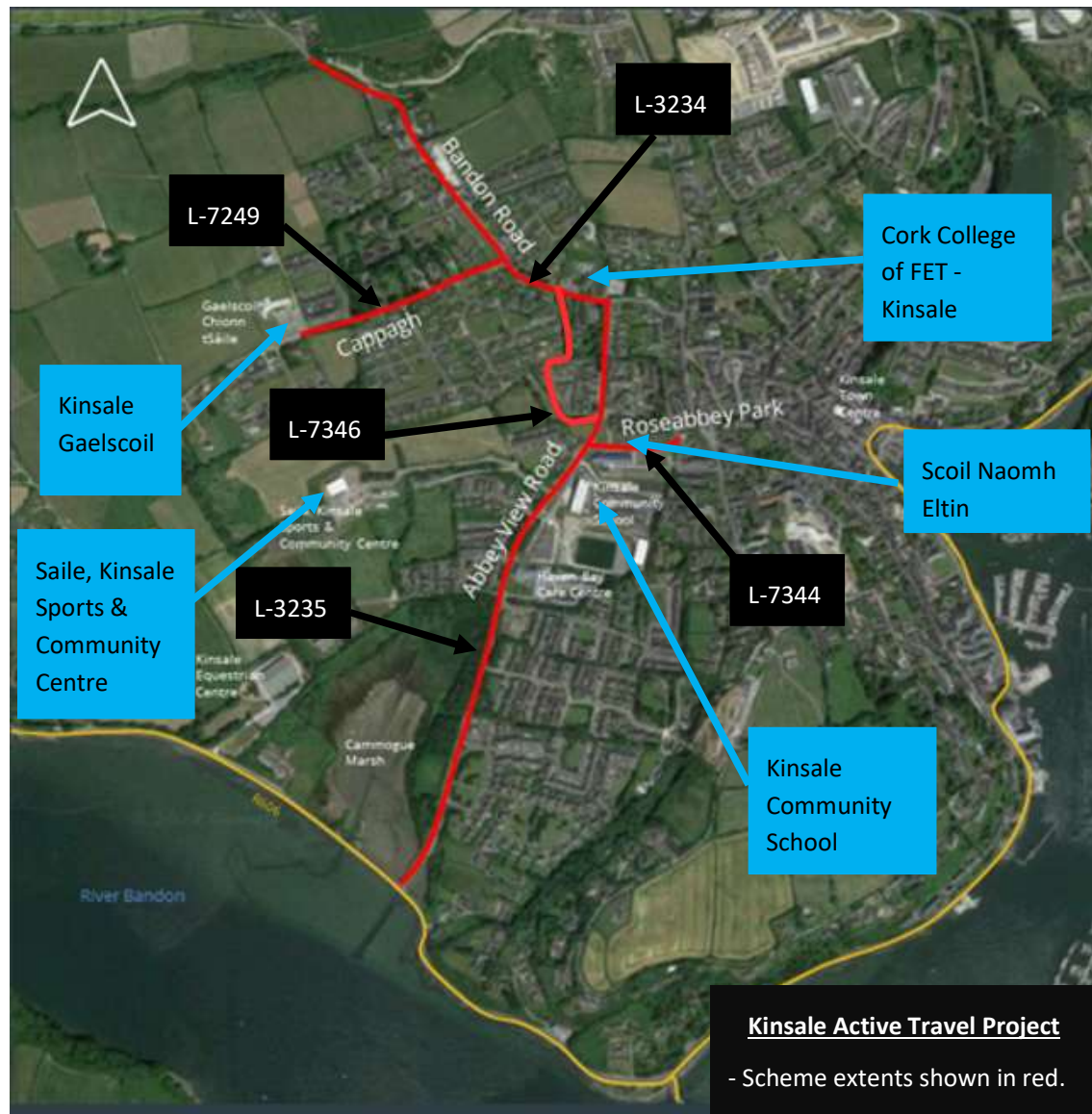


Figure 1: Approximate Extents of Proposed Part VIII for Kinsale Active Travel Project (Red).

The Study Area, located to the west of Kinsale's Town Centre, has a growing population of over 2,000 people, and upward of 1,500 students attending schools in the area. The key destinations that are located directly along the route including a number of schools and community services, notably:

- Two primary schools (Scoil Naomh Eltin and Gaelscoil Chionn tSáile)
- One large secondary school (Kinsale Community School)
- Kinsale Campus of the Cork College of Further Education and Training
- Haven Bay Care Centre
- tSáile Sports and Community Centre
- Kinsale GAA Grounds
- Little Rascals Crèche and Montessori
- Cammogue Marsh Wildlife Marsh and Bird Sanctuary

Other nearby destinations include the Kinsale Community Hospital, Blacks Brewery and Distillery, and the Kinsale Equestrian Centre. The *Cork County Development Plan 2022-2028* includes objectives for expansions to the existing schools, with some currently progressing to serve a growing population in Kinsale.

Given the expanding number of people living in the area in addition to the variety of educational, recreational amenities, and other community facilities, there is a critical need for a significant uplift in the provision and quality of safe and accessible active travel infrastructure.

The proposed scheme seeks to future-proof the infrastructure in the area so that it is safe, accessible, and attractive for people to walk, wheel, scoot or cycle for short, local trips.

2.1 Climate Action Plan 2024

The Climate Action Plan 2024 sets out a major programme for change in response to reducing Ireland's greenhouse gas emissions. The proposals outlined in the Plan are aimed at achieving a net zero carbon energy system within Ireland and it is envisaged that these proposals will also have associated positive economic and societal benefits, including cleaner air, better public health and a more sustainable economy in the longer term.

Ireland's transport system plays a critical role in realising the ambitious targets of the Climate Action Plan. Consequently, to make growth less transport intensive several key policies are identified, including the expansion of walking, cycling and public transport to promote modal shift.

The Kinsale Active Travel Project will help achieve the Climate Action Plans target of walking, cycling and public transport accounting for 50% of trips across Ireland by 2030 by enhancing the quality and provision of walking and cycling infrastructure in the study area.

2.2 National Planning Framework

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

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

- Compact Growth;

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

Some of these outcomes are further described below:

Compact Growth

The NPF states:

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

Sustainable Mobility

The NPF states:

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

Transition to a Low Carbon and Climate Resilient Society

The NPF states:

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

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

2.3 National Sustainable Mobility Policy

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

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

- Continuing to protect and maintain the safety of existing walking, cycling and public transport networks and ensuring that new sustainable mobility infrastructure meets the highest safety standards;
- Continuing measures to address safety issues when travelling on public transport;
- Developing pedestrian enhancement plans and cycle network plans to guide investment in new active travel infrastructure and retrofitting of existing infrastructure;
- Expanding walking and cycling options across the country, including greenways;
- Rolling out the Safe Routes to School Programme;
- Rebalancing transport movement in metropolitan areas and other urban centres away from the private car and towards active travel and public transport.
- Identifying a pathway for the implementation of suitable demand management measures at national and local level to reduce reliance on the private car.
- Expanding behavioural change measures including the Smarter Travel Workplaces and Campus Programmes and Cycle Right training programme.

The policy is accompanied by an Action Plan which identifies goals, core actions, implementing authority and timelines for the output.

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

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

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

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

2.5 National Cycling Policy Framework

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

2.6 Cork County Development Plan

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

TM 2-1

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

TM 2-2

- (a). Engage with representatives of disability rights associations when planning accessibility works to ensure that the perspective of vulnerable road users is taken into account.

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

2.7 National Development Plan 2021 – 2030

The *National Development Plan* (NDP) is a complementary document to the NPF, setting out a fully integrated framework for public capital investment necessary to deliver the NPF.

The Government commits to encouraging walking, cycling and other active travel methods, and this has been signalled by recent increase in the active travel budget. Whole-of Government funding equivalent to 20% of the 2020 transport capital budget, or €360 million, has been committed annually for the period 2021-2025.

The scheme is aligned with the NDP's Strategic Investment Priorities under NSO2: Enhanced Regional Accessibility and NSO 4: Sustainable Mobility.

2.8 National Investment Framework for Transport in Ireland

The *National Investment Framework for Transport in Ireland* (NIFTI) is the strategic framework for future investment decision-making in land transport. It will guide transport investment in the years ahead to enable the NPF, support the Climate Action Plan, and promote positive social, environmental, and economic outcomes throughout Ireland. NIFTI translates the NPF's NSOs to a transport specific investment context.

The Kinsale Active Travel Project is aligned with the NIFTI Modal Hierarchy for transport investment. In accordance with its Intervention Hierarchy, the option development process sought to maintain and optimise good quality infrastructure where existing, and improve and provide new infrastructure for walking and cycling where it is currently not provided.



2.9 NTA CycleConnects Plan

The NTA recently published a CycleConnects Plan for all key cities, towns and villages in Ireland – including Kinsale. CycleConnects aims to improve sustainable travel by providing the potential for more trips on a safe, accessible and convenient cycling network. Both Abbey View Road and Bandon Road have been identified under the Draft Plan as Urban Primary Routes as shown in Figure 1-2, and Cappagh, also in the Scheme area, is designated as an Urban Secondary Route.

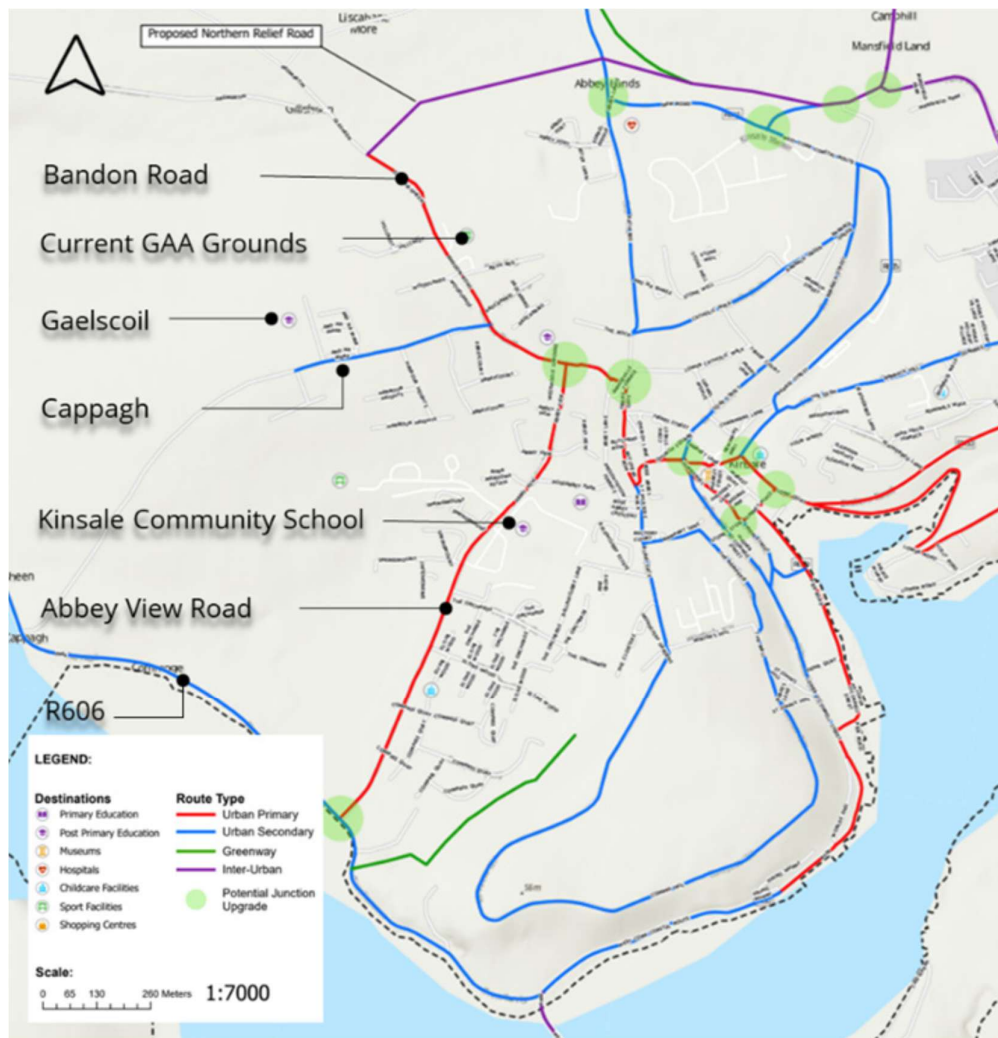


Figure 2 Draft CycleConnects Plan for Kinsale. Source: National Transport Authority.

3. Project Proposal

Cork County Council intends to develop & enhance pedestrian and cycle facilities, and provide traffic calming measures to improve safety and slow traffic speeds.

The Kinsale Active Travel Project aims to connect residential areas in Kinsale with education centres, schools, sporting facilities and local amenities. It will also provide infrastructure that will act as a recreational amenity for pedestrians and cyclists. The delivery of this project would also encourage a change in mindset with respect to mobility within the town itself.

The scheme complies with national, regional, and local policy to improve accessibility, safety and prioritises active travel as alternative modes of travel. The proposed upgrades will continue to help transform Kinsale from being congested and dominated by car to a cleaner, more sustainable & healthier town.

Benefits of this proposal:

- Encouraging sustainable modes of transport by expanding a high-quality active travel network and improve the priority of these transport modes in Kinsale;
- Expected reduction of car dominance in Kinsale and provide a safer environment for vulnerable road users;
- Improving safety for all road users;
- Cleaner air quality by encouraging more active travel;
- Improved active travel connections between residential estates education centres, sporting facilities, local amenities, and;
- Enhancing biodiversity, including planting of native trees and pollinator friendly green spaces.

4. Project Description

The proposed locations of the Kinsale Active Travel Project are:

- Compass Quay / Ballynacubby relief road (L-3235-1) between the junction of R-606-25 and the junction of River Meadows (L-7345-0)
- Ballynacubby relief road (L-3235-0) between the junction of River Meadows (L-7345-0) and the junction of Abbeyview Estate (L-7346-0)
- Abbeylands (L-3235-2) between the junction of Abbeyview Estate (L-7346-0) and the junction of Bandon Road (L-3234-0).
- Bandon Road (L-3234-0) from the junction of Abbeylands (L-3235-2) northwest to a point approximately 100m south of the junction of Bandon Road (L-3234-0) and Ballinacurra Road (L-3227-0).
- Cappagh Road (L-7249-0) between the junction of Bandon Road (L-3234-0) and the private access road immediately east of Gaelscoil Chionn tSáile.
- Roseabbey Park (L-7344-0) between the junction of Abbey Lane (L-9740-0) and the junction of Ballynacubby relief road (L-3235-0).
- Existing pedestrian link between Abbeyview Estate (L-7346) and the Bandon Road (L-3234-0).

The works that are proposed as part of the Kinsale Active Travel Project are as follows:

- a) Alterations to existing roadway to include changes to kerb radii, kerb lines, installation of raised crossings, pavement, linemarking & tactile paving;
- b) Provision of new road signage & public lighting;
- c) Legal speed limit reduction;
- d) Provision of sustainable urban drainage measures;
- e) Provision of toucan crossings, associated signals, ducting and controllers;
- f) Provision of new footpaths, verge and shared active travel paths;
- g) Accommodation works in private land, including provision of new boundary walls / fences, planting and gates;
- h) All associated site development and landscaping works.

5. Public Consultation Process

5.1 Overview

As referred to in the introduction, Cork County Council commenced the Part VIII Planning Process for the Kinsale Active Travel project with the publication of a Press Notices in the Irish Examiner on 13th December 2024, and in the Southern Star on the 14th December 2024. Also, site notices were erected at various locations throughout the scheme on the 13th December 2024. Project proposals were on public display in Cork County Council's Municipal District Office in Kinsale, and at the Planning Counter, ground floor, County Hall from the commencement date until 24th January 2025.

Plans and particulars of the proposed development were available for inspection and / or purchase for a fee of €15 per set from 13th December 2024 until 7th February 2025 between the hours of 09:00 to 17:00 at the following venues / locations:

- Lobby, Ground Floor, County Hall, Cork
- Kinsale Municipal District Office, New Road, Kinsale, Co. Cork P17 KX39
- Cork County Council's website at: <https://www.corkcoco.ie/en/resident/planning-and-development/public-consultations>

The content that was available to the public as part of this Part VIII application is outlined below:

- Newspaper ads and public notices
- AIA and AHIA report
- Appropriate Assessment Screening Determination
- Appropriate Assessment Screening
- Ecological Impact Assessment
- Environment Impact Assessment Screening Determination
- Environment Impact Assessment Screening
- Planning Report
- Preliminary Construction Environmental Management Plan
- Scheme Drawings & Landscaping
- Scheme Photomontage

Submissions or observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, were able to be made on or before 17:00 on Friday February 7th, 2025 as follows:

- Online submission form on Cork County Council's website at www.yourcouncil.ie; or
- In writing clearly marked: 'Part 8 – Kinsale Active Travel Project', Senior Engineer, Sustainable Travel Unit, Cork County Council, Floor 3, County Hall, Carrigrohane Road, Cork, T12 R2NC'.

6. Key Concerns Raised in Submissions

In total 44 submissions were received before the close of submission date of 7th February 2025.

While the matters raised in each of the submissions are addressed in Section 7.2 & 7.3, an overview of the main issues raised are noted below under 5 no. key headings:

1. Abbey View / Abbey Court Quietway Link Impacts
2. Roseabbey Park Impact on parking & traffic movement
3. Ecological Impacts: loss of green space, vegetation and impacts to ecology
4. In support of the scheme
5. Property Acquisition

Issue 1: Abbey View / Abbey Court Quietway Link Impacts

Some submissions raised concerns that the quietway link between Abbeyview and Abbeycourt would impact resident's safety, security, property value & privacy.

CCC response to Issue 1

Abbeylands Road (L-3235-2) was considered as a route option for active travel users to access Bandon Road however, there was insufficient space to provide safe active travel infrastructure for pedestrians and cyclists. Furthermore, due to high traffic volumes, buses & HGV's on this road it was considered unsuitable.

The route through the Abbey View estate is currently a used informal pedestrian route, evidenced by a worn track (refer picture below) through the greenspace. Our scheme is intending to formalise this route for both pedestrians and cyclists, to link with an existing walkway that is proposed to be widened for shared usage, and permits safer access for active travel users wishing to access Bandon Road, Cappagh Road, and the Gaelscoil.

There was also support for this link through a local resident submission who highlighted the existing usage of this route. The route has good passive surveillance from the surrounding houses within both estates.



Issue 2: Roseabbey Park Impact on parking & traffic movement

Some submissions raised concerns about the loss of parking in Roseabbey Park as a result of removing the set-down area to construct an active travel path. Traffic movement issues were highlighted as a result of vehicles associated with the nearby school, with some residents suggesting that there should be designated residents parking. Some submissions highlighted that traffic issues were less of a problem when Scoil Naomh Eltin permitted drop off / collect within the school grounds, and other suggestions were made about making Roseabbey Park a one-way road.

CCC response to Issue 2

The parking and traffic movement observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.

Furthermore, any alterations to existing traffic patterns are outside the scope of this Part VIII proposal as it would require an assessment of the traffic implications within the wider network of Kinsale.

Issue 3: Ecological Impacts: loss of green space, vegetation and impacts to ecology

Some submissions raised concerns about the loss of green space, and the need for planting native plant species. Concerns were raised about the potential to impact the nearby Cammogue marsh and the ecology associated with same.

CCC response to Issue 3

The proposed scheme has an overall positive Biodiversity Net Gain. The proposed planting in the Kinsale Active Travel Project will consist of native plant species.

Any vegetation clearance as part of this scheme will be undertaken outside the bird nesting season.

Cork County Council will ensure robust measures are included for in a Construction and Environmental Management Plan prior to construction commencing with a view to mitigating against the potential impacts resulting from construction phase activities to habitats immediately adjacent to the southern end of the site.

Cork County Council commissioned a suitably qualified Ecologist to undertake an Ecological Impact Assessment (EclA), and included a site survey. The ecologist prepared an EclA report that was included as part of the documentation to support the Part VIII application. The conclusions drawn by the ecologist were that the site is not considered of high value for its bird assemblage. The immediate site is considered to be of Local Importance (Lower Value) for birds. The final designs will be rigorously assessed and propose measures to be implemented during construction to mitigate the impact to migratory winter birds.

Cork County Council commissioned a suitably qualified ecologist to prepare an Appropriate assessment Screening which was included in the Schemes Part VIII Documentation and concluded that *'the proposed project is not likely to cause significant negative effects on Sovereign Islands SPA (4124), Courtmacsherry Bay SPA (4219), Courtmacsherry estuary SAC (1230), Old Head of Kinsale SPA (4021), Cork Harbour SPA (4030), Seven Heads SPA (4191) or any other Natura 2000 site, individually or in combination with other plans or projects. It is considered that there is no reasonable scientific doubt in relation to this conclusion'*. This conclusion was concurred with by Cork County Councils Ecologist.

Issue 4: In support of the scheme

There were a number of submissions in support of the proposed Kinsale Active Travel Project.

There were comments welcoming the proposed pedestrian / cycleway facilities.

CCC response to Issue 4

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

Issue 5: Property Acquisition

Some submissions raised concerns about the direct impacts to their property as a result of the proposed scheme.

CCC response to Issue 5

Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme.

7. Part VIII Process

The response to submissions received from individuals, organisations, and statutory consultees etc. are contained in Section 7.3.

7.1 Submissions

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

Individuals and Organisations

Name	Date Received	Reference No.
Grainne O'Keeffe	17/12/2024	LAC671778200
Grainne O'Keeffe	19/12/2024	LAC671325847
Tanya Alexander	31/12/2024	LAC674370178
Fiona Dunne	07/01/2025	LAC676572008
Breda Walsh	16/01/2025	LAC679400512 / hand / postal submission
Leona Dolan	22/01/2025	LAC680752405
Donna Burke	24/01/2025	LAC681513275
Kathleen Kelleher	25/01/2025	LAC681647126
Jemma Stubbs	25/01/2025	LAC681743684
Jim O Grady	28/01/2025	LAC682323891
Parent's Association of Scoil Naomh Eltin, Kinsale	30/01/2025	LAC683134974
Kathleen ODonovan & Eilish ORIordan	31/01/2025 09/01/2025	LAC683680858 & email
Sarah Casey	01/02/2025	LAC683836437
Jack O'Sullivan	04/02/2025	LAC684441939
Vicki Buckley	05/02/2025	LAC685006660
Geraldine Kelly	05/02/2025	LAC685095900
Connie Browne	05/02/2025	LAC685120760
Cathal and Noelle Prior	06/02/2025	LAC685171698
Board of Management Scoil Naomh Eltin	06/02/2025	LAC685349742
PMC Architectural Designs on behalf of Courtenay and Alison Sweetnam	06/02/2025	LAC685355765
Kathleen Fitzpatrick on behalf of Green schools committee at Kinsale Community School	07/02/2025	LAC685527757
Mrs Rebecca Mcenery	07/02/2025	LAC685540887
Hilda Ryan-Purcell	07/02/2025	LAC685677948
Jeanette and Brian O'Connell	07/02/2025	LAC685698368
Gaelscoil Chionn tSáile Parents Association	07/02/2025	LAC685712110
Hilda Ryan-Purcell on behalf of Abbey View Residents ¹	07/02/2025	LAC685739561 / hand / postal submission
No name	07/01/2025	hand / postal submission

Mona Cantillon	07/01/2025	hand / postal submission
Enda Maguire	07/01/2025	hand / postal submission
Sara McCarthy	07/01/2025	hand / postal submission
Abbey Casserly	07/01/2025	hand / postal submission
Phyllis Murphy	07/01/2025	hand / postal submission
Jerri Corkery	07/01/2025	hand / postal submission
David O'Donovan	07/01/2025	hand / postal submission
Edel Gimblett & Peter Gimblett	07/01/2025	hand / postal submission
Breda Daly & Don Boyle	07/01/2025	hand / postal submission
Geraldine Dunne	07/01/2025	hand / postal submission
Edel Boyce	07/01/2025	hand / postal submission
Mary Santry & Terry Santry	07/01/2025	hand / postal submission
Deirdre McCarthy	07/01/2025	hand / postal submission
Ruth McGill	07/01/2025	hand / postal submission
Cork Education and Training Board (ETB) on behalf of Kinsale Further Education	13/02/2025	Email
Dept. Housing Local Government and Heritage	07/02/2025	Email

Notes:

1. The submission by Hilda Ryan-Purcell on behalf of Abbey View Residents was signed by Hilda Ryan-Purcell and 45 other people.

Statutory Consultees

No.	Name	Date Received	Address
1.	National Parks and Wildlife Service	No submission received	Department of Environment, Heritage and Local Government, Muckross House, Killarney National Park, Killarney, Co. Kerry
2.	The Heritage Council	No submission received	Church Lane, Kilkenny
3.	An Taisce	No submission received	Tailor's Hall, Back Lane, Dublin 8
4.	National Monuments	No submission received	Development Applications Unit, Department of Arts, Heritage and the Gaeltacht, Newtown Road, Wexford
5.	The Arts Council	No submission received	70, Merrion Square, Dublin 2
6.	Fáilte Ireland	No submission received	Paddy Matthews, Manager of Environment and Planning, 88-95 Amien Street, Dublin 1
7.	Uisce Eireann	No submission received	Planning Notification, Irish Water, Colville House, 24-26 Talbot Street, Dublin 1
8.	Inland Fisheries Ireland - South West Region	17/01/2025	Sunnyside House, Masseytown, Macroom, Co. Cork
9.	Environmental Protection Agency	No submission received	EPA, Inniscarra, Co. Cork
10.	National Transport Authority	No submission received	Dun Sceine, Harcourt Lane, Dublin, D02 WT20

11.	OPW	No submission received	Jonathon Swift Street, Trim, Co. Meath
12.	Waterways Ireland	No submission received	2 Sligo Road, Enniskillen, Co. Fermanagh BT74 7JY
13.	ESB Networks	No submission received	Sarsfield Road, Wilton, Cork, T12 E367
14.	EirGrid Plc	No submission received	60 Shelbourne Road, Ballsbridge, Dublin 4 D04 FW28
15.	Department of the Environment, Climate and Communications Marine and Natural Resources	No submission received	9-31 Adelaide Road, Parkgate Street, Dublin 2 D02 X285
16.	Department of Tourism, Culture, Arts, Gaeltacht, Sport and Media	No submission received	23 Kildare Street, Dublin 2, D02 TD30

7.2 Response to Submissions

Item	Name	Matters Raised	Cork County Council Response
1	Grainne O'Keeffe	I welcome the overall proposal. As Schools restrict vehicles other than Teacher on site, I suggest segregated traffic management provision be made for children who travel to/from School via car and bus. Resident parking has been restricted to the north side of Roseabbey Park on plan. It currently occupies both sides and often the roadway itself. Again, provision needs to be made to mitigate parking on travel pathways.	Positive submission noted. Cork County Council notes this positive feedback on the scheme objectives & the comments will be taken into consideration at detailed design phase of the scheme. Parking on pathways is an enforcement issue.
2	Grainne O'Keeffe	I appreciate that the following is outside of the remit but is N.B.. Vehicular traffic on School site is limited to Teacher. A one way traffic system applied to Roseabbey Park and Presentation Terrace with Abbey Lane restricted to ped/cycle, would complement the proposal. Leaving all roads two way will be chaotic with both new and existing access routes blocked with cars.	Any alterations to existing traffic patterns are outside the scope of this Part VIII proposal as it would require an assessment of the traffic implications within the wider network of Kinsale.
3	Tanya Alexander	Good morning. I would like some detail of how this development may affect my house and gardens . ? We have extensive hedging bordering the road to the gaelscoil? Will this be affected ? [redacted]. Is it possible to be sent more details on the project . Happy to pay for information.	There will be no direct impact to this property resulting from the proposed Part VIII scheme. The Part VIII upgrade proposals adjacent to this property is on land within Cork County Council's ownership.
4	Fiona Dunne	I am a resident of Roseabbey park Kinsale which is located right across the road from where you propose to extend the footpath and remove parking spaces. I object to this on so many grounds. It's an absolute nightmare trying to find parking any hour of the day up here and now you want to	The parking and traffic movement observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process.

		<p>remove what little parking we have. We cannot park outside our houses and are constantly fighting for spaces. My mother has a very bad back and has trouble getting around and now you want to restrict us from having any access to our car.</p> <p>Where do you expect us to park? This is severely restricting her way of life. I work and dread coming home in the evenings as I have to sit in my car for a long time to try find a space to park. This proposal would be a detriment to all Roseabbey park residents.</p>	
5	Breda Walsh	<p>The purposed plans will result in total chaos here in Roseabbey Park with the loss of car spaces. Where are these cars supposed to park? Parents block these cars in on a daily basis, Where are these cars supposed to park? These changes will significantly impact my ability to safely pick up and drop off my brother, who is vision impaired and relies on a guide dog. The limited parking means I often have to drive around the block several times before finding a safe spot to assist my brother. My brother's (PA) faces challenges which in turn reduces the time she has to spend with my brother before moving on to her next client. Parents who drop their children off at the school park their vehicles for extended periods while they walk or visit nearby cafes. This not only exacerbates the parking issue but also blocks the walking entrance to our estate, preventing my brother from safely accessing the area. I'm also forced to park illegally on the double yellow lines due to the lack of parking. I have been late for work due to cars being parked outside of mine, when I ask would they</p>	<p>The parking and traffic movement observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process.</p>

		mind moving forward so I have enough space to move out, I'm told I'll have to wait as I'm dropping/collect my child from school and can be quite nasty about it. My brother has missed appointments as a result of this. Your support in addressing these challenges would be greatly appreciated.	
6	Leona Dolan	<p>I believe the Active Travel Plan has not adequately addressed and may further aggravate the existing congestion and parking issues at Scoil Naomh Eltin at school start and finish times. Removal of the set down area is likely to aggravate the issue and whilst active travel is a great idea, not all families are located in the town or can safely walk or cycle. "Park and walk" is the suggested solution but there is a severe lack of parking in the area with Kinsale Community School and 2 pre-schools/ Creches and Kinsale College of Further Education all situated in the immediate area. Residents of the local housing estates are very concerned about parking increasing in their estates and causing disruption. The lack set-down also fails to take into account our disabled students and students with additional needs. It is worth considering parents with young babies, parents who have multiple drop offs at different schools etc. Removal of bollards along the edge of the paths is also a health and Safety concern. In the past when the bollards were removed for works we saw parking on the paths which was very dangerous. A set down area segregated from the road by kerbs or bollards would help provide safe access and egress to the school for the 400 children in attendance. Please</p>	<p>The parking and traffic movement observations made in relation to the school are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>

		take time to consider our children's safety in your plan. Has there been a risk assessment carried out of the school access and egress as part of the preparation for these works?	
7	Donna Burke	The traffic outside school is terrible and dangerous exp at pick. You need to give 30 mins to be there on time	It is unclear of what school the submitter is referring to. Assuming this refers to the traffic movement outside School Naomh Eltin, given that was a predominant issue raised amongst submitters. The traffic movement observations made in relation to the school are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.
8	Kathleen Kelleher	The Set Down Lane outside of Scoil Naomh Eltin should NOT be removed to accommodate the Active Travel Plan (ATP). Doing so will put children in danger. The Active Travel Plan should not be prioritized over the safety of children.	The parking observations made in relation to the school are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.
9	Jemma Stubbs	Bicycle lanes are welcome however, the drop off set down area should remain outside Scoil Naomh Eltin as parents need to be able to pull up near the school especially on rainy mornings when it's not possible to walk or cycle. Also the rock should be made a 1 way system with footpaths and lighting so children and pedestrians can walk safely to school/town.	<p>The parking and traffic movement observations made in relation to the school are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p> <p>The Rock Road is outside the scope & boundary of this Part VIII scheme, but the comments are noted. Any alterations to existing traffic patterns are outside the scope of this Part VIII proposal as it would require an assessment of the traffic implications within the wider network of Kinsale.</p>

10	Jim O Grady	Consider what they do in Killarney during school hours. The road alongside the school is made to be one-way. I think this is a good option to help with congestion to and from the school from Eltins woods. If the cars could only go in and out in one direction at pick up and drop off times it would prevent a certain amount of congestion.	The observations made in relation to the school are noted. Any alterations to existing traffic patterns are outside the scope of this Part VIII proposal as it would require an assessment of the traffic implications within the wider network of Kinsale.
11	Parent's Association of Scoil Naomh Eltin, Kinsale / Leona Dolan	Please see attached letter from the Parent's Association: In summary we have concerns about the absence of the existing set down area and bollards in the new plan. We want safe access and egress to the school for our children, many of whom are not located near enough or with safe infrastructure to walk/cycle to school. It was also noted a one way system would really improve safety and traffic congestion issues. And the pencil bollards which have been used in some other areas around school create an extra awareness of children in the area.	The observations made in relation to the school are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application. Any alterations to existing traffic patterns are outside the scope of this Part VIII proposal as it would require an assessment of the traffic implications within the wider network of Kinsale.
12	Kathleen O'Donovan	I note that you intend on utilising an area of my land and propose to plant trees in an area that is currently just a green area. This will have an adverse effect on my property and will create a place for people to congregate and also children climbing them as they are always attempting this on areas in that vicinity. Also the maintenance and upkeep of any trees would be a huge concern given you will note trees in the vicinity growing out of control and becoming a risk and danger as severe sea winds affect this area significantly. I am also concerned about of my garden and the additional footfall and bicycle traffic bounding my garden	Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme. As part of the proposed scheme improved uncontrolled crossing points will be provided on both sides of Compass Quay Road (L-3235) where it meets with the R606 to access the pedestrian path on the southern side of the bridge. Tightening of the kerb radii at this junction is also proposed which will help in reducing the speeds of turning traffic.

		<p>which appears to be the final stop for bikes. Where will these bikes safely go after this. When you exit compass Quay heading for the bridge you cannot cross at any points of those walkways without putting your life in danger. There are 7 houses in the little area when you get onto the main road after Compass Quay trying to walk or exit on a bike or car here is a complete nightmare and would need to be addressed before you intend encouraging more bike use in the area. Bins etc would need to be considered for dog fouling and rubbish which is becoming a big issue. There are 2 schools with huge student numbers, a nursing home and several estates of hundreds of housing exiting from Compass Quay towards the bridge these roads also need to be addressed in this proposal. We are willing to work with you but would need our issues addressed.</p> <p>(Via Email) Good morning</p> <p>We received a letter that you intend to seek a portion of our lands that you would be looking to acquire</p> <p>I am really concerned about this as this is the access we have to the road and we need that should we need access out this was why we had this land. How will that now be affected. While we don't want to cause any issues we would need clarification that we have access to the main road and you would organise that should you acquire same.</p>	<p>The provision of dog bins will be considered in the development of the detailed design.</p> <p>The intention of the scheme is to promote modal shift for increased walking and cycling. Measures to further improve traffic congestion are outside the scope of this active travel project.</p>
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13	Sarah Casey	<p>I am making submission about the junction between Roseabbey Park and Abbey View Road beside Scoil Naomh Eltin. No provision has been made for a zebra crossing for children walking to school safely from the direction of the AbbeyView Roundabout. I walk to school with my daughter and this is a very busy, dangerous junction and has required a zebra crossing for many years. In your design drawing, it shows the existing footpath removed at this corner and instead '3 No. Select Standard Trees' with grass verge is included. It would not be safe to walk across this junction with cyclists on the cycle lane and cars turning into Roseabbey Park as proposing. There is no access by footpath to the only zebra crossing shown on your designs which is at the other end of the Roseabbey Park Road. I have sketched on your drawings (Sketch A) the area and direction we and other children walk to and from school. Attached is photo (Photo A) of the current footpath that on your plans would be removed. It does not make any sense to me, as a person who crosses this junction daily, to remove the existing footpath at this corner. The footpath needs to be completed in full (unfinished after construction of a house on the corner) with an appropriate new zebra crossing for</p>	<p>The AbbeyView roundabout is proposed to have raised zebra crossings on all arms of the junction. On the southern arm of the junction segregated pedestrian and cycle path is provided on the western side of the road, and a shared path is provided on the eastern side of the road. A shared raised table crossing is proposed across entrance to Roseabbey Park to facilitate safe crossing to a footpath on southern side.</p> <p>A raised crossing is provided across the junction to facilitate access to the path on the southern side of Roseabbey Park. There is no path along the northern side of Roseabbey Park that would connect to footpath suggested by submitter.</p>

		the safety of our children in the community before an accident happens. I would appreciate a redesign of this section of the plan to accommodate this.	
14	Jack O'Sullivan	<p>I live in [redacted] currently with my wife, and we believe that the construction of a through path would fundamentally change the value and attractiveness of the estate. We have discussed this with neighbours, and most agree Furthermore, it would add unsustainable footfall to the area, increasing the security risk of a currently extremely safe cul de sac where children can roam and play freely without general concern. With the addition of a public walkway, it would invite more people to pass through a quiet, unmonitored by gardai, area. There are walkways in and out of the estate as it stands, but no there are through paths or roads to other areas. Adding a path to exit the estate to another area increase the likelihood and risk of antisocial behaviour, as well as an increased risk to the families in the neighbourhood, given their children will have an additional entry or exit point to their homes. Abbey View a cul de sac for cars and for people as it stands. To remove that factor is fundamentally changing the marketability and safety for the estate, thus potentially reducing the value of the houses within it, and certainly increasing the risks for residents and any local children. There are many ways for people to get in and out of the town efficiently without opening up an enclosed, private estate to the public.</p>	<p>The existing route is proposed as a Quietway to facilitate mostly short local walking and cycling trips. The proposed design for this section allows for a safer route for active travel modes. The proposed measures promote a greater modal shift and allow people to get to school using different modes than that of the private car. From observations on site the route is clearly traversed by people. This has also been highlighted by other local residents in their submissions regarding usage of the route. It is the intention of the scheme to provide a safer route to school. This scheme intends to formalise and improve this already used route. Existing routes will be remain open as an alternative option.</p> <p>The route has good passive surveillance from the surrounding houses within both estates at Abbeyview and Abbey Court.</p>
15	Vicki Buckley	Big concerns for the proposed changes to the public footpath & removal of the set-down areas directly outside Scoil Naomh Eltin. Traffic	The parking and traffic movement observations made in relation to the school are noted. Cork County Council has engaged with local residents of Roseabbey Park during this

		congestion at drop off/collection is already congested & dangerous, I feel this will be even more so with the removal of the set down areas & removal of existing bollards which currently prevent parents/caregivers parking up on the pavements as they did in the past before they were reinstated.	Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.
16	Geraldine Kelly	This submission is in objection to the proposal for : Roseabbey Park (L-7344-0) between the junction of Abbey Lane (L-9740-0) and the junction of Ballynacubby relief road (L-3235-0). As a parent who drops and collects from Naomh Eltin daily it is clear that the proposal to remove the set down area on the school side will make a bad situation even worse. The school needs extra parking for staff so that the gate can be opened again to allow safe drop off of children by parents. Older children are dropped off into the chaotic traffic scene which is dangerous. And parents of smaller children have to park up to walk in which makes the situation worse. It is clear also that the residents of Roseabby park are greatly impacted by the current situation and will have no parking at all if the set down is removed as the minimal spaces available on their side will be filled by school cars. I can't imagine the danger if an emergency vehicle was needed by residents at drop off or collection times, or the stress this causes to the elderly population there.	The parking and traffic movement observations made in relation to the school and Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.
17	Connie Browne	I am deeply concerned about the proposed removal of the set-down area outside Scoil Naomh Eltin as part of the Active Travel Plan. This space is essential for safe and efficient drop-offs, especially	The parking and traffic movement observations made in relation to the school are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII

		<p>for parents with mobility challenges or other difficulties. Without it, they may be forced to stop in unsafe locations, increasing congestion and accident risks. The situation outside the school has worsened over the years, and removing the lay-by will only make it more dangerous. I urge the council to reconsider these changes and propose a solution that prioritises children's safety while addressing the existing parking issues.</p>	<p>process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>
18	Cathal and Noelle Prior	<p>Dear Sir/Madam, We have noted the recently published proposals for the Kinsale Active Travel Project. The following summarises our submission:</p> <p>1. The proposed Active Travel route Quietway from Abbeyview through to Abbeycourt passes in front and adjacent to our house. We are in favour of the proposals and support the overall goals of the project.</p> <p>2. For clarification, the proposals should be corrected to identify Abbeycourt estate instead of Abbeylands (L-3235-2) as the location of the Quietway route from Abbeyview estate to Bandon road.</p> <p>3. The proposed route for pupils coming from Eltins Wood/Compass Quay direction to the Gaelscoil along the Quietway past 24+25 Abbeycourt onto Bandon road and then on to Cappagh road is shown with the yellow line below.</p> <p>However currently pupils pass through the fence from Abbeyview into Abbeycourt and turn left for a route 20% shorter onto Cappagh road past Abbeycourt #20-23 and 1-7 avoiding Bandon road - this is shown in red line on the map above. The footpaths are so narrow, pupils walk on the road. When the Active Travel route is opened, it is highly likely this shorter route will see increased use and</p>	<p>Positive submission noted.</p> <p>Cork County Council notes this positive feedback on the scheme objectives.</p> <p>Existing turnaround area in Abbeycourt remains unaffected.</p> <p>Local junction safety improvements are proposed as part of this Part VIII scheme at the entrance to Abbeycourt via Cappagh Road (L-7249). Comments in relation to future improvements to Abbeycourt are noted but are outside the scope of this Part VIII scheme.</p> <p>Planning application 22/04920 has been conditioned to provide for an active travel route through the proposed development site that will facilitate connectivity to tSaile Sports Centre via a residential site to the south that Cork County Council are developing.</p> <p>The Part VIII Scheme will result in an overall increase in trees and planting. Cork County Council note the observations in</p>

		<p>increase the risk of car/pupil collision in Abbeycourt. Additionally, we see a small number of parents from other areas, drive into Abbeycourt to drop Kinsale Community School students off in front of our house [redacted] to pass down through the fence into Abbeyview, while avoiding the traffic queue in Abbeylands road. When the Active Travel route is opened, we expect this to increase the risk of car/pupil collision in Abbeycourt. We are concerned about the risk of car/pupil collision both today and after launch of the Active Travel route on the red route, at the entrance/exit to Abbeycourt and at the blind corner of #20 Abbeycourt. Therefore while we continue to support the proposals, we request the council to consider additional safety measures as follows: a. Increase the width of the footpaths in Abbeycourt along #20-24 and 1-7 to the entrance/exit to avoid current habit of pupils walking on the road. b. Alternatively a safer route could be to add a suitable footpath and cycle path along #19-25 taking some of the open green area and along # 3-7 to the entrance/exit. c. Add traffic calming measures at Abbeycourt entrance/exit between #7+8, 2+19, and adjacent to 20+21. d. Provide for retention of a safe turning circle adjacent to 24 Abbeycourt when some of it is reassigned to the Active Travel Route. 4. The project team's attention should be drawn to the council planning department direction in planning application 22/04920 (ref letter 14/06/2022 to WGRH Ltd) to provide a walking and cycling route from Gaelscoil to Saile Sports Centre, through a</p>	<p>relation to landscaping and will take this into consideration at the detailed design stage.</p>
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		<p>new proposed development between Harbour Heights and Cappagh estates. The design for this should incorporate the Active Travel route design and continue from Saile to Kinsale Community School to provide a more direct Active Travel route from both schools to the community sports facilities. 5. The Ecology survey did not include the relevant planning application from Ardent Developments along the Quietway, ref planning application 22/4011. Following consideration of 26 observations from neighbouring residents, the planning condition #13 stated 'Existing trees along the boundaries of the site shall be retained and their roots protected from damage during the course of site excavation works..' Subsequently and without further opportunity for public input, the developer notified the council of intention to eliminate most of the trees on the site and an admin response from the Council accepted this. As a result the mature green boundary to the Quietway has been eliminated – see before and after photos below. This needs to be considered in the proposed planting scheme along the Quietway. Conclusion: We support this proposal, but request Cork County Council to - Implement additional road safety measures in Abbeycourt estate to prevent car/student collisions. - Pursue additional Active Travel route as directed by the planning department for development between Gaelscoil and Sáile ref planning application 22/04920. - Revise the Active Travel route planting scheme along the Abbeycourt Quietway, based on review</p>	
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		of planning application 22/4011 and subsequent green boundary elimination.	
19	Board of Management Scoil Naomh Eltin	<p>Introduction</p> <p>Scoil Naomh Eltin, is a co-education primary school with a current student population of 401 children with potential to expand. The school, situated in a central catchment area draws a considerable number of pupils from the Housing developments situated at Compass Quay, the Ballinacubby Relief road, Abbeylands and will also serve the many new families taking residence in those Housing Estates currently under development, as well as planned along the Bandon Road towards Ballinacurra (circa 300+ new dwellings).</p> <p>Currently, based on data from a travel survey conducted by the school in 2023, we know that:</p> <ul style="list-style-type: none"> • 61.4% of parents/guardians have one child in the school • 56.1% of parents/guardians say they live less than 2kms from the school • 59.8% of parents/guardians drive their children to school <p>The school encourages active travel and we welcome the proposed Active Travel Scheme in particular for its potential to support safer alternatives to car transport. We would like to encourage the children to walk and cycle to school</p>	<p>Submission noted.</p> <p>The parking and traffic movement observations made in relation to the school are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Comments in relation to a future planning application are noted. Cork County Council will engage with the school in relation to their proposed future planning application.</p>

		<p>and this scheme makes that more feasible and safer for the children.</p> <p>Observations</p> <p>Ongoing and protracted traffic management challenges in the area outside of the school gates are of grave concern to the school community and have been the subject of previous representations to Cork County Council. The Board of Management welcome those measures in the proposed plan that will help to alleviate such issues as illegal parking, double parking etc. and that will facilitative alternatives to car travel. We also note aspects of the proposed measures that may unintentionally exacerbate existing challenges.</p> <p>We suggest amendments to the published plan in consideration of the following:</p> <ul style="list-style-type: none"> • We request the retention of our two set down areas as they are essential for drop off and collection times. They are critical for the operation of the school morning and evenings. • The proposal to amend the footpath immediately in front of school building to a shared cycle / footpath. While we welcome the introduction of a cycle lane, we suggest a 	
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		<p>separate cycle lane and footpath is needed as having both on one level will be dangerous for the children. This is based on our knowledge of driver behaviour in this area. Children must have a segregated walking pavement separated by barrier, such as bollards, from the road.</p> <ul style="list-style-type: none"> • If there are no bollards between the path and the road, parents will park up on the footpath. Bollards are essential. Again, this is based on existing knowledge and experience of driver behaviour in this location. • We note there is no plan for a raised platform or drop kerbs on the retained footpath in front of the school carpark at the town end in advance of the North East Corner of the school site and suggest this is reviewed from the point of view of student safety. 	
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		<ul style="list-style-type: none"> We note, in the proposal, the intention to construct a footpath on the northern side of the road after the junction with Abbey Lane. We strongly suggest that this is reviewed and the potential to instead widen the narrow footpath on the southern side be fully considered. This existing narrow footpath experiences heavy footfall both from students walking to and from the school, but also as it is the primary pedestrian walkway linking the many estates in the area to the centre of town. People are unlikely to cross the road to the northern side as it leads only to Abbey Lane. If the pavement on the southern side is widened instead of installation of a new pavement on the northern side, then the pedestrian crossing closer to the school could possibly be omitted. <p>Planned and Sanctioned Extension to Scoil Naomh Eltin's School Building</p> <p>The Board of Management takes this opportunity to bring the attention of the proposed scheme's design team to a significant development that will have implications for the planned scheme.</p> <p>Scoil Naomh Eltin has been sanctioned for an extension and plans and budgets have been</p>	
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		<p>submitted to the Department of Education for approval which is expected imminently. Once funding is approved, School Management will be submitting a planning application immediately for approval to the Local Authority with the intention of progressing timeously to construction. The school extension is planned and has been sanctioned in the context of the school's expanding role, in line with the completion of numerous new housing developments in Kinsale.</p> <p>Implications:</p> <p>Please see attached the site plan showing the existing and proposed relocation of the entrance (Figure 1). In the drafting of designs that will be the subject of our planning submission, numerous options for the extension were explored by the design team. The design process identified the only suitable location to be at the eastern end of the existing school. This in turn necessitates a relocation of the existing entrance eastwards towards the town.</p> <p>Concerns:</p> <ul style="list-style-type: none"> • A set down area is critical for the operation of the school - morning and evenings. We are concerned that the existing single car set down area that is offered in the Local Authority proposal will interfere with sightlines of vehicles egressing the car park. 	
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		<ul style="list-style-type: none"> The proposed cycle/footpath immediately in front of the school building will result in the loss of the vital set down area. <p>Conclusion</p> <p>The Board of Management of Scoil Naomh Eltin is pleased that Cork County Council is taking a proactive approach to active travel and we will encourage staff and students to use the new cycle and footways.</p> <p>However, this submission outlines our concerns with regards to a number of items essential to the safety of the children and the wider school community, and the practical operation of the school. These relate primarily to the need to retain the school's full set-down capacity and the segregation of clear pedestrian-only ways with the use of bollards.</p> <p>We respectfully request that these elements be revised taking into account our concerns. The design team engaged for the development of the building extension will be happy to liaise with the Local Authority's design team in this regard.</p>	
20	PMC Architectural Designs on behalf of	Courtenay & Alison purchased No.(Redacted) for a private and peaceful retirement. The proposal will take their privacy within the property and outside	The proposed existing link is proposed as a Quietway to facilitate mostly short local walking and cycling trips.

	Courtenay and Alison Sweetnam	<p>enjoyment. The removal of parking is also a serious issue for a couple with a property on elevated ground. The proposal presents no plan for dealing with the privacy of property owners. The plan for this section should be scrapped and put a proposal to relocate to lands zoned (KS-R-03) which would be a more feasible and sensible option all around.</p> <p>Conclusion: Courtenay & Alison purchased the property for a private and peaceful retirement. The proposal will take their privacy within the property and outside enjoyment. The removal of parking is also a serious issue for a couple with a property on elevated ground. It takes away the existing green area to the north which has been maintained by the residents up until now. The proposal is to remove an existing "Kissing Gate", this is not present and therefore incorrect and misleading. In the proposal there's substantial references made to assessments on the impact to wildlife and archaeology but very little reference to the impact on the people affected by the plan. The proposal presenting no plan for dealing with the privacy of property owners and no presentation of photomontages in this planned area. The plan for this section should be scrapped and put a proposal to relocate to lands zoned (KS-R-03) which would be a more feasible and sensible option all around.</p>	<p>There is currently a timber fence in place and evidence of a well-worn path on both sides of the fence indicating that it is a frequently used route for pedestrians, indicating existing pedestrian demand. The existing use of this route has been highlighted in another submission by a local resident.</p> <p>Abbeylands Road was considered as a route to Bandon Road however, there was insufficient to provide safe active travel infrastructure for pedestrians and cyclists. Furthermore, due to high traffic volumes, buses & HGV's on this road it was considered unsuitable.</p> <p>The route through the Abbey View estate is currently an informal pedestrian route evidenced by a worn track through the greenspace. Our scheme is intending to formalise this route for both pedestrians and cyclists, via an existing walkway that links Abbey Court estate to Bandon Road.</p> <p>Cork County Council are not aware of any plans for the development of zoned lands KS-R-03, and therefore it is unknown when this land will get developed. There is no route highlighted through this zoned land in the current County Development Plan.</p> <p>There is no proposal to remove any existing car parking in the Abbey View Estate.</p>
21	Kathleen Fitzpatrick on behalf of Green Schools Committee at Kinsale Community School	<p>We welcome the much-needed alteration to the traffic systems surrounding Kinsale Community School, particularly regarding the potential installation of traffic lights, elevated ramps, zebra crossings, native vegetation, cycle lanes and</p>	<p>Positive submission noted.</p> <p>Requests for more comprehensive active travel network are noted and further information regarding development of</p>

		<p>altered signage. This will reduce congestion and the risk of potential accidents, along with improving air quality and reintroduce natural vegetation. Cycle lanes will incentivise people to cycle, which reduces traffic build-up, encourages physical exercise amongst juveniles and ensures cyclists remain safe. We would request for the cycle lanes to link up with other areas of Kinsale, as part of a long-term project.</p> <p>We have concerns regarding the lights/pedestrian crossing near the junction at the bottom Blacks brewery. This is busy with busses and heavy-duty vehicles and is there enough room to avoid backlog? Could the pedestrian crossing be moved further up the road? We would also like to see drop off zones by the community school to improve traffic flow at drop off and collection times. Could student parking be included? We also have queries regarding the time at which construction will commence. We would request for the majority of work to take place during the summer months to prevent disruption and noise pollution to our students. We would also inquire about when this initiative will be completed. However, we believe most of this is incredibly positive and necessary for our area.</p>	<p>the active travel network for Kinsale is available at the National Transport Authority CycleConnects website.</p> <p>Position of proposed toucan crossing was optimally situated within proximity of junction, whilst also allowing space for northbound traffic to store while the on-demand toucan crossing is activated.</p> <p>The provision of drop-off zones is outside the scope of this active travel scheme.</p> <p>Subject to Part VIII approval, a detailed design would need to be prepared for this scheme, and a tender package prepared for the appointment of a suitable works contractor. Cork County Council will inform affected parties ahead of construction commencing. Comments in relation to undertaking the works during the summer months to minimise impacts are noted.</p>
22	Mrs Rebecca Mcenery	<p>I am a parent of 3 children who attend Scoil Naomh Eltin. I strongly request that the set down area be retained, it is essential for safe set down at school. Furthermore removal of the grass could extend the set down area to a full set down lane which would be ideal. The addition of barriers on the footpath along the set down area would ensure pedestrians</p>	<p>The parking and traffic movement observations made in relation to the school are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>

		<p>safety. A wider footpath as planned will only make drop off at school more unsafe and is unnecessary. At a minimum we plead that you retain the set down area.</p>	
23	Hilda Ryan-Purcell	<p>I object to the "Quietway" in section 2 of the Kinsale Active Transport plan based on the following:</p> <ul style="list-style-type: none"> The planning notice is facing Abbey Court and not Abbey View the latter being the area most affected. The location of the sign is not in accordance with the true intent and meaning of the planning regulations. There is NOT an existing pedestrian link between Abbey View Estate (L-7346) and the Bandon Road (L32340-0). The detail of the above plan is inaccurate as regards the existing boundary. THERE HAS NEVER BEEN A KISSING GATE BETWEEN ABBEY COURT AND ABBEY VIEW as suggested. There has always been a well-maintained fence (beside a steep grass embankment) and mature trees clearly defining this boundary. The proposed "Quietway" is planned to cut through the green area and boundary of Abbey View Estate which disregards the planning for Abbey View Estate, disregards planning regulations in place for residential green spaces and disregards the health (especially mental health) of the residents - A small green area which was set aside for rest, relaxation and recreation is now suggested to be a public thoroughfare with potential of constant human traffic which gives serious concerns for the mental health and wellbeing of 	<p>Several site notices were erected at various locations throughout the scheme, on public roads impacted by the proposed scheme. Advertisements for the scheme were published in local circulating newspapers.</p> <p>The drawings were sufficiently detailed for Part VIII planning purposes. The scheme has yet to progress to a detailed design phase, subject to approval of this Part VIII planning application.</p> <p>Note error in relation to wording relating to kissing gate in planning report. There is currently a timber fence in place and evidence of a well-worn path on both sides of the fence indicating that it is a frequently used route for pedestrians, indicating existing pedestrian demand. The existing use of this route has been highlighted in another submission by a local resident.</p> <p>Abbeylands Road was considered as a route to Bandon Road however, there was insufficient space to provide safe active travel infrastructure for pedestrians and cyclists. Furthermore, due to high traffic volumes, buses & HGV's on this road it was considered unsuitable.</p> <p>The route through the Abbey View estate is currently an informal pedestrian route evidenced by a worn track through the greenspace. Our scheme is intending to formalise this route for both pedestrians and cyclists, via an</p>

		<p>the residents. Recommended WHO green area space per person is 9 square metres, minimum. It disregards the safety of our elderly and young residents. (This estate is especially designed for the elderly and young families)</p>	<p>existing walkway that links Abbey Court estate to Bandon Road.</p> <p>The proposed scheme has an overall positive Biodiversity Net Gain. Active travel has well documented positive impacts on mental health, physical activity, and transport accessibility for young and old including access to essential services to schools, medical centres, and sporting facilities.</p>
24	Jeanette and Brian O'Connell	<p>The footpaths within the study area are uneven, dangerously slippery in icy conditions with a severe lack of crossing points at busy junctions. We are delighted to see Cork County Council's pro-active proposals to make the footpaths and roads safer for walking and cycling. We support the proposed designs, including the Quietway, proposed cycle ways and crossing points, we look forward to the delivery of non-slip pavement for Cappagh Rd (p.17) and extension of safe pedestrian and cycle facilities to the proposed new GAA pitch. We would like to see these active travel proposals extended in the future to connect the Gaelscoil to the new GAA pitch and Sáile sports hall through future developments and the continuation of improved pedestrian connections between housing estates and to the town centre. The proposed footpaths and crossing points will also make walking trips for students in the Gaelscoil easier, they occasionally walk to the library, church, town centre, KCS, Sáile in groups and it can be difficult to cross the busier roads. The proposed improvements will make these school excursions much safer. Thanks to all</p>	<p>Positive submission noted.</p> <p>Cork County Council notes this positive feedback on the scheme objectives.</p> <p>Extensions of the scheme will be considered in development management relating to any future planning applications and would also be subject to funding approvals for future capital works.</p>

		<p>the team who have worked on these worthwhile proposals.</p> <p>We live within the area that this consultation applies to, and we regularly walk to the Gaelscoil, the current GAA pitch, and other locations within Kinsale. The footpaths at the moment are uneven, dangerously slippery in icy conditions and crossing points could be improved. We are delighted to see Cork County Council's pro-active proposals to make the footpaths and roads safer for walking and cycling. We support the proposed designs, including the Quietway, proposed cycle ways and crossing points, we look forward to the delivery of non-slip pavement for Cappagh Rd (p.17) and extension of safe pedestrian and cycle facilities to the proposed new GAA pitch. We would like to see these active travel proposals extended in the future to connect the Gaelscoil to the new GAA pitch and Sáile sports hall through future developments and the continuation of improved pedestrian connections between housing estates and to the town centre. Feedback from our sons who are Gaelscoil students is that the proposed footpaths and crossing points will also make walking trips for students from the Gaelscoil easier, they occasionally walk to the library, church, town centre, KCS, Sáile in groups and it can be difficult to cross the busier roads. The proposed improvements will make these school excursions much safer and enjoyable for all. Thanks to all the team who have worked on these worthwhile proposals.</p>	
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25	Gaelscoil Chionn tSáile Parents Association	<p>The PA of Gaelscoil Chionn tSáile enthusiastically supports the Kinsale Active Travel Project for several compelling reasons:</p> <ol style="list-style-type: none"> 1. Reduced Traffic: The project will significantly decrease traffic volumes coming to the school, especially with the new school building on the horizon. 2. Promotes Healthy Habits: It will encourage children and their families to walk or cycle to school. <p>The anticipated outcomes are transformative:</p> <ul style="list-style-type: none"> • Enhanced Environment: With less traffic, the surrounding area will become a more pleasant environment for residents. • Increased Safety: Children and their families will experience safer conditions when walking or cycling to school. • Long-term Health Benefits: The opportunity to walk or cycle to school will instil good commuting habits in children, benefiting their overall health and well-being. <p>The Parents' Association (PA) hopes that the county council considers the location of the proposed new school building for Gaelscoil Chionn tSaile (see P254086) when completing the pathway on Cappach. They would like the new footpath to extend all the way to the new building, not just the existing site.</p>	<p>Positive submission noted.</p> <p>Cork County Council notes this positive feedback on the scheme objectives.</p> <p>Extension of the shared path is outside the scope of this Part VIII but will be considered in development management relating to any future planning applications.</p>
26	Hilda Ryan-Purcell on behalf of Abbey View Residents ¹	<p>We object to the above based on: A. Inadequate planning notice B. Omissions of necessary details in the plan C. Ignoring existing estate boundary D. Illegal imposition on estates existing green area. A. Inadequate planning notice: Location of sign. The</p>	<p>Several site notices were erected at various locations throughout the scheme, on public roads impacted by the proposed scheme.</p>

		<p>planning notice is facing Abbey Court and not Abbey View the latter being the area most affected. The location of the sign is not in accordance with the true intent and meaning of the planning regulations.</p> <p>Ref: Appendix A – Photograph of planning notice sign and boundary fence. Incorrect details: There is not an existing pedestrian link between Abbey View Estate (L-7346) and the Bandon Road (L32340-0). Also, image 1-6 on the travel plan is incorrectly titled. The correct title for these photos is “(left) pedestrian entrance for residents of Abbey Court from the Bandon Road and (right) Pathway for Abbey Court residents to access their private houses.” Accessibility to transport plan: Plan not available to purchase (€15) at Kinsale County Council office. B. Omissions of necessary details in the Plan: The sketches of the travel project accompanying the planning proposal as regards Abbey View do not show any contoured drawings, gradients, banked areas, handrails and retaining walls, if required. This drawing is inadequate to understand the Councils’ proposal and its impact on the adjoining residences. C. Ignoring existing estate boundary: The detail of the above plan is inaccurate as regards the existing boundary. THERE HAS NEVER BEEN A KISSING GATE BETWEEN ABBEY COURT AND ABBEY VIEW as suggested. There has always been a well-maintained fence (beside a steep grass embankment) and mature trees clearly defining this boundary. Ref Appendix A – Photograph of planning notice sign and boundary</p>	<p>The drawings were sufficiently detailed for Part VIII planning purposes. The scheme has yet to progress to a detailed design phase, subject to approval of this Part VIII planning application.</p> <p>Note error in relation to wording relating to kissing gate in planning report. There is currently a timber fence in place and evidence of a well-worn path on both sides of the fence indicating that it is a frequently used route for pedestrians, indicating existing pedestrian demand. The existing use of this route has been highlighted in another submission by a local resident.</p> <p>Abbeylands Road was considered as a route to Bandon Road however, there was insufficient space to provide safe active travel infrastructure for pedestrians and cyclists. Furthermore, due to high traffic volumes, buses & HGV’s on this road it was considered unsuitable.</p> <p>The route through the Abbey View estate is currently an informal pedestrian route evidenced by a worn track through the greenspace. Our scheme is intending to formalise this route for both pedestrians and cyclists, via an existing walkway that links Abbey Court estate to Bandon Road.</p> <p>The route has good passive surveillance from the surrounding houses within Abbeyview and Abbey Court estates.</p> <p>The proposed scheme has an overall positive Biodiversity Net Gain. Active travel has well documented positive impacts on mental health, physical activity, and transport</p>
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		<p>fence. Ref Appendix B – Estate boundary and green area as marked out on 1992 final Cork County Council passed plan. D. Imposition on estates existing green area. When the original Abbey View Estate application was submitted for planning permission, it showed a large open area in the central part of the scheme. However, before granting planning permission, Cork County Council required the architects to resubmit the layout showing a road and roundabout linking the Bandon Road with the Abbey View/ Ballinacubby road. This road cut the development in half and reduced the open area to what we now have as our minimal rightful green area for this part of the estate. To eliminate this green area is not an option as it opposes the planning regulation governing green areas in residential estates. This regulation ensures that the health, safety and wellbeing of residents is supported, especially that of the elderly, the young and the vulnerable. Therefore the plan to eliminate our green area for the purpose of a public path: - Disregards the existing plan for our estate - Disregards the residential green area planning regulation. - Disregards the health (especially mental health) of the residents. A small green area which was set aside for rest, relaxation and recreation is now suggested to be a public thoroughfare with potential of constant human traffic which gives serious concerns for the mental health and wellbeing of the residents. Recommended WHO green area space per person is 9 square metres, minimum. - Disregards the existing cohesiveness of our residential community</p>	<p>accessibility for young and old including access to essential services to schools, medical centres, and sporting facilities.</p>
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		<p>- Disregards the safety of our elderly and young residents. (This estate is especially designed for the elderly and young families) The elimination of our Safe Play area would lead to the following: a. Our young children playing on the road and at the mercy of traffic b. Many e-scooters, bicycles, and motorcycles passing through the estate c. Much greater accident risk when residents are reversing from their parking areas. Ref Appendix c. Increased risk of vandalism/theft/harm around the small pathways adjacent to our houses. Ref: Appendix C - Photographs of green area indicating obvious use by residents Ref: Appendix D – Various approaches to central reversing area Recommendations: We welcome the introduction of the active travel plan to Kinsale but recommend keeping it to existing public transport roads and pathways, by means of traffic calming, safe pedestrian crossings, cycle paths, roundabouts etc., but NOT cutting through peaceful residential green areas. We welcome the upgrading of the roundabout here at Abbey View but the approach onto the roundabout from upper Abbey View is on a blind corner. This is a huge problem for the residents when non-resident parents are collecting their children from school and parking along our entrance, forcing cars leaving the estate onto the roundabout on the wrong side of the road and on a blind corner. We ask if a traffic management plan has been done for this project? Ref: Appendix E – Photograph of approach to the roundabout Conclusion If put to the greater Kinsale community, we are sure that no one would welcome the introduction of public</p>	
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		<p>thoroughfares through the green areas of residential estates. The green area and boundary regulation needs to be maintained, especially in small estates like Abbey View which the residents themselves have maintained for years. We see the elimination plan of upper Abbey View's green area and boundary not only as disregarding regulations but as an unnecessary, short sighted, un thought out inclusion in the Kinsale active transport plan and counterproductive to the intended welfare of a section of its community. We are determined to preserve the rightful integrity of Abbey View estate for its present and future residents.</p>	
27	No name	<p>Older residents, most 60, 70+ or who have family visiting/taking them to appointments etc ... have nowhere to park. We already have enough difficulty getting to and from the house to the car. Now the potential loss of 7 much needed and valuable spaces is simply absurd!</p> <p>We have to constantly reschedule appointments around times we will be able to get parking outside our homes.</p> <p>Approx. 1pm- 4pm each day we're either unable to leave or return home as parents from both schools park outside our homes waiting to collect students, some taking up a parking space for 2+ hours. They refuse to move so we can't access our homes. Even trying to drive up/down the road during those times is impossible as there are 3 lines of cars on the road. Add the secondary school pupils parking outside our homes all day (counted 8 of their cars) taking up space and driving far too fast on the road.</p>	<p>The parking and traffic movement observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>

		<p>What if an ambulance/fire brigade needed access? Imagine not being able to go home when you want/need as there is simply nowhere to park and the road practically impassable.</p> <p>My daughter works late, not getting home till 11/12am. Where is she meant to park? In town and then walk back home? Putting her in unnecessary danger so late at night? It is simply not safe.</p> <p>I have a chronic bowel disease. I need to park and access my house ASAP! Usually I can't. Extremely distressing and upsetting when very unwell.</p>	
28	Mona Cantillon	<p>As a resident of Rose Abbey Park, my concern is by removing the set-down area will cause more congestion & people are not cooperating as it is. I believe we need resident parking as I attend hospital app/ sometimes my sister has to drive around a few times before she can find spare to park as I am unable to walk a long distance.</p>	<p>The parking and traffic movement observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process.</p>
29	Enda Maguire	<p>To Whom it may concern, The proposal to remove the loading areas at Rose Abbey Park is simply put a disastrous decision. During school hours the road is already congested with school traffic and residents of the road struggle to get parked as it is, the congestion causes people to double park on the road during drop off and collection times and quite frankly makes for very unsafe and hazardous overtaking conditions surrounding the school, especially when you consider the children running out from behind these cars. Removing these loading areas will only lead to more congestion and by adding a bike lane</p>	<p>The parking and traffic movement observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>

		<p>in will lead to even more hazardous conditions for pedestrians and drivers.</p> <p>In addition to the congestion one must ask where this bike lane will lead to. Many of the roads surrounding the proposed bicycle lane are not wide enough to accommodate a bicycle lane, so in effect this bicycle lane will lead to nowhere but more narrow roads with hazardous conditions for cyclists.</p> <p>From an environmental point of view, I can't see the benefit of having cars stuck in traffic for longer due to the increased congestion, this can only stand to create further emissions.</p> <p>Surely the solution to many of the above problems, and a better use of space is to extend the loading bay the full length of the road to ensure the road is less congested and safer for the general public, pedestrians and motorists.</p> <p>Thanks you in advance for your consideration.</p>	
30	Sara McCarthy	<p>I a resident of rose abbey park Kinsale would like to stress that a reduction in parking would be awful, since I started living here parking has been reduced on one occasion already due to new school footpath etc. I would also like to add that our parking for our homes is also used by the public and one of our homes have any parking included. Peak times there is no parking left as is! Please look into your decision more as its going to cause major disruption and force residents to illegally park in an already congested traffic area because of schools and amount of house etc. yours Sara Mc Carthy.</p>	<p>The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>

31	Abbey Casserly	Dear Sirs, I just want you to know I am slightly disabled and would need my car to be near my home as it is right now. So if you could make sure my spot (ineligible), I would be grateful I have a trolley and disabled card, Yours Sincerely Abbey Casserly	The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.
32	Phyllis Murphy	Dear Sir / Madam, I am writing to highlight the difficulties my husband and I, as pensioners face due to lack of designated parking for residents in Rose abbey Park Kinsale. The situation has been significantly worsened by the presence of two schools in close proximity. Whenever we leave our home such as shopping or doctors' appointments we often have no parking spaces available when we return. This has made it increasingly difficult to manage our daily lives as it has become a source of great stress. We kindly request that Cork County Council consider implementing designated parking spaces for residents to ensure we have access to our homes. This measure would not only improve convenience for residents but also manage traffic and parking congestion. We would greatly appreciate your attention on this matter and look Forward to hearing how the council might assist in resolving this issue. Yours sincerely Phyllis Murphy	The parking and traffic movement observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.
33	Jerri Corkery	Do not get rid of setdown areas. If anything we need more parking places for our residents and relatives coming and going to our park/ Rose abbey park outside our local school. Yours sincerely Jerri Corkery	The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.

34	David O'Donovan	<p>As a resident of Roseabbey Park, I am fully in favour of retaining the existing parking spaces that currently exist,</p> <p>And would be totally opposed to any proposed changes, which would result in the loss of up to seven much needed parking spaces.</p> <p>A large part of the problem in the area stems from the two local Schools, Scoil Naoimh Eltin and Kinsale Community School,</p> <p>Regarding Kinsale Community School, a School of approximately 1400 Students and over 150 Staff, its daily parking by Student of vehicles in Roseabbey Park, as the School itself does not permit student parking on the school grounds, a matter which has been repeatedly raised over time by several residents in the area with the school, but to no satisfaction to date,</p> <p>It is also our understanding that that the school doesn't even have sufficient on-site parking for the over 150 staff members who use the school campus daily,</p> <p>A completely unacceptable situation, and one that must be addressed as matter of urgency before any further development is permitted at the school.</p> <p>The local Primary School , Scoil Naoimh Etlin's refusal to utilise a set-down area, which currently exists within the school grounds, their failure to put a proper traffic management plan in place, during school drop-off and after School collection times, with a one-way system through the school grounds, which was submitted as part of the original planning for the school, also to inform parents and guardians, that there's no need for</p>	<p>The parking and traffic movement observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>
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		<p>them to be parking outside the school gates, often for up to two hours daily, before the school finishes, a practice that creates a considerable inconvenience to residents of Roseabbey-Park, who often return home only to find there is no available parking spaces.</p> <p>Their failure to utilise the on-site overflow carpark for after school and evening events and activities which regularly take place at the school, and to inform all groups and individuals using the school for such activities that they must use the onsite parking spaces provided.</p> <p>If the above measures, were to be put in place, I feel it would greatly alleviate a lot of the traffic issues which currently exist.</p> <p>While we all recognise the importance of education and the great work carried out by our local schools,</p> <p>The schools themselves, as good neighbours, have a duty to ensure they have effective plans in place with all stakeholders, to mitigate as much as possible impact of traffic disruption in the area; both during school hours and for after school activities.</p> <p>I find it extraordinary that such plans aren't currently in place given the huge volume of traffic using the schools on a daily, basis, and the impact it has on the residents in the immediate area.</p>	
35	Edel Gimblett & Peter Gimblett	<p>To whom it may concern, I am writing to strongly object to the proposed cycle lane outside Scoil Naomh Eltin. Parking for residents in Rose Abbey Park has been an on-going issue for many years, with both scoil naomh eltin and Kinsale Community</p>	<p>The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County</p>

		<p>School unable to cater for traffic to and from the school. We as residents have tried to engage with both schools on the issue but to no satisfaction. The residents in Rose Abbey Park are now senior in our years. To bring personal belongings i.e. shopping is now proving quite a challenge and on top of this we are been met with many hostile students from the community school which is causing undue stress. To finish we as a resident group do not want this as the road cannot cater for this cycle lane. It would be great if we could come together and agree on some form of resident parking, which would be greatly appreciated.</p>	<p>Council will engage with the school in relation to their proposed future planning application.</p>
36	Breda Walsh & Don Boyle	<p>To whom it may concern,</p> <p>Upon reading these submissions it is clear that residents here in Roseabbey Park are requesting resident parking. Parking here is a total nightmare for residents, we fight many daily battles over parking and are just exhausted at this stage. I have submitted videos as evidence in my own online submission. I would appreciate if you could forward your email address to (redacted.com) as I have many more videos / photos which exceed 10mb. In order for the Kinsale Active travel Project to run smoothly, parking in Roseabbey needs to be addressed first. Thanking you Breda Walsh</p> <p>At the moment in Roseabbey Park there is a hug issue with school traffic and parking. Pupils for the local secondary school park their cars on the main road during the day leaving less car spaces for residents. As residents we feel this if the proposed</p>	<p>The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>

		remocval of the set down area goes ahead. We may lose up to seven parking space. Where shall we then park our cars?	
37	Geraldine Dunne	<p>I am a resident of NO. (redacted) Roseabbey Park, Kinsale, Co Cork , which is located right across the road from where you propose to extend the footpath outwards which will remove some of the only available parking areas for the residents of roseabbey park. I object to this proposal on so many grounds. It is an absolute nightmare trying to find parking any hour of the day where we live and now you propose to remove what little parking we have. We cannot park outside our individual houses and are constantly fighting for spaces. I have on numerous occasions had to keep looking out my sitting room window to the front of my house to hope to see a car space become available so that I can park my car in that space. I suffer from arthritis in my back which limits my mobility and need to be able to access my car easily. WHERE DO YOU EXPECT THE RESIDENTS IN OUR ESTATE TO PARK? We do not have any choice but to park on the road. I would have thought that instead of trying to reduce the parking fiasco that we the residents have to put up with in Roseabbey Park, that you would instead try to come up with a Plan to help make our lives less stressful on a day to day basis. This proposal would be a detriment to all roseabbey park residents.</p> <p>All the residents of Roseabbey Park are strongly opposed to your proposal please take note of my observations as stated above</p>	<p>The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>

38	Edel Boyce	<p>The parking situation at Roseabbey Park is dreadful. Students from the community school park there from just after 8am until close to 4pm. The children attending St Eltins are dropped off from 9am. The parents park their cars, double park then chat for ages, very often they park blocking access to the houses. In my case I had two knee replacements and depend on a lift to and from town but often there is no place for my lift to park to allow me to get in or out of the car. If residential parking was introduced it might help the situation. When the school first opened we were informed that the cars would go in one gate, drop the kids in the yard and exit through to second gate. This operated for some time and worked out(?) but the school then closed the gate to traffic and the bedlam that is there now ensues.</p>	<p>The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>
39	Mary Santry & Terry Santry	<p>Parking problem for us. Both retired, one 80 years and 76 years old. Both with medical conditions, so parking and easy access to home is essential. All parking is taken by schools, while we drive around for a hour or more waiting to get a spot so we can get into our home. Cars doubled parked while other cars have to drive on other side of road. Creating danger. No availability for emergency services.</p>	<p>The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>
40	Deirdre McCarthy	<p>To Cork County Council My concerns on parking for residents of Rose Abbey Park. To me little or no consideration has been given to the residents of Rose Abbey Park. On moving to the area in 2011 residents had options for parallel</p>	<p>The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.</p>

		<p>parking on either side of the road. When St Johns School was demolished and Scoil Naomh Eltin built parking spaces were reduced due to grass areas and double yellow lines. Since then the school has significantly expanded in numbers. The parking situation has become impossible with school traffic from Scoil Naomh Eltin double parking blocking in parked cars and leaving the road down to one lane causing traffic congestion daily .</p> <p>This situation is ongoing throughout the day from the starting of school hours to the 2pm 3pm finish and other times outside of these including after school studies /playschool pickups after school activities and various groups that use the school after school hours .</p> <p>Parents are not just dropping picking up their children 5/10 mins beforehand they are arriving up to an hour before staying in their cars going around the ring for a walk/or bringing their dogs into the green in Rose Abbey Park to do their business on the green with absolutely no respect for residents. When the bottom gate was open for cars to drive in drop off and exit through the top gate this eased the pressure some bit .We have a lovely little neighbourhood which is being ruined by parking problems and aggressive parents .My family and friends avoid calling to me because they have nowhere to park and I know an post-delivery companies /painters /workmen dislike coming to the area and it all boils down to one problem - PARKING .We now also have the problem of KCS students parking for the day in the area.</p>	
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		I call on a meeting with residents Cork County council and our local council before this change is made to the area.	
41	Ruth McGill	<p>As a Resident of (Redacted) Roseabbey Park, I strongly feel that removing the loading bay will result in more traffic congestion. As it is people park outside the loading bay blocking the actual cars that are parked in the loading bay. I have asked people politely to move so I can get out. They can be quite nasty.</p> <p>I often have to drive around numerous times at 2.55pm looking for a space, I have my daughter's children with me and it is unsafe getting the children out of the car as there is cars everywhere. It's only a matter of time before there is a serious accident.</p> <p>Parents and students can be quite nasty when I've asked them politely to move a few inches so I can park safely and ensure my grandkids are safe.</p> <p>We as residents need our own parking, if we could have our own parking inside the wall it would be great, not only would it mean our cars are safe but also my grandchildren.</p>	The parking observations made in relation to Roseabbey Park are noted. Cork County Council has engaged with local residents of Roseabbey Park during this Part VIII process and this will continue post the Part VIII process. Cork County Council will engage with the school in relation to their proposed future planning application.
42	Cork Education and Training Board (ETB) on behalf of Kinsale Further Education	<p>We received your letter regarding the proposed development associated with the upcoming Kinsale Active Travel Project Part VIII. We understand that approximately 190m² of our land has been identified as necessary for the successful implementation of this project, subject to planning consent.</p> <p>We are open to discussing the acquisition of our land at our Kinsale FET campus, Bandon Rd,</p>	Where land acquisition is envisaged, Cork County Council will engage readily with landowners potentially impacted by the proposed scheme. This engagement process will seek to agree measures to mitigate the direct impact of the proposed scheme.

		<p>Kinsale, Co. Cork P17 NN67 and would like to engage further on this matter. Please feel free to reach out to me directly for discussion or clarification going forward.</p> <p>Thank you for your attention to this matter, and we look forward to your response.</p>	
43	Dept. of Housing, Local Government and Heritage	<p>Vegetation clearance should take place outside the bird nesting season.</p> <p>Mitigatory planting regarding net biodiversity loss should consist of native species</p> <p>Mitigate against potential indirect impacts resulting from construction phase to habitats immediately adjacent to the southern end of the site.</p> <p>Clarify whether the species Borrers Saltmarsh Grass may occur or not within the footprint and as per the annexed habitat, indirect impacts should be avoided.</p> <p>No dedicated wintering bird survey work appears to have been carried out. Furthermore is the provision of solid acoustic blanket mounted on full-height fences of approximately 2.5m in height a standard usual measure for these types of projects. Where potential significant effects may occur on Natura 2000 sites the need for an Natura Impact Statement is normally triggered.</p>	<p>Any vegetation clearance as part of this scheme will be undertaken outside the bird nesting season.</p> <p>Cork County Council will ensure robust measures are included for in a Construction and Environmental Management Plan prior to construction commencing with a view to mitigating against the potential impacts resulting from construction phase activities to habitats immediately adjacent to the southern end of the site.</p> <p>Cork County Council commissioned a suitably qualified Ecologist to undertake an Ecological Impact Assessment (EcIA), and included a site survey. The ecologist prepared an EcIA report that was included as part of the documentation to support the Part VIII application. The conclusions drawn by the ecologist were that the site is not considered of high value for its bird assemblage. The immediate site is considered to be of Local Importance (Lower Value) for birds. The final designs will be rigorously assessed and propose measures to be implemented during construction to mitigate the impact to migratory winter birds.</p> <p>Cork County Council commissioned a site survey by a suitably qualified ecologist and no evidence was found of Borrer's Saltmarsh Grass within the footprint of the scheme. Cork County Council will endeavour to employ mitigation</p>

			<p>measures, through an agreed Construction and Environmental Management Plan that will mitigate impacts to sensitive habitats and protected plant species adjacent to the proposed scheme.</p> <p>Cork County Council commissioned a suitably qualified ecologist to prepare an Appropriate Assessment Screening which was included in the Schemes Part VIII Documentation and concluded that '<i>the proposed project is not likely to cause significant negative effects on Sovereign Islands SPA (4124), Courtmacsherry Bay SPA (4219), Courtmacsherry estuary SAC (1230), Old Head of Kinsale SPA (4021), Cork Harbour SPA (4030), Seven Heads SPA (4191) or any other Natura 2000 site, individually or in combination with other plans or projects. It is considered that there is no reasonable scientific doubt in relation to this conclusion</i>'. This conclusion was concurred with by Cork County Councils Ecologist.</p> <p>We note comments in relation to the 2.5m high fence with solid acoustic blanket, however it should be noted that Cammogue marsh is not a Special Protection Area (SPA), and this measure is believed to be suitable mitigation measure for this situation, in the professional opinion of Cork County Councils appointed ecologist consultant .</p>
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Notes:

1. The submission by Hilda Ryan-Purcell on behalf of Abbey View Residents was signed by Hilda Ryan-Purcell and 45 other individuals.

7.3 Response to Statutory Consultees

Number	Name	Matters Raised	Cork County Council Response
1.	Inland Fisheries Ireland	<p>There should be no drainage or other physical interference with the bed or bank of any watercourse without prior consultation with IFI.</p> <p>Suspended solids and or hydrocarbon contaminated site run-off waters must be controlled adequately so that no pollution of surface waters can occur.</p> <p>In the event of any watercourse crossings being bridged or culverted the following general criteria should apply, (i) The free passage of fish must not be obstructed. (ii) The original slope of the river bed should be maintained with no sudden drops on the downstream side. Design details on any proposed crossing should be incorporated at planning stage (iii) Bridges are preferable to culverts. (iv) All instream works should be carried out only in the July-September period.</p> <p>Full cognizance should be given to IFI "Guidelines on protection of fisheries during construction works in and adjacent to waters".</p>	<p>CCC will liaise with Inland Fisheries Ireland during the detailed design phase should there be any interference with the bed or bank of any watercourse and agree to follow the requirements outlined by Inland Fisheries Ireland in their submission. At present, it is not envisaged that there will be any interference with the bed or bank of any watercourse.</p> <p>Cork County Council will ensure that adequate measures are included for in the detailed design and in an agreed Construction and Environmental Management Plan, with the mitigation measures being monitored on-site to minimise risk of pollution of surface waters.</p> <p>At present, it is not envisaged that there will be any watercourse crossings to bridge or culvert, but should this change during the detailed design, Cork County Council will ensure adherence to best practice and IFI <i>Guidelines on protection of fisheries during construction works in and adjacent to waters</i>.</p>

7.4 Planner's Report

See extract below from Planners Report.

Having reviewed and considered the drawings and documentation provided with the proposal and having regard to:

- a. the nature and scale of the proposed development which relates to the development of an active travel scheme which would largely utilise existing roads and pathways and would extend to include cycle lanes,
- b. the largely urban location of the proposed development within Kinsale Town,
- c. the existing pattern of development and existing services in the vicinity of the proposal,
- d. the Environmental Impact Assessment Screening Report,
- e. the accompanying documentation including the Ecological Impact Assessment Report, the Archaeological and Architectural Heritage Impact Assessment and the preliminary Construction Environmental Management Plan,
- f. the lack of cumulative impacts arising when taken together with existing and permitted developments in the vicinity,
- g. the assessment and conclusions of the Habitats Directive Appropriate Assessment Screening Report and Habitats Directive Appropriate Assessment 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),
- h. the criteria set out in a. 120(4)(a) of the Planning and Development Regulations, 2001 as amended, and
- i. the mitigation measures and good construction practice standards proposed in the reports,

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 report is, therefore, not required.



G.O'Mahony
Senior Planner

04/12/24

7.5 Modifications to Existing Proposal

There are no proposed modifications.

8. Recommendation

The proposals which are the subject of this Part 8 Planning Process will provide high quality connectivity between the residential estates and education centres, sporting facilities, local amenities in Kinsale. This scheme will provide infrastructure to promote sustainable modes of transport within the town centre and will improve safety for all road users.

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, is in accordance with the proper planning and sustainable development of the area and I have no hesitation in recommending to the Members of Kinsale Bandon 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:




Mr. Ger Barry

S/ Director of Services

Roads & Transportation & Area Services

Cork County Council

SIGNED:



Mr. Niall Healy

Divisional Manager North

Cork County Council

Date:



Date:

23/04/2025

9. Appendices

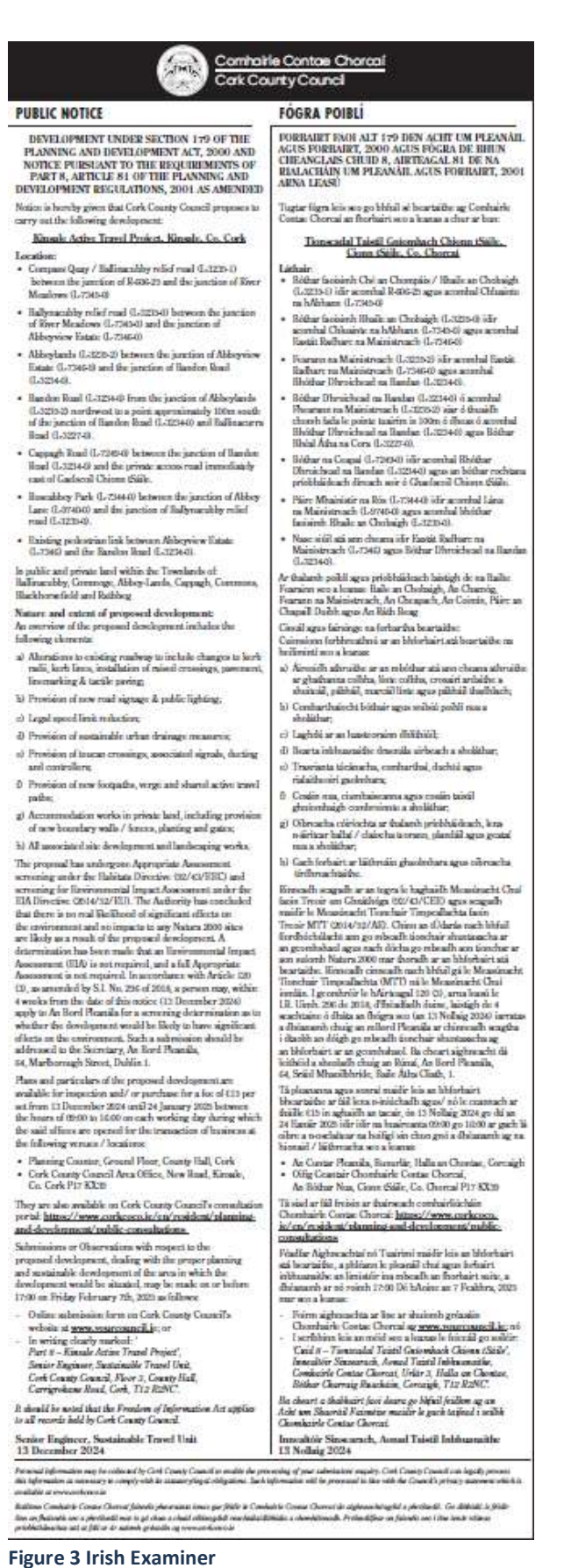


Figure 3 Irish Examiner

Answers

<p>MUNA K. OSHIA Nigeria, Connecticut This Anniversary December 13th</p>  <p>In loving memory of Muna K. Oshia, who passed away on December 13th, 2008. Her life was a journey of faith and love. She is missed every day.</p>	<p>SONDRA KIBBY (TORT) SHAW Baptist, Kansas, St. Clair This Anniversary December 13th</p>  <p>In loving memory of Sondra Kibby, who passed away on December 13th, 2008. She was a loving mother and a devoted wife. Her memory lives on in our hearts.</p>	<p>THOMAS DOVENEY Kalamazoo Falls, Thompson This Anniversary December 13th</p>  <p>In loving memory of Thomas Dovene, who passed away on December 13th, 2008. He was a kind and gentle soul. His memory is cherished by all who loved him.</p>	<p>DONALD GAY Champaign, Kentucky This Anniversary December 13th, 2007</p>  <p>The ground will be keeping The heart that once was here The love will be with you Forever in our hearts Always remembered by his loving family</p>	<p>BIGARTY Main Street, Thompson This Anniversary December 13th</p>  <p>In loving memory of The Bigarty, Main Street, Thompson, who passed away on December 13th, 2008.</p>	<p>CONNIE MURPHY Augusta, Georgia</p>  <p>In loving memory of Connie Murphy, who passed away on December 13th, 2008.</p>	<p>Memorial Cards Bookmarks Acknowledgement Call for a free sample pack Competition & Quality Service</p> <p>17.5 \$ Memorial</p> <p>Mortuary 1914 KELLSBURG ROAD CASE 15 YEARS</p> <p>William Smith, Secretary Call Book</p> <p>027 55903 call for a free sample pack www.memorialcards.com</p> <p>Personalized to your needs</p>
<p>LIAM KINGSTON Annapolis, Maryland This Anniversary December 13th</p>  <p>In loving memory of Liam Kingston, who passed away on December 13th, 2008. He was a loving father and a devoted son. His memory is cherished by all who loved him.</p>	<p>OTOMOHUKE 30th Anniversary</p>  <p>In loving memory of Otomohuke, who passed away on December 13th, 2008. He was a kind and gentle soul. His memory is cherished by all who loved him.</p>	<p>JOSEPH MURPHY Annapolis, Maryland This Anniversary December 13th, 2006</p>  <p>In loving memory of Joseph Murphy, who passed away on December 13th, 2006. He was a loving father and a devoted son. His memory is cherished by all who loved him.</p>	<p>THE MIRACLE PRAYER Dear Father, I pray for you every day. I pray for your health, your happiness, and your peace. I pray for your family and your friends. I pray for your work and your play. I pray for your life and your love. Amen.</p>	<p>THE MIRACLE PRAYER Dear Father, I pray for you every day. I pray for your health, your happiness, and your peace. I pray for your family and your friends. I pray for your work and your play. I pray for your life and your love. Amen.</p>	<p>THE SOUTHERN STAR 028-21200</p>  <p>In loving memory of The Southern Star, who passed away on December 13th, 2008. He was a kind and gentle soul. His memory is cherished by all who loved him.</p>	<p>Remembering MEMORIAL CARDS ACKNOWLEDGMENT CARDS & NOTELITS BOOKMARKS PERSONALIZED STYLIS</p> <p>Sampled by the members</p> <p>KENNEDY PRINTERS</p> <p>Barry, Ga. Co. Inc. Tel: 027 50102 www.kennedyprinters.com 1-800-888-8888</p> <p>Designed & printed by Barry</p>
<p>DAIRA OSHOAN Cambridge & Annapolis This Anniversary</p>  <p>In loving memory of Daira Oshoan, who passed away on December 13th, 2008. She was a loving mother and a devoted wife. Her memory is cherished by all who loved her.</p>	<p>OTOMOHUKE 30th Anniversary</p>  <p>In loving memory of Otomohuke, who passed away on December 13th, 2008. He was a kind and gentle soul. His memory is cherished by all who loved him.</p>	<p>THE MIRACLE PRAYER Dear Father, I pray for you every day. I pray for your health, your happiness, and your peace. I pray for your family and your friends. I pray for your work and your play. I pray for your life and your love. Amen.</p>	<p>THE MIRACLE PRAYER Dear Father, I pray for you every day. I pray for your health, your happiness, and your peace. I pray for your family and your friends. I pray for your work and your play. I pray for your life and your love. Amen.</p>	<p>THE MIRACLE PRAYER Dear Father, I pray for you every day. I pray for your health, your happiness, and your peace. I pray for your family and your friends. I pray for your work and your play. I pray for your life and your love. Amen.</p>	<p>THE SOUTHERN STAR 028-21200</p>  <p>In loving memory of The Southern Star, who passed away on December 13th, 2008. He was a kind and gentle soul. His memory is cherished by all who loved him.</p>	<p>Remembering MEMORIAL CARDS ACKNOWLEDGMENT CARDS & NOTELITS BOOKMARKS PERSONALIZED STYLIS</p> <p>Sampled by the members</p> <p>KENNEDY PRINTERS</p> <p>Barry, Ga. Co. Inc. Tel: 027 50102 www.kennedyprinters.com 1-800-888-8888</p> <p>Designed & printed by Barry</p>
<p>MURRAY</p>  <p>In loving memory of Murray, who passed away on December 13th, 2008. He was a loving father and a devoted son. His memory is cherished by all who loved him.</p>	<p>OTOMOHUKE 30th Anniversary</p>  <p>In loving memory of Otomohuke, who passed away on December 13th, 2008. He was a kind and gentle soul. His memory is cherished by all who loved him.</p>	<p>THE MIRACLE PRAYER Dear Father, I pray for you every day. I pray for your health, your happiness, and your peace. I pray for your family and your friends. I pray for your work and your play. I pray for your life and your love. Amen.</p>	<p>THE MIRACLE PRAYER Dear Father, I pray for you every day. I pray for your health, your happiness, and your peace. I pray for your family and your friends. I pray for your work and your play. I pray for your life and your love. Amen.</p>	<p>THE MIRACLE PRAYER Dear Father, I pray for you every day. I pray for your health, your happiness, and your peace. I pray for your family and your friends. I pray for your work and your play. I pray for your life and your love. Amen.</p>	<p>THE SOUTHERN STAR 028-21200</p>  <p>In loving memory of The Southern Star, who passed away on December 13th, 2008. He was a kind and gentle soul. His memory is cherished by all who loved him.</p>	<p>Remembering MEMORIAL CARDS ACKNOWLEDGMENT CARDS & NOTELITS BOOKMARKS PERSONALIZED STYLIS</p> <p>Sampled by the members</p> <p>KENNEDY PRINTERS</p> <p>Barry, Ga. Co. Inc. Tel: 027 50102 www.kennedyprinters.com 1-800-888-8888</p> <p>Designed & printed by Barry</p>

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9.2 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:

Kinsale Active Travel Project, Kinsale, Co. Cork

Location:

- Compass Quay / Ballinacubby relief road (L-3235-1) between the junction of R-606-25 and the junction of River Meadows (L-7345-0)
- Ballinacubby relief road (L-3235-0) between the junction of River Meadows (L-7345-0) and the junction of Abbeyview Estate (L-7346-0)
- Abbeylands (L-3235-2) between the junction of Abbeyview Estate (L-7346-0) and the junction of Bandon Road (L-3234-0).
- Bandon Road (L-3234-0) from the junction of Abbeylands (L-3235-2) northwest to a point approximately 100m south of the junction of Bandon Road (L-3234-0) and Ballinacurra Road (L-3227-0).
- Cappagh Road (L-7249-0) between the junction of Bandon Road (L-3234-0) and the private access road immediately east of Gaelscoil Chionn tSáile.
- Roseabbey Park (L-7344-0) between the junction of Abbey Lane (L-9740-0) and the junction of Ballinacubby relief road (L-3235-0).
- Existing pedestrian link between Abbeyview Estate (L-7346) and the Bandon Road (L-3234-0).

In public and private land within the Townlands of: Ballinacubby, Commoge, Abbey-Lands, Cappagh, Commons, Blackhorsefield and Rathbeg

Nature and extent of proposed development:

An overview of the proposed development includes the following elements:

- a) Alterations to existing roadway to include changes to kerb radii, kerb lines, installation of raised crossings, pavement, linemarking & tactile paving;
- b) Provision of new road signage & public lighting;
- c) Legal speed limit reduction;
- d) Provision of sustainable urban drainage measures;
- e) Provision of toucan crossings, associated signals, ducting and controllers;
- f) Provision of new footpaths, verge and shared active travel paths;
- g) Accommodation works in private land, including provision of new boundary walls / fences, planting and gates;
- h) All associated site development and landscaping works.

The proposal has undergone Appropriate Assessment screening under the Habitats Directive (92/43/EEC) and screening for Environmental Impact Assessment under the EIA Directive (2014/52/EU). The Authority has concluded that there is no real likelihood of significant effects on the environment and no impacts to any Natura 2000 sites are likely as a result of the proposed development. A determination has been made that an Environmental Impact Assessment (EIA) is not required, and a full Appropriate Assessment is not required. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (13 December 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 and/ or purchase for a fee of €15 per set from 13 December 2024 until 24 January 2025 between the hours of 09:00 to 16:00 on each working day during which the said offices are opened for the transaction of business at the following venues / locations:

- Planning Counter, Ground Floor, County Hall, Cork
- Cork County Council Area Office, New Road, Kinsale, Co. Cork P17 KX39

They are also available on Cork County Council's consultation portal: <https://www.corkcoco.ie/en/resident/planning-and-development/public-consultations>

Submissions or Observations with respect to the proposed development, dealing with the proper planning and sustainable development of the area in which the development would be situated, may be made on or before 17:00 on Friday February 7th, 2025 as follows:

- Online submission form on Cork County Council's website at www.yourcouncil.ie; or
- In writing clearly marked: 'Part 8 – Kinsale Active Travel Project', Senior Engineer, Sustainable Travel Unit, Cork County Council, Floor 3, County Hall, Carrigrohane Road, Cork, T12 R2NC'.

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

Senior Engineer, Sustainable Travel Unit

13 December 2024



Comhairle Contae Chorcaí
Cork County Council

**Sustainable Travel Unit, Roads &
Transportation & Area Services
Directorate**