



Cork County Council

Ballincollig Carrigaline Municipal
District

Part 8 Manager's Report **DRAFT**

**Proposed Development of a
Pedestrian and Cycle Greenway
and Ancillary Works from
Glenbrook to Raffeen Bridge
within the townlands of Lackaroe,
Monkstown, Monkstown (Castle
Farm), Ballyfouloo, Raffeen and
Shanbally, Co. Cork**

March 2017

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1.0 Introduction

It is proposed to develop a pedestrian and cycle greenway between the entrance to the Cross River Ferry Terminal at Glenbrook and Raffeen Bridge, Raffeen. This proposed development is planned as the first of two phases which will provide the essential link between the existing Rochestown to Passage West section of greenway and the Carrigaline to Crosshaven section of greenway.

This proposed development is subject to the requirements of Section 179 of the Planning and Development Act, 2000 (as amended) and Part 8 of the Planning and Development Regulations, 2001 (as amended).

In accordance with the requirements of the above legislation this report describes the nature and extent of the proposed development; evaluates the consistency of the proposed development with the proper planning and sustainable development of the area; lists the persons or bodies who have made submissions or observations in respect of the proposed development; summarises the issues raised in the submissions and gives the response of the Manager, and; recommends whether or not the proposed development should proceed, with or without modifications, as appropriate.

2.0 Project Proposal: Nature, Extent & Principal Features of Proposed Development

The proposal comprises the development of a pedestrian and cycle greenway and ancillary works. The proposed greenway is approximately 4.6km in length and incorporates the following principal features:

- Provision of a bound macadam pathway of between 3.0m and 4.0m wide
- Provision of 2 no. boardwalk structures
- Provision of a new car park at Strawhall
- Provision of traffic calming at Raffeen
- Provision of public lighting on sections of the scheme
- Provision of fencing and railings
- Provision of signage, markings and delineation works, landscaping, ancillary drainage and all associated development works.

The proposed greenway extends from the entrance to the Cross River Ferry terminal at Glenbrook to Raffeen Bridge, Raffeen within the townlands of Lackaroe, Monkstown, Monkstown (Castle Farm), Ballyfouloo, Raffeen and Shanbally, Co. Cork.

Section 1: Cross River Ferry to Railway Tunnel, Monkstown ('Cut & Cover')

Starting at the Cross River Ferry terminal the proposed Greenway will cross the entrance to the ferry access apron. The existing traffic entry and exit points and the right turn lane facility into the ferry apron have been maintained and all works to the Greenway will be accommodated outside of the apron.

The route will run adjacent the park at the former Victoria Baths and will continue adjacent the R610 along the alignment of the existing footpath. The footpath will require reconstruction and widening to accommodate the Greenway. The footpath will be widened to a desirable width of 4.0m and a minimum width of 3.0m. In order to accommodate the widening of the existing footpath the R610 will be reduced in width to a minimum width of 6.0m.

Existing public lighting will provide appropriate lighting for the Greenway. Road drainage will be modified to accommodate the widening of the footpath. New railings will be incorporated where necessary along the harbour wall in order to provide for a minimum railing height of 1.4m.

Railway Tunnel, Monkstown ('Cut & Cover')

The proposed Greenway will be routed along the former railway alignment through the Railway Tunnel, Monkstown 'Cut & Cover' section under the R610 north of Monkstown. The proposed Greenway will be accommodated on the existing pathway which will be resurfaced. Lighting will be improved where necessary through this section and existing landscaping will be modified and improved to complement the Greenway.

Monkstown

Within Monkstown the proposed Greenway will be routed along the existing footpath alignment adjacent the car park, the Sailing Club and the access gangway to Monkstown Marina. The proposed Greenway route has been designed to maintain access to these facilities and to maintain on-street parking at key locations. The route will be lit via the existing public lighting.

Monkstown to Strawhall

The proposed Greenway will be aligned along the existing footpath which will be widened and reconstructed to provide a desirable overall 4.0m Greenway path and a minimum path width of 3.0m. A new railing will be required along the harbour wall and new public lighting will be required for the last 450m of this section.

Strawhall

In order to mitigate potential impacts on the adjacent Cork Harbour SPA, the proposed Greenway will be aligned adjacent the R610 from Murph's Pub to south of the L2489 road junction. This will be via a combination of at-grade path constructed adjacent to the road way and some 200m of boardwalk due-west of the disused boat yard. The remainder of the proposed Greenway through this section will be constructed on the railway embankment up to the crossing of the L6473 Shanbally Road. New public lighting will be required along the full extent of the proposed Greenway through this section.

Raffeen Village

The routing of the proposed Greenway to the rear of the residential properties at Raffeen has been a key consideration in the development of the Greenway design. In order to protect the privacy of the residents, a wall will be constructed to the rear of the properties which will preclude overlooking from the trail and individual rear access will be accommodated via a residents path and service area. The proposed

Greenway will be aligned along the original railway alignment to the rear of the properties. A suitable raised road crossing of the L6473 will be incorporated in the Greenway with additional speed control ramps to be incorporated.

Raffeen Woods

The existing trail along the original railway alignment extends some 700m from Raffeen cottages to the old Raffeen Bridge. The majority of this trail will be incorporated into the proposed Greenway to provide a trail incorporating public lighting. The last 230m of the Greenway will incorporate an elevated, sloped boardwalk structure in order for the Greenway to transition across the 6.0m level difference between the railway line and the R610 at the bridge.

Full details of the proposed development as outlined above are set out in the Part 8 Planning Document and the Part 8 Planning Drawings. The Part 8 Planning Document comprises the following elements:

- Planning Report
- Appropriate Assessment Screening Report
- Ecology Report
- Flood Risk Assessment
- Outline Construction and Environmental Management Plan.

The Part 8 Planning Drawings are reproduced in Appendix 1 of this report for reference.

3.0 Planning Policy Context

At national level, the Smarter Travel Policy document (2009) sets out a vision for the development of a sustainable transport system for Ireland incorporating a number of policies to encourage a modal shift away from private car use and the promotion of public transport, walking and cycling. Similarly, the National Cycle Policy Framework promotes the development of a strong cycling culture in Ireland with an emphasis on its ability to contribute to the strategic aims of improving quality of life, support a stronger economy and enhancing the environment.

The proposed development is located adjacent to Cork Harbour within the administrative area of Cork County Council. The Cork County Development Plan 2014 acknowledges the potential for greenways within the county and makes specific reference to the potential for a greenway between Passage West and Carrigaline to form an important link between the successfully developed greenways of Rochestown to Passage West and Carrigaline to Crosshaven. Specifically, the County Development Plan sets out an objective under TO 7-1 to promote the development of walking and cycling routes throughout the county as an activity for both international and local tourists in a manner that is compatible with nature conservation and other environmental policies.

The Carrigaline Electoral Local Area Plan 2011 (as amended) contains objectives for developing walking and cycling routes within the area. With

specific reference to the proposed Glenbrook to Raffeen Greenway the Plan contains the following objective:

Objective U-05: Develop and maintain pedestrian walk along Monkstown Creek. Development of this walk could give rise to disturbance to winter feeding sites and will require the provision of an ecological impact assessment report (Natura Impact Statement) in accordance with the requirements of the Habitats Directive. The development of the walk may only proceed where it can be shown that it will not have an impact on the adjacent Special Protection Area.

The Appropriate Assessment Screening carried out for the proposed Greenway concludes that there are no material impacts arising from the proposed scheme on any Natura 2000 sites.

4.0 Part 8 Process: Persons or Bodies who made Submissions or Observations

Notice of the proposed development was served under Section 179 of the Planning and Development Act 2000 (as amended) and Part 8 of the Planning and Development Regulations 2001 (as amended).

The Part 8 planning process commenced on July 8th 2016 with the publication of the public newspaper notice. Site notices were erected at the site location and the public newspaper notice was published on July 8th 2016 (a copy of the site and newspaper notices are reproduced in Appendix 2 and 3 respectively). Plans and particulars of the proposed development were placed on display in Cork County Council Headquarters (Floor 5), County Hall and in the Carrigaline Area Office, Carrigaline between July 8th and August 19th 2016. The public notices (site and newspaper) invited submissions or observations to be received on or before September 2nd 2016.

To facilitate public access, additional copies of the Part 8 planning documents and drawings were made available to view in the public libraries in Passage West and Carrigaline and on Cork County Council's website.

4.1 Persons and Bodies who made Submissions or Observations

In total, 13 submissions or observations were received on or before Friday September 2nd 2016. A list of the persons or bodies that made a submission or observation is set out in Table 1 below.

Table 1 List of Persons or Bodies who made submissions or observations with respect to the proposed development within prescribed period

No	Name	Address
1	Michael & Chris Fitzgerald	13 Raffeen Village, Monkstown
2	Brian & Tracey Geary	1 De Vessei Place, Monkstown
3	Dermot J. Twomey	Avondale, Lackaroe, Passage West
4	Robert Allison	5 Canning Place, Glenbrook

5	Brigid Delahunty	6 Canning Place, Glenbrook
6	P. McCarthy (name unclear)	22 Victoria Terrace, Glenbrook, Passage West
7	Dominic Ryan	1 Glenbrook Terrace, Glenbrook, Passage West
8	Eibhlin Clifford	2 Bellvue Place, Strand Road, Monkstown
9	Bryan McSwiney	Glenbrook Villas, Passage West
10	Andrew Moynihan, Commodore, Monkstown Bay Sailing Club	3 de Vesci Place, Monkstown
11	Elizabeth Cudmore	Monkstown
12	Judith Graefel	4 Glenbrook Place, Glenbrook, Passage West
13	Joe Burns	Sceilig Mhichil, Monkstown

A further 7 submissions were received on Monday September 5th 2016 and are listed in Table 2 below.

Table 2 Late Submissions (submissions received on September 5th 2016)

No	Name	Address
1	Myles McCarthy	Corr Iasc, 4 Bellvue Place, Monkstown
2	Patricia Kelleher	Braeside, Glenbrook, Passage West
3	Barry Kiely	Simla Villa, Glenbrook, Passage West
4	Sinead Kiely	Simla Villa, Glenbrook, Passage West
5	Monica McCarthy & G. McCarthy	2 Glenbrook Terrace, Glenbrook, Passage West
6	Gerry Riordan	7 Hillside Grove, Glasheen, Cork
7	Cllr. Seamus McGrath	21 The Pines, Bridgemount, Carrigaline

In accordance with the requirements of the Planning and Development Regulations, 2001 (as amended), notice of the proposed development and a copy of the plans and particulars were also issued to relevant statutory bodies. Table 3 below sets out the bodies that were issued with a notice and a copy of the Part 8 Documents and Drawings and identifies those that made a submission or observation.

Table 3 List of Statutory Bodies issued with notice of the proposed development

No	Body	Submission or Observation Received
1	The Minister Department of Environment Community & Local Government Customs House Dublin 1	No submission/observation received.
2	Marine Planning & Foreshore Unit Department of Environment, Community & Local Government	No submission/observation received.

	Newtown Road Wexford	
3	Minister for Arts, Heritage & the Gaeltacht C/o The Manager Development Applications Unit Department of Arts, Heritage & the Gaeltacht Newtown Road Wexford	No submission/observation received.
4	Heritage Council Church Lane Kilkenny	No submission/observation received.
5	Inland Fisheries Ireland South West Region Sunnyside House Masseytown Macroom Co.Cork	Submission/observation received.
6	An Taisce Tailor's Hall Back Lane Dublin 8	No submission/observation received.
7	The Minister National Parks & Wildlife Service Department of Arts, Heritage & the Gaeltacht Muckross House Killarney National Park Killarney Co. Kerry	No submission/observation received.

4.2 Summary and Response to Issues Raised in Submissions and Observations

As detailed above, 13 submissions or observations were received within the prescribed period for public consultation ending on September 2nd 2016. Table 4A summarises the issues raised with respect to the proper planning and sustainable development of the area in which the proposed development is located and sets out the Manager's response. Table 4B summarises the issues and response to submissions received on September 5th 2016. Table 5 sets out the comment and response to submissions received from statutory consultees (in the interests of clarity, one response was received from a statutory consultee).

Table 4A Summary and Response to Issues Raised in Submissions/Observations Received within prescribed period

No .	Submission By	Summary of Issues	Response
1	Michael & Chris Fitzgerald 13 Raffeen Village Monkstown	(a) Request from a landowner for minor amendment to layout at Raffeen in the interests of privacy.	Noted and accepted. A minor amendment to the proposed layout at Raffeen village will be incorporated by way of modification to address the point raised.
2	Brian & Tracey Geary 1 De Vessei Place Monkstown	<p>(a) The waterfront will benefit from a greenway for use by residents and visitors.</p> <p>(b) There is a need to relocate waste bins from Monkstown Car Park to increase the attractiveness of the area and free spaces for parking.</p> <p>(c) There is an opportunity to replace traffic lights in Monkstown with traffic calming.</p> <p>(d) A reduction in road width will affect on-road parking which will put further pressure on spaces within the car park.</p>	<p>Noted and agreed.</p> <p>Comment noted. There is no objection in principle to the relocation of the existing Bring Bank facility to an alternative point in Monkstown. This will be pursued in tandem with the development of the proposed greenway.</p> <p>The removal of the controlled pedestrian crossing in Monkstown is not part of this scheme.</p> <p>The impact of the proposed greenway on existing parking arrangements on the public road has been examined in detail along the entire route. It is proposed that the greenway will be suspended through Monkstown village from the entrance to the main public Car Park to the end of the Sand Quay. It is confirmed that there will be no removal of existing parking areas as a result of the proposed greenway.</p>
3	Dermot J.	(a) Opposed to proposal. Has enjoyed	Noted. The proposed greenway will be a shared use facility

No .	Submission By	Summary of Issues	Response
	Twomey Avondale Lackaroe Passage West	almost daily walks on this route for 25 years.	and will therefore allow for the continued enjoyment of the amenity by pedestrians.
4	Robert Allison 5 Canning Place Glenbrook	(b) The increasing number of cyclists has occasioned the need to step off the path onto road to avoid injury.	Comment noted. The proposal provides for an upgraded and widened facility which will have adequate width to operate as a two way shared use route. A Code of Conduct will apply to promote appropriate user behaviour in the interests of the comfort and safety of path users.
		(a) The existing path provides a safe walking environment for people of all ages.	It is acknowledged that the existing footpath provides a safe walking environment for people of all ages.
		(b) A cycleway superimposed on the existing path is a hazard for pedestrians and will limit their enjoyment of existing facilities. The greenway would not benefit the majority of cyclists as the cycle lane provides no room for overtaking and will slow everything down.	The proposed greenway is intended to cater for pedestrians, leisure cyclists, less confident cyclists and in particular children and families. The proposed shared path is not intended to cater for high speed cyclists who will continue to cycle on the roadway. As such the proposed path will function as currently, albeit with increased width and better surfacing. The scheme was subject to an independent Road Safety Audit and Road User Audit. Neither of these audits identified any potential hazards in terms of sharing of the pathway by pedestrians and lower speed cyclists. The mixing of pedestrians and slower cyclists will require more interaction between all users however there is adequate width within the greenway to operate as a two way shared pedestrian and cyclist track and to facilitate overtaking by lower speed cyclists.
		(c) Proposal downgrades pedestrian facilities by making it mixed-mode.	The proposal will be an upgraded facility for shared use between pedestrians and lower speed cyclists. All users

No .	Submission By	Summary of Issues	Response
			<p>will be encouraged to display considerate behaviour and to respect the comfort and safety of other path users. This will be promoted through a clearly signed 'Code of Conduct' which will be installed at appropriate locations along the proposed route. The speed limit on the road means that the roadway is appropriate for use by higher speed cyclists and traffic.</p>
		(d) Sport and commuting cyclists prefer to use the road - this will lead to conflict with motorists who feel that cyclists should use the cycle lanes.	High speed cyclists, including sport and confident commuter cyclists will continue to cycle on the adjacent roadway whereon they are facilitated to cycle at their preferred higher speed.
		(e) The existing pedestrian greenway should be maintained as is.	It is proposed that the current footpath will be upgraded to a greenway to facilitate pedestrians and lower speed cyclists alike.
		(f) A report is required to determine if a dedicated cycle track could be put on the existing road.	There is insufficient width to provide dedicated cycle tracks adjacent the existing roadway.
		(g) More public consultation is required for future projects.	Comment noted. Consultation has been undertaken in accordance with the requirements of the legislation.
5	Brigid Delahunty 6 Canning Place Glenbrook Passage West	(a) Objects to the proposal, especially between Glenbrook and Monkstown but acknowledges the need from Strawhall to Raffeen and Carrigaline.	Objection noted. The section of the proposed greenway between Glenbrook and Monkstown will provide for an upgraded and widened path and the development of a new path in the area of Strawhall and Raffeen will facilitate future connectivity to both Carrigaline and Ringaskiddy.
		(b) A cycling path cannot be shared with pedestrians, dogs and anglers.	Cycling can be shared with pedestrians in the appropriate context and when implemented with an effective signage system and a Code of Conduct to promote considerate behaviour among all users. The proposed greenway is a shared path wherein cyclists give priority to pedestrians. This form of facility works well where space is limited as it

No.	Submission By	Summary of Issues	Response
			<p>allows the usable width of the path to be maximised for use by all. It also allows flexibility of use for the variety and mix of users depending on the time of day and day of the week.</p>
		(c) Queries the possibility of developing a separate cycle lane parallel to the pavement.	There is inadequate width to provide dedicated cycle tracks adjacent the existing roadway.
		(d) Passage West/Monkstown is well promoted for walking and popular for walking among older people.	Comment noted. The development of the greenway will allow for the continued enjoyment of the amenity by pedestrians of all ages. The route will continue to be promoted as a Slí na Sláinte.
		(e) Potential dangers of on-coming cyclists.	There is adequate width within the greenway to operate as a two way shared pedestrian and cycle facility. Greenway users will be encouraged through the implementation of a Code of Conduct to display considerate behaviour which includes cyclists giving priority to pedestrians.
6	P. McCarthy (Name Unclear) 22 Victoria Terrace Glenbrook Passage West	<p>(a) Objects to proposal.</p> <p>(b) There is an ageing population in the area and cyclists on footpaths have no respect for pedestrians.</p> <p>(c) Proposal to introduce cyclists would make it unsafe to walk on the path.</p>	<p>Noted.</p> <p>The proposed greenway will accommodate people of all ages and abilities. All users will be encouraged to display considerate behaviour and to respect the comfort and safety of other path users through the introduction of a Code of Conduct.</p> <p>The proposed greenway is a shared use path which will accommodate both pedestrians and lower speed cyclists. The proposed width will be between 3.0m and 4.0m. The design confirms that there is adequate width to safely accommodate the proposed scheme and the scheme has also been the subject of an independent Road Safety and Road User Audit, neither of which identified any potential</p>

No	Submission By	Summary of Issues	Response
			hazards in terms of the sharing of the proposed path by pedestrians and cyclists.
7	Dominic Ryan 1 Glenbrook Terrace Glenbrook Passage West	(a) Objection to the proposed development noting that the greenway proposal is through a largely residential area where pedestrians of all ages use the existing path which is promoted as a walking trail/Slí na Sláinte. Cycling on footpaths should be discouraged and serious consideration given to pedestrian only routes. Proposal is impractical and dangerous with no regard for or consultation with people who live in the area.	Comment noted. The path will continue to accommodate walkers of all ages and abilities and will continue to be promoted as a Slí na Sláinte trail as is currently the case on the shared use route between Carrigaline and Crosshaven. The upgraded and widened path will become a shared use facility that will accommodate both pedestrians and lower speed cyclists with adequate width to operate as a two way facility. The scheme has been subject to a preliminary design based on a topographical survey of the route. This design confirms that there is adequate width to safely accommodate the proposed scheme. The public consultation undertaken complies with the requirements of the legislation and has been effective as evidenced by the written submissions received.
		(b) The entire route is narrow with the R610 on one side and river on the other. The R610 is an already busy, narrow and restricted route. It is doubtful that there is sufficient width to safely accommodate the proposal.	The scheme has been subject to a preliminary design based on a full topographical survey of the route. This design confirms that there is adequate width to safely accommodate the proposed scheme. An independent Road Safety Audit and Road User Audit were also carried out and these processes did not identify a road safety issue.
		(c) Existing activities (slipways, marina, boating, angling etc.) along the route will make cycling impractical.	The preliminary design was developed with regard had to existing activities adjoining the route and the greenway will not detract from existing water based activities.
		(d) Cyclist behaviour is a serious concern.	The proposed greenway provides for a shared use pedestrian and cycle facility. All users will be encouraged to display considerate behaviour and respect the comfort and safety of other path users. This will be promoted

No	Submission By	Summary of Issues	Response
			<p>through a clearly signed Code of Conduct which will be implemented on both the existing shared use paths in the area and extended to the proposed greenway as it is developed.</p> <p>(e) The proposed greenway will result in a loss of parking for businesses in Monkstown</p> <p>(f) Serious cyclists will opt to cycle on the road as too much happening on the greenway.</p> <p>(g) The objection is not anti-cycling but is based on the protection of the rights of pedestrians to walk safely.</p>
8	Eibhlin Clifford 2 Bellevue Place Monkstown	<p>(a) Supports proposal but has observations/queries.</p> <p>(b) Clarification that on-road parking at Bellevue Place/Bellevue Terrace, Strand Road will be maintained.</p> <p>(c) The low level harbour wall allows direct connection from the path to the water which will be lost if the railing is constructed. Safety aspects are acknowledged but requests that direct connection and visual/social amenity is</p>	<p>Support acknowledged.</p> <p>It is confirmed that existing parking arrangements at these locations will not be affected by the proposed greenway.</p> <p>Cycle routes require a 1.4m railing height where they are located directly adjacent a potential hazard such as the harbour waterway. It is considered that the safety requirements of the railing significantly outweigh what is considered to be a relatively minor visual impact. At detailed design stage, a railing detail will be agreed which</p>

No	Submission By	Summary of Issues	Response
		maintained. Information on the proposed railings is needed.	minimises any potential impact on the visual connection from the path to water. It is to be noted that the railing will not preclude access to existing slipways and other such established direct access points to the water. The railing type will be specified and agreed at detailed design stage.
9	Bryan McSwiney Glenbrook Villas Passage West	<p>(a) Objects to designated cycle path along seafront.</p> <p>(b) The population of Glenbrook consists of older people and those with children. These and others who drive to the area use the path for walking.</p> <p>(c) If cyclists are allowed to use the path, young and old walkers will be put at risk.</p>	<p>Comment noted. The proposal provides for a shared use facility as opposed to a designated cycle path.</p> <p>Comment noted. The proposed shared use path will continue to serve pedestrians and function as an amenity for both the local population and visitors to the area.</p> <p>The proposed shared use path will continue to cater for pedestrians of all ages and abilities. Both pedestrians and cyclists will be encouraged to display considerate behaviour and respect the comfort and safety of other path users through the implementation of a Code of Conduct. An independent Road Safety Audit and Road User Audit have been carried, neither of which has identified potential hazards in terms of the path being shared by pedestrians and cyclists.</p>
10	Andrew Moynihan Commodore Monkstown Bay Sailing Club 3 de Vesci Place Monkstown	<p>(a) The existing roadway varies from 12m to 9m in width along this section and the proposed greenway plan shows a reduction to 6m which would reduce parking and make the route dangerous for those parking, pedestrians and motorists.</p> <p>(b) On-street parking is essential for both residential and amenity use within the</p>	<p>A detailed assessment of existing car parking arrangements has been made and it is recommended that the greenway will be suspended through Monkstown village from the entrance to the main public Car Park adjacent to the pier to the end of the Sand Quay to ensure that there is no impact on existing parking arrangements in Monkstown village.</p> <p>Comment noted – response as per 10 (a) above.</p>

No	Submission By	Summary of Issues	Response
		<p>village, demand for which is particularly acute at weekends – any reduction in parking facilities will have a significant impact.</p>	
		<p>(c) Drawings note ‘existing parking arrangements to be maintained’ this is not noted in the village centre and similar provision should be made for this area.</p>	<p>Comment noted – response as per 10 (a) above.</p>
11	Elizabeth Cudmore Monkstown	<p>(d) Existing parking in the area is at capacity during peak times and therefore queries how the existing car park and proposed small car park could be considered sufficient when the amenity value of the new greenway is taken into account.</p> <p>(e) Increased amenity value of greenway welcomed but not at expense of other amenities and access for householders to park outside their dwellings.</p>	<p>Comment noted. In addition to the proposed new car park at Strawhall, additional car parking spaces can be yielded within the existing public Car Park adjacent to the pier through the relocation of the existing Bring Bank facility. Additional capacity for car parking has also been identified at the existing public car park at Glen Road which is located less than 100m from the proposed greenway.</p> <p>Comment noted – response as per 10 (a) above.</p>
		<p>(a) The proposed plan involves the removal of car parking in Monkstown where there is already a serious deficit of parking spaces, especially in summer.</p>	<p>A detailed assessment of existing car parking arrangements has been made and it is recommended that the greenway will be suspended through Monkstown village from the entrance to the main public Car Park adjacent to the pier to the end of the Sand Quay to avoid potential impact on existing parking arrangements in Monkstown village.</p>
		<p>(b) The greenway will be an asset to Monkstown/the Lower Harbour but</p>	<p>Comment noted. In addition to the proposed new car park at Strawhall, additional car parking spaces can be yielded</p>

No	Submission By	Summary of Issues	Response
		parking should be created, not removed.	within the public car park adjacent to the pier through the relocation of the Bring Bank facility. Additional capacity for car parking has also been identified at the existing public car park at Glen Road which is located less than 100m from the proposed greenway.
12	Judith Graepel 4 Glenbrook Place Glenbrook Passage West	(a) Glenbrook-Monkstown is a mature residential area and path is enjoyed by people of all ages, visitors to local bars/restaurants/facilities, anglers, for sailing and boating activities etc. and is promoted as a Slí na Sláinte which would be compromised by the introduction of a greenway.	Comment noted. The proposed greenway will allow for the continued enjoyment of the existing amenities of the area. The development of the proposed greenway would not affect the status of the route as a Slí na Sláinte (similar to the existing shared use path between Carrigaline and Crosshaven).
		(b) There is insufficient width to accommodate the greenway at the 'Cut & Cover'.	At the northern end of the existing pathway at the Cut and Cover, up to the Black Steps, the greenway will be marginally less than 3.0m. In the immediate vicinity of the Black Bridges Steps, over a length of approximately 15m the width will reduce to approximately 2.5m. In the design of greenway routes, where available width is restricted it is reasonable and appropriate to accommodate short sections of narrower width. This is specifically appropriate at the Cut and Cover where the greenway is not located directly adjacent the roadway. Appropriate signage will be considered at detailed design stage.
		(c) Photo 1.5 only shows footpath after the public car park and does not include a photograph of the area around the pier where there is parking and the footpath is narrow.	The photographs in the report are included for orientation/illustrative purposes only and do not purport to provide a full photographic survey of the entire route.

No .	Submission By	Summary of Issues	Response
		(d) The footpath is inconsistent in width and given the variety of existing uses and activities in the vicinity of the path (car park, sailing club, marina, dwellings with driveway frontage, existing on road parking and traffic island with feeder roads) there is no logic in adding a cycle path to the equation.	The proposed greenway will be suspended within Monkstown village core from the entrance to the public car park to the end of the Sand Quay which addresses the comment raised.
		(e)The reality will be people walking in opposite directions, sometimes with prams, children and/or dogs, having to contend with oncoming cyclists and passing will be next to impossible.	The proposed path will be a minimum of 3.0m in width, increasing to 4.0m where this is possible and will provide a two-way shared use facility for pedestrians and lower speed cyclists wherein cyclists give priority to pedestrians. A Code of Conduct will be developed and implemented with an effective signage system to promote considerate behaviour among all greenway users.
		(f) The shared use path will give rise to different user groups of varied mobility and speed competing for limited space close to the roadway and as such there will be insufficient width to ensure peoples' safety.	As stated in 12(d) and 12(e) above, the proposed greenway will be a minimum of 3.0 m and up to 4.0m wide to accommodate pedestrians and lower speed cyclists. An independent Road Safety Audit and Road User Audit of the scheme have been undertaken, neither of which identified any inherent safety hazards.
		(g)The document refers to the greenway being developed along the alignment of the abandoned railway but the area from Glenbrook to Murphs Pub is not an abandoned railway.	Agreed. The text does refer to the greenway being developed along the <i>alignment</i> of the abandoned railway. 'Alignment' in this context refers to the route or course of the former railway.

No .	Submission By	Summary of Issues	Response
		(h)The Cross River Ferry carries large traffic volumes at peak times and in event of accidents/heavy traffic at Jack Lynch Tunnel. The proposal for a cycle path at the entrance/exit point to the ferry is dangerous.	The Road Safety Audit did not identify any inherent safety issue at this location. Appropriate signing and road marking will be incorporated at the detailed design stage, as recommended in the Road Safety Audit.
		(i) The road should be widened to accommodate vehicles and all cyclists, especially since 'serious' or commuting cyclists and cycling tourists should be proficient to use the roads as a greenway is not always available to them. Narrowing is self defeating in terms of traffic management.	The road will continue to be used by vehicles and higher speed cyclists. The narrowing will assist with traffic speed reduction which is beneficial.
		(j) Reference to 'desirable width' is vague and gives no certainty that this will be achieved.	The greenway width will be between 3.0m and 4.0m wide. The scheme has been subject to a preliminary design based on a full topographical survey of the route. This design confirms that there is adequate width to safely accommodate the proposed scheme.
		(k)The greenway will prohibit ease of movement by people who use the pier, car park, sailing club and marina. Stating that the route has been designed to maintain access to these facilities means nothing and is disingenuous.	The greenway in Monkstown is an upgrade of the footpath and will not inhibit movement to the pier, car park, sailing club or marina more than is currently the case.
		(l) Information given verbally that greenway would be 'on the old railway line'. The route as far as Murphs Pub is a footpath which may take the route of	The comment refers to a verbal communication where the information provided referred to the <i>route</i> of the old railway line. As per the point raised in 12(g) above, the comment relates to the alignment, route or course of the

No .	Submission By	Summary of Issues	Response
		<p>the old railway line but is not available for development and the information provided was inaccurate.</p>	<p>former railway line.</p>
		<p>(m) Transient traffic should not be given preference at the expense of local residents – the modification of a scenic walkway to accommodate cycling tourists is unjustified.</p>	<p>The greenway is being developed as a shared facility for use of the general public; this includes local residents and visitors. The provision of a greenway directly adjacent the harbour is the optimal route given the inherent attraction of the waterfront location and other favourable factors including the flat gradient.</p>
		<p>(n)The local community and businesses will suffer economically as people will not come to the area if it is unsafe to walk there.</p>	<p>The proposed greenway is likely to increase footfall to the benefit of local businesses. As stated in 12(f) above, the independent Road Safety Audit and Road User Audit did not identify any inherent potential hazards in terms of the sharing of the path by pedestrians and cyclists.</p>
		<p>(o)Many pedestrians are unhappy with a shared path designed to accommodate pedestrians and cyclists and have already relocated from the ‘line’ at Rochestown/Passage because of cyclist behaviour.</p>	<p>The proposed shared use path will accommodate both pedestrians and lower speed cyclists. The proposal provides for the upgraded and widening of the existing path and the development of a new path where there are currently no such facilities adjacent to Monkstown Creek, Raffeen Village and through Raffeen Woods. Pedestrians have priority on shared use paths and a Code of Conduct will be developed and implemented on both the existing shared use facilities in the area and on the proposed greenway between Glenbrook and Raffeen Bridge.</p>
		<p>(p) The greenway will put all users in danger and could lead to accidents, injury and litigation.</p>	<p>The design confirms that there is adequate width to safely accommodate the proposed scheme and as stated in 12(f) above, an independent Road Safety Audit and Road User Audit have been carried out. Neither of these audits identified any potential hazards in terms of sharing the path by pedestrians and lower speed cyclists.</p>

No	Submission By	Summary of Issues	Response
		(q)Suggests meeting with locals to walk the route and identify issues.	The public consultation undertaken complies with the requirements of the legislation which has been effective as evidenced by the written submissions received.
13	Joe Burns Sceilg Mhichil Monkstown	(a) Objection to the proposal from Glenbrook to Murphs Pub and disappointed that there have been no public meetings.	Comment noted. Between Glenbrook and Murphs Pub the proposal provides for the upgrading and widening of the existing path to accommodate a shared use facility and from Murphs Pub to Raffeen the introduction of path facilities where these do not currently exist. The public consultation undertaken complies with the requirements of the legislation and has been effective as evidenced by the written submissions received.
		(b)The purpose of the plan is laudable but will not have facilities for the continued safe walking of older people. References personal need to walk the path daily.	The proposed greenway will involve the upgrading and widening of the existing path and the development of a new path in the Lower Monkstown and Raffeen area where such facilities do not currently exist. The path will cater for pedestrians of all ages and abilities as well as leisure cyclists and less confident cyclists. There is adequate width within the greenway to operate as a two way shared use facility.
		(c) The only way this should be done is to segregate the cycle and pedestrian path using barriers.	There is inadequate width to provide dedicated or segregated cycle and pedestrian facilities using barriers.

Table 4B Summary and Response to Issues Raised in Submissions/Observations Received on September 5 2016

No .	Submission By	Summary of Issues	Response
1	Myles McCarthy Corr lasc 4 Bellvue Place Monkstown	(a) The existing path is used by children, senior citizens and dog walkers and introduction of cycle track is highly dangerous to walkers.	The proposed greenway will accommodate pedestrians of all ages and abilities. The scheme was subject to an independent Road Safety Audit and Road User Audit, neither of which identified potential hazards in terms of the sharing of the path by pedestrians and cyclists.
		(b) A separate and segregated walkway and cycle lane are required.	There is inadequate width to provide separate and segregated walkway and cycle lanes.
		(c) The wall top railing will be an eyesore and will obstruct the sea view from adjoining houses. Also, people will climb on the railing which will be a health and safety issue.	The proposed railing is proposed as a result of safety requirements. The detailed design stage will identify an appropriate railing detail to minimise the potential visual impact. The proposed railing is required in the interests of safety. The Road Safety Audit and Road User Audit did not identify any safety issue with the proposed railing.
		(d) There will be no access to the Black Bridge Steps.	No interference with access to the Black Bridge Steps is proposed.
		(e) Residents near No. 1 Bellvue Terrace require access to the shore. Residents at 3-4 Bellvue Terrace have always had access to the shore over the existing wall.	Provision will be made to accommodate established formal accesses.
		(f) The development overall is to be welcomed but local issues should be addressed. The main problem is high speed of cyclists and their disregard for pedestrians.	Higher speed cyclists will continue to cycle on the adjacent roadway whereon they are facilitated to cycle at their preferred higher speed. The greenway will facilitate pedestrians and lower speed leisure and less confident cyclists. A Code of Conduct will be introduced to promote considerate behaviour by all path users.

No	Submission By	Summary of Issues	Response
2	Patricia Kelleher Braeside Glenbrook Passage West	(a) Opposed to the proposal between Glenbrook and Monkstown which is popular walking route among variety of users. Older people and those who are mobility impaired enjoy this walk and could not cope with a cycle lane.	Comment noted. The proposed greenway will provide for the continued use of the amenity by pedestrians of all ages and all abilities as well as lower speed leisure cyclists. The implementation of a Code of Conduct will promote considerate behaviour by all path users.
3	Barry Kiely Simla Villa Glenbrook Submission 3& 4 are the same	<p>(a) Objects to proposal.</p> <p>(b) The provision of a cycle lane would limit the use of the amenity and narrow the already restrictive road to dangerous levels.</p> <p>(c) Cyclist behaviour has forced pedestrians away from the 'Line' and the current proposal would mean being subjected to the same dangerous behaviour on a more restrictive path.</p> <p>(d) The shoreline is used by anglers and sailors who will be restricted.</p>	<p>Noted.</p> <p>The width of the proposed greenway will be between 3.0m and 4.0m wide. The proposal has been the subject of a preliminary design which confirms that there is adequate width to safely accommodate the scheme which was the subject of an independent Road Safety Audit and Road User Audit.</p> <p>The proposed greenway will cater for pedestrians of all ages and abilities as well as leisure and less confident cyclists. High speed cyclists will continue to cycle on the adjacent road. All users of the proposed greenway will be expected to display considerate behaviour and comply with a Code of Conduct that will be implemented throughout. The width of the proposed greenway will be between 3.0m and 4.0m in width based on a design that confirms there is adequate width to safely accommodate the scheme.</p> <p>The preliminary design was developed with regard had to existing activities adjoining the route and provision will be made to accommodate established access or legal rights of way at detailed design stage. An area has been identified for use by anglers between Glenbrook and Monkstown. An area of existing open space between Glenbrook and Monkstown will be designated for use by anglers.</p>

No .	Submission By	Summary of Issues	Response
		(e) Roads in the area are full of potholes and subject to regular flooding and money would be better spent on improving road conditions.	Comment noted.
4	Sinead Kiely Simla Villa Glenbrook Submission 3 & 4 are the same	(a) Objects to proposal.	Noted.
		(b) The provision of a cycle lane would limit the use of the amenity and narrow the already restrictive road to dangerous levels.	The width of the proposed greenway will be between 3.0m and 4.0m wide. The proposal has been the subject of a preliminary design which confirms that there is adequate width to safely accommodate the scheme which was the subject of an independent Road Safety Audit and Road User Audit.
		(c) Cyclist behaviour has forced pedestrians away from the 'Line' and the current proposal would mean being subjected to the same dangerous behaviour on a more restrictive path.	The proposed greenway will cater for pedestrians of all ages and abilities as well as leisure and less confident cyclists. High speed cyclists will continue to cycle on the adjacent road. All users of the proposed greenway will be expected to display considerate behaviour and comply with a Code of Conduct that will be implemented throughout. The width of the proposed greenway will be between 3.0m and 4.0m in width based on a design that confirms there is adequate width to safely accommodate the scheme.
		(d) The shoreline is used by anglers and sailors who will be restricted.	The preliminary design was developed with regard had to existing activities adjoining the route and provision will be made to accommodate established access or legal rights of way at detailed design stage. An area has been identified

No	Submission By	Summary of Issues	Response
		(e) Roads in the area are full of potholes and subject to regular flooding and money would be better spent on improving road conditions.	for use by anglers between Glenbrook and Monkstown. An area of existing open space between Glenbrook and Monkstown will be designated for use by anglers. Comment noted.
5	Monica McCarthy & G. McCarthy 2 Glenbrook Terrace Glenbrook Passage West	(a) The proposed cycle way would endanger pedestrians who use the existing walkway.	The proposed greenway is intended to cater for both pedestrians and cyclists by way of a shared facility where cyclists are required to give priority to pedestrians. A Code of Conduct will be implemented to promote considerate behaviour by all users. The scheme was subject to an independent Road Safety Audit and Road User Audit, neither of which identified any potential hazard in terms of the shared use of the path by pedestrians and cyclists.
6	Gerry Riordan 7 Hillside grove Glasheen Cork	(a) It is unclear whether the route will cater for walkers as well as cyclists. (b) The majority of people using the existing amenity are older people and cannot easily travel to other locations.	The route will cater for both walkers and cyclists. The proposed greenway will be suitable for people of all ages and people who currently walk here can continue to do so and enjoy the amenity of the area.
7	Cllr. Seamus McGrath 21 The Pines Bridgemount Carrigaline	(a) Concern regarding the proposed shared pedestrian and cycle facility on an existing footpath which has an established pattern of use exclusively for pedestrians.	Comment noted. The proposal provides for the upgrading and widening of the existing path to achieve a minimum path width of 3.0 and up to 4.0 where this can be achieved. The widened path will continue to accommodate pedestrians who enjoy the amenities of the area and the route will continue to be promoted as a Slí na Sláinte as is the case on the Carrigaline to Crosshaven shared use path. The proposal will also deliver a new path in the Strawhall and Raffeen area where no such facilities currently exist.

No .	Submission By	Summary of Issues	Response
		<p>(b) There are issues on other shared use facilities within the area in terms of a code of conduct with complaints arising from about difficulties associated with shared usage.</p>	<p>Comment noted. It is acknowledged that a Code of Conduct is required on both of the existing shared use paths within the area to highlight pedestrian priority and reinforce the behavioural signage introduced to date. A Code of Conduct will be developed and implemented on both the Passage West to Rochestown and Carrigaline to Crosshaven shared use paths in 2017 and will be extended to the proposed greenway as it is developed to ensure consistency and coherence. In order to provide baseline information about the experience of path users and identify suggestions for improvement of existing facilities, an independent interview survey of 100 people was carried out on the Passage West to Rochestown shared path. This survey revealed a high satisfaction rating of 96%, with the majority of those surveyed being very frequent users of the path. Contact was also made with Gardai locally who were not aware of issues associated with the shared use of the facility but have agreed to engage with the Council in relation to the development of the Code of Conduct. It is also proposed that an interview survey would be repeated following the implementation of the Code of Conduct to monitor the outcome.</p>
		<p>(c) Shared facilities should be 4m wide with clearly defined areas for pedestrians and cyclists – if this is not possible, the provision of a dedicated cycle lane should be investigated.</p>	<p>Best practice guidance establishes that shared use tracks can operate effectively at 3.0m width. The greenway has been designed to provide up to 4.0m width where feasible however the accommodation of dedicated cycle lanes cannot be achieved as sufficient width is not available.</p>
		<p>(d) A 4m wide path should be achievable on the new section of route.</p>	<p>Comment noted. The drawings of the proposed greenway currently show a predominantly 4.0m wide path from approximately Hayes' Lane to Raffeen Bridge with the</p>

No .	Submission By	Summary of Issues	Response
			exception of one section through Raffeen Woods. In response to the submission, the aim will be to achieve a consistent 4.0m width throughout this entire section save for any specific constraints should these be identified at detailed design stage. This will be addressed by way of a modification to the proposal.
		(e) Clarification on the reduction of car parking spaces is required.	Further to an assessment of the proposed development on existing parking arrangements, it is proposed by way of modification that the greenway will be suspended through Monkstown village from the entrance to the public car park to the end of the Sand Quay to avoid potential impact on existing parking arrangements with the village core. Cars currently park in the area adjoining the road on the southern approach to the Cut and Cover. Parking spaces are not currently delineated at this location and cars park both parallel and perpendicular to the road here. The layout of the proposed greenway at this location will provide for the delineation of spaces parallel to the road.. There is further capacity for car parking adjoining the existing playground at Glen Road which is less than 100m from the proposed route. The proposed development also provides for a car park directly adjoining the route at Strawhall.
		(f) There is a need to carry out work on the proposals at Raffeen Village at the earliest opportunity should the scheme proceed.	Noted and accepted. Work in this area will be prioritised to minimise potential disruption to residents.
		(g) Development of the greenway from Hayes' Lane to Raffeen Bridge is welcome but the section from Hayes'	Comment noted. The proposed greenway will entail an upgrade and widening of the existing path between Glenbrook and Murphs Pub using available space to

No .	Submission By	Summary of Issues	Response
		Lane to Glenbrook is problematic.	achieve a path of a minimum 3.0m wide up to 4.0m where possible. The proposal also involves the provision of a new path where no such facilities currently exist to link to Raffeen Village and beyond to Raffeen Woods, creating the opportunity for enhanced linkages in the future to both Carrigaline and Ringaskiddy.

Table 5 Submissions or Observations by Statutory Consultees

No.	Submission by	Summary of Issues	Response
1	Michael Mc Partland Senior Fisheries Environmental Officer Inland Fisheries Ireland	Inland Fisheries Ireland has no objection to the proposed development.	No response required.

4.3 Planner's Report & Reports from Internal Departments

Report of Planning Department

The report of the Planning Department reviews the policy context for the proposed development and summarises the issues raised during the consultation process as well as the internal reports by the Council's Ecologist and Archaeologist (see above). The report of the Planning Department concludes that the documentation submitted addresses the legislative requirements and the mitigation measures proposed adequately take account of relevant potential impacts associated with the proposed greenway route. The report concludes that the proposed development is in keeping with the proper planning and sustainable development of the area.

Report of Council Ecologist

The report from the Council's Ecologist comments that the project has been sensitively designed to ensure that potential impacts on the Cork Harbour Special Protection Area and on protected species and habitats will be avoided. The report concurs with the conclusions of the Habitats Directive Screening Report and anticipates no issues from an ecological perspective subject to the implementation of the project in accordance with the Part 8 documentation including the recommendations set out on Page 35 of the submitted Ecology Report.

Report of the Council Archaeologist

The report of the Council Archaeologist welcomes the proposed development noting that it will enhance and bring back into use an interesting industrial heritage feature subject to the following:

1. It is recommended that the development does not negatively impact on the historic masonry fabric or associated with the railway line. These features, where they remain, should be identified prior to commencement of the work and where necessary protected during the development works.
2. If during the course of the site works and construction, railway features/material is discovered, the Local Authority Archaeologist shall be immediately notified and the advice of the Archaeologist shall be adhered to with regard to the removal and recording of the find.
3. A method statement and material specification for works to historic masonry is to be submitted to the Conservation Office for written approval.
4. An information plaque shall be erected at a suitable location with relevant information relating to the railway line and any interesting heritage sites along the route such as the lime kiln and the Royal Victoria Baths.

Report of National Roads Office

The report of the National Roads Office supports the proposed greenway on the basis that the development would contribute to potential for improved sustainable transport options and provide connectivity to the local road network. In addition, the report notes that the proposal is a welcome support to the overall M28 scheme as it builds on the potential for an integrated approach to sustainable transport options throughout the N28 corridor in line with national policy.

5.0 Modifications to Existing Proposals

Taking account of the issues raised during the Part 8 application process, the following amendments to the project are proposed:

1. The layout of the greenway adjoining the rear of No. 13 Raffeen Village will be amended to provide to protect the privacy and residential amenities of said property and facilitate long term maintenance of the greenway at this location.
2. The proposal will be modified to provide for the suspension of the greenway through the centre of Monkstown village core from the entrance to the public car park to the end of the Sand Quay.
3. The width of the greenway through Raffeen Woods will be widened to achieve a 4.0m consistent width save for any specific constraints should these be identified at detailed design stage.
4. The railing detail will be developed at detailed design stage so as to minimise the potential for visual impact.
5. Appropriate signage in accordance with standards will be developed at detailed design stage to incorporate regulatory, safety, information and way-finding signage. Behavioural and Code of Conduct signage which will be developed for existing greenway routes in the area will be incorporated on the proposed route in the interests of coherence and consistency.
6. Traffic calming measures will be developed at detailed design stage.
7. An area of existing open space between Glenbrook and Monkstown will be designated for use by anglers.
8. The development will provide for the implementation of the recommendations contained in the Ecology Report in accordance with and to the satisfaction of the Council's Ecologist.
9. The development will comply with the recommendations of the Council's Archaeologist as follows:
 - (a) The development will not negatively impact on the historic masonry fabric associated with the railway line. These features, where they remain, should be identified prior to commencement of the work and where necessary protected during the development works.
 - (b) If during the course of the site works and construction, railway features/material is discovered, the Council's Archaeologist shall be immediately notified and the advice of the Archaeologist shall be adhered to with regard to the removal and recording of the find.
 - (c) A method statement and material specification for works to historic masonry is to be submitted to the Conservation Office for written approval as appropriate.
 - (d) An information plaque shall be erected at a suitable location with relevant information relating to the railway line and any interesting heritage sites along the route such as the lime kiln and the Royal Victoria Baths.

6.0 Recommendation

This Part 8 application provides for the development of the greenway network within the Cork Harbour area through the upgrading and widening of the existing path infrastructure between Glenbrook and Monkstown and the extension of the pathway from Strahall to Raffeen Bridge which is an area not currently served by pedestrian or cycling facilities.

The development of the shared use greenway path will have significant amenity benefits for the community by improving walking and cycling connectivity and enhancing recreational facilities. The development also represents an important step towards the future delivery of full walking and cycling connectivity to Carrigaline and Ringaskiddy in support of broader sustainable transport objectives for the area and an enhanced tourist offering for the Cork Harbour area generally. The increased pedestrian and cycling infrastructure and the resultant increase in footfall will also have potential economic benefits to local towns and villages.

In conclusion, I am satisfied that the proposed development is in accordance with the proper planning and sustainable development of the area and recommend to the members of the Council that the development should proceed as set out in the Part 8 Planning Documents and Drawings as published, subject to the modifications set out in Paragraph 5.0 above.

Signed _____ **Date** _____

Declan Daly
Divisional Manager
Cork County Council