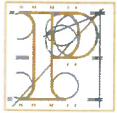


C. Carleton  
LDG-086756-26



An  
Coimisiún  
Pleanála

## Large-scale Residential Development Appeal Observation

Online Reference  
LRD-OBS-006403

### Online Observation Details

Contact Name  
Seb Clerkin

Lodgement Date  
17/02/2026 12:52:06

Case Number / Description  
324030

### Payment Details

Payment Method  
Online Payment

Cardholder Name  
sebastian Clerkin

Payment Amount  
€50.00

### Fee Refund Requisition

Please Arrange a Refund of Fee of

€

Lodgement No

LDG—

Reason for Refund

Documents Returned to Observer

Yes  No

Request Emailed to Senior Executive Officer for Approval

Yes  No

Signed

EO

Date

### Finance Section

Payment Reference

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Checked Against Fee Income Online

EO/AA (Accounts Section)

Amount

€

Refund Date

Authorised By (1)

SEO (Finance)

Authorised By (2)

Chief Officer/Director of Corporate Affairs/SAO/Board Member

Date

Date

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# Validation Checklist

Lodgement Number : **LDG-086756-26**  
Case Number: **ACP-324030-26**  
Customer: **Seb Clerkin**  
Lodgement Date: **17/02/2026 13:00:00**  
Validation Officer: **Cathy Carleton**  
PA Name: **Cork City Council**  
PA Reg Ref: **2544048**  
Case Type: **Appeal - LRD**  
Lodgement Type: **Observation / Submission**



Validation Checklist	Value
Confirm Classification	Confirmed - Correct
Confirm ABP Case Link	Confirmed-Correct
Fee/Payment	Valid – Correct
Name and Address available	Yes
Agent Name and Address available (if engaged)	Not Applicable
Subject Matter available	Yes
Grounds	Yes
Sufficient Fee Received	Yes
Received On time	Yes
Eligible to make lodgement	Yes
Completeness Check of Documentation	Yes

LRD<sub>40</sub> to Observer  
✓ S.C. 2/3/26

Run at: 25/02/2026 13:03

Run by: John Cannon

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**The Secretary, An Bord Pleanála, 64 Marlborough Street, Dublin 1.**

**Date:** 17<sup>th</sup> of February 2026

**RE: Third-Party Appeal against the decision of Cork City Council to Grant Permission**

**Planning Authority:** Cork City

**Planning Authority Ref:** 25/44048

**Development Description:** Large-Scale Residential Development (LRD), Greenfields, Ballincollig

**Appellant:** Dr. Seb Clerkin, Stone Lodge, Greenfields Rd., Ballincollig, Cork, P31 R983.

Dear Secretary,

I set out herein the grounds of appeal against the decision of Cork City Council to grant permission for the above-referenced development.

While I support the principle of residential development in Ballincollig, I submit that the proposed development **materially contravenes** the Cork Metropolitan Area Transport Strategy (CMATS) 2040 and the **Design Manual for Urban Roads and Streets (DMURS)** by foreclosing future strategic transport options.

The grounds of appeal are set out below:

**Ground 1: Foreclosing of Strategic Transport Options & Lack of Future-Proofing**

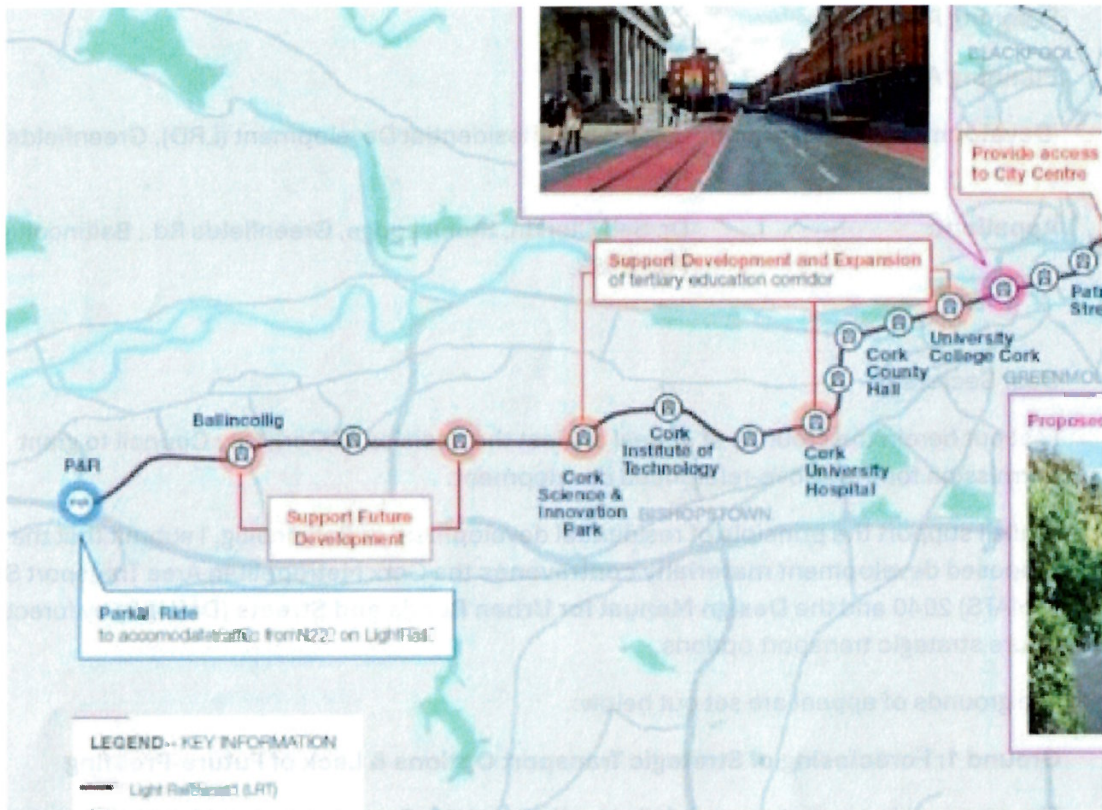
The proposal is **premature** as it fails to safeguard the Greenfields Road (L2216) corridor for inevitable future public transport upgrades.

- **Uncertainty of Final Light Rail Route:** Recent reports from January and February 2026 ([Irish Independent 30-Jan-2026](#)) confirm that the final route for the Cork Luas has **not yet been established**. While an "Emerging Preferred Route" (EPR) was identified in 2025, the National Transport Authority (NTA) and Transport Infrastructure Ireland (TII) have announced that a **second round of public consultation** will take place in Q2 2026 to address the significant dissatisfaction (45% of submissions) regarding the initial proposals. The current proposed route will be subject to revisions.

Much of the initial criticism of the latest proposed route was related to the single-track loop for its lack of scalability and capacity, there is a high probability that the revised 'Proposed Preferred Route' in Q2 2026 will look toward alternative corridors to ensure a high-frequency, double-track service. Safeguarding Greenfields Road as one such alternative is a matter of basic strategic foresight.

Initial proposals for the Cork LUAS included routes commencing at a Park & Ride at the junction of the N22 and Greenfields Road (L2216). While recent proposals may differ, it is conceivable that planners may revert to the original route to serve the large

population here, especially with the significant criticism of the single-track loop in Ballincollig. An effective LUAS requires a dedicated lane to avoid traffic congestion. By permitting a high-density LRD with buildings positioned at the road boundary, the Planning Authority is effectively **sterilising this corridor** from ever being considered as a Cork Luas route and the building of a park and ride facility at the junction of the N22 and L2216. See figure 1 below.



**Figure 1:** Initial Cork City plan for the light rail to start at a Park and Ride at the top of Greenfields road and route along the L2216.

In addition, if the preferred route selected is the main road within Ballincollig (R608) rather than Greenfields Road (L2216), then there would still be a need to add additional traffic and bus routes to the L2216 to facilitate a dedicated LUAS line.

Permitting a high-density LRD with permanent building lines at the road edge *now* is fundamentally premature when the strategic transport requirements for the Ballincollig area are still in a state of flux and subject to active redesign. By permitting buildings positioned at the road edge without a strategic setback, the Council is effectively sterilising Greenfields Road from being utilised as a secondary or primary transit corridor should the final 2026 route selection require it.

- **Conflict with CMATS 2040:** CMATS requires that road networks in "Growth Areas" like Ballincollig remain flexible. A 3.0m bus lane and 2.0m segregated cycle track (standard for BusConnects Cork) require a corridor width of ~15.5m. The current proposal creates a **permanent physical "pinch point"** that will prevent the future delivery of these sustainable modes. To ensure the long-term integrity of the Cork transport network, a

mandatory 5-meter building setback should be required for both sides of Greenfields Road. This would provide the necessary "future-proofing" demanded by CMATS 2040.

- **Infrastructure Bottleneck:** Approving this layout now ignores the "Network Redesign" objectives. Future-proofing requires a **strategic setback** from the current road edge to ensure that as Ballincollig grows, its infrastructure can grow with it.
- The current design is "**short-termist.**" It fails to account for the inevitable role of the L2216 as a **strategic transport connector** in a growing Ballincollig. The **Design Manual for Urban Roads and Streets** (DMURS) Section 2.2.1 (The User Hierarchy), mandates that the design process must prioritize pedestrians, cyclists, and public transport users *above* private motor vehicles. By failing to provide a building setback, the applicant has prioritized the maximization of the private development footprint over the delivery of safe, high-quality infrastructure for the top three tiers of the hierarchy.
- **Ballincollig Park & Ride:** The NTA has identified the need for a **1,000-vehicle Park & Ride facility** in the Ballincollig area. Until the exact location and access requirements for the 1,000-vehicle Park & Ride are finalized, permitting a high-density development on Greenfields Road—a primary access point to the N22 —risks creating a permanent infrastructure bottleneck that would undermine the success of this Park & Ride. Refer to NTA map attached showing position of this facility at junction of Greenfields road (L2216) and the N22
- **DMURS Section 4.2.1 (Building Lines and Enclosure)** encourages enclosure to create a "sense of place," it also emphasizes that building lines must be "multifunctional." A building line set at the absolute minimum today **sterilizes** the road's ability to accommodate an "Optimum BusConnects Cross-Section" (approx. 15.5m) in the future.
- **Material Contravention of CMATS 2040:** Under the Cork Metropolitan Area Transport Strategy (CMATS), Greenfields Road is identified as a supporting link. Permitting a "hard edge" development here creates a permanent physical bottleneck, directly contradicting the CMATS objective to provide a "resilient and future-proofed transport network" (Section 1.5).
- The Planning Authority's decision fails to acknowledge the **mandatory nature of DMURS**, which requires designers to 'balance the needs of all users' (Section 1.2). By allowing a building line that essentially hugs the current narrow road boundary, the Board is permitting the permanent 'lock-in' of a sub-standard transport corridor. This is not merely a local concern; it is a strategic failure to safeguard the future transport needs of ballincollig by removing the only viable space for future lane expansion or high-capacity cycle infrastructure."

## **Ground 2: Failure to Provide Safe Infrastructure (Bus Stops & Set-Down)**

The development fails to provide a safe interface for public transport, creating a **traffic hazard** under Article 9(1)(a)(iii) of the Planning Regulations.

- **Existing Hazard:** Greenfields Road is already under significant pressure. Currently, school children and commuters wait on narrow, unprotected verges.

- **Omission of Dedicated Facilities:** Despite the scale of this residential development (LRD), the application lacks provision for integrated bus bays or safe set-down areas.
- **Request for Condition:** Should the Board be minded to grant permission, I request a condition requiring a **minimum 10 meter setback** along the entire site frontage to accommodate a dedicated, safe bus stop and high-quality pedestrian realm on both sides of Greenfields road, in line with DMURS principles.

### **Ground 3: Inappropriate Massing and Poor Transition to Existing Context**

The proposal represents a "hard urban edge" that is incompatible with the established character of Greenfields Road.

- **Overbearing Impact:** The positioning of three-story structures with pitched roofs at the immediate road edge exerts a dominating effect on the existing low-density dwellings.
- **Loss of Visual Amenity:** Proper planning and sustainable development require a **graduated transition**. The loss of the green frontage and mature trees in favor of a hard-standing building line is an unnecessary degradation of the local environment. A more thoughtful design would utilize a green setback to provide both visual relief and the necessary space for future transport infrastructure.

### **Conclusion**

This is an 'inward-looking' proposal that treats Greenfields Road as a static, minor lane. National policy (CMATS 2040 and Project Ireland 2040) demands that it be treated as a dynamic part of a high-density, transit-oriented suburb. To grant permission without a mandatory 5-meter building setback for both sides of the road is to allow a private developer to block State investment in Cork's transport future.

This proposal prioritizes immediate unit count over the long-term strategic integrity of the Cork transport network. It creates a permanent infrastructure bottleneck on a road that will inevitably require upgrading to serve the very residents this development proposes to house.

I respectfully request that An Bord Pleanála **overturn the decision** or, at a minimum, require a significant redesign of the site frontage to include a **strategic transport setback**.

Yours sincerely,

*Dr Seb Clerkin*

**Dr. Seb Clerkin**

# Indicative Strategic Park and Ride locations

Blarney/Stoneview



Dunkettle



Carr's Hill



Cork Airport



Bandon Road



Ballincollig



All routes and alignments are indicative and subject to change through the statutory scheme appraisal process.

# [Cork \(/regionals/cork\)](/regionals/cork/)

[Change county \(/regionals/change-county\)](/regionals/change-county/)

[News \(/regionals/cork/news\)](/regionals/cork/news/) [Sport \(/regionals/cork/sport\)](/regionals/cork/sport/) [Business \(/regionals/cork/business\)](/regionals/cork/business/)

[Lifestyle \(/regionals/cork/lifestyle\)](/regionals/cork/lifestyle/) [Local Notes \(/regionals/cork/localnotes\)](/regionals/cork/localnotes/)

## Cork's light rail project going back for a second round of public-consultation before summer



Indicative view of Cork Luas near Páirc Uí Chaoimh.

**Kevin Galvin**

Fri 30 Jan 2026 at 16:10

A much-anticipated light rail system for Cork will begin its next phase in the second quarter of next year.

[Privacy](#)

Cork LUAS, which currently has “no definitive timeline” for completion, released the results of its public consultation on the Emerging Preferred Route in October. The consultation attracted more than 1,000 submissions, with two-thirds focused on destinations not included as part of the planned route (<https://www.independent.ie/regionals/cork/news/over-two-thirds-of-cork-luas-submissions-call-for-project-to-have-greater-reach/a2019256494.html>).

The consultation, which ran for eight weeks from mid-April to early June, included online portals, four public open days, and pop-up events in three major shopping centres across the city.

It was based around a route running from Ballincollig village to Mahon Point, taking in busy areas such as CIT, UCC, CUH, the city centre and Páirc Uí Chaoimh along the way.

Now, the National Transport Authority (NTA), in response to a question from local councillor Peter Horgan, has confirmed that a second round of public consultation will take place in the second quarter of 2026, with a final route to be detailed before the end of the year.

The group says this follows ‘amendments’ made to the scheme proposals after the first round of consultation, but did not reveal what those potential amendments might be. In May, Cork LUAS chiefs told the *Irish Independent* that the route could change following public submissions (<https://www.independent.ie/regionals/cork/news/cork-luas-chiefs-considering-expansion-of-proposed-route-out-to-dells-base-in-ballincollig/a1126432274.html>).



Cork Luas Project Manager Sarah O'Donnell speaking at the launch of the Emerging Preferred Route earlier this year. Photo: John Seery

Privacy

“A non-statutory public consultation was launched in April 2025 on the Emerging Preferred Route for Luas Cork,” said the response, which was released today.

“Just over one thousand submissions were received in respect of that consultation, which have been reviewed and assessed by Transport Infrastructure Ireland (TII) and their design team. Arising from the consultation process, some amendments are anticipated to be made to the scheme proposals.

“Following the development of those revised designs, it is intended that TII will undertake a second round of public consultation in Q2 2026, setting out a proposed ‘Preferred Route’.


“It is expected that, following the finalisation of the Preferred Route later this year, the project would progress to preparing the extensive documentation required for a Railway Order application to An Coimisiún Pleanála, in tandem with developing the Preliminary Business Case for the project, as required by the Government’s Infrastructure Guidelines.”

Cllr Horgan said he welcomed the update on the project but, like many of those who made submissions, called for a more expansive and ambitious route scheme, including spurs to Cork Airport, as well as Douglas and Carrigaline.

“The sheer scale of the consultations received shows the appetite from the people of Cork for a light rail system, but more importantly, a light rail system that works for the people of Cork.

“I reiterate we should be implementing spur lines to the Airport and towards Douglas and Carrigaline to future-proof the light rail ecosystem, along with enhancing the Northside areas that won't be supported under the Cork Commuter Rail project.

“Rail is by far the fastest moving alternative to single occupancy vehicles, and the Cork Commuter Rail is a success story that I want to see replicated over the river on the southside, especially.”

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# Cork Luas: What 1,000 residents have to say about light rail plan

Ann Murphy delves into the newly-published objections and observations on plans for Cork’s light rail system — including not one but three suggested extensions to the proposed route



St Patrick’s Street is at the centre of the proposed Cork Luas route, but many of the public observations focus on either end, including Ballincollig and Ballintemple — and the ‘missed opportunity’ that it does not connect to Cork Airport and areas including Blackpool and Glanmire.

MON, 20 OCT, 2025 - 01:11

ANN MURPHY



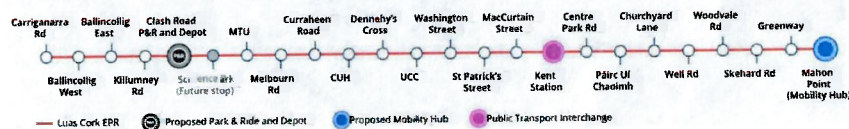
There were times when Brendan Crowley could leave Dublin Airport at 6.30am on a flight to Manchester and be at work in an office in Cheshire at 8.45am.

The Cork man used planes, trains, and automobiles to get from his then home in Kildare to a work engagement in Crewe, some 48km from Manchester Airport.

“I would have to get up at 4.30am because I was living in Kildare. The longest part of my journey was going from Kildare to Dublin because that was in a car,” he explained.

Now living in East Cork, he is keenly aware, because of his experiences both in England and cities around Europe, of the importance of rail and light rail.

As a result, Brendan entered one of the 1,003 submissions received in the consultation process launched in the early summer on **the emerging preferred route for Cork’s light rail system**, Luas Cork.



**Scheme of the proposed Cork Luas stops.**

The proposal is for an 18km light rail line linking Ballincollig and Mahon, through the city centre. Among the locations to be serviced by the line will be the Munster Technological University, Cork University Hospital, University College Cork, Kent Station, the Docklands, Páirc Uí Chaoimh, and Mahon.

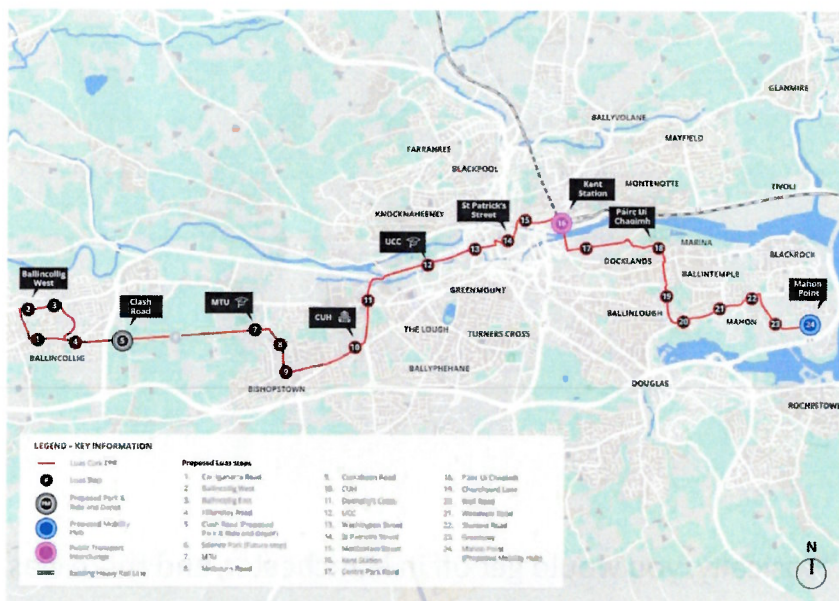
It is projected that the journey time from Ballincollig to the city centre will be 35 minutes. The total journey time from

Ballincollig to Mahon, taking in the city centre, will be 55 minutes.

As part of the project, a 1,000-space park-and-ride facility is to be located in Ballincollig, and a 'mobility hub' in Mahon, both equipped with bike parking, EV charging, and pick-up/drop-off points.

Based on transport demand analysis, it is expected that up to 2,300 passengers per hour will use the system in each direction at peak times, according to Transport Infrastructure Ireland (TII).

Services will run every six minutes, or more frequently if demand increases, says the TII.



A more detailed map of the 'emerging preferred route' of the Cork Luas. Pictures: LuasCork.ie

As it stands, the stops on the emerging preferred route will be: Carriganarra Rd, Ballincollig; Ballincollig West; Ballincollig East; Killumney Rd; Clash Rd (which will be a park and ride, and depot); Science Park (future stop); Munster Technological University; Melbourn Rd; Curraheen Rd; Cork University Hospital; Dennehy's Cross; University College Cork; Washington St; St Patrick's St; MacCurtain St; Kent Station (public transport interchange); Centre Park Rd; Páirc Uí Chaoimh; Churchyard Lane; Well Rd; Woodvale Rd; Skehard Rd; Greenway, and Mahon Point (mobility hub).

It will also incorporate a new bridge over the River Lee, at Kent Station, linking to Kennedy Quay.

## 'Missed opportunity' to link to Cork Airport

There are no plans as yet to **extend** the light rail line to **Cork Airport**, which Brendan believes is a lost opportunity and which he highlighted in his submission.

"I used to spend a lot of time going from my home in Kildare to Dublin Airport to Manchester and down to Crewe," He says.

"Basically, you would get off in Manchester, and there was a railway spur running into the airport. People could either go into Manchester or down to the main rail network for the whole of the UK."

His submission was among the 181 received which recommend extending Luas Cork to Cork Airport.

In its submission, Cork Airport strongly supported the proposal and encouraged planners to include a future link in the design.

It was also highlighted in the submission from Cork Chamber, which stated:

“It is essential that the current planning for Cork’s light rail system includes consideration of future spurs or extensions, particularly to Cork Airport, as the city’s population, economy, and mobility needs continue to grow.”

## 1,003 submissions

The report published last week outlined that:

- 279 respondents (29%) expressed overall support for the project;
- 76 respondents questioned the overall value of the project, and the long-term impact of Luas Cork, with issues including “the limited reach of a single line, particularly its failure to connect important areas in the west and south of Cork, such as the airport”;
- The absence of a second line, running north to south, was also highlighted;
- 52 respondents focused on the current public transport systems, with some respondents arguing that enhancing bus and commuter rail services “could deliver faster and more cost-effective results than building a new Luas line”. Existing difficulties such as lengthy travel times and limited weekend schedules were raised in the current services in areas including Douglas, Carrigaline, Ballincollig, and

near Cork Airport. Some also queried whether the route effectively targets locations with the most urgent need for improved connectivity, and also highlighted that it overlaps with existing public transport services;

- 326 submissions (33%) focused on how properties and businesses in their communities would be affected — including 107 each regarding Ballincollig and Ballintemple. The concerns included potential traffic disruption, construction impacts, loss of parking, and safety risks;
- 223 respondents called for the route to include areas such as Douglas, Carrigaline, Rochestown, Frankfield, Ringaskiddy, Ballinhassig, and Ballyphehane;
- 169 respondents proposed extending the route westward to Classis Lake and Ovens, while 181 supported extending Luas Cork to Cork Airport;
- 118 respondents suggested extending the route northward to areas such as Glanmire, Blackpool, Hollyhill, Fairhill, and Mayfield;
- 105 submissions observed that the proposed tram line shares long stretches of road with buses and cars, with many feeling it could “negatively impact the reliability and safety of the service, leading to slower journey times due to traffic congestion and frequent bus stops”.



## Furore about proposed bridge

The creation of a new bridge between Kent Station and Kennedy Quay **has raised concerns about a knock-on effect on the maritime life of the city**, including the possibility of blocking vessel access to the city centre, and affecting events such as the Ocean to City race.



A Cork Metropolitan Area Transport Strategy (CMATS) visualisation of a possible Cork Luas line and bridge between Kent Station and Cork's South Docklands.

One respondent, Fergus Hurley, said in his submission: "We need a more accelerated delivery programme.

"The line should go along the Cork-Blackrock- Passage-Crosshaven line using the existing bridges from Kent Station to City Hall, so that the old Port of Cork is not sterilised to boats.

"While I appreciate the need for reliability and frequency, the proposed route is too meandering and will take too long."

The team behind Luas Cork acknowledges the project is not going to be welcomed by everybody.



**TII head of light rail projects Paolo Carbone says the goal is to design a route that serves as many people as possible.**

Paolo Carbone, TII's head of light rail capital programme, said: "No line can be built without impacting negatively on some residents or some businesses.

"Acquiring a building is something we do as a last resort, and the proof of this is that you can see that the alignment tries to negotiate narrow corners where it is necessary.

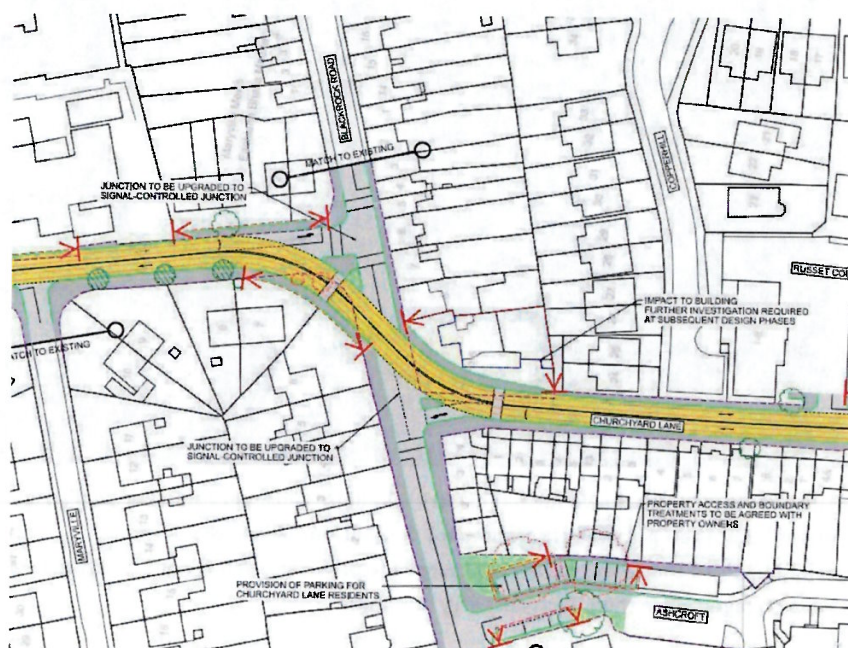
“Unfortunately though, there are physical limits to what can be done.

“On balance, we carefully considered the impacts, we weighed up the alternatives, we have assessed the benefits and impacts of these options, and on balance, this is the one that delivers the best possible route.

“Whichever route we choose — and the goal for us is to design a route that serves as many people as possible — based on what we know to be the key destinations, in achieving the least impactful trade-offs possible.”

## Controversy over tramline through a pub

Among the businesses set to be most impacted by the project will be the Venue Bar in Ballintemple, operated for the past 11 years by Con Dennehy and Kate Tierney.



**The operators of the Venue Bar in Ballintemple only learned that the Cork Luas route was proposed to run through their premises when this map was published in April.**

They found out in April, when the emerging preferred route was unveiled, that the Venue was on the route. Maps for the project showed tram lines running through the popular bar.

Mr Dennehy told the *Irish Examiner* that they have been told that they will hear more on what it means for the business in early 2026.

Details of the preferred route will be published in the first quarter of next year with a further public consultation to take place on that.



**The people who run the Venue Bar in Cork's Ballintemple were shocked to discover in April that their pub was earmarked for demolition. T 115 Paolo Carbone acknowledged that they had not contacted the publicans beforehand but that they have engaged since then. Picture: Larry Cummins**

He said the future for the Venue currently remains in limbo, adding: "I wish I knew what was going to happen,

but I honestly don't. It isn't just us; there are other people in limbo as well that don't know what's happening."

Mr Carbone accepted that the operators of the Venue bar did not hear directly from the project team that it was on the line of the emerging preferred route, but said that they were spoken with the day after the emerging preferred route was revealed in May. He said that further engagement had taken place:

“

*We are still selecting the route and we are balancing the need to give them certainty with the fact that we are still selecting the route.*

“We intend to go out with the preferred route in quarter 1 of next year. Then there would be a second consultation.

“Following that, we will prepare a railway order, which is a very comprehensive planning permission essentially, that will allow An Coimisiún Pleanála to assess if the development is appropriate. It will allow us to produce a business case that would give us a good indication of the cost.”

If planning is granted, funding will then need to be granted, and Mr Carbone says it is unlikely that the project will be completed before the mid-2030s.

He said that such a timeline is not surprising, given that all of the Luas extensions in Dublin took five years from when approval was granted.

He pledged: “We are going to deliver this project if and when we get the planning and the funding in a way that is sympathetic to all stakeholders, as much as it can be.”

## Ballincollig: Queries about track design

Submissions that raised concerns about the Luas line in Ballincollig centred on two main issues: The proposed loop design, as well as the inclusion of Station Rd on the route.

One submission, from respondent Adam Ryan, said: “The use of single track in Ballincollig is a poor future design choice, as it will both limit capacity for this area in future and it greatly restricts any future extension from the point.



**Objections and observations from Ballincollig include a suggestion that the proposed Cork Luas stops are too closely bunched together and should be spread out to serve a wider area including Dell EMC. Picture: LuasCork.ie**

“Double track here would allow a potential **future extension** further west into Ballincollig and even to Dell EMC.”

Another respondent, Shane Hogan, questioned the rationale for the proximity of stops, stating: “Having four stops in the Ballincollig area, all within relatively the same vicinity, does not make sense.

“

*It would be much more beneficial to the Ballincollig population to spread these stops out in a linear format, stretching from Ballincollig East up to the Dell factory.*

In relation to the inclusion of Station Rd on the line, residents and local councillors cited the narrowness of the road and congestion, because of its proximity to key community facilities, including primary and secondary schools, a parish church, and a community centre.

Submissions pointed out that traffic was particularly busy during school drop-off and pick-up times.

## Traffic issues

Questions were also raised about whether the tram would worsen traffic issues, particularly in areas like Muskerry Estate, which already experiences high volumes of through-traffic, said the consultation report.

There was opposition to the proposed one-way traffic system on Station Rd, with concerns that it would restrict access to homes, especially for residents who would be limited to left turns only. Submissions also highlighted the possibility of the creation of “serious challenges for disabled individuals, who require unrestricted driveway access”.

Tony O’Leary said: “Creating a one-way system for traffic on part of the main street is going to add to traffic congestion. There are approximately 170 houses in Carrigdenne and Castle Park, all of whom will have to turn left when exiting onto the main street.”

Meanwhile, the owners of Healy’s Bar, on Main St, highlighted the potential loss of two parking spaces and a delivery area to make way for the line.

They said: “We use the private land outside our business as an operational part of the bar... The red-line section you have in the plans will not allow for deliveries to be made to the pub, which has been open since 1932 and operational by our family. We are landlocked on either side and have no other alternative to accept deliveries. It is vital we keep our private land for deliveries.”

Transport and Mobility Forum suggested that the current alignment benefits only a small portion of the population, leaving large residential areas without convenient access to the system.

In its submission, it stated: “The proposed single track ring serving Ballincollig village centre serves only 9% of the developed area of Ballincollig.

We are seriously concerned that having such a small proportion of the population of Ballincollig within walking distance of a station will result in continued car dependency in the majority of the town and hence congestion affecting the service in Ballincollig village and Cork City centre.”

Concerns were raised as to whether the proposed park and ride facility at the east side of Ballincollig could lead to an increase in traffic volumes and congestion in that area of the town.

## Ballintemple: 'Tram line cuts village in two'

The proposal to run the preferred Luas Cork line through Ballintemple — including through the Venue Bar — has been met with concern from local residents and local businesses.



**A visualisation of a Cork Luas tram passing Páirc Uí Chaoimh on its way through Ballintemple. One of the concerns raised locally was the possible displacement of traffic to smaller roads such as Crab Lane.. Image: LuasCork.ie**

Con Dennehy, one of the operators of the Venue Bar, says that local houses and gardens in the Ballintemple and Churchyard Lane are affected by the plan.

“The residents of Churchyard Lane, up behind us, are all being affected and not in a good way, and the same with the people in Maryville,” said Mr Dennehy. “They are being affected adversely as well.

“It is effectively cutting the village in two, between east and west. It’s not a good place to be.”

Submissions made in the public consultation, following the publication of the emerging preferred route earlier this year, included concerns about the potential demolition of buildings, compulsory purchase of land, and possible disruption to long-standing businesses.

## Demolition, displacement, and disruption

These included the potential demolition of the Venue, while businesses located in a building on Skehard Rd,

including a barbershop, a beauty salon, a hairdresser, and a pharmacy, were concerned about disruption and potential displacement.

Several submissions were made by residents' groups, representing areas including Churchyard Lane, Maryville, Russet Court, Avondale, Copperhill, Ardcairn, Temple Hill Lawn, and Beaumont Cottages.

"Comments were made about potential devaluation, loss of privacy, and disruption to daily life," said the report.

The loss of on-street parking and difficulties accessing relocated parking areas, such as those proposed at Ashcroft Estate, were also raised.

There was concern about the risk to older homes on Churchyard Lane and Maryville, which have "minimal foundations and Victorian-era sewage systems", according to the report.

The report outlined: "Churchyard Lane is seen as too narrow and steep, already prone to congestion.

"Churchyard Lane is a pinch point on the route. It connects key destinations, but it is narrow, and residents have raised several concerns about the impact on them."

There was concern about the displacement of traffic to smaller roads, like Crab Lane, and unclear enforcement of access restrictions.

Concerns about subsidence issues in the area were mentioned, along with the possibility of noise and vibration, while submissions called for a comprehensive traffic-management plan to consider the full local road network.

Respondents mentioned the loss of on-street parking and difficulties accessing relocated parking areas, such as those proposed at Ashcroft Estate, while Cork Constitution Football Club highlighted the impact of reduced on-street

parking and the potential obstruction of a designated emergency access route by the proposed Luas Cork platform.

The rugby club wrote in its submission: “It would appear, from your submissions, that the plan for Luas Cork will eliminate on-street parking completely. This is a major issue for the future viability of our club. It will, therefore, be essential to provide an off-street parking solution.”

Residents mentioned the potential noise from the trams, especially in the Ballintemple area, stressing that it is a quiet residential area.

They raised concerns that the Luas trams would be running too close to their homes.

The report added: “They requested clarity on what mitigation measures would be implemented to address the potential impacts and called for use of quieter tram models to minimise disruption.”

Meanwhile, submissions also questioned the potential impact to Ballintemple Graveyard and nearby structures, “with calls for detailed geotechnical studies to be carried out before work begins”.

## City centre: Concerns about traffic

Among the concerns put forward about the Luas line running through the city centre included its impact on MacCurtain St.

Some submissions noted that the traffic congestion in the area could worsen with trams on the street, with the report stating that respondents had mentioned “that underground services beneath the westbound traffic lane on MacCurtain St could complicate and prolong works”.



Indicative view of Luas Cork through MacCurtain Street. Photo: LuasCork.ie

Concern was raised by respondents, including the Victorian Quarter group, about the route's possible impact on the **outdoor dining experience on MacCurtain St**, stating that "this is vital to maintaining the vibrant atmosphere on the street".

A submission from the Metropole Hotel on MacCurtain St highlighted "the need for access to maintain its historic building by using large equipment, like a mobile elevating work platform" and also "requested protective measures for decorative columns and the building façade".

An alternative route was mentioned in lieu of using MacCurtain St: The Quays. A submission suggested that "this would avoid disrupting a recently upgraded street and offer regeneration opportunities for the quays", said the report.

## 'Skirting the historic core'

Social Democrats TD Pádraig Rice submitted:  
"Currently, the quays are dominated by car traffic.

“

*An alternative light-rail route that skirts the historic centre would have the dual benefit of bringing life to areas that have been neglected for too long, while also acting as a pathway for pedestrians heading into the commercial centre.*

Submissions included some from Paladar Bar, MacCurtain Wine Cellar, The Glass Curtain, and Hotel Isaacs, which mentioned the economic impact of the project on their businesses.

Potential damage to building basements, restricted pedestrian access, and reduced access for guests and suppliers were all raised by the businesses.

A submission from MacCurtain Wine Cellar said: “We have concerns... about underground services and existing cellars... As a business that cannot function without its basement, it is worrying.”

Suggestions put forward by some respondents include closing both MacCurtain St and St Patrick’s Street to general car traffic, as well as avoiding the placement of bus stops within tram lanes.

## Cork Chamber focus on efficiency

Cork Chamber’s submission stated: “It is important that the light-rail system runs as efficiently as possible. Therefore, any opportunity to minimise mixed-traffic interactions must be explored... The location of bus stops within tram lanes should be avoided, where feasible, to ensure the success of both the light-rail project and BusConnects.”

Concerns were also raised about the potential for antisocial behaviour on MacCurtain St and a possible



Some 61 submissions referenced the inclusion of MacCurtain St and St Patrick's Street on the emerging preferred route for the Luas line.

According to the report, "there were also questions about too many turns and curves in the proposed city centre alignment, with suggestions that this could reduce efficiency and increase journey times".

Improving efficiency was behind suggestions made by some respondents about consolidating the three proposed stops on St Patrick's St in to one central stop.

The report also noted: "Respondents expressed support for the integration of high-quality public realm improvements along the proposed route, with calls to enhance rather than compromise key areas such as Grand Parade, St Patrick's Street and MacCurtain Street.

"The legacy of the Cork Electric Tramways and Lighting Company was referenced, with an emphasis on the importance of thoughtful integration into the city's visual landscape.

"Suggestions included the use of high-quality materials, well-designed landscaping and coordinated street furniture and lighting to ensure the tram route complements its surroundings.

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HOMEPAGE / LIFESTYLE

# Luas-style light rail proposed under ambitious €3.5bn transport plan

The National Transport Authority says it hopes to achieve some quick-wins on the bus and rail network once its ambitious €3.5bn transport strategy for the greater Cork area is adopted.



WED, 15 MAY, 2019 - 01:00

EOIN ENGLISH



The National Transport Authority says it hopes to achieve some quick-wins on the bus and rail network once its ambitious €3.5bn transport strategy for the greater Cork area is adopted.

While the Cork Metropolitan Area Transport Strategy (CMATS) includes proposals for a €1bn, 25-stop light rail system linking Ballincollig to Mahon via a new docklands



bridge, the most immediate improvements will be linked to the bus, rail, and cycle networks.

## The main proposals of CMATS include:



The biggest element of the strategy is the €1bn Luas-style tram system which would run from Ballincollig, via CIT, UCC, CUH, St Patrick's St, and to Kent Station over a new bridge into the docklands and on to Mahon Point.

The system could carry 46m passengers per year, with journey times of 27 minutes from Ballincollig to the city centre. Earlier drafts of CMATS focused on delivering a rapid bus transit system along this strategic transport corridor.

But Government targets for population and development growth in the greater Cork region meant a tram system became viable, with early modelling suggesting it could be as busy as the Luas red line in Dublin.

NTA chiefs said the 2031 start date can be brought forward if certain density targets along the corridor are reached sooner.

But the immediate focus of CMATS will be on a €545m investment package in the bus network to deliver a 700%

increase in bus lanes from 14km today up to 100km, bus priority measures and new fleet, and the delivery of a high-frequency east-west bus corridor from Ballincollig to Mahon which is likely to form the basis of the indicative light rail route.

NTA boss Anne Graham said Bus Éireann has seen a 70% increase in passenger numbers on the 220/220X route since the introduction late last year of the high-frequency 24-hour service.

“We will be delivering a lot more than that,” she said.

We can look at rail services too, to extend the Leap card to Mallow — that can be done quickly — and to improve frequency on existing services.

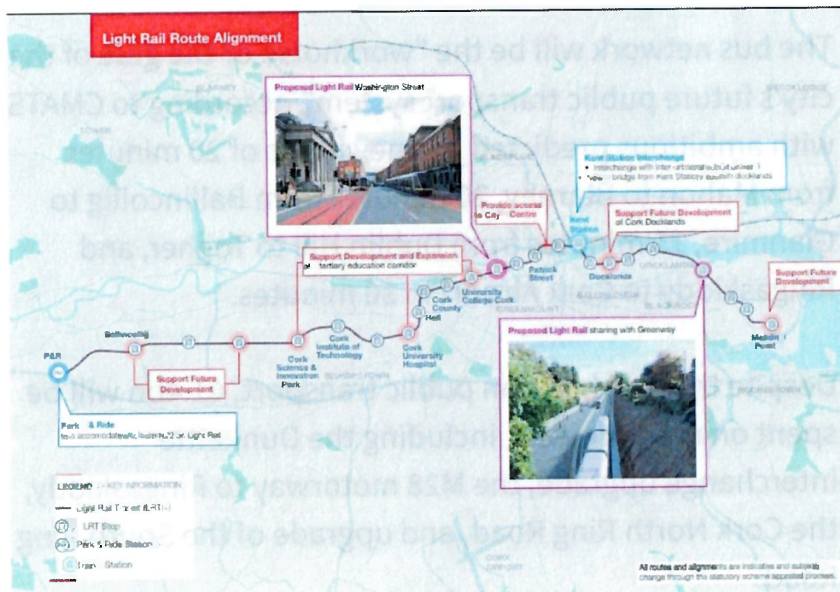
The bus network will be the “workhorse or the glue of the city’s future public transport system”, according to CMATS, with ambitious predicted journey times of 20 minutes from Mahon to Blarney, 20 minutes from Ballincollig to Glanmire, 15 minutes from Dublin Hill to Togher, and Ringaskiddy to Cork Airport in 30 minutes.

Despite the emphasis on public transport, €1.4bn will be spent on road projects, including the Dunkettle interchange upgrade, the M28 motorway to Ringaskiddy, the Cork North Ring Road, and upgrade of the South Ring Road.

CMATS also proposes to develop Kent Station as a new transport hub to facilitate integration between the various transport modes, including the bus, cycling, light rail, and suburban rail networks.

It is hoped that once the outcome of the public consultation is considered, the final CMATS document will be prepared before the end of the year and presented to both Cork city and county councils for adoption in the various local area plans.

Currently, public transport accounts for just 5% of journeys in Cork. By comparison, walking has a 20% mode share, while the dominant mode is car, used for 74% of trips. Cycling makes up the remainder of trips, with 1% of all trips made by bike.



## ‘Essential milestone in development of city’

The €1bn light-rail system for Cork outlined in the €3.5bn transport strategy for the region should be fast-tracked to ensure it is up and running within a decade.

And the Cork Metropolitan Area Draft Transport Strategy (CMATS) should be put on a statutory footing to ensure its vision is delivered, with calls on the National Transport Authority (NTA) to open an office in the city to keep the plan on the agenda.

The calls came yesterday as the NTA unveiled the long-awaited CMATS for public consultation. Cork Chamber described the document as an essential milestone for the development of Ireland’s second city region.

But Chamber CEO Conor Healy said it should be placed on a firm statutory footing to ensure delivery, supported by transparent timelines and clear funding commitments.

“In recognition of Cork’s positioning within Ireland 2040, we believe the establishment of a permanent NTA office in Cork is required to ensure that implementation does not fall off the agenda,” he said. The timely delivery of CMATS is essential to the future development of Cork as a place to live and work.

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From a business perspective, investment in sustainable and public transport is a top priority alongside more city

centre apartment living.

"With 65,000 jobs targeted across Cork and significant population growth, we cannot continue to have 70% of commuters arriving into the city using private cars, or have trucks directed through our city's core because of a lack of alternative options.

"While large scale infrastructure such as light rail and the North Ring Road are part of our vision for Cork, early delivery of 'Bus Connects' must be a priority. Cork only has 14km of dedicated bus lanes. From today, we must see immediate action on scaling bus networks throughout Metropolitan Cork to transform how we commute," Mr Healy said.

Sinn Féin TD Donnchadh Ó Laoghaire welcomed the strategy but said he is worried it is not ambitious enough and six weeks isn't long enough for public consultation.

"I do not think a single tram line will meet all the potential demand that will be there," he said. "However, we also need an immediate intervention in terms of bus improvements, serious safe cycling infrastructure, and investment to follow that."



FG Cllr Deirdre Forde welcomed the draft plan but she said she was concerned that it had completely ignored the potential of water taxis.

“We have one of the greatest harbours in the world, and I think it’s a glaring omission not to have included this as part of a holistic approach,” she said.

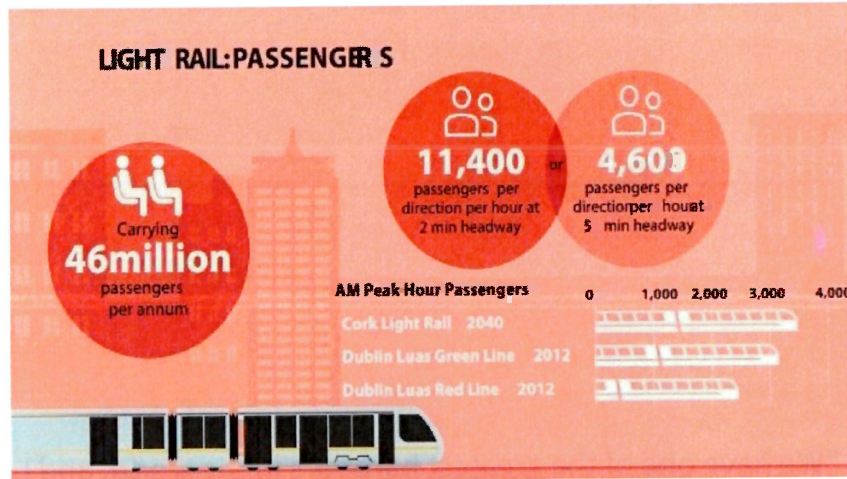
Indp Cllr Marcia D’Alton also welcomed the strategy but said she has concerns about current bus services not turning up or dropping passengers off mid-journey.

“The NTA needs to understand the level of non-delivery of service,” she said.

SF Cllr Chris O’Leary said it is essential that the NTA consults adequately to ensure that people buy-in to the plans.

Green Party candidate, Lorna Bogue, said the party has been campaigning for a light rail system in Cork since 2007 and said CMATS’s 2031 start-date is too far away.

“The Dáil has declared a climate and biodiversity emergency. The UN is saying transformative responses are needed to how our cities and transport infrastructure are run. We should be aiming to have a light rail system in place by 2025,” she said.



“The timing of the release of this report smells like electioneering too. I think after the event centre sod turning debacle, we should all be more attune to how committed this Government actually is to delivering projects like this for Cork.”

Sam McCormack, the founder of the Cork Public Transport Campaign, said the CMATS strategy looks promising, but people should remember it’s just a draft.

“We need to ensure we push our local TDs, councils and government agencies to ensure its delivery,” he said.

“We need to try and avoid making the same mistakes as Dublin, where their Metro Link project was watered down greatly due to many objections. Cork has a bright future ahead, and with the city’s projected growth, this project will be one of the most important stepping-stones in ensuring our city reaches its full potential.”

## Roads

Cork Metropolitan Area Transport Strategy (CMATS) envisages a package of measures, including the completion of the Dunkettle interchange by 2022, the M28 Cork to Ringaskiddy road by 2028, and the North Ring Road by 2035, with a required investment in the order of €1.39bn.

But in the meantime, CMATS suggests improvements to the N27 Cork Airport to city route, improvements to some 50km of national roads and to 70km of regional roads.

It proposes the creation of new northern and southern distributor roads, with bus lanes, cycling lanes and footpaths, and the restriction of HGVs in the city centre.

The southern distributor road will run from the Rochestown area to the Sarsfield Road to help ease congestion on the N40.

## Walking

CMATS says Cork, with its relatively compact city centre and reasonably self sufficient metropolitan towns, has significant potential to enhance the pedestrian experience.

The Cork Metropolitan Area Transport Strategy proposes a €50m investment, including from elements of the BusConnects scheme, to delivery 200km of new and upgraded footpaths and some 140km of greenways.

It has set an ambitious 63% increase in annual walking trips to reach 90m by 2040. This will deliver a 250% increase in footfall on St Patrick's St, and has the potential to transfer 24,000 daily car trips to walking.

It says a key outcome will be to increase the number of short journeys (less than 2-3km); to facilitate walking's role as part of linked trips, particularly with rail and bus journeys; and to promote a far higher standard of urban

design in new developments, and in highway design, in a fashion that consistently prioritises pedestrian movement and safety over that of the private car.

## Suburban Rail and Park and Ride

A €274m investment will be required to deliver a new suburban rail network to enhance the existing routes between Midleton, Cobh and Mallow, via Kent Station, with new suburban stations proposed at Blarney, Monard, Blackpool, Tivoli, Carrigtwohill West, Water Rock and Ballynoe, and 10km of dual track to Midleton.

It is predicted to carry 16m passengers by 2040 with proposals for trains every 10-minutes from Mallow, Cobh and Midleton to Kent Station. It is proposed to electrify the network, to improve the Kent, Cobh and Mallow stations, and invest in 22 new trains.

CMATS says journey times on the Blarney to Kent Station route would be around 12 minutes, and around 25 minutes on the Midleton to Kent Station route. The network will cover 19% of the population.

Six new park and ride facilities at Ballincollig, Blarney, Dunkettle, Carr's Hill, Cork Airport, Bandon Road, are proposed to tie-in with proposed new bus, light rail and suburban rail routes.

## Cycling

The plan proposes to invest €230m in the development of 200km of primary bike lanes, 150km of secondary cycling network, 60km of inter-urban cycling networks and 140km of greenways to help foster a culture of cycling in Cork and hit 20m cycling trips by 2040.

It has designated a coherent network of east-west and north-south cycle routes across the area which will provide access to all major trip generators, with employment hubs and third level education centres prioritised first, followed by schools.

Key cycle routes to be improved include segregated routes along waterfront areas, Sallybrook/Glanmire to the city centre via Lower Glanmire Road, Model Farm Road to Glasheen Road, Old Youghal Road, Kinsale Road to the airport, Douglas Road and the Skehard Road. Chetwynd Viaduct forms part of a greenway.

CMATS proposes the roll-out of a mix of cycle lanes, 'mixed streets' in suitable low traffic environments where the cyclist shares the road space with motorists, cycle tracks which are physically segregated from traffic by either a barrier or a level change, and cycle trails or greenways through green areas and parks.

It is also proposed to extend the city's bike sharing scheme, with consideration being given to dockless bikes and to develop enhanced 'end-of-trip' or supporting facilities, such as bike parking and shower and changing facilities.

It is hoped the investment will see an additional 56,000 daily trips potentially transferring to cycling, including 13,000 trips made in peak morning period.

## Bus Connects

CMATS describes the bus network as the workhorse of metropolitan Cork's public transport system up to 2040, and earmarks €545m to upgrade and improve a network it predicts will carry 85m passengers a year.

In a city with just 14km of bus lanes, CMATS proposes 100km of new bus lanes and bus priority measures, a fleet of 220 double deck buses, six strategic park and ride sites, 200km of cross-city routes, 50km of orbital routes, and 150km of radial routes.

It will feature bus priority measures, bus gates, 10 designated radial routes, four orbital routes- two northside, two southside - and a bus corridor from Ballincollig to Mahon and Summerhill to Douglas.



High-frequency services, which could run every three minutes along certain strategic designated transport corridors, could carry 49,000 passengers at peak morning hours.

Crucially, the CMATS strategy provides for the bus network to connect with the suburban rail network at Kent train station, and with the Cork Light Rail and the park and ride network, to provide interchange with radial and orbital bus services.

It is predicted that up to 4,800 passengers will interchange between the cross city, radial and orbital bus routes during peak morning hours.

## Light Rail

A €1bn light-rail tram system running east-west from Ballincollig, via the city centre, Kent Station, the docklands and on to Mahon is proposed - but not before 2031.

The strategy says while further feasibility work is required to examine alternatives, the early years of the CMATS strategy will help identify and protect an alignment for the route. A total of 27 trams would run along the 17km route, with 25 stops suggested.

The indicative route takes in the proposed Cork Science and Innovation Park at Curraheen, CIT, CUH, County Hall, UCC, St Patrick's St, on to Kent Station before crossing a new docklands gateway bridge into the south docklands to run west to Mahon.

The tram could get you from Ballincollig to St Patrick's St in 27 mins, from Ballincollig to Mahon Point in 47 mins, and from Mahon Point to St Patrick's St in 20 mins.

CMATS predict the service will carry 46m passengers a year, and 11,400 passengers per direction, per hour at peak two minutes headway, covering some 30% of the region's population and 60% of the jobs.

## Have your say

The draft CMATS plan has been published for six weeks of public consultation. Submissions are invited until June 28. Public information events on CMATS will be held between 3pm to 8pm on June 5, at the Imperial Hotel, Cork City; June 6 at the Oriel House Hotel in Ballincollig; June 12, at the Radisson Hotel, Little Island; June 13 at the Carrigaline Court Hotel in Carrigaline, and June 19 at the Blarney Castle Hotel, Blarney.

Full details of the draft CMATS are available online at [www.nationaltransport.ie/publicconsultations/current](http://www.nationaltransport.ie/publicconsultations/current) and consultation material will also be available to view at Cork City Hall and Cork County Hall. You can make your submissions online, by email or post.

The online submissions can be made at [www.nationaltransport.ie/publicconsultations/current](http://www.nationaltransport.ie/publicconsultations/current); email submissions should be sent to [corktransport@nationaltransport.ie](mailto:corktransport@nationaltransport.ie); and postal submissions can be sent to Cork Metropolitan Area Transport Strategy, National Transport Authority, Dún Scéine, Harcourt Lane, Dublin 2, D02 WT20.

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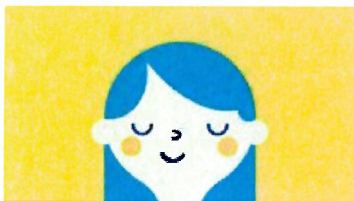


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