



Part 8 Chief Executive's Report

Cabinteely Greenway

February 2026

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1. Executive Summary

This report outlines the statutory public consultation process for the Cabinteely Greenway Scheme, including a summary of the submissions received and the Chief Executive's responses. As part of the Part 8 planning process, a statutory public consultation was carried out over a period of six weeks, from 30 October 2025 to 11 December 2025. Statutory consultees were provided with copies of the relevant documentation, and their views were invited. All submissions and observations received were recorded, summarised and addressed accordingly.

A range of engagement activities were undertaken to raise awareness and encourage public participation. This included leaflet distribution to 16,400 households, the display of posters throughout the local area, stakeholder meetings, online public webinar and a drop-in information session. Submissions were received through the County Council's Citizen Space online survey, by email, by post, and via hard-copy surveys available in Cabinteely Library and at the drop-in session.

A total of 1,386 submissions and observations were received during the consultation period.

The response formats included online surveys completed on DLR's Citizen Space platform (840), printed surveys (7), and email submissions (79). There were a further 460 submissions in the form of a template postcard that were delivered to the offices of Dún Laoghaire Rathdown County Council. 450 of these were delivered together with an accompanying cover letter from the Chair of Cabinteely and District Resident's Association (C.A.D.R.A.). A further 10 of these template postcards were delivered in a bundle without a cover letter.

Feedback gathered through Citizen Space, printed surveys, and email submissions indicated strong support for the scheme, with 65% responding Yes, 10% Yes, with certain changes, 23% No, and 2% providing unclear responses.

When the 460 templated postcards are included, overall, it was found that 51% of respondents were broadly supportive of the scheme, with 44% of these stating they supported the scheme as proposed,

while 7% stated they supported the scheme with certain changes. 48% of respondents stated that they did not support the scheme, and 1% provided an unclear response.

Overall, are you supportive of the Cabinteely Greenway Scheme?

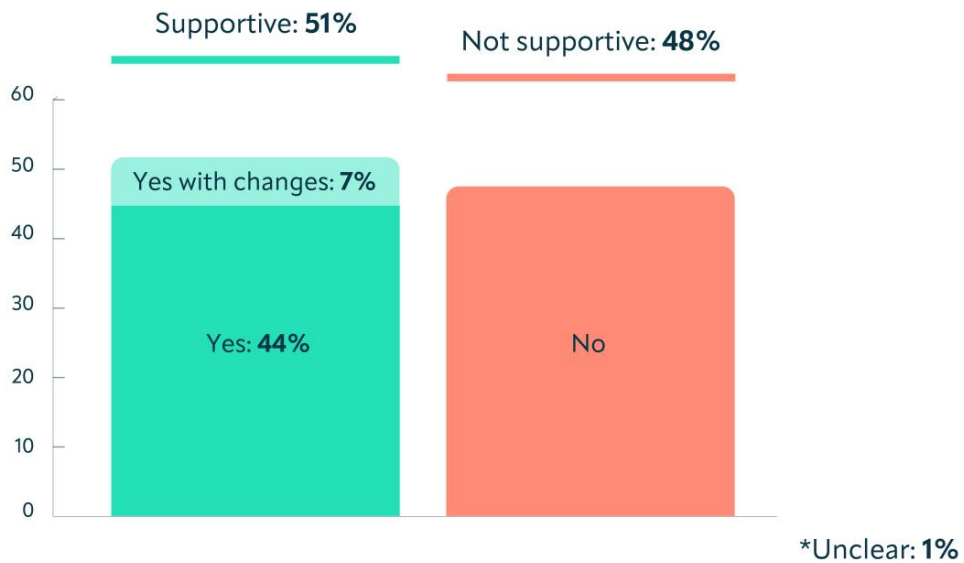


Figure 1: Overall, are you supportive of the Greenway Scheme?

An analysis of the submissions received during the statutory public consultation indicates that the majority of respondents broadly support the scheme.

Supporters of the scheme highlighted benefits such as better links to local amenities, a reduction in vehicular congestion in the local area, enhanced safety for cyclists and pedestrians, more opportunities to cycle locally, and greater freedom to choose healthier, more active travel options for daily journeys. Those who opposed the scheme raised concerns about pedestrian safety on shared routes, the potential for increased vehicular traffic in residential neighbourhoods, and possible negative impact on local biodiversity and the natural environment. Those categorised as 'yes with changes' expressed support for the scheme overall while suggesting certain changes including the

addition of pedestrian crossing points, improving segregation between cyclists and pedestrians, extending the route further, or suggesting route realignment. Some opposed certain parts of the scheme, such as the crossing point at Brennanstown Road. Others within this category voiced concerns around possible biodiversity impacts, park opening hours and possible impacts on existing park users.

The proposed Cabinteely Greenway scheme has been designed in line with national guidance, including the Cycle Design Manual, to address safety concerns, with appropriate widths, visibility, surfacing, signage and speed management measures. The scheme prioritises safe, local walking and cycling trips and will not generate additional vehicular traffic within residential areas. An Ecological Impact Assessment has informed the route and design, with mitigation measures in place and no significant residual environmental impacts anticipated.

A review of Citizen Space data per Scheme Section and sentiment patterns point to a clear challenge in Section A (Cornelscourt Hill Road to Glen Lawn Drive) and Section B (Glen Lawn Drive to Cabinteely Park). These stretches of the route attracted the highest levels of opposition and consistently emerge as the areas where local residents express the greatest concern. The concerns raised in relation to these sections were carefully considered and comprehensively addressed through the overall design approach.

Nonetheless, having regard to the significant level of opposition expressed in submissions in respect of Section B, it is recommended that Section B be omitted from the proposed scheme. In the absence of Section B, Section A would no longer provide a coherent or functional link within the overall route and would result in an isolated and inconsistent intervention. Accordingly, it is recommended that Section A also be removed from the scheme. Given the deficiencies at the existing Cornelscourt Hill Road / Old Bray Road junction, measures to address these could be revisited as part of a separate scheme at a future date.

Notwithstanding the above, and in the interests of road safety, it is recommended that the proposed upgrades to the Glen Lawn Drive / Glen Drive roundabout are progressed. These upgrades are necessary to facilitate the safe and convenient crossing of vulnerable road users and to ensure a safe

termination of the route, thereby preventing a potential traffic hazard arising from an inadequate or abrupt end point for the route.

A number of matters have been identified for consideration during the detailed design stage. These include:

- Consideration of inclusion of a yellow box marking at the Brennanstown Road / Carraig Glen junction.
- Consider wayfinding signage strategy along the route.
- Seating with arm rests to be considered where seating areas are proposed.

In addition to the above, the proposed development as shown in the drawings accompanying this report, will be subject to the following conditions:

- The scheme will comply with the mitigation measures as set out in the EclA and the EIA Screening Report.
- A site-specific Construction and Environmental Management Plan (CEMP) will be prepared and submitted at least 5 weeks prior to commencement of the proposed project including enabling works.
- The CEMP will include for an Ecological Clerk of Works (EcOW) with this role undertaken by a suitably qualified ecologist to monitor the construction phase.
- Details of the location and design of fencing to be discussed and agreed with the DLR Biodiversity Officer during detailed design stage.
- An Invasive Species Plan will be prepared and submitted at least 5 weeks prior to the commencement of the project including enabling works.
- A monitoring programme and report will be prepared and submitted.
- A Fisheries Management Plan will be prepared and submitted to Inland Fisheries and incorporated into the CEMP where relevant.
- Specification of design and construction methods will be discussed and agreed with the DLR Biodiversity Officer during detailed design stage.
- A Project Ecologist will be appointed in agreement with the DLR Biodiversity Officer prior to construction.

- A Biodiversity Mitigation and Monitoring Programme will be prepared and submitted at least 3 weeks prior to commencement of the project including enabling works to the DLR Biodiversity Officer.
- Specification of exact materials and finishes and park entrance details to be discussed and agreed with Parks department at detailed design stage.
- All planting details to be discussed and agreed with Parks department at detailed design stage.
- Arborist to be retained for the full duration of the scheme.
- Adjacent space to be provided at each bench location to accommodate a wheelchair user or buggy.
- Traffic signal design, road signage and marking design (noting potential legislative changes), and Construction Traffic Management Plan (CTMP) to be agreed with the Traffic and Road Safety Section prior to construction.
- Detailed construction drawings of the relevant details to be submitted to and agreed with the Drainage department prior to construction.
- Construction Management Plan (CMP) will be prepared at detailed design stage and submitted for approval prior to commencing construction.
- In consultation with the Department of Housing, Local Government & Heritage, the developer shall engage a suitably qualified archaeologist to monitor (licensed under the National Monuments Acts) all topsoil stripping associated with the development. The use of appropriate machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary.
- Should archaeological remains be identified during the course of archaeological monitoring, all works shall cease in the area of archaeological interest pending a decision of the planning authority, in consultation with the Department of Housing, Local Government & Heritage, regarding appropriate mitigation [preservation in-situ/excavation].
- The developer shall facilitate the archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the Department, shall be complied with by the developer.

- Following the completion of all archaeological work on site and any necessary post-excavation specialist analysis, the planning authority and the Department shall be furnished with a final archaeological report describing the results of the monitoring and any subsequent required archaeological investigative work / excavation required. All resulting and associated archaeological costs shall be borne by the developer.

The proposed development is considered to be in accordance with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and with the proper planning and sustainable development of the area.

In line with the relevant legislative provisions, the proposed development may proceed in accordance with the recommendations set out in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above and in accordance with Section 138 of the Local Government Act 2001, as amended, members are informed of **the intention to proceed with the proposed development** as shown in the drawings accompanying this report, subject to the conditions set out below:

- That the items outlined above will be considered as part of the detailed design
- Section A (Cornelscourt Hill Road to Glen Lawn Drive) and Section B (Glen Lawn Drive to Cabinteely Park) be omitted from the proposed scheme. However, in the interests of road safety, it is recommended that upgrades to the Glen Lawn Drive / Glen Drive roundabout be progressed to facilitate the safe and convenient crossing of vulnerable road users and to ensure a safe termination of the route, thereby preventing a potential traffic hazard
- That funding is provided by the scheme for a fish barrier mitigation study and at least one barrier mitigation project in consultation with the DLR Biodiversity Officer and Inland Fisheries
- And to any such minor amendments and minor or immaterial alterations to the plans and particulars of the development

1.2 Structure of Report

This Part 8 Chief Executive’s Report provides an overview of the background to the scheme, the nature and extent of the proposed development, and details of the Environmental Impact Assessment Screening Report, Appropriate Assessment Screening Report, Ecological Impact Assessment and other accompanying reports including Heritage Appraisal, Traffic Impact Assessment, Flood Risk Assessment, Public Lighting Proposals, Landscape Proposals, Arboricultural Assessment and relevant internal reports.

The main body of the report summarises the submissions and observations received during the statutory public consultation process, together with the Chief Executive’s responses.

The report concludes with a final recommendation in relation to the scheme.

2. Planning Reference Number PC/IC/03/25

In accordance with Part 8, Article 81 of the Planning and Development Regulations, 2001 (as amended), Dún Laoghaire Rathdown County Council (the Council) gave notice of the proposed development, Cabinteely Greenway, in the Irish Times newspaper on 30 October 2025. These plans were made available from 30 October 2025 to 11 December 2025. Plans and particulars of the proposed development were made available for inspection from the Council at the Planning Department, County Hall, Marine Road, Dún Laoghaire and the Council Offices at Dundrum Office Park, Main Street, Dundrum and on the DLR Consultation Hub on the Council's website www.dlrcoco.ie.

Site notices were erected on Cornelscourt Hill Road/Old Bray Road Junction, Glen Drive Park Entrance, Old Bray Road Park Entrance, Brennanstown Avenue, Breannanstown Road Park Entrance, Holmwood Park Entrance, Brennanstown Wood Park Entrance, Carrickmines Avenue Park Entrance, Sycamore Avenue Park Entrance, Park Drive Entrance, Carrickmines Avenue Park Entrance 2 and Clonkeen Road / Old Bray Road Junction.

Submissions and observations with regards to the proposed development could be made up to and including 11 December 2025.

3. Cabinteely Greenway

DBFL Consulting Engineers (DBFL) have been commissioned by Dún Laoghaire-Rathdown County Council (DLRCC) to provide consulting engineering services for the design and development of the Cabinteely Greenway Scheme.

The proposed Cabinteely Greenway scheme seeks to provide a safe, high-quality route which improves connectivity for pedestrians and cyclists travelling between local schools, services, amenities, employment centres and surrounding residential areas.

The overall purpose of the project is to enhance connectivity between Old Bray Road, Cornelscourt to the Cherrywood Green Routes Network for people walking, wheeling and cycling by providing approximately 2.3km of safe, high-quality greenway infrastructure.

The proposal aligns with Government Policy at both national and local government level in its commitment to ensure that active travel is appropriately provided for as part of an interconnected network of cycle and pedestrian routes. This route forms an important part in the Greater Dublin Area (GDA) Cycle Network Plan (2022) and the DLR (Dún Laoghaire-Rathdown) Cycle Network and is a strategic north-west / south-east link.

3.2 Project Aims & Objectives

The principle aims and objectives of the scheme, in accordance with the overarching purpose and scope, are to:

- Provide enhanced connectivity between Cornelscourt and Cherrywood for pedestrians, wheelers and cyclists to encourage increased walking and cycling trips.
- Improve safety for pedestrians and cyclists of all ages and abilities on routes within 1km of the local primary schools by maximising segregation of pedestrians/cyclists from vehicular traffic.
- Upgrade junctions where facilities for pedestrians and cyclists are limited or non-existent.

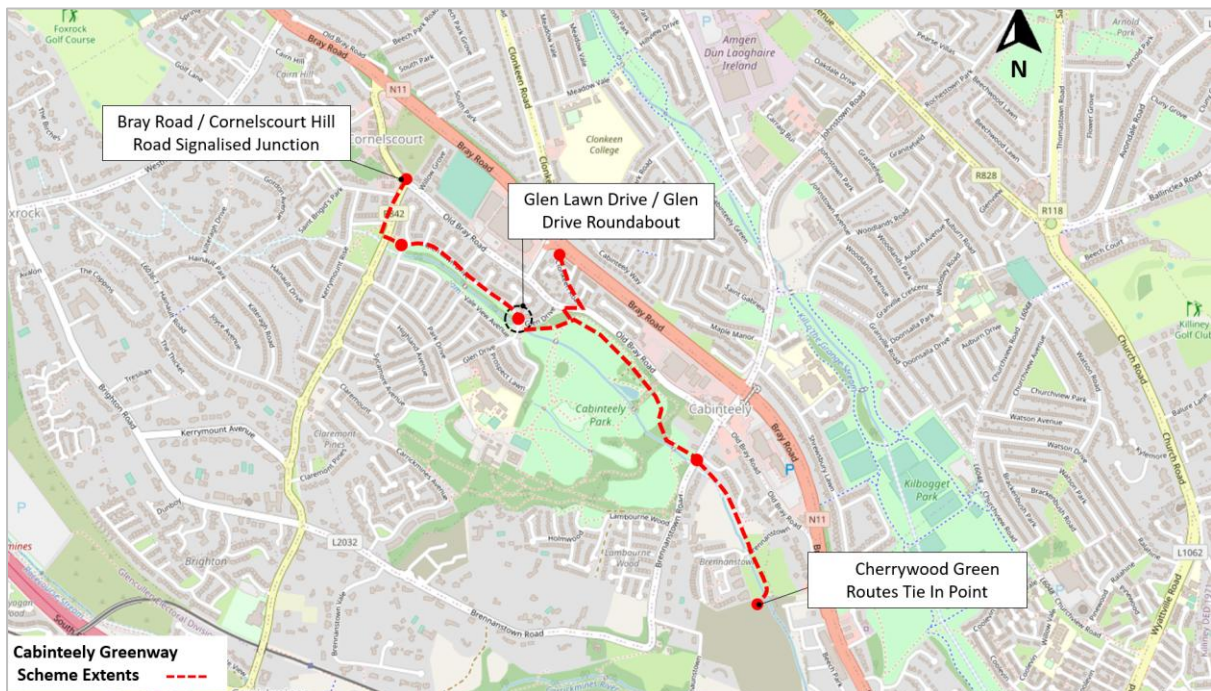
- Improve safety for pedestrians and cyclists in accordance with the Design Manual for Urban Roads & Streets (DMURS) and the National Transport Authority's (NTA) Cycle Design Manual (CDM).
- Reduce reliance on car trips by providing sustainable alternative for trips within a 5km catchment.
- Contribute to the achievement of climate action targets by catering for increased travel by walking and cycling.
- Improve accessibility to public transport by walking and cycling.
- Deliver a design proposal that is holistic in its approach, focusing on Nature Based Solutions and sustainability where possible.
- To produce a design that is sympathetic to all environmental issues.
- Improve access to green spaces and nature.

4. Location and Land Use

The proposed scheme area commences at the Old Bray Road / Cornelscourt Hill Road junction in Cornelscourt Village, then continues along Glen Lawn Drive, Cabinteely Park plus Clonkeen Road, Brennanstown Road to Cherrywood Green Routes. The scheme from end to end is approximately 2.3km in length and the route will consist of four distinct sections:

- **Section A:** Cornelscourt Village to Glen Lawn Drive
- **Section B:** Glen Lawn Drive to Cabinteely Park
- **Section C:** Cabinteely Park plus an improved connection to the N11 via Clonkeen Road
- **Section D:** Brennanstown Road to Cherrywood Green Routes Network

The overall proposed route and location of key junctions is illustrated in **Figure 2** below.



*Figure 2: Study Area Location and Extents in Wider Context
(Source: Open Street Maps)*

5. Policies and Zoning Objectives

The Cabinteely Greenway scheme has been considered in the context of national, regional and local plans and policies (as listed in Table 1 below) and the scheme aligns with the relevant policy objectives contained therein.

Table 1: Relevant Policy for the Cabinteely Greenway Scheme

| Level | Policy |
|---------------------------|---|
| National Policy | <ul style="list-style-type: none"> • Project Ireland 2040 – National Planning Framework • National Investment Framework for Transport in Ireland (2040) • Climate Action Plan (2025) • National Sustainable Mobility Policy (2022) • Strategy for the Future Development of National and Regional Greenways (2018) • Road Safety Authority Road Safety Strategy 2021-2030 • Every Move Counts – National Physical Activity and Sedentary Behaviour Guidelines for Ireland (2024) • Building for Everyone: A Universal Design Approach 2012 |
| Regional and Local Policy | <ul style="list-style-type: none"> • Regional Spatial and Economic Strategy (RSES) 2019-2031 and Metropolitan Area Strategic Plan (MASP) (2019) • Greater Dublin Area Transport Strategy (2022-2042) • Greater Dublin Area Cycle Network Plan (2022) • DLR County Development Plan (2022-2028) • DLRCC Climate Change Action Plan (2024-2029) • Active Travel – Safe Walking and Cycling Routes • Dún Laoghaire-Rathdown Age Friendly Strategy 2022-2026 • Dún Laoghaire-Rathdown Cycle Network Plan (2012) • DLRCC Cycling Policy 2010 • The DLR County Biodiversity Action Plan 2021-2025 • Planning for Watercourses in the Urban Environment • Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters 2016 |

The scheme is located close to a number of existing residential and commercial developments and under the Dún Laoghaire-Rathdown County Development Plan (2022-2028) zoning maps, the scheme

passes through or is adjacent to a number of land uses which fall within the following zoning objectives;

Objective NC: *“To protect, provide for and-or improve mixed-use neighbourhoods centre facilities”.*

Objective A: *“To provide residential development improve residential amenity while protecting the existing residential amenities”.*

Objective F: *“To preserve and provide for open space with ancillary active recreational amenities”.*

Objective E: *“To provide for economic development and employment”.*

Objective DC: *“To protect, provide for and-or improve mixed-use district centre facilities”.*

Objective SNI: *“To protect, improve and encourage the provision of sustainable neighbourhood infrastructure.”*

There is also an Objective within the Development Plan *“To protect and preserve Trees and Woodlands”* as denoted on the Land Zoning Map by tree symbols.

Some of the works are within the extent of the road, pursuant to Roads Act 1993. Roads within the County Development Plan are not covered by a specific land use zoning objective and are illustrated white on the County Development Plan land use zoning maps.

Within Cabinteely Park it should also be noted that there are several protected structures (as denoted in orange on the Land Zoning Map). These include Cabinteely House and Stable Complex (RPS No. 1683 and 2062), the Gate Lodge (RPS No. 1980), the Gateway (RPS No. 2101) and the Brennanstown House Gate Lodge (RPS No. 2017). No works will be undertaken to any of these protected structures.

The alignment of the route (as per the Greater Dublin Area (GDA) Cycle Network Plan 2022 and DLR Cycle Network Plan) in the context of the DLR County Development Plan 2022-2028 land use zoning objectives is shown in **Figure 3** and **Figure 4**.

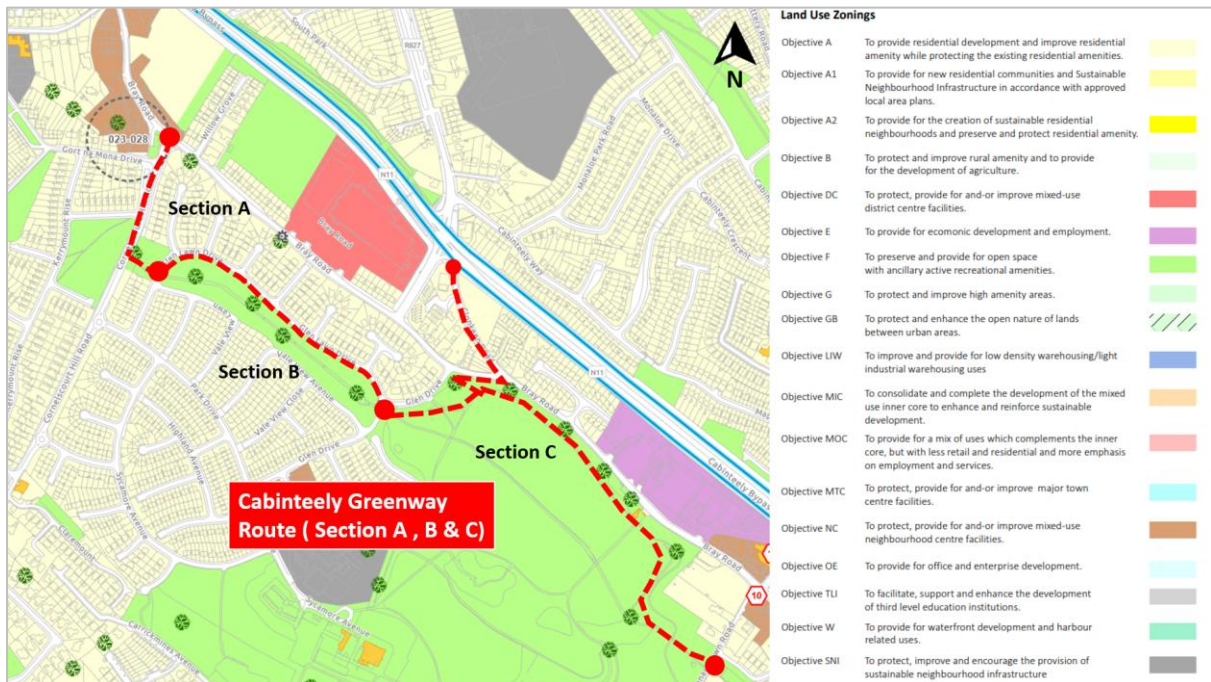


Figure 3: Subject Scheme in Context of DLR County Development Plan Land Zoning Objectives (Section A, B and C)

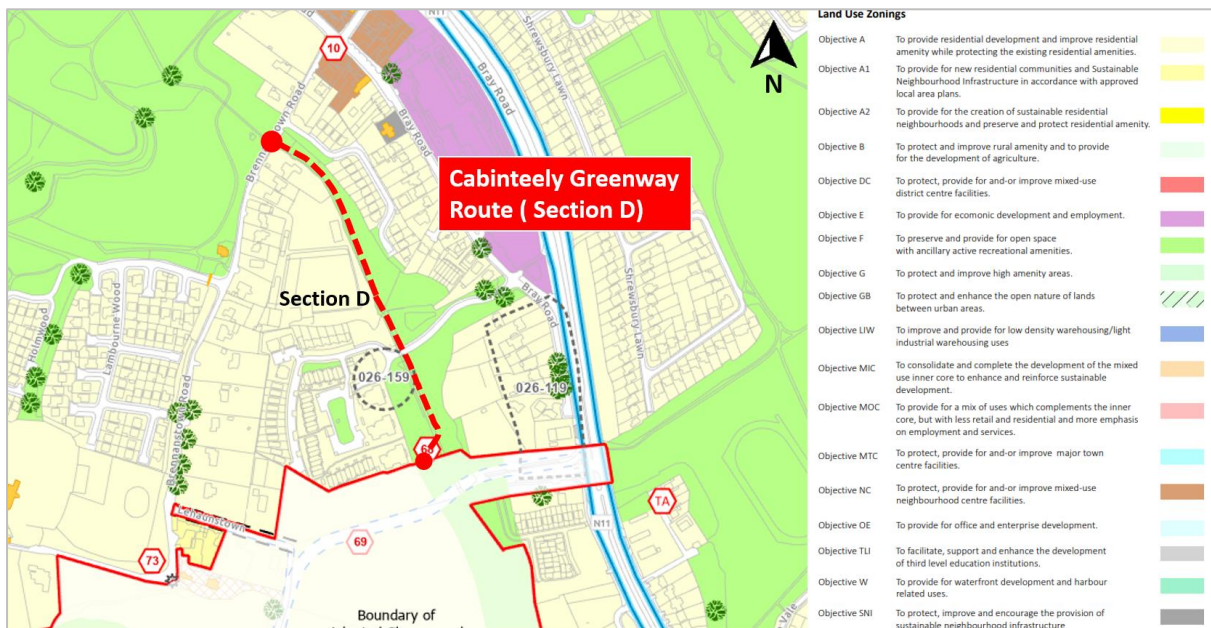


Figure 4: Subject Scheme in Context of DLR County Development Plan Land Zoning Objectives (Section D)

The proposed scheme has been developed in accordance with the policies and objectives of the Dún Laoghaire Rathdown County Development Plan 2022–2028. It supports key objectives relating to

sustainable transport, accessibility and inclusivity, enhanced public realm design, and the provision of green infrastructure.

The County Development Plan 2022–2028 includes a **Specific Local Objective (SLO 68)** which seeks “to create a linear park along the Loughlinstown River incorporating a pedestrian route and cycleway (greenway), linking Cabinteely Park to the sea at Rathsallagh.” The proposed scheme directly supports the delivery of this objective.

In the context of the subject scheme, the following other relevant transport and development objectives are set out within Plan:

Policy Objective T1: Integration of Land Use and Transport Policies – It is a Policy Objective to actively support sustainable modes of transport and ensure that land use and zoning are aligned with the provision and development of high quality public transport systems. (Consistent with NSO 1, NPO 26 of the NPF, 64, RPO 4.40, 5.3, 8.1 and Guiding Principles on Integration of Land Use and Transport of the RSES).

Policy Objective T4: Development of Sustainable Travel and Transport - *It is a Policy Objective to promote, facilitate and cooperate with other transport agencies in securing the implementation of the transport strategy for the County and the wider Metropolitan Area as set out in Department of Transport’s ‘Smarter Travel, A Sustainable Transport Future 2009 –2020’ and subsequent updates and the NTA’s ‘Transport Strategy for the Greater Dublin Area 2016-2035.*

Policy Objective T11: Walking and Cycling - *It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and integration of walking, cycling and physical activity with placemaking including public realm improvements.*

Policy Objective T12: Footways and Pedestrian Routes - *It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.*

Policy Objective T13: County Cycle Network - *It is a Policy Objective to secure improvements to the County Cycle Network in accordance with the Dún Laoghaire-Rathdown Cycle Network Review whilst*

supporting the NTA on the development and implementation of the Greater Dublin Area Cycle Network Plan 2013 and subsequent revisions, subject to environmental assessment and route feasibility.

Policy Objective T23: Roads and Streets - *It is a Policy Objective, in conjunction and co-operation with other transport bodies and authorities such as the TII and the NTA, to secure improvements to the County road network – including improved pedestrian and cycle facilities, subject to the outcome of environmental assessment (SEA, EIA and AA), flood risk assessment and the planning process.*

Policy Objective T31: Accessibility - *It is a Policy Objective to support suitable access for people with disabilities, including improvements to transport, streets and public spaces. Accessibility primarily concerns people with reduced mobility, persons with disabilities, older persons and children.*

Policy Objective T32: Personal Safety - *It is a Policy Objective to provide and support initiatives that will promote the personal safety of women and vulnerable users who are using all forms of public transport as well as motorists, cyclists and pedestrians. This would include all Luas, DART and bus stops, car parks, cycle parking facilities, laneways and other areas of common use. Initiatives could include well lit surroundings, use of CCTV. There would also be an emphasis on placing entrances/exits to public transport and cycle facilities close to busy built up areas.*

Policy Objective PHP40: Shared Space Layouts - *It is a Policy Objective to promote safer and more attractive streets and public realm for all road users throughout the County by proactively engaging with, and adhering to, the 'shared space' concept and guidance set out in the 'Design Manual for Urban Roads and Streets' (2013).*

Policy Objective OSR5: Public Health, Open Space and Healthy Placemaking - *It is a Policy Objective to support the objectives of public health policy including Healthy Ireland and the National Physical Activity Plan (NPAP) 2016, to increase physical activity levels across the whole population thus creating a society, which facilitates people whether at home, at work or at play to lead a more active way of life.*

Policy Objective OSR8: Greenways and Blueways Network - *It is a Policy Objective to develop a comprehensive network of County Greenways linking parks and public open spaces and to liaise with adjoining local authorities and other stakeholders to achieve and improve wider external linkages and*

corridors, to enable enhanced connectivity to wider strategic networks, and to allow for the long-term strategic expansion of urban areas (consistent with NPO 62 of the NPF).

Furthermore, the County Development Plan in Section 9.3.1.4 states that “in order to ensure careful planning, design and management of greenways at a County level, the Council will:

- Avoid impacts on the integrity of European Conservation Sites (SACs and SPAs), and nationally designated sites (NHAs), which includes taking account of protected species or qualifying interests that may occur/use areas outside designated sites.
- Support the objectives of the National Biodiversity Action Plan, 2017 – 2023 and the forthcoming DLR County Biodiversity Action Plan, 2020- 2025.
- Avoid and/or minimise impacts on locally important biodiversity in DLR.
- Ensure suitable buffer zones of at least 5m are in place on any proposed routes (including associated infrastructure) that may be likely to have a potential impact on habitats or species along rivers, riparian areas, coastal areas, or mountain paths.
- Protect existing hedgerows, important treelines, and individual trees against unnecessary damage during planning, design, and the development of each greenway route.
- Avoid the accidental introduction and the spread of Invasive Alien Species (IAS) such as Japanese Knotweed and Giant Hogweed during the development and maintenance of the greenway route.
- Carry out IAS surveys, and where necessary, develop an IAS Management Plan for proposed greenway routes. The Greenway projects will comply with the requirements and objectives of the Habitats Directive and are in line with the Strategic Environment Assessment (SEA) Objectives of the Greater Dublin Area Cycle Network Plan (and subsequent revisions).”

Policy Objective PHP14: Age Friendly Strategy - It is a Policy Objective to support and facilitate the implementation of the Dún Laoghaire Rathdown Age Friendly Strategy 2016-2020.

PHP35: Healthy Placemaking - It is a Policy Objective to:

- Ensure that all development is of high quality design with a focus on healthy placemaking consistent with NPO 4, 26 and 27 of the NPF, and RPO 6.1, 6.12, 9.10 and 9.11 of the RSES.
- Promote the guidance principles set out in the ‘Urban Design Manual – A Best Practice Guide’ (2009), and in the ‘Design Manual for Urban Roads and Streets’ (2013).

- *Ensure that development proposals are cognisant of the need for proper consideration of context, connectivity, inclusivity, variety, efficiency, distinctiveness, layout, public realm, adaptability, privacy and amenity, parking, wayfinding and detailed design.*

PHP36: Inclusive Design & Universal Access - *It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.*

Policy Objective GIB24: Rivers and Waterways - *It is a Policy Objective to maintain and protect the natural character and ecological value of the river and stream corridors in the County and where possible to enhance existing channels and to encourage diversity of habitat and nature-based solutions that incorporate biodiversity features. It is also policy (subject to the sensitivity of the riverside habitat), to provide public access to riparian corridors, to promote improved passive recreational activities.*

Policy Objective HER26: Historic Demesnes and Gardens - *It is a Policy Objective that historic demesnes and gardens should be identified and protected to reflect and acknowledge their significance as part of our National Heritage. The following houses and gardens are listed: Cabinteely House, Marlay House, Fernhill and Old Conna.*

Policy Objective PO GIB1: Green Infrastructure Strategy - *it is a Policy Objective to continue to implement, and update, the DLR Green Infrastructure (GI) Strategy, to protect existing green infrastructure and encourage and facilitate, in consultation with relevant stakeholders, the development, design and management of high quality natural and semi-natural areas. This recognises the ecosystems approach and the synergies that can be achieved with regard to sustainable transport, provision of open space, sustainable management of water, protection and enhancement of biodiversity.*

The Cabinteely Greenway will strengthen Corridor 4 Dún Laoghaire to the Mountains (**Figure 5**) and also Corridor 5 Intra Urban of the Green Infrastructure Strategy (**Figure 6**) as set out in Appendix 14 of the of the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

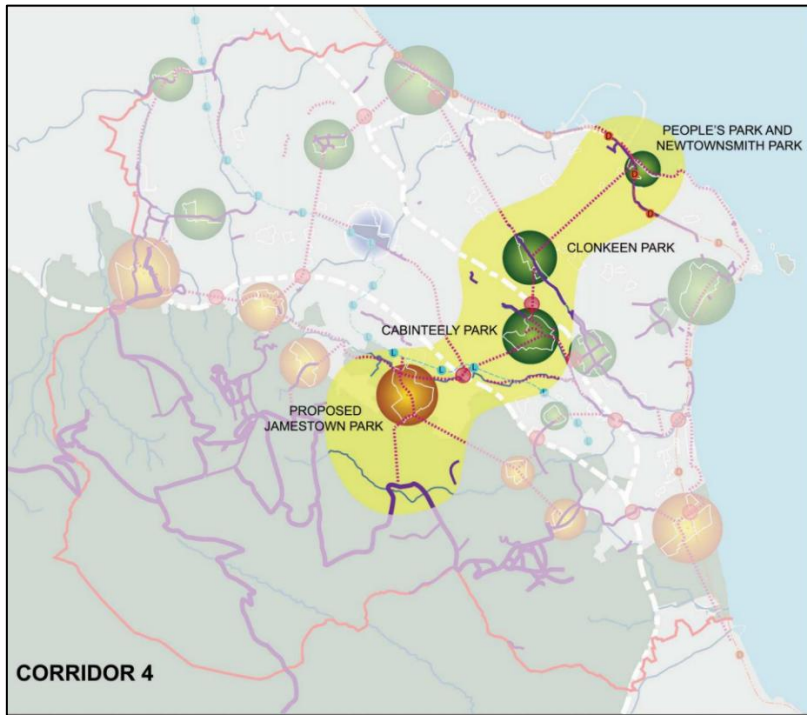


Figure 5: Corridor 4 - Dún Laoghaire to the Mountains
(Source: DLR County Development Plan 2022 – 2028)

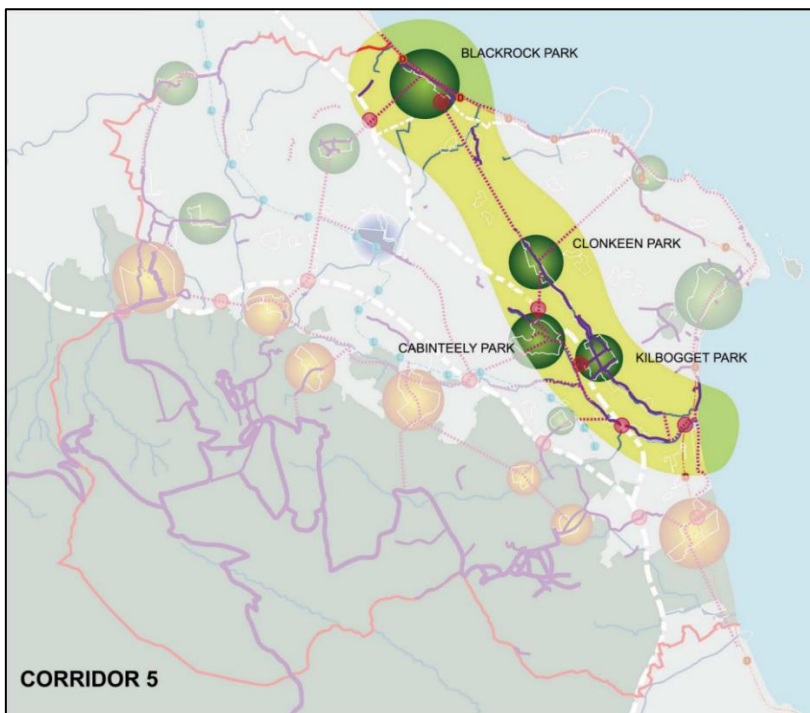


Figure 6: Corridor 5 – Intra Urban
(Source: DLR County Development Plan 2022 – 2028)

6. Local Context and Surrounding Amenities

The proposed scheme is located within a highly populated urban area. There are several local amenities and services along the route as well as schools and sports facilities. Local amenities either directly on the route or in the vicinity include for example, Cabinteely Park and Cabinteely Library. Primary schools in the immediate vicinity of the route include for example, St. Brigid's Boys' National School and St. Brigid's Girls School. Located on Glen Drive, just south of the proposed route is Park Academy Childcare Cabinteely.

Sports clubs located in close proximity to the proposed route, include Celtic Football Club, Cabinteely Football Club, Geraldines P. Moran GAA Club and St Brigid's Rugby Club. Other amenities and services can be found in Cornelscourt and Cabinteely villages including supermarkets, banks, cafes and restaurants.

The locations of notable local amenities and key attractors are shown in **Figure 7**.



Figure 7: Locations of Key Local Amenities and Attractors Along Route

At its southern end, the proposed greenway will tie into the permitted Cherrywood Green Routes Network, as shown in **Figure 8** below. The Cherrywood Green Routes Network is being delivered as part of the wider Cherrywood Strategic Development Zone (SDZ) and extends approximately 5.0km from Brides Glen to Brennanstown and includes connections to the N11, Wyattville Link Road, Kilbogget Park, Cherrywood Avenue and Brides Glen / Cherrywood Road. The Cabinteely Greenway in conjunction with the Cherrywood Green Routes Network will ultimately provide a safe and attractive connection for people walking, wheeling and cycling all the way from Cornelscourt through to Cherrywood.

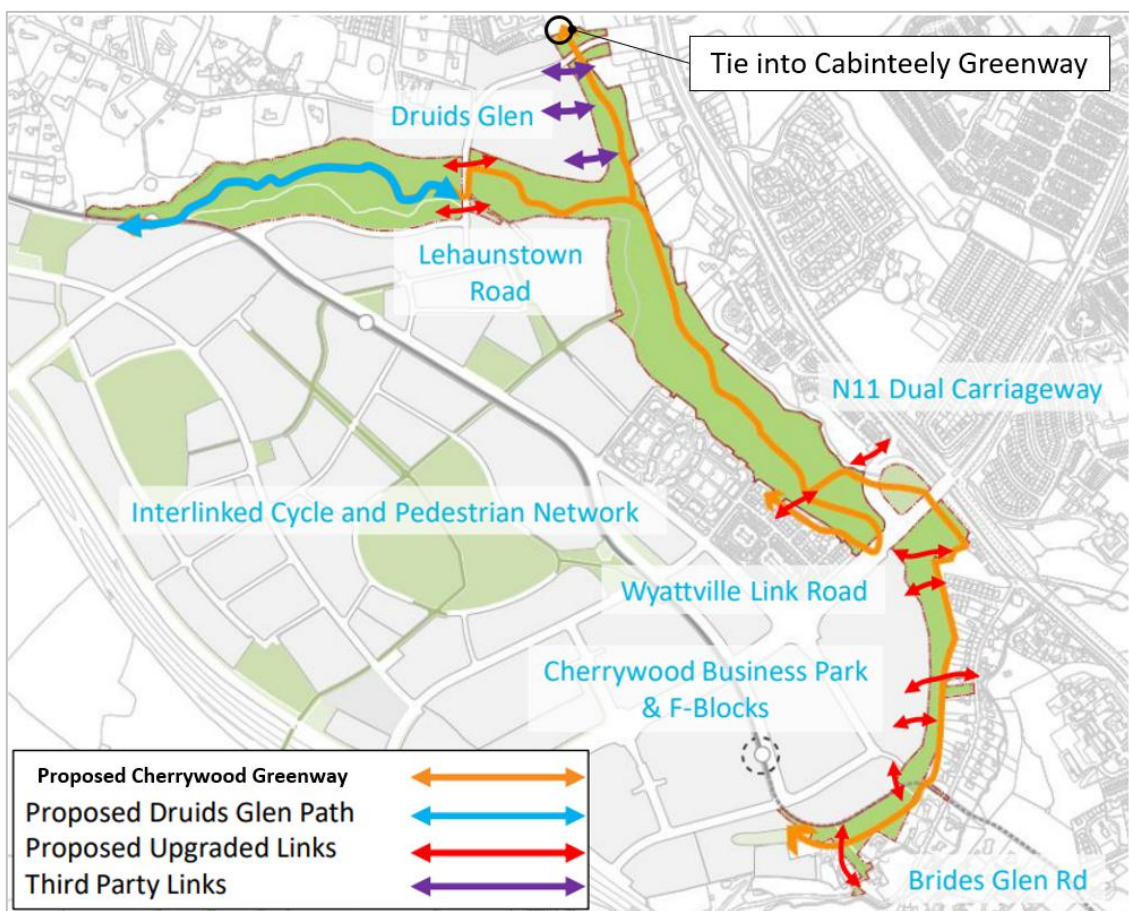


Figure 8: Connection of Cabinteely into Cherrywood Green Routes Network

7. Nature and Extent of the Proposed Development

The overall purpose of the project is to enhance connectivity between Old Bray Road, Cornelscourt to the Cherrywood Green Routes Network for people walking, wheeling and cycling by providing approximately 2.3 km of safe, high-quality greenway infrastructure.

7.2 Pedestrian Facilities Improvements

The scheme delivers clear benefits for pedestrians along the entire route through wider walking spaces, improved crossings, and enhanced safety along a total route length of 2.3 km.

Section A: Cornelscourt to Glen Lawn Drive

In Section A, the scheme delivers significant benefits for pedestrians by providing a 4.0 m wide shared path along Cornelscourt Hill Road, improving safety, accessibility, and overall route connectivity.

The Cornelscourt Hill Road / Old Bray Road junction will be upgraded in accordance with TL506 Signal-Controlled Junction standards, with 4.0 m wide Toucan crossings provided on all arms to improve pedestrian safety and connectivity to the proposed greenway. In addition, a new Toucan crossing will be introduced to the north of the Cornelscourt Hill Road / Kerry Mount Green junction, ensuring safe and convenient connections to and from the route.

Section B: Glen Lawn Drive to Cabinteely Park

The scheme enhances pedestrian safety and comfort through a 4.0 m wide shared path along Glen Lawn Drive, improving continuity and accessibility.

At the western end of Glen Lawn Drive, a new raised combined zebra crossing will be introduced, offering a safe and highly visible crossing point for pedestrians while also acting as a traffic-calming measure to reduce vehicle speeds. The Glen Lawn Drive / Glen Drive roundabout will be reconfigured to include raised zebra crossings on all arms, together with geometric adjustments to further reduce

vehicle speeds and reinforce pedestrian priority. A new crossing on the southern arm of the roundabout will provide a safe and direct pedestrian connection into Cabinteely Park, enhancing access to local green spaces. New seating and informal play space is also incorporated into the scheme proposals.

Section C: Cabinteely Park plus an Improved Connection to the N11 Via Clonkeen Road

The proposals deliver clear benefits for pedestrians by providing a dedicated 2.0m wide footpath within a segregated route through Cabinteely Park, improving safety, comfort and accessibility. Pedestrian movement is separated from cyclists, reducing conflicts and creating a more pleasant walking environment. New and reconfigured park entrances are located on desire lines and will improve pedestrian access, legibility and connectivity to surrounding roads and residential areas and amenities. Seating areas and informal play spaces is provided alongside the route at key locations through the park.

Section D: Brennanstown Road to Cherrywood

A new zebra crossing will be provided where the path meets Brennanstown Road, supported by traffic calming measures including a one-lane, two-way shuttle system and a raised carriageway section, requiring vehicles to yield to pedestrians and reducing vehicle speeds. The route continues as a shared path, with widths adjusted to minimise ecological impacts through the environmentally sensitive area while maintaining pedestrian comfort. Additional safe crossing facilities will be provided at Brennanstown Avenue through a new combined pedestrian and cyclist zebra crossing. A new pedestrian and cyclist bridge over the Cabinteely Stream will improve connectivity and provide direct links to the wider Cherrywood Green Routes network. Overall, the proposals significantly improve pedestrian safety, accessibility and integration with existing residential areas and green infrastructure.

Full details of the proposed scheme can be seen in the layout drawings in **Appendix A**.

7.3 Cyclist Facilities Improvements

The proposed scheme delivers a high-quality 2.3 km cycling route, improving safety, connectivity, and accessibility for cyclists of all ages and abilities.

Section A: Cornelscourt to Glen Lawn Drive

In Section A, the scheme delivers significant benefits for cyclists by introducing dedicated cycling facilities in an area where no formal cyclist infrastructure currently exists. The provision of a 4.0 m wide shared path along the eastern side of Cornelscourt Hill Road creates a safe and continuous cycling route, significantly improving safety and reducing exposure to vehicular traffic for users.

The upgrade of the Cornelscourt Hill Road / Old Bray Road signal-controlled junction, including the provision of Toucan crossings, will benefit cyclists by enabling safe and convenient road crossings linking to the proposed route.

Section B: Glen Lawn Drive to Cabinteely Park

In Section B, the scheme continues to deliver significant benefits for cyclists by providing a 4.0 m wide shared path along the southern edge of Glen Lawn Drive, improving access to adjacent residential areas and ensuring route continuity. Cyclists also benefit from the reconfiguration of the Glen Lawn Drive / Glen Drive roundabout, which includes raised crossings on all arms and geometric adjustments designed to reduce vehicle speeds and reinforce cyclist priority.

Section C: Cabinteely Park plus an Improved Connection to the N11 via Clonkeen Road

The scheme delivers significant benefits for cyclists by providing a 3.0 m wide, two-way segregated cycle track through Cabinteely Park as part of section C, offering a safe, comfortable and continuous route separated from pedestrians. The alignment along the northern side of the park minimises conflicts with park activities while improving route legibility. New and reconfigured park entrances enhance cyclist access and connectivity, including improved links to Old Bray Road, Clonkeen Road and the N11. The proposal to convert Clonkeen Road to a shared street, together with upgraded cycle facilities as part of the BusConnects scheme, strengthens connections to the wider cycling network and supports safe, direct and convenient cycling movements.

Section D: Brennanstown Road to Cherrywood

For Section D, the scheme delivers new cycling facilities in an area where no continuous cycling connection currently exists. The provision of new zebra crossings, together with the raised carriageway and one-lane shuttle system at Brennanstown Road, reduces vehicle speeds and prioritises cyclist movements. The route establishes a direct and legible cycling corridor along the route of the Cabinteely Stream, with enhanced connectivity provided by a new pedestrian and cyclist bridge linking to the Cherrywood Green Routes Network and the wider cycling network.

Full details of the proposed scheme can be seen in the layout drawings in **Appendix A**.

7.4 Landscape and Public Realm

The scheme includes a series of public realm enhancements designed to improve the quality, accessibility and usability of spaces along the route. These include the creation of nodal spaces for rest and community use, improved entrances to Cabinteely Park, and landscaped areas incorporating seating, rain gardens and meadow planting. The public realm design prioritises accessibility for all users, integrates nature-based drainage solutions, and enhances the overall character of the suburban, parkland and riparian environment while supporting biodiversity.

7.5 Road Safety

The scheme incorporates a range of road safety measures at key locations along the route to improve safety for pedestrians and cyclists. These include upgraded signal-controlled Toucan crossings at the Cornelscourt Hill Road / Bray Road junction, raised pedestrian and cyclist crossings and junction improvements along Glen Lawn Drive, and traffic calming measures at the Glen Lawn Drive / Glen Drive roundabout to reduce vehicle speeds. A new raised crossing and traffic management arrangement is also proposed at Brennanstown Road to facilitate safe pedestrian and cyclist movements and further reduce vehicle speeds.

8. Appropriate Assessment (AA) Screening

The Screening for Appropriate Assessment report has been prepared by Flynn Furney Environmental Consultants on behalf of Dún Laoghaire-Rathdown County Council, regarding the Cabinteely Greenway Scheme.

Screening for AA is required under Council Directive 92/43/EEC on the conservation of natural habitats and of wild fauna and flora (the Habitats Directive). The AA Screening Report was prepared in accordance with the European Commission's Assessment of Plans and Projects Significantly affecting Natura 2000 Sites: Methodological Guidance on the provisions of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC (EC, 2021) and Managing Natura 2000 Sites: the provisions of Article 6 of the Habitats Directive 92/43/EEC (EC, 2018) as well as the Department of the Environment's Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities (DoEHLG, 2010).

On the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, the proposed development, either individually or in combination with other plans or projects, and without relying on any mitigation measures, is not likely to have a significant effect on any European Site(s), in view of the sites' conservation objectives, and there is no reasonable scientific doubt in relation to this conclusion. **Thus, a Stage Two AA is not required.**

More detail can be found in the AA Screening Report which is included in the Part 8 documentation pack and in the AA Determination which can be found in **Appendix B**.

9. Environmental Impact Assessment (EIA) Screening

The Environmental Impact Assessment (EIA) screening report has been prepared by MacCabe Durney Barnes on behalf of Dún Laoghaire-Rathdown County Council in relation to the Cabinteely Greenway Scheme. The aim of the EIA screening report is to assess the potential environmental impacts of the proposed scheme. The EIA screening assesses the proposed scheme with reference to the relevant EIA legislation including the EIA Directive, Planning and Development Regulations, the Roads Act and Regulations. The methodology has particular regard to the '3-Step' assessment process set out in the Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note PN02 (June 2021). Regard is also had to European and National guidance documents, as well as the National Transport Authority (NTA) 'Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA' (October, 2023).

The consideration of potential impacts covers all significant direct, indirect and secondary impacts as relevant having regard to the criteria for determining whether development listed in part 2 of schedule 5 should be subject to an environmental impact assessment under Schedule 7 of the Planning and Development Regulations, 2001 to 2021.

Having regard to the proposed development which is considered not of a nature specified in either Part 1 or Part 2 of Schedule 5 or considered as a development type subject to mandatory EIAR under the Roads Acts,[1] the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:

- The scale, nature and location of the proposed impacts
- The potential impacts and proposed mitigation measures
- The results of the any other relevant assessments of the effects on the environment

The conclusions of the EIA indicate that the construction stage of the proposed scheme is unlikely to cause significant environmental impacts. During the operational phase, the impacts on visual and landscape characteristics are considered positive, and the environmental effects are neutral to positive. However, the EIA Screening Report noted that the expected increase in route usage could result in a slight negative impact, particularly in terms of noise.

It is considered that the proposed development, by itself or in combination with other projects, would not be likely to have significant effects on the environment and it is recommended that an **Environmental Impact Assessment Report is not required.**

More detail can be found in the EIA Screening Report which is included in the Part 8 documentation pack and in the EIA Determination which can be found in **Appendix C.**

10. Ecological Impact Assessment (EclA)

The Ecological Impact Assessment (EclA) has been prepared by Flynn Furney Environmental Consultants on behalf of Dún Laoghaire-Rathdown County Council, in relation to the Cabinteely Greenway Scheme. The EclA investigated the potential impacts of the development on key ecological features, including Annex I habitats and Annex II species un the EU Habitats Directive, Annex I bird species under the EU Birds Directive and ecological corridors or “stepping stones” as outlined in Annex 10 of the Habitats Directive. Locally important habitats and species were also considered.

A number of appropriate mitigating and enhancement measures are identified in the EclA to counteract any minor effects on biodiversity as a result of the proposed development. Furthermore, the Construction Environmental Management Plan (CEMP) for the scheme will include provisions for an Ecological Clerk of Works (EcOW). The full EclA report, including the mitigation measures for habitats and fauna, is included in the Part 8 documentation pack.

11. Other Accompanying Reports

11.1 Heritage Appraisal

The Heritage Appraisal report has been prepared by John McLaughlin Architects on behalf of DLRCC. The report examines the potential impact on the archaeological, architectural, and historical resources related to the proposed Cabinteely Greenway.

The greenway crosses the lands that were formerly part of the Cabinteely House demesne and the lands to the south of the demesne. Today, the western part of the Cabinteely House Demesne is an established residential area with the stream forming part of its open space. Cabinteely House, its gate lodge and entrances remain as focal points in Cabinteely Park that retains much of its character as a designed landscape. The lands to the south of Cabinteely Park have an informal wooded character and have no historic structures of note.

The proposed greenway development is considerate of the heritage of the area and has been designed to avoid potential negative impact on historic walls and mature trees which form part of the character of the Cabinteely Park Demesne. The proposed relocation of the eastern entrance of the demesne involves alterations to the boundary wall constructed at the end of the 20th century and has the potential to enhance its character through good quality materials and new railings.

The greenway extending south of Brennanstown Road requires removal and reconstruction of a section of stone wall which has some heritage value in its materials and traditional method of construction. Mitigation measures to counteract the negative impact of the removal of this wall are described in this Heritage Assessment report included within the Part 8 documentation pack.

Elsewhere, the greenway will be a low impact intervention, following the routes of existing roads and paths. The greenway will encourage the use of Cabinteely Park as an active travel route for the wider area and will enhance the long-term use of the park as a public amenity. This is considered to be a significant positive impact of the proposals on the character of Cabinteely House.

In general, the proposed scheme is not expected to have a significant impact on protected structures in the area. For this reason, the Heritage Assessment report concluded that a full **Architectural Heritage Impact Assessment is not necessary.**

11.2 Traffic Impact Assessment

A Traffic Impact Assessment (TIA) report was prepared to assess the potential impacts on the road network arising from the proposed scheme. The report concluded that the proposed junction improvements, which include upgrades to the signalised junction of Old Bray Road / Cornelscourt Hill Road and Glen Drive / Glen Lawn Drive roundabout, are relatively minor and will not cause major disruptions to traffic flow, as the overall junction layouts will remain largely unchanged with no change to current permitted traffic movements.

The introduction of a give-way system on Brennanstown Road will encourage motorists to reduce their vehicle speeds which may result in minor delays to motorists. However the proposed arrangement will provide a safe crossing facility for pedestrians and cyclists while maintaining the efficient operation of the road network.

The complete Traffic Impact Assessment report is provided in the Part 8 documentation pack.

11.2 Flood Risk Assessment

The Site-Specific Flood Risk Assessment (SSFRA) identified the site as susceptible to fluvial flooding, classifying it as 'Water Compatible.' The initial flood assessment placed the project in Flood Zone A, requiring no further justification. A detailed flood risk assessment for the proposed bridge over Cabinteely Stream confirmed that if the underside of the bridge deck is at least 1m above the water level, it is unlikely to be submerged, even during significant storm events.

The complete Site Specific Flood Risk Assessment report is provided within the Part 8 documentation pack.

11.3 Public Lighting Proposals

Public lighting along Section A (Cornelscourt Hill Road) will generally remain as existing, whereby existing lighting columns will be located within the verge area between the shared path and carriageway.

Similarly, along Section B (Glen Lawn Drive) it is proposed to generally retain the existing public lighting locations along the southern side of Glen Lawn Drive whereby the lighting columns will be located within the landscaped buffer between the carriageway and the shared path. The existing location of some lighting columns do not provide for adequate spacings, therefore, some columns will be required to be relocated from their original location in order to adhere to and meet the recommended lighting standard.

For Section C (Cabinteely Park), public lighting will be provided along the proposed new segregated path within the park. The proposed lighting design within the park has taken into consideration the sensitive nature of the surrounding park area and has been designed to efficiently mitigate against flora and fauna interference. To minimize potential impacts, wildlife-sensitive lighting techniques have been integrated into the lighting design including the use of a 'warm' LED tone and measures to prevent light-spill outside of the cycle path.

The park will continue to be closed at night, however the closing hours will be amended to between 10pm to 6am. Therefore, it is proposed that public lighting along the Cabinteely Park section of the route will be turned off when the park is closed. This will further mitigate any impacts to sensitive flora and fauna within the park area. All mitigation measures related to public lighting along the Cabinteely Park are detailed in the EclA report.

There is no change to the existing public lighting arrangements along Clonkeen Road.

Public lighting will also be provided along the shared path in Section D, between Brennanstown Road and Brennanstown Avenue, which runs along the rear of the Carraig Glen properties. The lighting design for this section was carefully planned, taking into account the area's ecological sensitivity. The aim is to minimize light spill, protecting the surrounding habitats, particularly wildlife and the stream. Lighting along the section c.130m east of the Brennanstown Road will be switched off from 10pm-

6am in response to the ecologically sensitive nature along that section. The public lighting proposals continue along the proposed route up to where the route connects to the wider Cherrywood Green Routes Network.

The public lighting proposals and the associated lighting report are provided within the Part 8 pack.

11.4 Landscape Proposals

A landscape plan was created as part of the scheme proposals. The scheme focuses on active mobility while respecting the suburban, parkland, and riparian landscape. The project also seeks to enrich the public realm, support local ecology and enhance biodiversity. The key principles which guided the development of the landscape proposals included the creation of focal points along the route for rest and community benefit, minimising the removal of existing trees, developing nature-based solutions for stormwater management, and adopting a biodiversity-friendly approach to landscape design.

Proposed focal points include resting areas on Cornelscourt Hill Road, a green space between Cornelscourt Hill Road and Glen Lawn Drive, an entrance to Cabinteely Park featuring rain gardens, and a space at the end of the Greenway with benches and a meadow, which preserves existing planting and supports local biodiversity.

Non-invasive excavation methods will be implemented to protect roots while using load-bearing soil to support long-term root health. Additionally, nature-based solutions are integrated into the design, directing stormwater runoff from the greenway to rain gardens that filter pollutants and enhance water quality.

The planting design has been developed in consultation with project ecologists to ensure it is biodiversity friendly. This includes the planting of native tree species and pollinator-friendly non-native trees, establishing native hedging, riparian planting and sowing rain gardens with seed collected from the established Cabinteely Park meadows. Soft verges will feature spring bulbs to benefit pollinators and promote longer grass management. Certain areas will be maintained as wildflower meadows, while pollinator-friendly ground cover will be implemented in key nodal spaces along the route.

In summary, the proposed landscape design will incorporate various elements that promote accessibility, aesthetic appeal, and ecological sustainability. The public realm will be designed to be accessible for all users, including those with mobility challenges, ensuring that everyone can enjoy the space.

The Landscape plans and the Landscape Report are contained within the Part 8 documentation pack.

11.5 Arboricultural Assessment

An Arboricultural Assessment was undertaken to understand the impact of the proposed scheme on the tree vegetation within and adjoining this site area and to look at the necessary measures that will need to be undertaken to help retain the tree vegetation shown for retention free from adverse impacts for the duration of the construction period.

In summary, 53 No. individually tagged trees plus 7 No. young untagged trees along with c.580m² of woodland and c.30m of hedging are proposed for removal either as part of management or to facilitate the proposed green route path.

The tree vegetation for removal is made up of the following category grades:

- Category 'U' – 23 No. Trees.

Category U - Those trees in such a condition that any existing value would be lost within 10 years. These would be seen as trees that have little or no potential either due to their physiological and/or structural condition and their removal would be seen necessary either now or in the short term as the most appropriate management option. Due to the condition of these trees, they should not be considered a constraint on the design layout of the proposed development of this site area.

- Category 'A' – c.580m² of woodland belt.

Category A - Trees of high quality/value with a minimum of 40 years life expectancy. These would be seen as trees that have the potential to contribute to the tree cover of this area for the long-term.

- Category 'B' – 1 No. Trees.

Category B - Trees of moderate quality/value with a minimum of 20 years life expectancy. These would be seen as trees that have the potential to contribute to the tree cover of this area for the medium term.

- Category 'C' – 29 No. Trees + c.30m of hedging (majority of which is Bramble)

Category C - Trees of low quality/value with a minimum of 10 years life expectancy. These trees would be seen as having the potential to provide tree cover for the short to medium term. As part of the future management and long term viability, some of these would probably be removed for various reasons such as structural or health issues or safety issues. These trees should not be seen as a considerable constraint on the development of these lands but should be considered for retention where viable.

The loss of the above trees to facilitate the proposed project can be mitigated against in the landscaping of the completed project with new tree, shrub and hedge planting. This includes replacement woodland planting of c. 4,200m², almost eight times the area removed will be replanted. A further 165 replacement standard trees to off-set the 53 trees being removed.

This planting will help to improve the diversity and continuity of tree species along the route and help improve overall tree cover in this area for the long term. Proposed new hedgerows will include a carefully selected mix of native species and evergreen hedging designed to support pollinators and promote overall biodiversity.

The arboricultural assessment and tree survey is contained within the Part 8 documentation pack.

12. Implications of the Proposed Development for the Proper Planning and Sustainable Development of the Area

The proposed Cabinteely Greenway scheme has been considered in the context of relevant European, national, regional and local planning, transport, climate and environmental policy, as set out in Section 5 of this report and the Cabinteely Greenway Part 8 & Preliminary Design Report (October, 2025). The proposed development is consistent with and supports the objectives of these policy frameworks and represents an appropriate response to the principles of proper planning and sustainable development of the area.

The proposed amended scheme would deliver a high-quality, safe and inclusive greenway route of approximately 1.7km in length, improving connectivity for pedestrians and cyclists between Cabinteely Park, Brennanstown Road and the Cherrywood Green Routes Network. The development promotes a modal shift away from private car use towards active travel, in accordance with the National Planning Framework, the National Sustainable Mobility Policy, the Greater Dublin Area Transport Strategy 2022–2042 and the Greater Dublin Area Cycle Network Plan 2022.

Specifically, the proposed development provides enhanced walking and cycling infrastructure, improved safety at junctions and crossings, universal accessibility for users of all ages and abilities, and strengthened connectivity to public transport services including BusConnects routes. These measures align with the objectives of the Dún Laoghaire-Rathdown County Development Plan 2022–2028, including:

Specific Local Objective (SLO 68) “To create a linear park along the Loughlinstown river incorporating a pedestrian route and cycleway (greenway), which will link Cabinteely Park to the sea at Rathsallagh”

As well as Policy Objectives T11 (Walking and Cycling), T12 (Footways and Pedestrian Routes), T23 (Roads and Streets), T31 (Accessibility) and T32 (Personal Safety), and policies promoting sustainable mobility, public health and inclusive design.

Some of the works are within the extent of the road, pursuant to Roads Act 1993. Roads within the County Development Plan are not covered by a specific land use zoning objective.

The scheme passes through or is adjacent a number of land uses which fall within the following zoning objectives under the Dún Laoghaire-Rathdown County Development Plan (2022-2028) zoning maps;

- Objective NC: “To protect, provide for and-or improve mixed-use neighbourhoods centre facilities”.
- Objective A: “To provide residential development improve residential amenity while protecting the existing residential amenities”.
- Objective F: “To preserve and provide for open space with ancillary active recreational amenities”.
- Objective E:” To provide for economic development and employment”.
- Objective DC: “To protect, provide for and-or improve mixed-use district centre facilities”.
- Objective SNI: "To protect, improve and encourage the provision of sustainable neighbourhood infrastructure."

There is also an Objective within the Development Plan “To protect and preserve Trees and Woodlands” as denoted on the Land Zoning Map by tree symbols.

Active travel infrastructure and modes such as walking, wheeling and cycling are considered highly compatible with, and supportive of the land use zoning objectives of the areas through which this scheme traverses and is adjacent to. Having considered the Cabinteely Greenway in the context of the zoning objectives outlined in the County Development Plan, it is determined that it complies with the land use zoning objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

The scheme also delivers significant public realm and placemaking benefits through the integration of landscape design, green infrastructure and nature-based solutions. The proposed landscape and drainage strategy incorporates SuDS measures, rain gardens, biodiversity enhancement and sensitive

treatment of ecologically valuable areas, particularly within and adjacent to Cabinteely Park and the Cabinteely Stream corridor. These elements support Policy Objectives relating to Green Infrastructure, Biodiversity, Rivers and Waterways, Healthy Placemaking and Climate Action, including GIB1, GIB24, OSR5 and OSR8 of the County Development Plan.

Within Cabinteely Park, which contains protected structures and areas of ecological and heritage value, the design has been developed to minimise environmental impacts and to respect the park's function as a key public open space. The scheme has been informed by consultation with relevant stakeholders and officers, and aligns with objectives for the protection of architectural heritage, trees, woodlands and historic demesnes, including HER26 and OSR7 of the County Development Plan.

The Cabinteely Greenway accords with the policy objectives of the Dún Laoghaire-Rathdown County Development Plan 2022-2028.

This Report has considered the proposed development individually, and in the context of potential cumulative impacts with relevant plans, projects and planning applications. Environmental assessments have been undertaken as part of the project. An EIA Screening concluded that an Environmental Impact Assessment Report (EIAR) is not required, as the proposed development is not likely to give rise to significant environmental effects. An Appropriate Assessment Screening similarly concluded that the proposed scheme will not have a significant effect on any European Sites, either individually or in combination with other plans or projects, and therefore an Appropriate Assessment is not required. In addition, a Site-Specific Flood Risk Assessment, Ecological Impact Assessment and Heritage Appraisal have been completed, confirming that potential impacts can be appropriately managed through design and mitigation measures.

In conclusion, the proposed Cabinteely Greenway scheme is acceptable in principle and accords with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022–2028, relevant national, regional and local policy frameworks, and the principles of proper planning and sustainable development of the area.

13. Internal Reports

As part of the pre-statutory consultation process, the Part 8 planning pack for the Cabinteely Greenway was referred for assessment and comment to the nominated members of the interdepartmental circulation list for Part 8 Development Schemes.

13.1 Architects Department

No objection to proposed scheme.

13.2 Biodiversity Officer

Comment: Permanent fencing will be provided along the riparian edge of the stream to protect it from disturbance. The location, design and details of the fencing will be submitted at least 3 weeks prior to the commencement of the development or enabling works, for agreement with DLR Biodiversity Officer and DLR Parks section and will give sufficient distance from the route for the riparian area to remain undisturbed as per best practice.

Response: Noted. The location, design and details of the fencing will be discussed and agreed with the DLR Biodiversity Officer and Parks department during detailed design stage.

Comment: A site-specific Construction and Environmental Management Plan (CEMP) will be submitted for agreement with DLR Biodiversity Officer, at least 5 weeks prior to the commencement of the proposed project including enabling works. It is requested that the details of all biodiversity measures including drawings and site-specific details, are included in the CEMP, with input by a suitably qualified ecologist.

Response: Noted.

Comment: The CEMP will include the following role for an Ecological Clerk of Works (EcOW). This role will be undertaken by a suitably qualified ecologist, to monitor the construction phase:

The primary responsibilities of the EcOW shall be to:

- Act as the contact for DLR/DLR Active Travel and agree the frequency and number of site inspections and monitoring programme for the implementation of the biodiversity related mitigation of the Biodiversity Mitigation and Monitoring Programme as per item 3 above, for agreement with DLR Biodiversity Officer
- Ensure compliance with all biodiversity related measures outlined in all of the Part 8 documents and the Biodiversity Mitigation and Monitoring Programme
- Request relevant records and documentation from the Site Manager (SM) where necessary
- Attend routine meetings with the Site Manager (SM)
- Keep detailed records of any ecological incidents and the remedies required and implemented. Report these to the SM, DLR Biodiversity Officer and if relevant to NPWS
- The EcOW shall produce the staged monitoring reports in agreement with DLR on the implementation of all biodiversity related measures outlined in the Part 8 and the Biodiversity Mitigation and Monitoring Programme; The EcOW shall submit these directly to DLR/DLR Active Travel and DLR Biodiversity Officer. Any remedies required to be undertaken by DLR/DLR Active Travel or their contractor, as a result of monitoring and advice of the ecologist or specialist/s will be implemented and reported to the planning authority
- The EcOW shall also act as overall technical advisor to the SM regarding the implementation of all biodiversity related measures outlined in the Part 8 and a Biodiversity Mitigation and Monitoring Programme.

Response: Noted. The CEMP at construction stage will include the requirement to provide an Ecological Clerk of Works (EcOW) fulfilling the above functions.

Comment: An Invasive species plan will be developed including a treatment programme, biosecurity protocols and any other requirements for the project. This plan which will be completed by an invasive specialist will be submitted at least 5 weeks prior to the commencement of the proposed project including enabling works, to DLR Biodiversity Officer, Parks and Active Travel sections. This plan will also be incorporated into the CEMP where relevant including biosecurity measures.

Response: The requirement for the Invasive Species Plan, will contain the requirement for a competent invasive specialist, detailing the requirement for treatment programme, biosecurity protocols and any additional works required. The plan will be shared with DLR Biodiversity Officer, Parks and Active Travel sections at least 5 weeks before the commencement of works. Once the plan is issue and agreed, the final version of the plan will form part of the CEMP.

Comment: A monitoring programme and report will be provided from the specialist/s to the DLR Biodiversity Officer, after the installation of the lighting, at the proposed development, confirming that it is operating according to their satisfaction and specification including the timing of the lighting, as outlined in the EclA and Lighting Plan.

Response: Noted. A monitoring programme and report will be provided from the specialist/s to the DLR Biodiversity Officer, after the installation of the public lighting.

Comment: No vegetation clearance will take place during the bird breeding season (March 1st to August 31st).

Response: Noted.

Comment: A Fisheries Management Plan for agreement with Inland Fisheries will be submitted and will be incorporated into the CEMP where relevant.

Response: A Fisheries Management Plan will be submitted to Inland Fisheries and incorporated into the CEMP prior to construction.

Comment: It is requested that this DLR Cabinteely Greenway project funds the development of a fish barrier mitigation study by a fisheries specialist and at least one barrier mitigation project, for the Cabinteely stream in consultation with DLR Biodiversity Officer, Parks and Inland Fisheries.

Response: A fish barrier mitigation study and at least one barrier mitigation project will be funded in consultation with the DLR Biodiversity Officer and Inland Fisheries.

Comment: Details will be provided, of how the route along the stream will be constructed to ensure the water permeability and to allow infiltration of rainwater and stormwater to ground and groundwater that feeds the stream during Operation Phase.

Response: Noted. Specification of design and construction methods will be discussed and agreed with the DLR Biodiversity Officer during detailed design stage.

Comment: Prior to the commencement of development, the contractor or DLR Active Travel, shall engage the services of a suitably qualified ecologist as the Project Ecologist on behalf of DLR, from the commencement of construction and for the duration of the project including monitoring requirements. The appointment and the name of the Project Ecologist will be provided by the contractor to DLR, for agreement with DLR Biodiversity Officer, at least 3 weeks prior to the commencement of the development or enabling works. The Project Ecologist shall ensure the implementation of the biodiversity related mitigation measures and recommendations in the submitted Part 8 documents including the EclA and measures, if any, arising from the comments above. It is also required that specialist ecologists are retained as identified above for specific roles in relation to protected species and/or as requested by DLR Biodiversity Officer. The Project Ecologist is required to cover all aspects and phases of the project including enabling works, site clearances, construction and operational phases relevant to biodiversity.

Response: Noted. A Project Ecologist will be appointed in agreement with the DLR Biodiversity Officer prior to construction.

Comment: A Biodiversity Mitigation and Monitoring Programme will be provided by the contractor or DLR Active Travel at least 3 weeks prior to the commencement of the development or enabling works, on behalf of DLR including for all phases of the project including the Construction Environment Management Plan (CEMP) for agreement with the DLR Biodiversity Officer.

The Biodiversity Mitigation and Monitoring Programme will outline all of the biodiversity related mitigation measures for all phases of the development including clearance works, construction and operation of the development and will include all biodiversity measures of the EclA, the CEMP (to be submitted), IAS Plan (to be submitted), Landscape Plan and Part 8 documents and measures, if any, arising from Items above. The programme will detail the persons responsible for each biodiversity mitigation measure, timelines of implementation and reporting, by a suitably qualified ecologist directly to DLR Biodiversity Officer and DLR Active Travel.

Response: Noted. A Biodiversity Mitigation and Monitoring Programme will be prepared and submitted to the DLR Biodiversity Officer prior to the commencement of construction.

13.3 Capital Projects

Comment: Increased pitch use has put pressure on parking and facilities. Suggest restricting football activity, adding low fencing to stop stray balls, and more yellow lines to control parking.

Response: The scheme aims to reduce car dependency by improving walking and cycling access to recreational facilities, which will lower parking demand in the area. A low-level hedgerow will be installed at key points to minimise potential conflicts between pitch activity and users of the segregated route within the park.

Comment: Suggested Toucan Crossing at Glen Drive Roundabout to improve pedestrian and cyclist access to the Greenway.

Response: The proposed design is in accordance with the Cycle Design Manual, the roundabout will be redesigned with raised zebra crossings on all arms and geometry changes to reduce vehicle speeds and reinforce priority for pedestrians and cyclists.

Comment: Suggested Toucan Crossing at Brennanstown Road.

Response: The proposed zebra crossing is in accordance with the Cycle Design Manual requirements, based on the forecast number of users and traffic volumes and speeds on Brennanstown Road. The zebra crossing with a one-lane, two-way shuttle system at the Brennanstown Road crossing will slow traffic and prioritise pedestrian and cyclist safety, whilst maintaining the efficient two-way flow for vehicles.

Comment: Concerns about security if the park is open 24 hours.

Response: The park will continue to be closed at night, however, the closing hours will be amended to between 10pm and 6am. All existing / new entrance points will have gates to ensure the park can be securely closed.

13.4 Community Climate Action Officer

Comment: Suggest involving local community groups in tree and biodiversity planting outside the direct SuDS components.

Response: The suggestion to involve local community groups in the planting scheme is noted and will be incorporated into the construction phase.

13.5 Community Development & Social Inclusion

No objection to proposed scheme.

13.6 Climate Action Officer

No objection to proposed scheme.

13.7 Environment & Climate Change

No objection to proposed scheme.

13.8 Finance

No objection to proposed scheme.

13.9 Forward Planning Infrastructure

No objection to proposed scheme.

13.10 Housing

No objection to proposed scheme.

13.11 Infrastructure & Climate Change

No objection to proposed scheme.

13.12 Parks

Comment: Observed that new banks and built-up ground must be gently graded into the park landscape, with a maximum slope of 1:4.

Response: Noted.

Comment: All excavation or trenching work for public lighting ducts must be closely supervised in the presence of an Arborist.

Response: Noted.

Comment: The 5m wide pedestrian/cycle path is to be finished with the same resin-bound aggregate surface as Blackrock Park.

Response: Specification of exact materials and finishes will be discussed and agreed with Parks department at detailed design stage, but noted that the same resin-bound aggregate surface for the section through Cabinteely Park should be consistent with that used in Blackrock Park.

Comment: Noted that all metalwork in the park and along the boundary (gates, railings, seating, bike stands, signage, bollards, lighting columns) is to be finished in RAL 5014.

Response: Noted. Specification of exact materials and finishes will be discussed and agreed with the Parks department during detailed design stage.

Comment: All entrances will be gated and closed at night – exact detail of same to be agreed at detail design and prior to commencement.

Response: The park will continue to be closed at night, however, the closing hours will be amended to between 10pm and 6am. All new / existing entrances will be gated. Specification of exact details will be discussed and agreed with the Parks department during detailed design.

Comment: Tree planting species, specifications, and final planting design are to be agreed with DLR Parks.

Response: Noted. Specification of exact details will be discussed and agreed with the Parks department during detailed design.

Comment: Noted that Cellweb is to be used extensively throughout the scheme, all planting is to be agreed during the detailed design stage and prior to commencement, and an Arborist is to be retained for the full duration of the scheme, including regular site visits during construction to ensure proper tree root protection, oversee excavation close to trees, and monitor the correct installation of the Cellweb.

Response: Noted. Planting will be discussed and agreed during detailed design stage and Arborist will be retained for construction phase.

Comment: Each bench location is to provide a 1m adjacent space to accommodate a wheelchair or buggy.

Response: Adjacent space will be provided at each bench location to accommodate a wheelchair or buggy.

Comment: At the main entrance (Bray Road/Glen Drive), larger granite paving will be used in thoroughfare areas with granite setts at thresholds and landings. To be agreed before commencement.

Response: Noted. Specification of exact materials and finishes will be discussed and agreed with Parks department at detail design stage.

Comment: New route to the east of the main park entrance snakes around the existing woodland. It is noted that an embankment and more extensive earthworks will be required to achieve the correct falls. All banks and built-up ground to be graded gently into park landscape to eliminate any abrupt changes in the park topography.

Response: Noted.

Comment: There is a path created by walkers from Brenanstown open space (culmination of the greenway) along river - Giant Hogweed has recently been treated in this open space at this point - This will need to be monitored/treated in the site if it comes back.

Response: Noted.

13.13 Planning Department

Comment: Suggestion to include clear statement in the Planning Report on how the proposal meets Zoning Objective F, noting it may be considered ancillary to open space provision.

Response: Statement has been included in the Planning Report.

13.14 Planning Secretariat

Same comment and response as above.

13.15 Property Management

No objection to proposed scheme.

13.16 Road Maintenance / Public Lighting / Cleansing

Comment: Suggested adding another gully on Old Bray Road at the Cornelscourt Hill junction, between the two proposed gullies, as the distance shown on the drawing seems excessive.

Response: An additional gully will be considered and incorporated as required during the detailed design stage.

13.17 Traffic

Comment: Requires that, prior to construction, traffic signal design, the road signage and marking design (noting potential legislative changes), and the Construction Traffic Management Plan to be agreed with the Traffic and Road Safety Section.

Response: Noted. The necessary details will be submitted to and agreed with the Traffic and Road Safety Section prior to construction.

Comments on the General Arrangement Drawings:

(1) **Bray Road** – Consider providing protected merges where cyclists transition from off-road to on-road.

Response: Marked cycle lanes are provided at the points where cyclists transition from the segregated, off-road facilities back on road. Given the physical space constraints, there is not sufficient room to provide fully protected merges. Nonetheless, the marked cycle lanes will highlight the presence of cyclists merging to motorists.

(2) **Cornelscourt Hill** – Consider reducing the 4.5 m-wide traffic lanes, possibly with the installation of painted central islands (*ghost islands*).

Response: Approaching the junction of Cornelscourt Hill and Bray Road, it is proposed to reduce the traffic lane widths to 3.25 m and to introduce a painted central island (ghost island) to improve road layout and safety. Further south on Cornelscourt Hill Road, the central ghost island is extended as far as feasible, providing 4.0m wide traffic lanes.

(3) **Cornelscourt Hill:** Consider a radius for northbound cyclist to get to the Toucan crossing.

Response: Radius increased for northbound cyclists using short cycle track to access the Toucan crossing.

(4) **Cornelscourt Hill:** A high wall next to the greenway creates a potential conflict with pedestrians; low planting could help reduce this risk.

Response: The alignment of the path adjacent the wall where it turns towards Glen Lawn Drive is restricted by the existing boundary wall on the north side and existing trees / tree root protection areas to the south side. Appropriate signing and marking will be implemented to encourage users to keep to the left and thereby minimise potential conflicts with oncoming users.

(5) **Glen Lawn Drive:** Query on the location of the courtesy crossing at Glen Lawn Drive, noting it aligns with the Glen Close junction radius.

Response: The junction radius at Glen Close has been reduced to improve alignment and deliver a safe, accessible crossing linking the north and south sides of Glen Lawn Drive for pedestrians.

(6) **Glen Lawn Drive:** There is no continuous footpath connection beyond the Cabinteely stream bridge to Vale View Avenue.

Response: A footpath linking the scheme to the Cabinteely stream bridge and Vale View Avenue is not proposed in response to concerns from the local community regarding impacts to the existing green space, wooded area and stream.

(7) **Glen Lawn Drive Roundabout:** Suggested extending the mini-roundabout shared area to enable Greenway access from Glen Drive (northwest approach).

Response: Layout has been updated to include shared area on the northeast corner as suggested.

(8) **Clonkeen Road:** Clarification required regarding creation of 'Shared Street' on Clonkeen Road, noting that it appears to function more as a 'Slow Zone' than as a shared street.

Response: The 'Shared Street' term applied is the same as a cycle street or mixed street in accordance with the Cycle Design Manual. In this context, the shared street allows cyclists to share the carriageway with motor traffic, with cyclists having priority, while retaining footpaths for pedestrians. The design complies with the recommended layout, dimensions, and safety provisions described in the manual.

(9) **Cabinteely Park New Entrance:** Query regarding closing the Glen Drive entrance to Cabinteely Park and opening a new one at Bray Road junction, would another (smaller) entrance at Clonkeen Road be useful to improve visibility and accessibility of the Park.

Response: The creation of a new park entrance directly opposite, or closer to the Clonkeen Road junction, was investigated. However, the high solid stone park boundary wall along here is of high heritage value, therefore to minimise impacts, the new entrance was proposed further west adjacent the Old Bray Road / Glen Drive junction where there is a low modern boundary wall.

(10) **Cabinteely Park:** The chicane at Ch1240-1250 is to slow bikes down on approach to the shared area, is it possible to get a similar chicane in the opposite direction at Ch1290-1280.

Response: It is not possible to include another chicane in the opposite direction at this location without impacting at least two large mature trees. Nevertheless, cyclists travelling in this direction will be coming from an uphill direction which would naturally help to reduce cyclist speeds.

(11) **Brennanstown Road:** The Brennanstown Road crossing is the element of the design which would have the greatest impact on motorised traffic. The analysis in the Traffic Impact Assessment is convincing for current traffic flows, consideration should be given to traffic from future residential development. Options of keeping two-way traffic and signalling the Greenway crossing are suggested for consideration.

Response: In terms of the analysis and assessment for future development on Brennanstown Road which may increase traffic flows in the area, it is noted that DLR are currently undertaking a study of the wider Brennanstown Road and developing suitable measures to improve facilities for vulnerable

road users as well as maintaining suitable provision for motorised traffic. The proposed shuttle system and zebra crossing facility will be incorporated into this study and subsequent scheme.

In terms of retaining two way flow of vehicles at this location while providing a controlled crossing, this was considered as part of the options development. However, to provide the required visibility splays at the crossing point would have resulted in removing substantial sections of the existing park boundary wall which is of high heritage value. By narrowing the road to one lane, enables the crossing to come out from the boundary wall and the required visibility splays be provided without impacting the wall.

Similarly, a controlled Toucan crossing was considered as part of the options development however the combined zebra is in accordance with the Cycle Design Manual requirements considering that vehicle speeds will be reduced at this point as the shuttle / crossing is raised and also the vehicle volumes going through the crossing will be low at any given time as it is reduced to one lane.

Furthermore, the zebra crossing enables a more efficient operation of the shuttle system for traffic. If the crossing was to be signalised, then it would mean bringing the whole shuttle system, including Carrig Glen, into a signalised junction operation. This would increase delays for all road users compared to the proposed arrangement. The zebra crossing means that traffic will be able to proceed through the shuttle without delay if there is no one crossing or opposing traffic. Whereas under traffic signal operation, traffic would have to wait for a green signal even if there was no traffic or people using the crossing.

13.18 Transportation Planning

Comment: Transportation Planning has no objection, provided that:

- (1) Coordination with Transport Planning takes place regarding early-stage proposals for Brennanstown Road and surrounding connections.
- (2) Along Section B, dishings allow cyclists to access the shared path onto Glen Lawn Drive, but the verge restricts access elsewhere except at these points and the priority crossing. It is suggested to consider provisions for pedestrians as well, with slight adjustments to locations and the addition of tactile paving to accommodate all users.

Response: A raised courtesy crossing is provided at the junction of Glen Close and Glen Lawn Drive to provide suitable access to the proposed shared path halfway along Glen Lawn Drive. There are also connections either end of Glen Lawn Drive in the form of raised zebra crossings which all connect to the footpath on the northern side. The design includes tactile paving at all new crossing locations to accommodate pedestrians and ensure accessibility for all users.

13.19 Water and Drainage

Comment: Drainage Planning has no objection, provided that: (1) detailed construction drawings of the headwall are submitted for approval before works begin; and (2) construction accounts for the location of existing surface water and foul drainage networks, ensuring no negative impact on these assets.

Response: Noted. Detailed construction drawings of the relevant details will be submitted to and agreed with the Drainage team prior to construction.

13.20 Environment Enforcement

Comment: If planning permission is sought, Construction Management Plans should be submitted in line with the County Development Plan 2022–2028.

Response: The Construction Management Plan will be prepared at detailed design stage and submitted for approval prior to commencing construction.

Comment: Provision should be made for additional public bins due to increased pedestrian and cyclist traffic, and the environmental impact of future developments should be considered, particularly around Bride's Glen Road, which contains many greenfield sites.

Response: Noted. To be addressed at detailed design stage.

13.21 Development Agency Project Team (Cherrywood)

Comment: To remove the path detailed outside the project red line boundary from the Part 8 drawings and to consider the possibility of stepped access to the north of the Druid's Glen Road.

Response: The path outside of the project Red Line boundary has been removed from the Part 8 drawings. The stepped access to the north of the Druid's Glen Road was investigated and was deemed undesirable.

14. Statutory Bodies/Organisations

This scheme was circulated to the following prescribed Statutory Bodies:

- National Transport Authority (NTA)
- Uisce Éireann
- Fáilte Ireland
- An Taisce
- Arts Council of Ireland
- Dept. of Housing, Local Government & Heritage
- The Heritage Council
- Transport Infrastructure Ireland (TII)
- Inland Fisheries Ireland

The following bodies made submissions. The key issues they raised are summarised below together with the Chief Executive Response.

14.1 Transport Infrastructure Ireland (TII)

A submission was received from TII which noted that the proposal appears to indicate that the proposed greenway route includes Cornelscourt Shopping Centre adjacent the N11.

As the Council is aware, the national road network consists of carriageways and includes its interchanges and associated services, including drainage and structures. Any works that temporarily or permanently interact with the national road network are subject to observance of official national roads policy, demonstration of TII Publications (Standards and Technical) compliance and co-ordination with relevant national road network management entity which is Dún Laoghaire-Rathdown County Council in this instance.

Response: Noted. Although for the avoidance for doubt, the proposed works do not include Cornelscourt Shopping Centre and the scheme will not conflict with the N11.

14.2 Dept. of Housing, Local Government & Heritage

A submission was received from the Department of Housing, Local Government & Heritage with heritage-related observations / recommendations. With respect to archaeology, it was noted that the proposed development is partially within the Zones of Notification for the following recorded monuments that are subject to statutory protection in the Record of Monuments and Places (RMP): DU026-159---- Fulacht fia; DU023-028---- Castle – tower house. The submission noted that it is possible that hitherto previously unknown archaeological features/deposits may be disturbed during the course of groundworks required for the proposed development.

The Department noted that no archaeological mitigation has been proposed and that a suitably qualified archaeologist was not engaged in the production of the ‘Cabinteely Greenway: Heritage Appraisal’ by John McLaughlin Architects and the ‘EIA Screening Report Proposed Cabinteely Greenway Part 8’ by MacCabe Durney Barnes.

Therefore, the Department, in line with national policy —see Section 3.7 ‘Frameworks and Principles for the Protection of the Archaeological Heritage’ 1999— recommended that a Licensed Archaeological Monitoring of groundworks be carried out as part of this Part 8 development. A report containing the results of the archaeological monitoring should be submitted to the Department and the Planning Authority. The following archaeological mitigation was recommended by the Department:

1. The developer shall engage a suitably qualified archaeologist to monitor (licensed under the National Monuments Acts) all topsoil stripping associated with the development. The use of appropriate machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary.
2. Should archaeological remains be identified during the course of archaeological monitoring, all works shall cease in the area of archaeological interest pending a decision of the planning authority, in consultation with this Department, regarding appropriate mitigation [preservation in-situ/excavation].

3. The developer shall facilitate the archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the Department, shall be complied with by the developer.
4. Following the completion of all archaeological work on site and any necessary post-excavation specialist analysis, the planning authority and the Department shall be furnished with a final archaeological report describing the results of the monitoring and any subsequent required archaeological investigative work / excavation required. All resulting and associated archaeological costs shall be borne by the developer.

Response: We note these comments and accept the proposed mitigation in the event of the approval of the Part 8 scheme.

15. Consultation Overview

This chapter of the Part 8 report outlines feedback received during the statutory consultation on the Cabinteely Greenway that ran from 30th October to 11th December 2025. The consultation was conducted in collaboration with independent consultants, M-CO.

A total of 1,386 submissions or observations were received during the consultation period.

The response formats included online surveys completed on DLR's *Citizen Space* platform (840), printed surveys (7), and email submissions (79).

There were a further 460 submissions in the form of a template postcard that were delivered to the offices of Dún Laoghaire Rathdown County Council. 450 of these were delivered together with an accompanying cover letter from the Chair of Cabinteely and District Resident's Association (C.A.D.R.A.). A further 10 of these template postcards were delivered in a bundle without a cover letter. Approximately 70% of these postcards came from addresses in the Park estate, a further 10% came from addresses in Brennanstown and the remaining 20% came from addresses in the wider Dublin area and beyond.

Feedback gathered through *Citizen Space*, printed surveys, and email submissions indicated strong support for the scheme, with 65% responding Yes, 10% Yes, with certain changes, 23% No, and 2% providing unclear responses.

Overall, are you supportive of the Cabinteely Greenway Scheme?

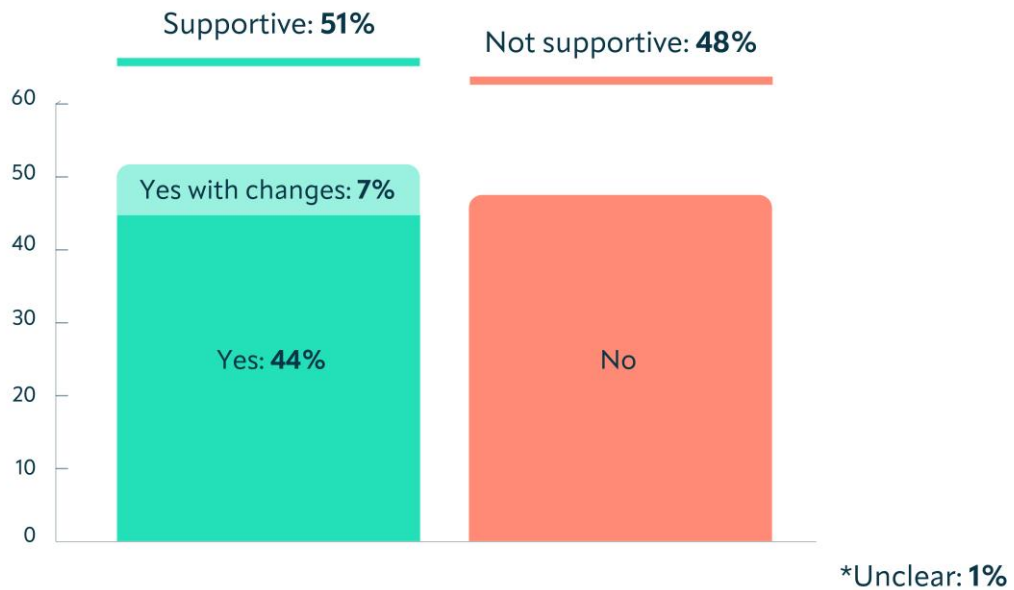


Figure 9: Overall, are you supportive of the Greenway Scheme?

When the 460 templated postcards are included, it was found that 51% of respondents were broadly supportive of the scheme, with 44% of these stating they supported the scheme as proposed, while 7% stated they supported the scheme with certain changes. 48% of respondents stated that they did not support the scheme, and 1% provided an unclear response.

Over half of all 'No' responses (around 69%) were attributable to the 460 templated postcards, indicating that a substantial proportion of opposition to the scheme originated from this submission type.

Levels of support by submission type

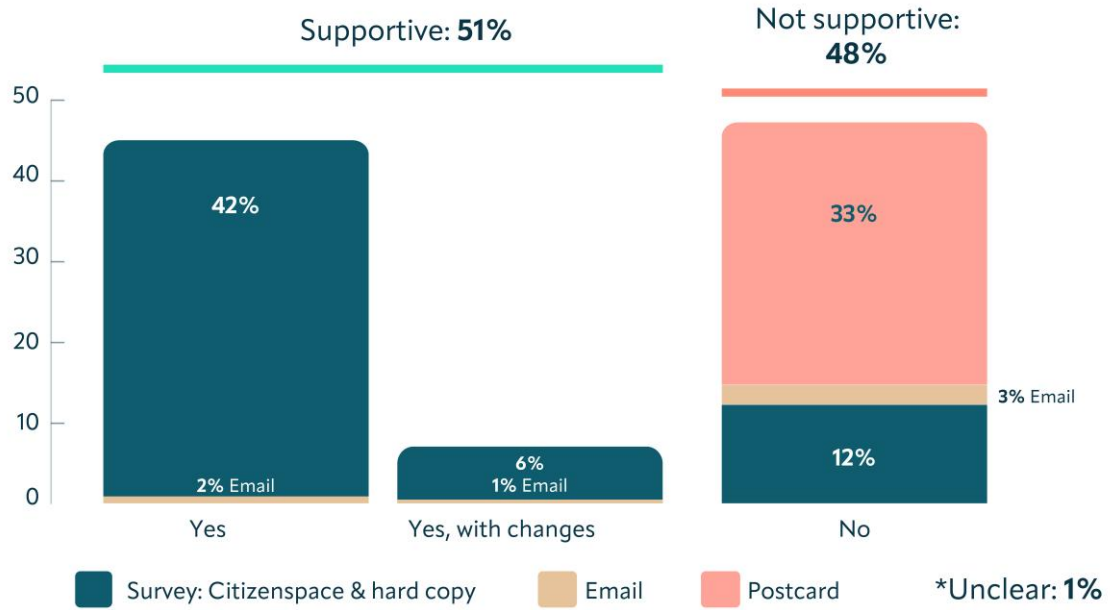


Figure 10: Levels of support by submission type

16. Consultation Process

16.1 Building on Pre-Design Public Engagement

The Cabinteely Greenway scheme, as presented in this report, has been shaped by extensive non-statutory predesign public engagement carried out between November 2023 and July 2024. Feedback received during this pre-design consultation played a central role in refining the proposals, ensuring that community concerns and priorities were reflected in the design. Several key adjustments were made as a direct result of this engagement:

- Retention of separate turning lanes at Cornelscourt Hill Road / Old Bray Road junction to minimise any traffic impacts.
- No modal filter proposed on Glen Lawn Drive, two-way traffic retained.
- No change to current on-street parking arrangements.
- Additional safe crossing facilities added at crucial points along the route including Glen Lawn Drive and Brennanstown Road.
- Improved connection from the greenway out to the N11 provided along Clonkeen Road.
- Ecological Impact Assessment has been undertaken informing route alignment, lighting design and construction planning to minimise impacts on flora, fauna and waterways.
- Feedback regarding safety concerns along Brennanstown Road has been incorporated with measures to reduce traffic speeds in vicinity of proposed crossing point.

Together, these changes demonstrate how public input has directly influenced the development of the Cabinteely Greenway, ensuring that the scheme balances transport, safety, environmental, and community needs.

16.2 Key Consultation Activities

The public were informed about the Cabinteely Greenway statutory consultation through a variety of activities, including a newspaper advertisement, site notices, public display at Council Offices, printed project materials (posters and leaflets), content published on the County Council website (including

planning portal and Citizen Space Consultation Hub), public information drop-in event, webinar, videos, and social media updates. Full details of these activities and materials are provided in the table below.

Table 2: Key Consultation Activities

| Consultation/ Awareness Raising Activity | Description | Numbers issued/ engaged |
|--|---|-------------------------------|
| Newspaper Advertisement | Notice of the proposed development was published in the Irish Times (an approved newspaper) on the 30 th of October 2025, in accordance with planning and development legislation. | N/A |
| Site Notices | In accordance with planning and development legislation, site notice(s) were erected not later than the day of publication of notice of the proposed development in the Irish Times. A total of 12 site notices were erected at key locations, subject of the proposed development extent and route including park entrances and public roads. The site notices were monitored at regular intervals and maintained in position for the full duration of the public consultation after publication. All site notices were considered intact, legible, in good order, and remained in the original erection locations for the duration of the public consultation period. | 12 site notices erected |
| Public Display | Plans, reports and other particulars relating to the proposed Cabinteely Greenway were made available for inspection or purchase in both Dún Laoghaire and Dundrum Council Offices in accordance with planning and development legislation. These same documents were also made available to view online at the DLRC online planning portal and the DLRC Consultation Hub <i>Citizen Space</i> . | N/A |
| Online <i>Citizen Space</i> webpage and survey | This dedicated DLRC public consultation project page includes all Cabinteely Greenway Part 8 documentation, plans, reports and other particulars for inspection, the online consultation survey, and information outputs including an illustrated map and screen-reader friendly description of the route. | 840 submissions |

| | | |
|---------------------------|--|--|
| DLRCC Active Travel Page | The DLR CoCo Active Travel web page acted as a repository of all project materials and information produced since the project's inception for the public to view. | N/A |
| Stakeholder mail-outs | A mail out was sent out to 270 stakeholders, including schools, health centres, sports clubs, community groups, residents' associations, and local businesses. The email outlined the details of the consultation including links to the project website, survey, leaflet and map, FAQ document and details about the consultation events. Statutory bodies were also contacted. | 270 emails |
| Key stakeholder meetings | The Project Team identified 24 key stakeholder groups and organisations, including schools and childcare groups, clubs and resident's associations, who were offered meetings to discuss the proposed plans. Four meetings were held during the statutory consultation phase. At these meetings the Project Team presented the plans and group members had an opportunity to query and discuss any elements. | 4 Key stakeholder group meetings |
| FAQ document | An FAQ document was prepared to answer common questions about the scheme, including its aims and how it will work. This was available to view on the DLRCC Active Travel Page. | N/A |
| DLRCC Social media posts | These included key information about engagement activities and dates. They were shared on DLR CoCo social media channels. | 7 posts on social media channels |
| Leaflets hand distributed | A door- to-door leaflet walkabout was carried out through two targeted sessions, focusing on Glen Lawn Drive and its surrounding area, as well as the Carraig Glen area. Businesses in Cornelscourt, Cabinteely Village and the Park Shopping Centre were also attended. | Appx. 45 homes and businesses attended |
| Library drop-box | | Appx. 100 leaflets in library; 5 |

| | | |
|----------------------------|---|-------------|
| | as a fly through video of the proposed scheme available for viewing. | |
| Posters | A total of 25 informational posters (19 in English and 6 in Irish) were erected along the route. These posters informed the public about upcoming engagement activities and outlined the overall timeframe for the public consultation. Each poster included a QR code linking directly to the project webpage and survey. | 25 posters |
| Animated scheme flythrough | An animated video was shared across multiple platforms including the dlr Citizen Space Consultation Hub, YouTube, and the Active Travel pages, and was circulated to stakeholders. It was used widely throughout the engagement process to help explain the project, and it included a computer-generated visual showing what the completed scheme could look like once all phases are delivered. | 2,658 views |

16.3 Submission Methods and Volume Received

Individuals, organisations or community groups could make submissions or observations on the scheme via a number of methods:

- **Online survey** on consultation hub Citizen Space at www.dlrcoco.ie which enabled them to also include attachments (e.g. reports, or images) with their submission.
- **By e-mail** to info@dlrcoco.ie, marked “Cabinteely Greenway”
- **As a written submission by post or in person** to: Senior Engineer, Active Travel, Infrastructure and Climate Change Department, Dún Laoghaire-Rathdown County Council, County Hall, Marine Road, Civic Hub, Dún Laoghaire, Co. Dublin, A96K6C9, clearly marked “Cabinteely Greenway”.
- **Hard Copy surveys** and a drop-box were available in Cabinteely library.

The closing date for receipt of submissions and observations was midnight on the 11th December 2025.

A total of 1,386 individual responses were received during the six-week public consultation period. These responses were a mix of online surveys completed on DLR’s *Citizen Space* platform, printed surveys, email and postal responses.

For accuracy, if an email or postal submission or observation did not explicitly state support or opposition, it has been labelled ‘unclear’ in the final numerical tally. The content of these submissions and observations has been taken into account and included in the thematic analysis outlined in this report.

| Submission method | Volume received |
|--|-----------------|
| <i>Citizen Space</i> | 840 |
| Email | 79 |
| Printed survey (by post, hand delivery and library drop-box) | 7 |
| Postcard template* | 460 |

*A collection of 460 template postcards were delivered to the offices of Dún Laoghaire Rathdown County Council. 450 of these were delivered together with a cover letter from the Chair of Cabinteely and District Residents Association (C.A.D.R.A). A further 10 of these template postcards were delivered in a bundle without a cover letter.

16.4 Data Protection and Integrity

Data Protection

In line with DLRCC practice and policy, *Citizen Space* advised that all consultation responses would be processed in accordance with GDPR and the Data Protection Act 2018 and Planning and Development legislation. The accompanying Privacy Statement at the beginning of the survey, explained how personal data would be handled. In summary, it advised that:

- **Name and contact details required:** Submissions must include a name and either an email or postal address to be processed.
- **Use of Data:**
 - Submissions (including names) may be available for inspection or purchase. Details such as interest in the scheme, location, gender, and age will not be shared.
 - Names are recorded in the Chief Executive’s Report.

- At the end of the Part 8 process, participants will be informed of the Elected Members' decision on the scheme (to proceed, proceed with modifications, or not proceed), unless alternative public notification is required in cases such as large organised campaigns or incomplete contact details.
- Email addresses provided via the Consultation Hub are used only to confirm receipt of submissions and are not shared with third parties.
- **Data retention:** Information is stored securely and retained in line with the National Record Retention Policy for Local Authority Records.
- **Rights:** Individuals have the right to access, correct, or update their personal data, and to request changes or object to its use.
- **Failure to provide details:** Submissions without a name and contact information cannot be processed.

Submissions and online survey responses received by DLR were confidentially shared with M-CO. This information was used to generate a profile of survey respondents, present the results of the online survey, highlight issues raised in the survey and submissions, and formulate responses to the issues raised.

Data Integrity

An analysis of possible duplicate responses was undertaken to determine the integrity of submission data. Across all consultation platforms (email, postal, *Citizen Space*, paper surveys), it was found that 219 names appeared more than once. In most cases, it was not possible to definitively conclude whether these were duplicate submissions, or from two individuals with the same name.

A further, more detailed duplication review was carried out. During this analysis, there were 79 instances where more than one data set was the same; that is, a matching name and address or email address. A further 131 responses were flagged as "potential duplicate". While it is not possible to declare with absolute certainty that these potential duplicate respondents have made multiple representations, it is noted as highly likely for a substantial volume of these.

Given the lack of certainty, and to maintain data integrity, it is noted that **all submissions have been retained as part of final consultation figures and analysis presented in the remainder of this report.**

Of the 79 identified duplicates, 29% were 'Yes', 16% were 'Yes, with certain changes' and 47% were 'No'. Removing these duplicates from the overall results would result in negligible change to the overall percentages.

17. Consultation Results

17.1 Levels of support for the scheme

Evaluating the feedback received across all submission formats, the following preferences were expressed: 51% of submissions or observations expressed support for the scheme (44% were fully supportive of the scheme as proposed and 7% supported the scheme with certain changes), 48% were not supportive.

Supporters of the scheme highlighted benefits such as better links to local amenities, a reduction in vehicular congestion in the local area, enhanced safety for cyclists and pedestrians, and greater freedom to choose healthier, more active travel options for daily journeys. Those who opposed the scheme raised concerns about pedestrian safety on shared routes, the potential for a general increase in cyclists, pedestrians and vehicular traffic in residential neighbourhoods, and possible negative impact on local biodiversity and the natural environment.

Those categorised as 'yes with changes' expressed support for the scheme overall while suggesting certain changes including the addition of pedestrian crossing points, improving segregation between cyclists and pedestrians, extending the route further, or suggesting route realignment. Some opposed certain parts of the scheme, such as the crossing point at Brennanstown Road. Others within this category voiced concerns around possible biodiversity impacts, park opening hours and possible impacts on existing park users.

Overall, are you supportive of the Cabinteely Greenway Scheme?

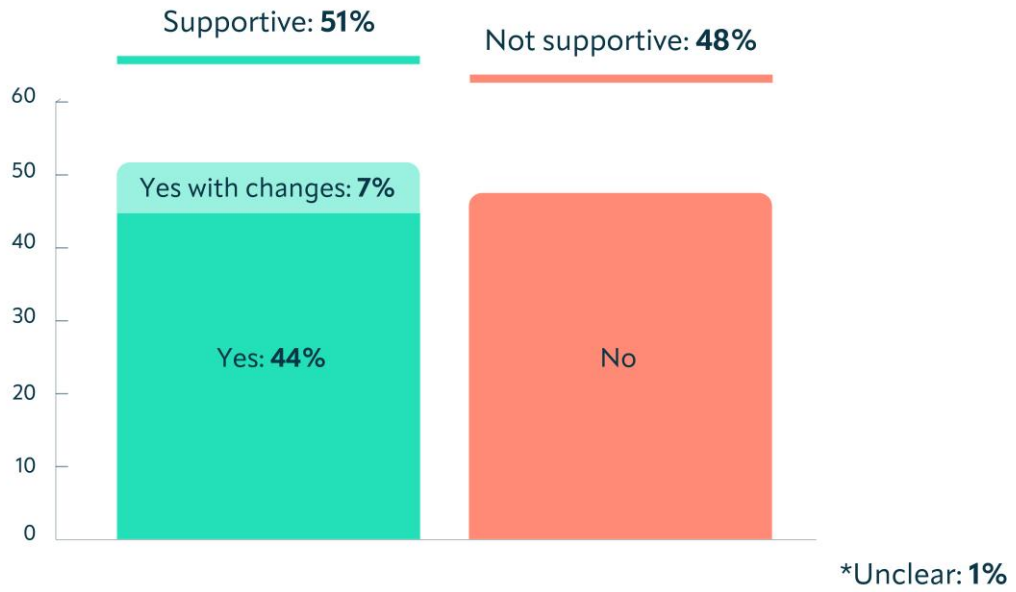


Figure 11: Overall, are you supportive of the Greenway Scheme?

17.2 Profile of Respondents

This section outlines a profile of respondents based on the quantitative data found in the 840 Citizen Space submissions or observations received. Other forms of submission generally did not provide age or gender profile information, so has not been included in the data sets below.

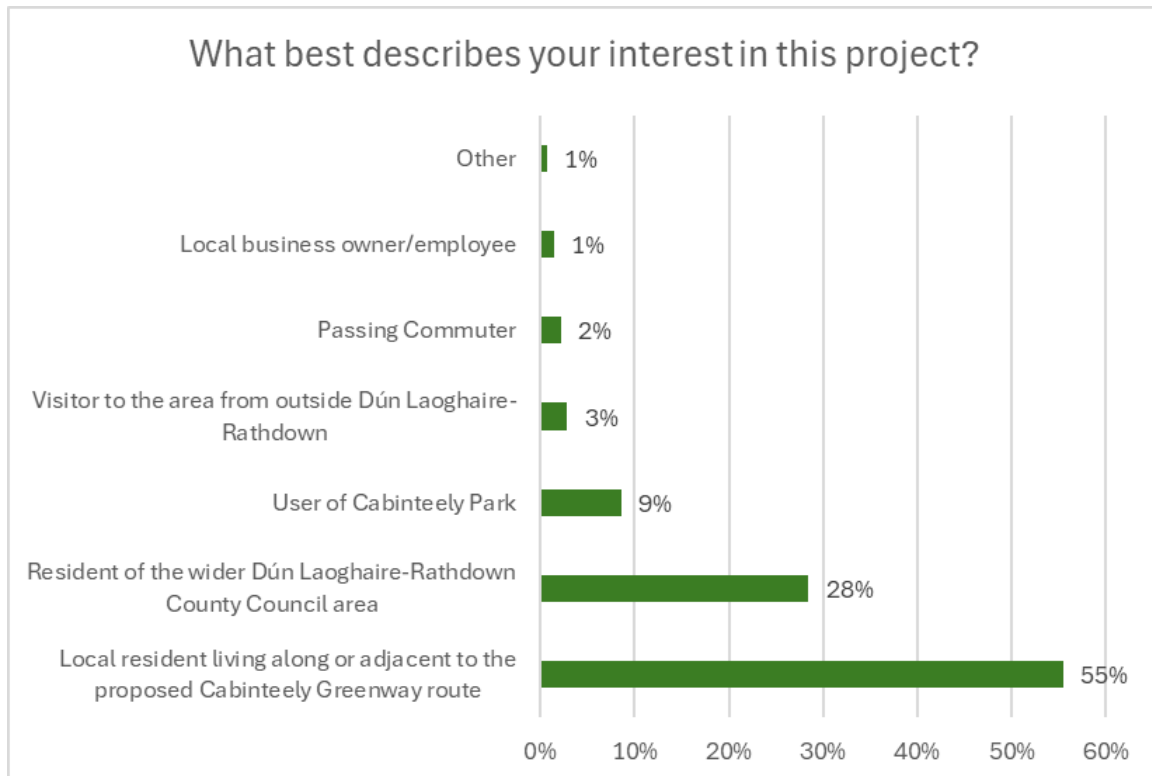


Figure 12: What best describes your interest in the project?

83% of the 840 Citizen Space respondents indicated that they were either local residents, living directly along or adjacent to the proposed scheme, or that they were residents of the wider Dún Laoghaire-Rathdown area.

Of those who identified as local residents living ‘along or directly adjacent’ to the proposed Cabinteely Greenway, 54% were supportive of the scheme, 14% were supportive with certain changes, and 32% were not supportive.

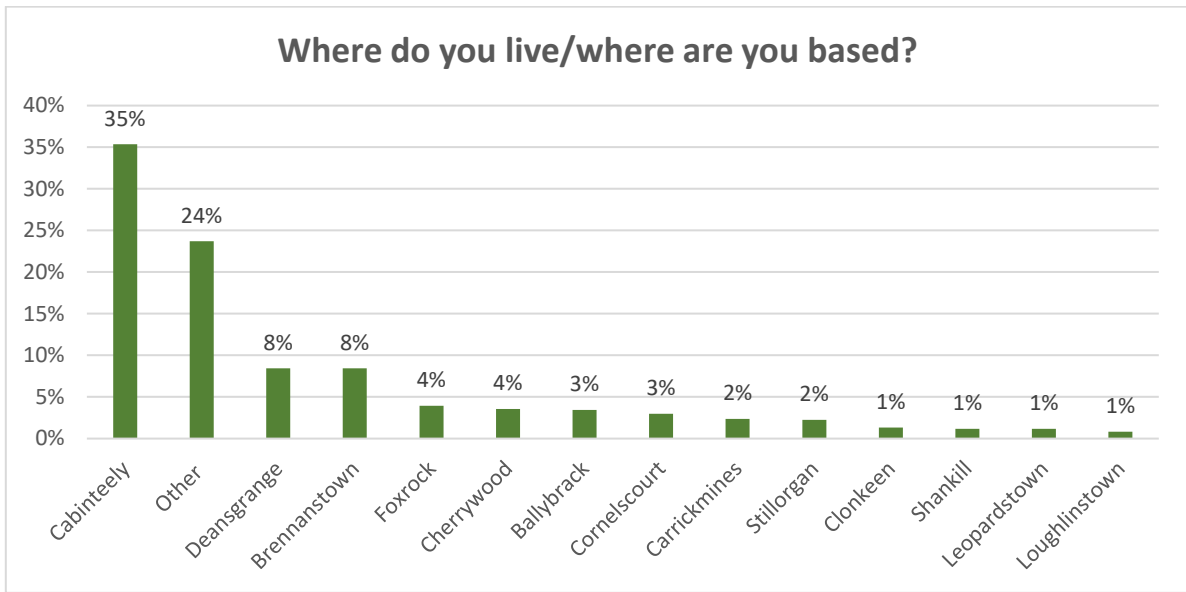


Figure 13: Where do you live/where are you based?

Of those who answered the question ‘where do you live/where are you based?’ in the *Citizen Space* survey, the most common responses were for Cabinteely and ‘Other’. Qualitative analysis of feedback indicates that most of those who selected ‘other’ were local residents or frequent users of the park.

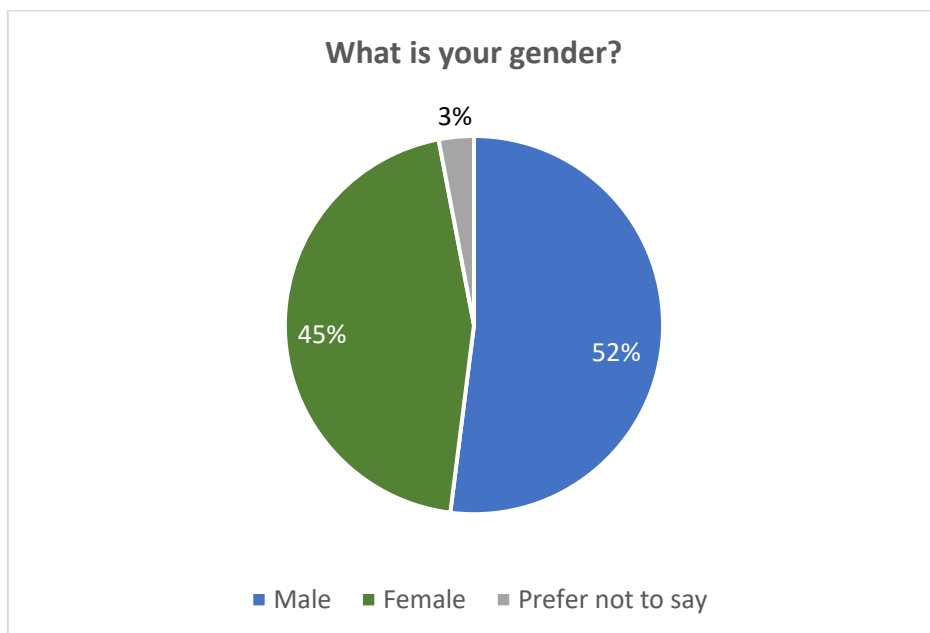


Figure 14: What is your gender?

Respondents were invited to answer the non-mandatory question, “What is your gender?”, using a drop-down list of options or by providing a self-description-. Among the 838 people who completed this question in the Citizen Space survey, 52% identified as men, 45% as women, and 3% preferred not to say. This distribution differs slightly from the 2022 Census for Dún Laoghaire -Rathdown, where the population is recorded as 48% male and 52% female.

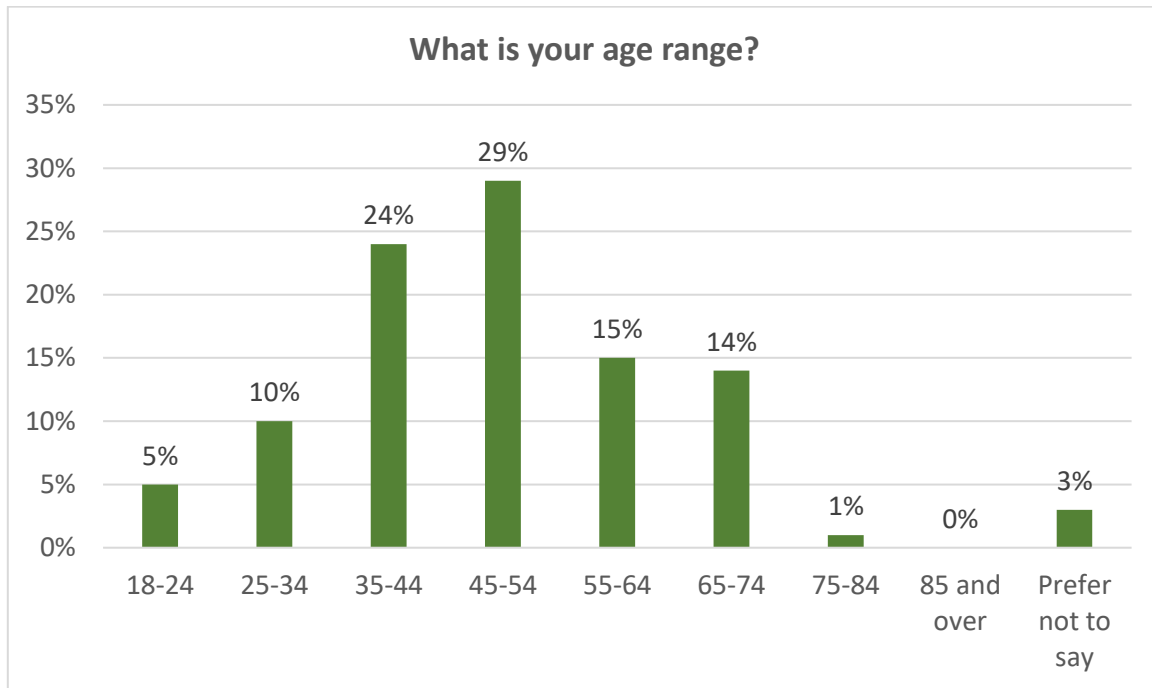


Figure 15: What is your age range?

Respondents were asked the non-mandatory question - ‘what is your age range?’ -with a drop-down list of age range options. It was found that of the 839 people who answered the Citizen Space survey, the most common age ranges were between 35 and 54. This corresponds closely to the age range data from 2022 census data which shows 28% of the Dún Laoghaire-Rathdown population are aged between 35 and 54.

Local Sports Groups

A number of local sports groups made submissions on behalf of their organisation, including Park Celtic Football Club, Cabinteely Football Club, Geraldines P. Moran GAA club, and St Brigid’s Rugby Club. In total, these clubs represent over 2000 playing members. All club submissions expressed

support for the scheme, highlighting its value in promoting physical activity across all age groups and providing safer, non-car travel options for members to access their grounds. St Brigid's Rugby Club and Geraldines P. Moran GAA also suggested extending the Greenway from where it ends at Willow Grove so the route would connect directly with the entrance to their grounds on the Old Bray Road.

DLR Disability Consultation Group

The Dún Laoghaire-Rathdown (DLR) Disability Consultation Group (DCG) is a volunteer-led body that advises DLR County Council on improving accessibility and inclusion for people with disabilities, focusing on capital projects, council services, housing, and public spaces, by providing lived experience insights to shape strategies like universal design and community participation, ensuring equality for all ages and abilities. The Cabinteely Greenway project team met with and briefed the DCG on 4th Dec 2025 during the Part 8 consultation stage. Comments and queries from the DCG that were raised at the briefing were included as a submission.

These comments are included within the thematic break-down of issues in the report. Comments and issues raised by the group included adequate delineation between walking and cycling sections of the route, the avoidance of raised segregation that could be a trip hazard, the inclusion of tactile guidance at crossing points, the design of bus stops so that people can stand at the roadside edge of the bus stop, that benches and bins be provided along the route. The DCG welcomed the level of engagement by the Greenway project team to date and it was agreed that the Greenway project team would consult again with the DCG during the detailed design phase should the scheme progress.

17.3 Sentiment Analysis by Scheme Section

This section looks at how levels of support and opposition vary across the different Sections of the scheme. Examining the Citizen Space survey responses, we can see differences in sentiment between sections, with some areas generating more concern than others. Alongside the survey findings, the 460 templated postcards submitted provide an additional perspective on local views and highlight where opposition is most concentrated.

In the Citizen Space survey respondents were asked to indicate if their feedback related to a particular Section of the scheme:

- **Section A:** Cornelscourt Village to Glen Lawn Drive
- **Section B:** Glen Lawn Drive to Cabinteely Park
- **Section C:** Cabinteely Park plus an improved connection to the N11 via Clonkeen Road
- **Section D:** Brennanstown Road to Cherrywood Green Routes Network

The sentiment breakdown by section is presented below.

Section A

| Overall, are you supportive? | |
|------------------------------|-----|
| | % |
| Yes | 36% |
| Yes, with certain changes | 17% |
| No | 47% |

Section B

| Overall, are you supportive? | |
|------------------------------|-----|
| | % |
| Yes | 30% |
| Yes, with certain changes | 15% |
| No | 55% |

Section C

| Overall, are you supportive? | |
|------------------------------|-----|
| | % |
| Yes | 32% |
| Yes, with certain changes | 25% |
| No | 43% |

Section D

| Overall, are you supportive? | |
|------------------------------|-----|
| | % |
| Yes | 40% |
| Yes, with certain changes | 23% |
| No | 37% |

Comparing the Citizen Space data per Scheme Section we can see that Section D (Brennanstown Road to Cherrywood Green Routes Network) emerges as the most positively received Section, with 40% supportive and a smaller share opposed compared with the other Sections. Section A (Cornelscourt Village to Glen Lawn Drive) and Section B (Glen Lawn Drive to Cabinteely Park) received the highest levels of opposition, at 47% and 55% respectively, suggesting these sections of the scheme raise the most concern among respondents. Section C (Cabinteely Park plus an improved connection to the N11 via Clonkeen Road) sits in the middle, with support, conditional support, and opposition relatively evenly spread.

Reviewing the batch of 460 postcards, which were in general opposition to the scheme, we note that approximately 70% of these postcards came from addresses in the Park estate and a majority of these addresses are located directly along or adjacent to the proposed route in Section B (Glen Lawn Drive to Cabinteely Park). A further 10% of the postcards came from addresses in Brennanstown and the remaining 20% came from addresses in the wider Dublin area and beyond.

Taken together, the sentiment patterns point to a clear challenge in Sections A and B. These stretches of the route attracted the highest levels of opposition and consistently emerge as the areas where local residents express the greatest concern.

The most common concerns related specifically to these sections include;

- Concerns about the Greenway passing through residential areas, with fears it could attract unwanted traffic and antisocial behaviour.
- Issues were highlighted about the potential loss of usable residential parking on Glen Lawn Drive, with worries that visitors might park there to access the route and displace cars onto nearby streets.
- Impacts on biodiversity and green space in the Park estate on Glen Lawn Drive were noted, including the value of the area as a local amenity for children and vulnerable users and the loss of the spring bulb patch.
- Submissions indicated that, despite earlier consultation changes, the day-to-day impacts on residents living along the affected roads remain insufficiently addressed.

Response: These issues raised are addressed in the Thematic Analysis section below.

Having regard to the significant level of opposition expressed in submissions in respect of Section B, it is recommended that Section B (Glen Lawn Drive to Cabinteely Park) be omitted from the proposed scheme.

In the absence of Section B, Section A (Cornelscourt Hill Road to Glen Lawn Drive) would no longer provide a coherent or functional link within the overall route and would result in an isolated and inconsistent intervention. Accordingly, it is recommended that Section A also be removed from the scheme. Given the deficiencies at the existing Cornelscourt Hill Road / Old Bray Road junction, measures to address these could be revisited as part of a separate scheme at a future date.

Notwithstanding the above, and in the interests of road safety, it is recommended that the proposed upgrades to the Glen Lawn Drive / Glen Drive roundabout are progressed. These upgrades are necessary to facilitate the safe and convenient crossing of vulnerable road users and to ensure a safe termination of the route, thereby preventing a potential traffic hazard arising from an inadequate or abrupt end point for the route.

17.4 Thematic Analysis

All submissions and observations were reviewed thoroughly by members of the project team. Submissions and observations varied greatly in length and detail. For Citizen Space submissions or observations, many respondents did not provide comments, instead indicating only their level of support for the scheme (e.g., “Yes,” “No,” or “Yes, with certain changes”). Some comments received were unrelated to this proposed Part 8 scheme and / or outside the scope of the scheme and therefore, have not been included in this report. A thematic analysis was conducted to evaluate all qualitative feedback submitted across letters, emails, and surveys. Recurring themes are outlined in Section 2.3, with representative extracts of common positive viewpoints presented in the quote boxes below.

Excerpts of submission feedback

This development will also create a vital opportunity for people with disabilities in our community—who are too often overlooked—to travel safely and participate more fully in community life. Additionally, we welcome the much-needed upgrade to surrounding civil infrastructure.

The greenway, through making every day physical activity easier and more accessible for people of all ages, is highly likely to have a positive impact on the health of the community. Regular walking and cycling are known to reduce the risk of heart disease, diabetes, obesity and many other chronic illnesses of high prevalence. Creating safe and pleasant routes such as in the proposed project helps people integrate exercise into daily life.

As a parent of a child attending an adjoining school and travelling to local sports facilities I am strongly in favour of this project

The proposed safe crossing points are badly needed and should be prioritised

Safe active travel routes give children, teenagers and older adults greater independence. Young people can travel to school and activities more freely, and older residents can stay mobile and engaged without relying on cars.

This proposal will be of enormous benefit to all of us within the DLR community who prioritise walking, cycling and environmental protection in our lives. The Cabinteely Greenway will be a place where young people, families and older adults can enjoy healthy outdoor activities in a safe and stimulating environment.

I have a concern about lighting up what should be a green space and the affect that that level of illumination will have on the local biodiversity.

As a family living along the proposed development route, we strongly support this project. We have two young boys who attend (and will attend) St. Brigid's National School, and we regularly use the footpath along this route on bikes/scooters/buggies.

I am also conscious of how many children I see being driven to school - we have to make it easier for parents to choose active travel routes for them instead and providing safe cycle ways will be a key part to their decision-making. Please make this scheme go ahead.

Cabinteely Park and the surrounding green areas are essential safe spaces for families, older residents, and people with health conditions. Many of those who moved to the area in the 1980s now rely on these paths for gentle exercise and as an accessible outdoor space. Introducing a high-speed cycling route through the park would fundamentally change its character and pose unacceptable risks to these users.

The Park, Cabinteely is a residential area and not a through road for cyclist and personal electric vehicles which do not respect the rules of the road. The Park itself is a recreational area which currently do not allow cycling, which is sadly not enforced. Cyclists and users of personal electric transportation causing a hazard within the park for pedestrians as is today. There is already a cycling lane and foot path along the N11. crossings etc could be developed there if needed rather bring unwanted through traffic into recreational and residential areas.

Paths are suitably wide to avoid pedestrian/active travel conflicts, neither one should negatively impact on the safety of the other.

The local area is home to a variety of different wild animals, including foxes, ducks, badgers, squirrels, herons, and a plethora of other species of birds. The labelling of the proposed construction is a blatant attempt at greenwashing. There is nothing green or environmentally friendly about the destruction of nature and wildlife. Not only will grass areas be removed, which reduces the size of the local wildlife's habitat, but the construction and subsequent use of the Greenway will also significantly disrupt the lives of the animals via an increase in noise pollution, an increase in litter, a loss of a sense of safety, and an increase in risk of injury.

17.5 Common themes

This section delves further into common themes raised. The themes are presented in order of their frequency of occurrence (from high to low). An overview of the themes are presented, and unique observations/suggested amendments are noted highlighting, where relevant, if the comments pertain to specific locations.

Figure 16 illustrates the most frequently mentioned themes, identified through keyword filtering across all submission types.

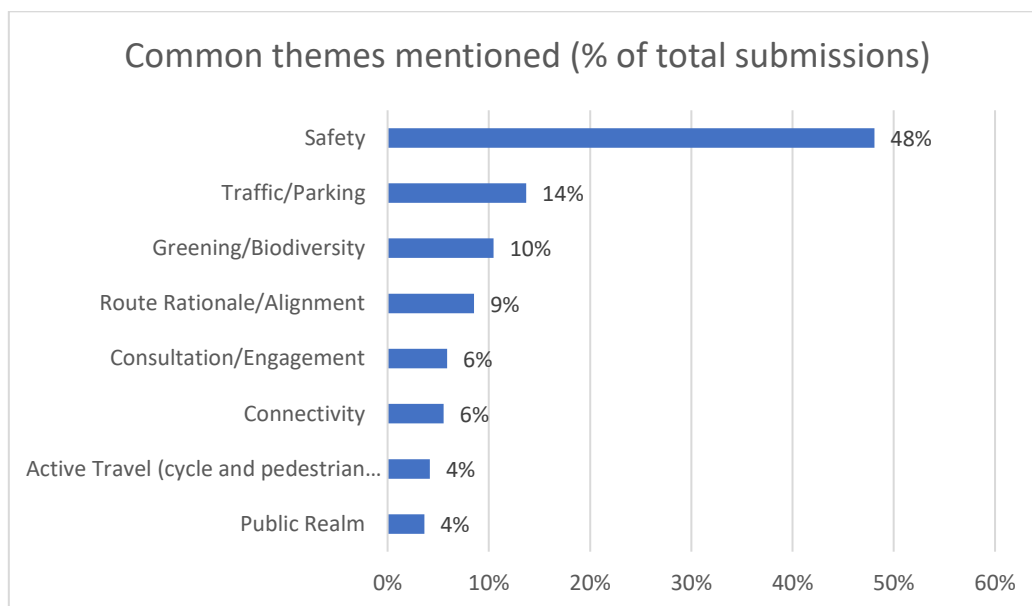


Figure 16: Common themes mentioned in feedback

17.6 Safety (behaviour)

It is noted that the 460 template postcards submitted in opposition to the scheme was printed with the line “Say no to Cabinteely greenway for the safety of all park users”, without further detail, and so has been thematically noted as mentioning “Safety”. Additionally, it is noted that the theme of “safety” has been analysed under more than one heading to account for references to behaviour (below), as well as infrastructure design, maintenance and security.

- A number of submissions raised concerns about e-scooters and e-bikes being used inappropriately on the Greenway, creating safety concerns for pedestrians and more vulnerable users.

Response: The proposed Cabinteely Greenway has been carefully designed to minimise conflicts between different users, with features such as clear segregation of paths where user volumes will be highest, appropriate shared path widths to cater for anticipated level of users and clear sightlines to ensure the safety of pedestrians and more vulnerable users. In addition, the use of e-scooters and e-bikes is subject to current regulations, including speed limits and permitted areas, which will continue to apply along the route.

- Some respondents queried whether a speed limit would be enforced on the Greenway and who would be responsible for policing or monitoring compliance. Several submissions highlighted the need for improved policing and clearer regulation of e-scooter use along the Greenway. Some submissions called for them to be banned completely from using the Greenway.

Response: Speeds for e-scooters and e-bikes are regulated by law, and the scheme has been carefully designed to reduce speeds and minimise potential conflict points between users. The route will be monitored and any issues that arise would be addressed through enforcement by An Garda Síochána. However, based on experience from other active travel routes in the county such as Blackrock Park, inappropriate use of e-scooters and e-bikes has not been found to be a significant concern. As such, a full ban is not proposed but safety and compliance will continue to be managed through design, guidance, and appropriate enforcement if needed.

- A number of submissions raised concerns about the proposed extended opening hours in Cabinteely Park, noting the potential for increased antisocial behaviour. Other respondents requested that the park remain open 24/7 to ensure continuous access to the Greenway.

Response: The proposed greenway through Cabinteely Park will be lit to provide safe access and facilitate use up to 10pm, after which the park will close and the lighting will be switched off. Extending lighting and access beyond this time is not proposed, as limiting the opening

hours helps manage safety and reduce the risk of nighttime antisocial behaviour particularly given the fact that Cabinteely House is situated within the park.

- A number of submissions raised concerns that the Greenway design does not sufficiently prioritise pedestrian safety.

Response: The Cabinteely Greenway has been designed to prioritise the safety of pedestrians with appropriate path widths, clear markings and well defined crossing points at roads and junctions. This represents a significant improvement over existing conditions, for example at the Glen Drive / Glen Lawn Drive junction where current provision for both pedestrians and cyclists is minimal or absent.

- Some respondents raised concerns that the provision of seating along the route could attract antisocial behaviour.

Response: The provision of seating is intended to enhance the amenity and comfort of the route for all users, encouraging walking, cycling, and community use. Seating will be in well overlooked areas, supporting natural passive surveillance and helping to ensure that the Greenway remains a safe and welcoming environment. DLRCC will monitor feedback from the community should negative issues arise.

- Some respondents called for the installation and funding of permanent security measures, such as lockable gates and CCTV, along the Greenway route.

Response: The scheme has been designed to encourage natural surveillance through increased activity and overlooking by nearby properties and existing streets, which is considered an effective approach to safety. As such, permanent security measures such as CCTV are not proposed as they are not deemed necessary. The Greenway will remain accessible, welcoming, and safe for all users through its design, lighting and regular use by the community.

- A number of submissions raised concerns about the Greenway passing through residential areas, including Glen Lawn Drive and Brennanstown, potentially attracting unwanted traffic and antisocial behaviour into these neighbourhoods.

Response: The scheme will not attract additional vehicular traffic into these neighbourhoods. On the contrary, it is designed to reduce reliance on cars by providing a safe, accessible route for walking and cycling, primarily serving local residents as they travel to work, school and nearby amenities and services. The route will be well overlooked by nearby properties and existing streets, providing natural passive surveillance to help ensure safety and discourage antisocial behaviour.

- A submission identified Greenway Section D after crossing Brennanstown along the stream as the most isolated section, raising privacy and security risks as a result of low level lighting, and no provision for CCTV. There was also concern that once the stream bank area in Section D is opened, it will attract people to camp or set up mobile homes on the land as has happened in the past.

Response: Currently this area is secluded and used by the public via informal paths and openings in the wall. The proposed scheme is designed to increase activity along the route which will improve passive surveillance thereby deterring anti-social behaviour. By formalising the paths and encouraging greater use, the scheme is expected to make the area feel safer and more welcoming. Lighting along this section of the route will facilitate access up to 10pm, after which lighting will be switched off. At times when lighting is switched off, alternative public routes are available that remain fully lit, ensuring that users have safe options at all times.

17.7 Traffic Management

Section D (Brennanstown Road)

- Many submissions supported the provision of a safe crossing point on Brennanstown Road, noting that the road is used for rat running and suggesting that a modal filter should be trialled at this location.

Response: Noted. There is a scheme being developed by DLRCC separate to the Cabinteely Greenway scheme which is examining current issues along the wider Breannanstown Road

extents with a view to addressing these issues e.g. rat-running, lack of appropriate facilities for vulnerable road users.

- A number of submissions expressed concerns about the proposed narrowing of Brennanstown Road to one lane and the addition of a crossing point, noting that traffic is already congested in this area and warning that the changes could worsen congestion, displace traffic, and increase volumes on surrounding residential roads. A concern was also raised about the impact this might have on emergency services.

Response: The crossing point on Breannstown Road has been designed with two primary objectives 1) to provide a safe crossing facility for people crossing the road as they travel along the route and 2) to implement traffic calming and reduce vehicle speeds.

The narrowing of the road to one lane also enables the required visibility splays at the crossing to be achieved without impacting the park boundary wall which is of high heritage value. If two lanes of traffic were retained this would require a substantial length of the park boundary wall to be removed in order to achieve the required visibility splays.

The proposed shuttle system has been assessed within the Traffic Impact Assessment. The implementation of the shuttle system may introduce slight delays to motorists, but this impact will be minimal. Additionally, surveys conducted on Brennanstown Road showed that vehicle speeds exceeded the posted speed. The proposed facility will therefore allow pedestrians and cyclists to cross Brennanstown Road safely.

The proposed arrangement will not impact emergency vehicles from being able to access or travel along Brennanstown Road as they can currently.

- A number of submissions stated that the existing speed bumps on Brennanstown Road and Old Bray Road are not effective and should be made higher to slow vehicles more effectively.

Response: As noted previously there is a scheme being developed by DLRCC, separate to the Cabinteely Greenway scheme, which is examining current issues along the wider Breannanstown Road extents. Further measures to address vehicle speeds will be included as part of that scheme.

- Some respondents suggested installing pedestrian lights and additional traffic calming measures instead of the proposed shuttle system at Brennanstown Road.

Response: The proposed zebra crossing arrangement integrated into the one-lane shuttle system is in accordance with design guidance with respect to vehicle speeds and volumes of users. A Toucan (signalised) crossing was considered as part of the options development however the combined zebra crossing is in accordance with the Cycle Design Manual requirements considering that vehicle speeds will be reduced at this point as the shuttle / crossing is raised forcing motorists to slow down and also the vehicle volumes going through the crossing will be low at any given time as it is reduced to one lane.

Furthermore, the zebra crossing enables a more efficient operation of the shuttle system for traffic. If the crossing was to be signalised, then it would mean bringing the whole shuttle system, including Carrig Glen, into a signalised junction operation. This would increase delays for all road users compared to the proposed arrangement. The zebra crossing means that traffic will be able to proceed through the shuttle without delay if there is no one crossing or opposing traffic. Whereas under traffic signal operation, traffic would have to wait for a green signal even if there were no traffic or people using the crossing.

- Several submissions raised concerns that drivers may not comply with the yield system at the proposed one lane give take arrangement on Brennanstown Road, particularly when traffic is backed up due to collisions on the M50.

Response: The shuttle system on Breannanstown Road has been designed to clearly indicate which vehicles have priority, making it intuitive and largely self-enforcing. Motorists will need to give way before proceeding, and the layout encourages safe, orderly use even during peak hours.

- A number of submissions suggested that a larger yellow box is needed at the entrance to Carraig Glen on Brennanstown Road to improve turning movements and reduce blockages.

Response: The inclusion of a yellow box road marking at the Brennanstown Road / Carraig Glen junction can be considered at detailed design stage.

- One submission recommended improved traffic flow management, including repainting road markings between the Horse & Hound and the N11 to provide two lanes toward the N11. It also recommended that DLR advance an alternative route from the M50 (Junction 15) through Cherrywood to the N11 Circle K junction to reduce rat running on Brennanstown Road.

Response: This is outside the scheme extents. As noted previously, DLRCC are progressing a separate scheme in relation to the wider Brennanstown Road extents.

- Some respondents queried how the Brennanstown Road traffic calming project intersects with the Greenway project.

Response: The Brennanstown Road scheme currently being progressed by DLRCC will seek to develop suitable measures to improve facilities for vulnerable road users as well as maintaining suitable provision for motorised traffic. The proposed shuttle system and zebra crossing facility proposed as part of the Cabinteely Greenway scheme will be incorporated into this study and subsequent scheme.

- A submission raised a concern around the space available on Brennanstown Road for a vehicle to safely exit the shuttle system when a vehicle is waiting on the opposite side. It was noted that the traffic report says this may lead to side swipe collisions. The submission suggested further testing of this situation.

Response: In response to this issue raised in the Road Safety Audit the give way line marking for waiting vehicles was set further back from the shuttle to 7.5m therefore giving sufficient space for an opposing vehicle to safely exit the shuttle system.

Section A and B (Cornelscourt Hill and Glen Lawn Drive)

- Some respondents stated that further traffic calming measures are needed on Cornelscourt Hill Road to slow vehicle speeds.

Response: The request for additional traffic calming on Cornelscourt Hill Road will be passed onto the Dlr Traffic section for review as this is outside the remit of this project.

- Concerns were raised about the reduction in the left turning lane from Cornelscourt Hill to Bray Old Road.

Response: The existing separate left turn lane from Cornelscourt Hill Road to Old Bray Road is retained under the proposed scheme and there will be no significant impact on the junction's operation or efficiency compared to the existing situation.

- A number of submissions called for more speed limit signs on Glen Lawn Drive and additional traffic calming measures, such as speed bumps or chicanes, to slow dangerous traffic.

Response: Along Glen Lawn Drive, the scheme includes a raised crossing at the northern end of the street, a raised uncontrolled crossing is also proposed roughly midway along Glen Lawn Drive and raised crossings are proposed over each of the arms of the Glen Lawn Drive / Glen Drive roundabout.

These physical measures will force motorists to slow down as they travel along Glen Lawn Drive and are considered more effective in reducing speeds compared to the implementation of additional speed limit signs. Landscaped buildouts (chicanes) were considered as part of the options development but were excluded from the final design in response to feedback from local residents.

- A submission raised concerns that the new alignment of the route along Glen Lawn Drive would result in the loss of usable residential parking spaces, due to people parking there to use the route, potentially forcing cars onto adjacent residential streets that are already under pressure.

Response: The route is not intended to attract people to drive and park nearby to then access the route. The proposed alignment has been developed to specifically cater for local people who will be able to access it from their homes and use it to access places of work, education, services and amenities in the local area.

Measures to reduce on-street parking along Glen Lawn Drive were examined as part of the options development but were excluded from the final design in response to feedback from local residents. Consequently, there is no impact to existing on-street parking as a result of the scheme.

- A number of submissions raised concerns that proposed play features could attract additional traffic and parking into a residential neighbourhood.

Response: The proposed play areas along the route are incidental, informal nature play areas as opposed to large formal, purpose built playgrounds. These incidental play areas will cater for users passing by on the greenway route or local residents in the surrounding areas who will be able to access them either on foot or by bike. Therefore, the play areas will not attract additional vehicular traffic or increase demand for on-street parking. If play opportunities are offered along the way, children are encouraged to walk or cycle to these local destinations.

- A submission queried whether the two-way streets at the Glen Lawn Drive roundabout could be reconsidered, for example by using Glen Walk or cutting across the green to Vale View Avenue.

Response: In response to feedback from local residents there are no changes proposed in terms of how people will continue to access their properties i.e. no modal filter and two-way traffic retained on Glen Lawn Drive. A pedestrian / cycle link across the green space area connecting to Vale View Avenue was discounted due to the potential impact any necessary infrastructure e.g. paths and lighting, could have as a result of having to directly cross the stream.

17.8 Greening/Biodiversity

- A number of submissions raised concerns about the impact of the Greenway on nature and biodiversity in Cabinteely Park, including tree-felling, loss of green space, and the impacts of lighting.

Response: The alignment of the route through the park was specifically chosen to minimise potential impacts on biodiversity and ecology. For example avoiding the established mature meadow areas within the park, switching lighting off after 10pm, new tree planting to replace any trees lost as part of the scheme, no-dig construction in areas close to tree roots. As the route will tie into and upgrade the existing path around the northern side of the park, this also minimises the loss of green space compared to creating an entirely new path through the park.

- Submissions raised concerns that increased human activity, artificial lighting, and path construction could disturb native flora and fauna, including protected species. Respondents highlighted that the designs should incorporate strict controls on lighting, limitations on nighttime access, and a commitment to native planting and habitat restoration.

Response: The Ecological Impact Assessment (EclA) carried out on the proposed scheme has set out a number of mitigation measures to address potential impacts from the proposed development on habitats and fauna within and surrounding the proposed development. This includes provision for an Ecological Clerk of Works (EcOW) as part of the final Construction Environmental Management Plan (CEMP).

The EclA noted that the significance of the impacts after mitigation have been assessed as Moderate Adverse at worst, but that none of these Moderate Adverse impacts have effects on any species or habitat that are of greater than local or county importance. No significant residual impacts on any receptors of Regional, National or International importance are predicted. The remainder of impacts have been assessed as Minor Adverse after mitigation, meaning that no significant residual impacts will occur.

- A number of submissions expressed concern that the proposed route may fragment habitats and disrupt wildlife movement within the park.

Response: The greenway route has been carefully designed to avoid impacts on sensitive habitats and an Ecological Impact Assessment (EclA) has been carried out. Appropriate mitigation measures identified through the assessment have been incorporated into the scheme to protect wildlife and maintain ecological connectivity throughout the park.

- Some respondents raised concerns that introducing bikes into Cabinteely Park could alter the character of the park and discourage people from walking there.

Response: The section of the route through Cabinteely Park where cycling would be introduced is c. 780m in length and represents only a portion of the existing network within Cabinteely Park. The segregated arrangement of a separate footpath and cycle track has been proposed in recognition of the high volumes of pedestrians using the park and keeping the

pedestrians / cyclists separate for this section will minimise potential interactions and maintain an attractive environment for pedestrians within the park.

- A number of submissions raised concerns about the impact on biodiversity and green space in the Park estate on Glen Lawn Drive, noting that this green is a well-used local amenity for children and walkers, and highlighting repeated concerns about the loss of the spring bulb patch.

Response: The alignment of the route through the green space on Glen Lawn Drive has been designed to minimise the impact on its usability. The route alignment stays close to the existing kerb on Glen Lawn Drive (separated by a c.2.0m buffer strip), therefore the remaining green space will still be able to continue to be used by children and walkers. New planting will be introduced as part of the scheme to replace / relocate the spring bulb patch where impacted.

- A number of submissions raised concerns about the proposed removal of trees in Section D of the scheme at the Brennanstown apartments, particularly the mature oak trees.

Response: There are no mature oak trees proposed to be removed in Section D. There is one Lime tree (Category C - Trees of low quality/value with a minimum of 10 years life expectancy) and 11 Birch trees (all category C or Category U - trees in such a condition that any existing value would be lost within 10 years). Where the route passes close to the remaining trees, including the oak trees, no-dig construction methods will be undertaken to protect tree roots.

- Some respondents requested that existing trees be retained wherever possible by adjusting the Greenway alignment to pass around them. At the Brennanstown Avenue junction, it was suggested that trees could be preserved by relocating the proposed speed bump and nearby streetlight, as there is adequate space for the route to pass between them.

Response: The proposed route alignment has been designed insofar as possible to avoid and minimise impacts on existing trees, whilst also balancing other design considerations and constraints.

- A submission noted that the residents of the Park estate have a written guarantee in the title deeds of their homes that they will live in a walled estate, encompassing 95 acre parkland and the reduction in green space as proposed by this plan breaks this assurance.

Response: The proposed scheme does not alter the fundamental nature of the Park Estate as a walled estate. The historic boundary wall will be retained and is not impacted by the proposals. Where the proposals result in changes to existing green space, these are mitigated by the delivery of a high-quality greenway, alongside comprehensive landscaping and public realm improvements. These measures will provide a significant new amenity and recreational facility for local residents, enhancing accessibility, usability, and environmental quality, while maintaining the estate’s established identity.

17.9 Route alignment and rationale

- Some submissions queried whether the Greenway would function better if routed along Old Bray Road or through Kilbogget Park.

Response: An alternative route on Old Bray Road was considered but discounted as space is too tight to accommodate safe cycle facilities within having significant impacts on traffic movements. The proposed greenway provides a safer, quieter and more pleasant option with minimal impacts on traffic. Furthermore, within the current Dún Laoghaire Rathdown County Development Plan 2022- 2028, there is a Specific Local Objective SLO 68: *“To create a linear park along the Loughlinstown river incorporating a pedestrian route and cycleway (greenway), which will link Cabinteely Park to the sea at Rathsalagh.”* The proposed greenway will form part of a wider active travel network, linking into Kilbogget Park.

- A number of submissions queried the overall demand for the Greenway and the expected volume of users and queried whether there is sufficient demand for a link between Cabinteely/Cornelscourt and Cherrywood. A number of submissions queried the need for the Greenway to pass through residential areas given that the N11 cycle lane already exists.

Response: The N11 is a highly trafficked, high speed road environment likely to intimidate and deter younger or less confident cyclists. Whilst existing cycling numbers may be relatively low,

this is more so because of a lack of safe, attractive infrastructure which people would feel comfortable using, rather than a lack of demand for the route.

An extensive Demand Analysis was undertaken as part of the project Appraisal Report which examined existing survey data, mode of travel to school, college and work data, population projections, case studies and Dlr cyclist counters to inform predicted opening year growth rates. Central scenario growth rates were found to be 61.7% for pedestrians and 42.7% for cyclists in the scheme opening year.

- A number of submissions queried the point of extending the Greenway through Glen Lawn Drive only to end at Cornelscourt Hill Road.

Response: Further improvements will be required to Cornelscourt Village to support appropriate connections for people walking, wheeling, and cycling to access local services and amenities. This needs to be a separate project that explores a broader, coordinated village improvement plan that considers connectivity, accessibility, and community needs in a comprehensive way.

- Some respondents stated that a cost-benefit analysis should be carried out to justify the rationale for the proposed Greenway.

Response: A cost-benefit analysis was carried out as part of the Appraisal Report prepared as part of the documentation required for NTA approval. The Benefit-to-Cost Ratio (BCR) was calculated at 1.50. A BCR of at least 1 means that the benefits outweigh the costs. As such it can be said that the scheme provides a strong return on investment and provides good value for money.

- Some submissions suggested aligning the new park entrance with Clonkeen Road to reduce confusion.

Response: The position of the new park entrance adjacent the Old Bray Road / Glen Drive junction was chosen so as to avoid impacting the high stone wall park boundary of high heritage value (which is located directly opposite Clonkeen Road) and reducing impact on

existing trees within the park. The location of the proposed entrance is where there is a low modern boundary wall and palisade fencing which is not protected.

- A number of submissions raised concerns about the Clonkeen Road connection to the N11, noting the absence of a pedestrian crossing where the Greenway would meet the N11.

Response: The permitted BusConnects Bray to City Centre Core Bus Corridor scheme proposes upgrades to the N11, including the section to which the proposed Cabinteely Greenway will connect to and the adjacent large signalised junction. Along with upgrades to the bus facilities, the BusConnects scheme will also incorporate enhanced facilities for pedestrians and cyclists which will link into the greenway.

- A suggestion was made to consider under road access out of Cabinteely Park beneath Brennanstown Road.

Response: A scheme to provide an underpass of Brennanstown Road would be cost prohibitive to deliver and would have other significant implications in terms of safety and security for users and ecological impacts given its proximity to the stream. Cabinteely Stream runs beneath Brennanstown Road at this point which prevents this from being a viable option. The proposed crossing arrangement is considered the most appropriate.

- Some submissions expressed a preference for routing the Greenway on the Brennanstown apartments side (south) of the stream, while others expressed preference for the northern side.

Response: The proposed alignment of the route in the vicinity of the Brennanstown apartments was influenced by a need to increase separation distances from ground floor apartments where possible (on foot of previous consultation feedback received) while also providing an onward connection and tie into the wider Cherrywood Green Routes Network which terminates on the apartments side of the stream. The proposed arrangement is therefore considered to strike the best balance between these two requirements.

- A number of submissions mentioned loss of privacy, an increase in through traffic and noise pollution as a concern where the route passes through residential areas (The Park estate, Killart estate, Brennanstown).

Response: The route has been designed to maintain a sufficient distance from property boundaries, ensuring privacy is respected. The greenway will not increase vehicular traffic, in fact, it is intended to reduce car trips by encouraging walking and cycling. Noise levels are expected to remain minimal, as activity will be limited to pedestrians and cyclists using the route.

- Some respondents called for Section D to be prioritised for delivery, noting that there is currently no walking route in this area.

Response: A phasing plan for delivery will be developed during detailed design stage.

- One submission raised that a new crossing is planned directly in front of a site on Glen Lawn Drive that has planning permission to build a new house, and this location is proposed for site vehicular access to the new house, other locations for this crossing point were suggested.

Response: It is noted that this planning application which includes a proposed new vehicular access has not yet been decided or granted permission. Therefore, it is not possible to propose an amendment on a planning application that has not been granted permission.

17.10 Consultation process

- Some submissions noted that the flythrough video did not accurately reflect the actual proportions of Cabinteely Park, which could lead to confusion. Submissions also queried whether the animation accurately represented the actual volumes and behaviours of people expected along the Greenway. One submission mentioned that the animation caused confusion at the Clonkeen Road connection, which shows cyclists continuing as if still on a Greenway when the proposal is to merge cyclists back onto the shared road.

Response: A 3D flythrough animation was prepared to supplement the scheme drawings and help convey the nature and extent of the proposed scheme, providing viewers with a realistic

sense of the design while recognising that it is a visualisation and not a real-world video representation. The section of the animation along Clonkeen Road indicates cyclists cycling on road, mixing with other/vehicular traffic which is what is proposed for this part of the route. Clonkeen Road is not a through road for vehicular traffic and is a lowly trafficked, low speed road.

- A number of submissions claimed that information regarding the proposed new opening hours for Cabinteely Park was withheld during the consultation process.

Response: The proposed new opening hours for Cabinteely Park was not withheld during the consultation process. This was stated within the planning documentation in the EclA that the Park will close to the public at night and the lights in the park will turn off from 10pm to 6am. The Part 8 and Preliminary Design Report notes that the park will continue to be closed at nighttime as is currently the situation. The point in relation to the park opening hours was also raised and discussed during the Councillor briefing, online public webinar and public drop in event. Similarly, in the FAQ document it states that the public lighting strategy proposes lighting to switch off to align with the proposed 10pm closing times of the park.

It is also noted that the Parks Bye-Laws states “a) The park shall be open on such days and during such hours as may be fixed by the Council from time to time. b) The opening and closing hours will be subject to variation by the Council as circumstances require.”

- Some submissions stated that although changes have been made following earlier rounds of consultation, the specific day-to-day impacts on residents living on the affected roads have not been sufficiently addressed.

Response: The final scheme was refined in response to the feedback received during the earlier rounds of consultation to reduce potential impacts where possible, including for example changes to layout, retaining existing access and parking arrangements along Glen Lawn Drive. The scheme will not generate additional traffic movements and instead is intended to support a reduction in the reliance on private cars. As a result, the day-to-day impacts on residents are anticipated to be negligible once the scheme is operational.

- A few submissions noted that Killart estate was not included on the map presented in the consultation materials.

Response: While Killart was not specifically labelled on the drawings, Clonkeen Road, to which the actual changes are proposed was clearly labelled. A site notice was also located at the entrance to Clonkeen Road which leads to Killart. This area was also included as part the leaflet distribution to each household. Therefore residents, including residents of Killart, would have been able to understand where changes were proposed and what those changes involved in their immediate vicinity.

- A submission requested that all future CGI ‘fly-through’ videos should be accompanied by text/audio descriptions to ensure accessibility.

Response: Noted.

17.11 Connectivity

- Some respondents suggested that the Greenway should link directly into schools and sports clubs along the route.
 - Specific locations referenced in submissions included: Geraldines P Moran GAA club, St Brigids Rugby Club adjacent to Willow Grove, St Brigid’s National Schools (Girls and Boys).

Response: At the present, the scheme terminates approximately 35m from the entrance of Geraldines P Moran GAA Club and St Brigids Rugby Club on Old Bray Road. Having considered this proposal, a separate scheme for a short extension to the route on Old Bray Road could be undertaken to complete the link from the end of the proposed route to the clubs entrance. However, the delivery of this extension would be contingent upon the approval and implementation of Section A (Cornelscourt Hill Road to Glen Lawn Drive).

In terms of the connections to the St. Brigid’s Boys’ National School, the scheme will provide a connection up to Kerry Mount Green and from there the existing residential streets up to the national school are lowly trafficked with low vehicle speeds generally suitable for cycling on-street. There is an opportunity for further interventions to be delivered as part of a separate

future scheme to provide a safe route to school extending from the greenway up to the national school.

In terms of the St Brigid's Girls' National School, children under 8 supervised by an adult will be able to use the paths in the park which connect to the school from the greenway. To note, children under 8 supervised by an adult are currently permitted to cycle within the park.

The proposed greenway will establish a largely traffic-free, off-road route that can be safely used by children and parents or caregivers. Once delivered, the greenway will provide a strong foundation on which additional links and safe routes to schools can be developed in future phases.

- Some submissions suggested a connection to the Deansgrange Greenway via a bridge over the N11, noting that this would facilitate access to additional schools, including:
 - St Laurence College, Newpark Comprehensive School, Rockford Manor

Response: These are outside of the proposed scheme extents.

- A number of submissions queried whether the route could connect to St Columcille's Hospital without requiring cyclists to cross the N11.

Response: The Cabinteely Greenway will provide a connection at its southern end to the Cherrywood Green Routes Network, which will in turn will connect to the Cherrywood to Rathmichael Manor Rapid Build Cycle Scheme (partly along the Old Bray Road) which is currently under construction and will facilitate direct access to St. Columcille's Hospital. This will deliver a link right up to the hospital which avoids cyclists having to cross the N11.

- Some respondents suggested extending the route through Cornelscourt Village and connecting with the existing N11 cycle path. There were a number of concerns about the danger of the Greenway ending abruptly before the village.

Response: Further improvements will be required to Cornelscourt Village to support appropriate connections for people walking, wheeling, and cycling to access local services and amenities and connecting out to the N11. This needs to be a separate project that explores a

broader, coordinated village improvement plan that considers connectivity, accessibility, and community needs in a comprehensive way.

- A number of submissions called for the introduction of a 'cycle street' between Cornelscourt Hill Road and Mart Lane.

Response: This is outside the proposed scheme extents.

- There were concerns that the Greenway might divide the Park Estate, reducing social cohesion in the estate.

Response: It is considered that the greenway would, in fact, have the opposite effect. By providing a safe, attractive and largely traffic-free route for walking and cycling, the greenway is expected to encourage more residents to move through and spend time in the area. Increased pedestrian and cyclist activity creates more opportunities for informal, face-to-face interaction as people walk or cycle to school, work or local amenities. The inclusion of seating areas along the route will further support social interaction by providing places where residents can stop, rest and chat, helping to create a shared community space rather than a barrier. Overall, the greenway will be a community asset that connects people and places, promotes casual social encounters and supports a more active and socially connected neighbourhood.

- Some submissions suggested connecting the route to Cherrywood Park and highlighted the desire for improved connections between local parks, including Cabinteely Park, Ticknock, Kilbogget Park, to Cherrywood Business Park and the park beside Willow Court, Loughlinstown and a connection to Lehaunstown Lane.

Response: The proposed Cabinteely Greenway represents an important link in the wider Greater Dublin Area Cycle Network Plan and Dún Laoghaire Rathdown Cycle Plan. As schemes are delivered in accordance with the wider network plans, it will build up a comprehensive network of routes. Cabinteely Greenway will connect to the Cherrywood Green Routes Network at its southern end, which in turn will provide a connection to Tully Park, Beckett Park, Ticknick, Lehaunstown, Priorsland Park and Parade Green.

The Cabinteely Greenway will provide a connection into Cherrywood Business Park and the Cherrywood Green Routes Network will run through the park beside Willow Court. The Cherrywood Green Routes Network will also in turn provide a connection to Lehaunstown Lane.

- Submissions called for an extension to the Greenway to connect to the N11 and Kilbogget Park.
 - While there is connectivity across the N11, it requires 3 signalised crossings into Kilbogget Park near the athletic track entrance. A suggestion for the left slip lane into Orchard Square off the N11 removed as it is not in line with the design standards of DMURS.

Response: This is outside of the proposed scheme extents.

- Some submissions mentioned the need for wayfinding signage to guide Greenway users toward Cabinteely Village, with the aim of encouraging visits and supporting local businesses.

Response: Having considered this proposal, wayfinding signage could be incorporated into the scheme during the detailed design stage. It is recommended that this is included in the project.

- Several respondents raised concern about the absence of cycle lanes along Johnstown Road in Cabinteely Village and requested safer links between the Greenway and the N11.

Response: This is outside of the proposed scheme extents.

17.12 Active Travel (cycling and walking infrastructure)

It is noted that the theme of safety arose in relation to infrastructure (in addition to behaviour, as summarised above) and has been thematically analysed below.

Shared Paths

- Concerns were raised about locations within the scheme where shared paths are proposed, noting the potential for unsafe interactions between pedestrians and cyclists.

Response: The shared path sections are limited to locations where fully segregated facilities are not feasible due to space constraints or environmental considerations and where projected user volumes are suitable for shared facilities in accordance with the Cycle Design Manual (CDM) guidance. The shared paths have been design with appropriate widths, clear sightlines, surface treatments and signage will be provided to ensure safe and comfortable use for all users, with design measures in place to manage cycling speeds. Overall, the layout prioritises safety and minimises the potential for conflict.

- Submissions highlighted that shared paths are only appropriate where low user volumes are expected, and that designing the scheme on the basis of low anticipated usage would be contrary to the objectives of the Greenway.

Response: The scheme has been designed in accordance with the Cycle Design Manual (CDM) design guidance which states that Greenways in urban areas should have a desirable minimum width of 4.0m and an absolute minimum width of 3.0m. Furthermore, where the density of pedestrians (users/hr/m) is <100, the CDM notes that shared use is usually appropriate. Based on the projected volumes of users, shared paths are therefore appropriate along the sections where they are proposed.

- Many submissions called for full segregation of pedestrian and cycle paths throughout the entire scheme.
 - In particular, a number of respondents raised concerns about the safety of the 3metre gap and shared path between Cornelscourt Hill Road and Glen Lawn Drive (beside Glen Avenue), identifying it as a pinch point and particularly hazardous due to downhill speeds and a blind bend. Submissions noted that sufficient space exists to provide segregated pedestrian and cycle facilities along the route, with specific reference to Sections B and D. A number of submissions suggested widening this section, improving visibility, and segregating pedestrians and cyclists to address safety concerns.

Response: The route narrows to 3m over a short section from Cornelscourt Hill Road into Glen Lawn Drive to avoid impacting an existing large mature tree. As part of the detailed design stage, the alignment of the bend could be refined to further maximise sightlines.

However, the refinement of this section would be contingent upon the approval and implementation of Section A (Cornelscourt Hill Road to Glen Lawn Drive).

Along section B, the shared path is considered appropriate in terms of the projected volumes of users as noted previously. Furthermore, the shared path arrangement here was proposed in response to concerns from local residents regarding the impact to the green space and therefore a 4.0m shared path requires less width than a segregated path which would be 5.0m wide.

Along section D, the shared path is 3m wide east of Brennanstown Road in order to minimise potential impacts where it passes through a particularly ecologically sensitive area. Beyond this sensitive area it widens back to 4m wide as it continues towards Brennanstown Avenue.

Cycle lane design

- Respondents highlighted that the crossing between Clonkeen Road and Old Bray Road is very dangerous for pedestrians and cyclists, with calls for additional traffic calming measures and dedicated cycle lanes leading into the park.

Response: The location of the proposed crossing on Old Bray Road, connecting to Clonkeen Road, will be incorporated into a raised table junction treatment which will force motorists to slow down as they pass through the junction. The required forward sightlines are achievable for the proposed crossing facility. The design of the proposed connection from Clonkeen Road / Old Bray Road and into the park was influenced by the need to avoid impacting the existing park boundary wall which is of high heritage value and minimise impacts on the trees.

- A number of submissions raised concerns about the lack of a protected right turn facility for cyclists at Cornelscourt Hill from Old Bray Road.

Response: Cyclists will be able to use the cycle track ramp to access the Toucan Crossing facility on the western arm of the junction (Old Bray Road) and then connect to the Toucan Crossing on the southern arm to join the greenway on Cornelscourt Hill Road.

- Submissions noted that signage should be provided along the Greenway to remind users that it is a leisure route with less confident cyclists, and that speed limits should be respected.

Response: Appropriate signage and markings will be incorporated into the scheme.

- Some submissions suggested colouring the shared street red and removing car parking to reduce accidents and maintain movement.

Response: Exact finishes for the final surface treatment of the shared street will be refined at the detailed design stage. It is considered acceptable to retain on-street parking due to low traffic volumes, already low vehicle speeds, and good visibility along the street. Parked vehicles can also provide a natural traffic calming effect, as drivers navigate carefully when passing. The combination of low speeds, low volumes, and clear sightlines ensures that cyclists and vehicles can safely share the street while maintaining the benefits of on-street parking for residents.

- Respondents referenced the existing Kilbogget Park to Deansgrange route as being dangerous and inaccessible to walkers due to high volumes of ebikes, scooters and antisocial behaviour, expressing concern that Cabinteely Park could experience similar issues.

Response: Concerns regarding the use of e-bikes, e-scooters, and antisocial behaviour on existing routes are noted. The proposed greenway has been designed with these issues in mind, incorporating appropriate widths, clear segregation through the Cabinteely Park section, appropriate sightlines and passive surveillance to promote safe and comfortable use for pedestrians. Ongoing management and monitoring of the route will also support safe behaviour and address any emerging issues, helping to ensure that Cabinteely Park benefits from a safe, accessible and enjoyable environment for all users.

- Submissions emphasised the need for bike lane design to give clear direction on right of way.

Response: The design of all facilities along the Cabinteely Greenway will provide clear guidance on right of way in line with the CDM guidance. Markings, signage and layout will be used to ensure that both cyclists and pedestrians can navigate the route safely.

- Some respondents suggested introducing physical controls to prevent cyclists from using other paths within the park as shortcuts to access the Greenway.

Response: The existing by-law which already prohibits cyclists (except those under age 8 under adult supervision) from using routes in the park that are not part of the greenway will remain. The design of the greenway and its connections will further encourage safe and direct use of the main route, with signage, surfacing and natural delineation helping guide cyclists along the intended path while maintaining safety and enjoyment for all park users.

- Submissions called for Section A cycle infrastructure to be upgraded to a protected cycle track that prevents cars from mounting or blocking the lane.

Response: The path along Section A will be segregated from the carriageway by a full height kerb and a c.3.0m wide landscaped verge. This is considered sufficient to deter motorists from mounting and parking along here.

- It was suggested that at the Glen Drive roundabout, the Brennanstown Road intersection and all intersections with motorised vehicles, both the cycle lane and footpath should be elevated, with the cycle lane retaining its red colour before and after the junction to make it clear that the road is crossing the Greenway rather than the reverse.

Response: The crossings at the Glen Drive roundabout are proposed to be raised zebras, as is the crossing at the other end of Glen Lawn Drive and the Brennanstown Avenue crossing point. Similarly, at Brennanstown Road the crossing will be raised as part of the shuttle system. This will force motorists to slow down as they approach and pass through the crossings as well as highlighting the presence and priority of pedestrians / cyclists.

- A suggestion was made to route the cycle lane along the Old Bray Road side of the pathway through the park, with fencing or planting separating different categories of users.

Response: The provision of a planted buffer or fence between the footpath and cycle track along the section of the greenway adjacent to the Old Bray Road park boundary is not considered appropriate or feasible. The introduction of a planted buffer would increase the overall width of the facility, contrary to the objective of minimising impacts as far as possible. Similarly, the inclusion of a fence between the footpath and cycle track would result in additional visual impacts and would also increase the required width of the route as an additional 0.5 m clearance is required where a fence is provided alongside a cycle track.

- Submissions proposed including a north-south safe park cycle link to Brennanstown Road to connect the Carrickmines Wood cycle lanes into the park.

Response: This is outside the proposed scheme extents.

- Respondents also suggested providing a cycle street from the Brennanstown crossing into Cabinteely Village.

Response: There is a scheme being developed by DLRCC separate to the Cabinteely Greenway scheme which is examining current issues along the wider Breannanstown Road extents with a view to addressing these issues e.g. rat-running, lack of appropriate facilities for vulnerable road users.

- Some respondents suggested that Cornelscourt Village should operate a one way system or that the junction with the N11 should be closed.

Response: Further improvements will be required to Cornelscourt Village to support appropriate connections for people walking, wheeling, and cycling to access local services and amenities. This needs to be a separate project that explores a broader, coordinated village improvement plan that considers connectivity, accessibility, and community needs in a comprehensive way.

- Submissions also noted the need for safe cycling infrastructure on Brennanstown Road.

Response: There is a scheme being developed by DLRCC separate to the Cabinteely Greenway scheme which is examining current issues along the wider Breannanstown Road extents with

a view to addressing these issues e.g. rat-running, lack of appropriate facilities for vulnerable road users.

- Respondents raised concern about safety at Carrickmines roundabout and called for improved cycling infrastructure and pedestrian crossings.

Response: This is outside the proposed scheme extents.

- Respondents asked that the scheme ensure active travel users are not required to dismount when accessing or leaving park.

Response: The scheme design does not require cyclists to dismount at any point along the route.

- Some submissions requested that where ‘beg buttons’ are required at road crossings, active travel users should be prioritised within the signal sequence.

Response: The staging of the traffic signals at the Old Bray Road / Cornelscourt Hill Road will be designed to minimise delays for pedestrians and cyclists using the controlled Toucan crossings in line with the CDM design guidance.

- A submission raised concern about encouraging children to cycle to school without direct connection to the schools when the roads around St Brigid’s Girls and Boys primary schools are currently so dangerous.

Response: In terms of the connections to the St. Brigid’s Boys’ National School, the scheme will provide a connection up to Kerry Mount Green and from there the existing residential streets up to the national school are lowly trafficked with low vehicle speeds generally suitable for cycling on street. There is an opportunity for further interventions to be delivered as part of a separate future scheme to provide a ‘Safe Route to School’ extending from the greenway up to the national school.

In terms of the St Brigid’s Girls’ National School, children under 8 supervised by an adult will be able to use the paths in the park which connect to the school from the greenway. To note, children under 8 supervised by an adult are currently permitted to cycle within the park. The proposed greenway will establish a largely traffic-free, off-road route that can be safely used

by children and parents or caregivers. Once delivered, the greenway will provide a strong foundation on which additional links and safe routes to schools can be developed in future phases.

- A submission called for consideration for all user groups of the Greenway, dog-walkers, runners, cyclists etc. to design the route with gentle bends and as little stopping as possible.

Response: The scheme has been designed with all users in mind incorporating suitable gradients, surface treatments and crossing facilities to make it safe and comfortable for all users. Where crossing points are proposed, these are designed to prioritise people walking, wheeling and cycling and minimise any delays.

- Some submissions highlighted that changing the design to prioritise cars will result in cyclists staying on the road over the Greenway as it's more convenient.

Response: The design of the scheme prioritises people walking, wheeling and cycling.

- Concerns were raised about the use of the other paths in the park by bike and e-scooters – using the other entrances in the park that don't link directly onto the Greenway and how to prevent these other paths that are not designed to hold that extra traffic from being overrun by bikes and e-scooters.

Response: The existing by-law which already prohibits cyclists (except those under age 8 under adult supervision) from using routes in the park that are not part of the greenway will remain. The design of the greenway and its connections will further encourage safe and direct use of the main route, with signage, surfacing and natural delineation helping guide cyclists along the intended path while maintaining safety and enjoyment for all park users.

Accessibility

- Submissions suggested that the segregated cycle and walking sections should have a tactile divider or other means of delineating between the surfaces. Raised segregation could pose a trip hazard. Suitable surface colour contrast between the cycle and pedestrian facilities would also help delineate.

Response: The footpath and cycle track will be separated by a raised delineator strip in accordance with the 'Guidance on the Use of Tactile Paving Surfaces'. The segregated section of the route through the park will incorporate colour contrasting materials on the footpath and cycle track similar to that implemented in Blackrock Park.

- Tactile guidance is needed at all road crossing points along the Greenway.

Response: Tactile paving is proposed at all crossing points in accordance with the 'Guidance on the Use of Tactile Paving Surfaces'.

- Bus stops – people should be able to stand at the roadside edge of the bus stop – this is particularly important for blind and/or vision impaired who need all buses to see them and stop to tell them which number they are.

Response: There is one bus stop included as part of the scheme. The bus stop arrangement at this location enables waiting passengers to stand at the roadside edge of the bus stop.

Pedestrian infrastructure

- Submissions called for zebra crossings rather than traffic light controlled pelican crossings on Cornelscourt Hill Road.

Response: The proposed Toucan (signal controlled) crossing is appropriate and in accordance with the design standards based on the speed and volume of vehicles travelling along Cornelscourt Hill Road.

- Respondents requested a safe crossing point at Killart Estate to provide access to Cabinteely.

Response: Two new zebra crossings are proposed at the Clonkeen Road / Old Bray Road junction.

- Some submissions asked that the proposed crossing on Cornelscourt Hill Road be positioned immediately at the point where users emerge from the walkway toward Kerry Mount Green and the bus stop, noting that a crossing located further down the road would not serve school users and would likely go unused.

Response: The proposed location of the Toucan crossing on Cornelscourt Hill Road was influenced by two factors namely, 1) an existing large, mature tree situated at the point

opposite Kerry Mount Green 2) an old stone boundary wall. Locating the crossing directly opposite the Kerry Mount Green junction would likely require removal of the tree and also removal of a significant section of the stone wall in order to achieve the necessary sightlines to the crossing. Therefore, the crossing was located to avoid these impacts.

- Respondents highlighted the need for a pedestrian crossing from Hainault Green to Glen Lawn Drive for children travelling to St Brigid's.

Response: This is outside the proposed scheme extents.

- One submission raised concern that the proposed pedestrian crossing on Glen Lawn Drive would affect the ability of residents to enter and exit their driveway which is dangerous and could potentially impact property value. Alternative crossing points should be considered further down Glen Lawn Drive.

Response: The proposed crossing points have been located to ensure existing property driveways can still be accessed safely.

- Concerns were raised that the zebra crossing at Clonkeen Road, used to cross Old Bray Road into Cabinteely Park, is located on a dangerous section of road near two blind bends, with suggestions that additional traffic calming measures would be more appropriate.

Response: The location of the proposed crossing on Old Bray Road, connecting to Clonkeen Road, will be incorporated into a raised table junction treatment which will force motorists to slow down as they approach and pass through the junction. The required forward sightlines are achievable for the proposed crossing facility.

- It was suggested that the small bridge connecting both sides of the park near Vale View Avenue be widened to better accommodate pedestrians and cyclists. Submissions also proposed a new pathway linking Vale View Avenue to the Greenway to improve accessibility. Respondents noted that the current approach becomes slippery in winter and the steep gradient discourages many users, a gently meandering path was recommended to reduce the incline and create a safer, more user friendly route year round.

Response: A footpath linking the scheme to the Cabinteely stream bridge and Vale View Avenue is not proposed in response to concerns from the local community regarding impacts to the existing green space, wooded area and stream.

- Submissions emphasised the importance of pedestrian paths being wide enough to allow at least two people to walk side by side, especially at points with high volumes of users such as outside the Gate Lodge.

Response: The segregated footpath through the Cabinteely Park section is 2.0m wide in accordance with the Design Manual for Urban Roads and Streets (DMURS). This is based on the space needed for two wheelchair users to pass each other and will comfortably accommodate two people to walk side by side.

- Respondents noted the need for a footpath upgrade on the route from Carraig Glen to Brennanstown Road.

Response: There is a scheme being developed by DLRCC separate to the Cabinteely Greenway scheme which is examining current issues along the wider Breannanstown Road extents with a view to addressing these (e.g. rat-running, lack of appropriate facilities for vulnerable road users).

- A submission called for a pedestrian route to be formalised along the existing desire line to connect to the Luas stop with a stairway from Cherrywood Park.

Response: This is outside the proposed scheme extents.

- A submission suggested putting barriers in place on either side of Brennanstown Road crossing point to prevent pedestrians and cyclists moving across in a careless manner.

Response: The design of the crossing has been deliberately located on the desire line that people will wish to take and is clearly defined to provide a safe and legible crossing point for pedestrians and cyclists. There are landscaped verges proposed on either side of the crossing which will encourage people to use the designated crossing. Introducing barriers is considered unnecessary. The proposed design promotes intuitive, orderly crossing behaviour and prioritises safety.

17.13 Public realm

- Submissions called for bike parking to be provided along the route.

Response: Bike parking facilities are proposed along the route.

- Respondents raised concerns about excessive or overly bright lighting on the Greenway, with calls to limit both the number and intensity of lights and suggestions for motion sensor lighting or switching lights off in the park at night.

Response: Along Section A and B and along Clonkeen Road there is existing public street lighting. Some existing columns will require minor column relocation to ensure adequate spacing but no additional public lighting is proposed along these sections. New public lighting will be implemented along the section of the route through Cabinteely Park. This has been carefully designed to minimise any potential ecological impacts and will be switched off when the park is closed from 10pm to 6am. Similarly the section of the route to the east of Brennanstown Road, through the woodland area will also be switched off from 10pm to 6am. The remaining section towards the Cherrywood Green Route tie in point will also incorporate public lighting in accordance with DLR Public Lighting standards.

- Some submissions requested a simplification of the design, including the removal of paint clutter and symbols. Respondents suggested keeping visual clutter to a minimum.

Response: The design has sought to minimise any unnecessary markings and make the route as legible and intuitive as possible. However, there is still a legal requirement to provide signs and markings in accordance with the Traffic Signs Manual to ensure the safety of both non-motorised and motorised users.

- Respondents sought improved permeability and wayfinding signage to help Greenway users reach Cabinteely Village, potentially via the Brennanstown development. Some submissions called for clearer signage to direct people to different sections of the route.

Response: Having considered this proposal, wayfinding signage could be incorporated into the scheme during the detailed design stage. It is recommended that this is included in the project.

- Responses asked that a number of public realm features be incorporated into the scheme, including seating with armrests, public toilets, and child-friendly features including play equipment. Some submissions also requested the inclusion of points of interest along the route, including historical and local features.

Response: Informal, natural play areas are incorporated at key points along the route. Seating with armrests will be considered as part of the detailed design stage. New public toilets are not proposed, however public toilet facilities already exist within the park and are accessible for users of the greenway. Wayfinding signage, including points of interest, could be incorporated into the scheme during the detailed design stage. It is recommended that this is included as part of the project.

- Some submissions called for Cabinteely Park to remain pedestrian only.

Response: The proposed Cabinteely Greenway scheme through Cabinteely Park is consistent with the objectives of the Dún Laoghaire Rathdown Country Development Plan 2022-2028, in particular, Specific Local Objective (SLO 68) *“To create a linear park along the Loughlinstown river incorporating a pedestrian route and cycleway (greenway), which will link Cabinteely Park to the sea at Rathsallagh”*. It is also in accordance with Regional and National Policy.

The route has been designed sensitively to ensure that pedestrians can continue to use the park comfortably and safely alongside cyclists, with clear delineation, appropriate widths, and design measures that maintain a pedestrian friendly environment.

- Respondents stated that the council should commit to a long term, funded maintenance plan for the path surface, lighting and landscaping, along with a clear protocol for reporting and responding to antisocial behaviour, littering or vandalism. Some submissions also called for stricter measures to address dogs and dog fouling and environmental protections.

Response: The greenway will be incorporated into the Council’s maintenance regime. The public will be able to report any antisocial behaviour to the Council.

- Submissions noted that unnecessary walls, fencing and gates at various points along the path, such as at the corner of Carraig Glen and Brennanstown Road, hamper biodiversity and block sightlines, creating safety risks. It was suggested that these be removed to improve flow and reduce the need for cyclists to stop.

Response: The design of any new walls as part of the scheme has been developed so as not to block sightlines. The required sightlines can be achieved at all proposed crossing points. There are no walls, fencing or gates along the route that will impede the flow of cyclists. Gates are proposed at the entrances of the park as the park will be closed at nighttime and consequently need to be secured. There were no issues raised as part of the EclA in relation to any walls or fences impacting biodiversity.

- Concerns were raised about the proposed new entrance at the corner of Bray Road and Glen Drive due to the associated felling of trees.

Response: While the scheme sought to avoid impacting on the trees in this area, there will be a loss of number of trees. However, no-dig construction methods will be implemented so that the tree roots of the trees immediately adjacent the proposed path will not be impacted.

17.14 Other

- Some submissions requested an evaluation of whether space for communications ducting should be provided along the length of the route.

Response: Having considered this proposal, the incorporation of communications ducting could be in considered as part of the detailed design stage. It is considered that this would be of greatest relevance and potential benefit within Section B, having regard to the adjacent properties and associated infrastructure requirements. However, the implementation of communications ducting would be contingent upon the approval and delivery of Section B (Glen Lawn Drive to Cabinteely Park) of the scheme.

- Respondents highlighted that the Parkrun team using Cabinteely Park on Saturday mornings should be accommodated and supported.

Response: The importance of accommodating the Park Run event in Cabinteely Park is recognised. The proposed greenway has been designed to complement existing park activities and will support shared use of the park. The route will remain fully accessible to Park Run participants and ongoing coordination and clear signage will help ensure that regular events such as Park Run can continue to operate safely and successfully alongside day-to-day greenway use.

- Some respondents suggested that netting should be installed along the stretch of Greenway running behind the football pitches in Cabinteely Park to protect cyclists and pedestrians from stray balls.

Response: Sections of low level hedging are proposed alongside the pitches in locations where stray balls are most likely to occur, providing a softer, more visually appropriate form of separation within the park setting. This approach will be monitored once the greenway is in use and additional measures can be considered if required to ensure the safety and comfort of greenway users.

- Submissions suggested establishing a permanent liaison group with residents to monitor ongoing issues.

Response: Ongoing engagement with the community will be encouraged to monitor the use of the greenway, address any emerging issues and ensure the facility continues to meet the needs of all users. This may include periodic meetings or other mechanisms to maintain open communication between residents, park users and the DLRCC.

- One submission proposed pedestrianising Old Bray Road or redesigning it as a cycle street.

Response: This is outside the scope of this project.

- Public transport connections to the area should also be improved to encourage people out of their cars.

Response: Improvements to the wider bus network are proposed under BusConnects. The proposed greenway will enhance links to existing bus routes along Cornelscourt Hill Road and the N11.

- Concerns were raised about the ability of the infrastructure in the area to deal with the influx of new residents with the apartment developments in the area.

Response: The design of the scheme has been done with consideration for the future likely demands to be generated as the wider area develops. Furthermore, the proposed greenway aim to increase the proportion of trips undertaken by active modes and reduce reliance on the private car which in turn will help to address congestion issues on the surrounding road network currently experienced and which would be exacerbated if future developments/residents continue to be primarily reliant on private car and not have suitable alternative options in terms of travel.

- Concerns raised about disruption caused by construction and frustration around the ongoing construction causing traffic congestion across DLR.
 - Particular concern was raised about construction impeding access to Vale View Lawn and Holmwood.

Response: As the route is largely off road, the level of disruption likely to be caused to motorists during construction will be relatively minor. Disruption to traffic on Vale View Lawn and Holmwood is expected to be minimal given their location in relation to the proposed route. The phasing of the scheme will take into consideration other planned works in the area to minimise impacts during the construction stage.

- DLR blue shed in Killart estate that might cause obstructions to cyclists and should be removed.

Response: This will be reviewed at detailed design stage.

- Some submissions queried the plan for the new bridge crossing Cabinteely stream and linking to the wider Cherrywood Green Routes network, its proximity to the historic wall, flood risk of the bridge, scale of the bridge and its impact on the surrounding area.

Response: The proposed route will connect to the constructed bridge deck serving the former Doyle's Nursery site, with gentle gradients provided on both approaches to tie in with the bridge deck level. The scheme will be developed on the basis of minimum intervention, with careful consideration given to existing structures. In particular, the design will ensure that the

rear garden walls at Carraig Glen, which adjoin the historic wall, are not destabilised. The tie in of the greenway with the bridge will be sensitively integrated to fit appropriately within its surroundings.

The connection to the Cherrywood Green Routes network is a key element of the scheme as it provides an important link in expanding the active travel network and aligning with both the GDA Cycle Network Plan and DLR Cycle Plan. The alignment and scale of the proposed new bridge has been developed to minimise impacts on the local landscape. Flood risk has been assessed and the design ensures the structure is resilient and safe under current and projected conditions.

- There were concerns raised about the proposed removal and reconstruction of approximately 80 m of the stone boundary wall at Carraig Glen, with a request for clear plans and confirmation of potential impacts on ground stability and nearby garden retaining walls.

Response: The proposed route passes close to the stone wall located along the southern boundary of the Carraig Glen housing estate. The wall is initially freestanding, adjacent to Brennanstown Road, and transitions into a retaining wall as it extends eastward. Parts of this wall have collapsed and have been damaged by tree roots and in its current state would be a safety concern for greenway users. Therefore, it is proposed to reconstruct the wall on a like-for-like basis in a traditional manner following stabilisation of the ground. This has been assessed as part of the Heritage Appraisal carried out and proposed mitigation measures incorporated into the construction proposals. There will be minimal intervention and the rear garden walls at Carraig Glen which abut the historic wall will not be destabilised.

- Queries around the timeline for completion were raised in a number of submissions.

Response: A final decision on the scheme is expected Q1 2026. Subject to achieving Statutory Approval and funding from the NTA, Detailed Design would take place over Q2 – Q4 2026. Construction Stage is then expected to commence in 2027.

- A submission from residents at the Brennanstown Road crossing looking for assurance that the green steel fencing along the stream will not be altered. They also request a yellow box, on both sides of the road outside their property to allow them to access their driveway.

Response: It is proposed to retain the existing palisade fencing along the edge of the stream to the east of Brennanstown Road. A 'Keep Clear' marking has been indicated on the proposed plans for the property immediately south of the shuttle system.

- A submission objected to the S-shaped path directly in front of Carleton House and the corner of Mercer House due to its proximity to residential buildings

Response: The alignment of the route in the vicinity of Mercer House and Carleton House has been designed so as to maximise the separation distance between the path and apartment blocks as much as possible. At its closest point, the path will be 17m from Mercer House and 12m from Carleton House. The alignment of the route at this point is influenced by the need to achieve a suitable gradient as it ramps up to facilitate a potential connection to the Druids Glen road.

18. Summary

Following analysis of the feedback received during the statutory public consultation process it is evident that the majority of submissions support the scheme either as it's currently proposed or with changes.

A review of Citizen Space data per Scheme Section and sentiment patterns point to a clear challenge in Section A (Cornelscourt Hill Road to Glen Lawn Drive) and Section B (Glen Lawn Drive to Cabinteely Park). These stretches of the route attracted the highest levels of opposition and consistently emerge as the areas where local residents express the greatest concern. The concerns raised in relation to these sections were carefully considered and comprehensively addressed through the overall design approach.

Nonetheless, having regard to the significant level of opposition expressed in submissions in respect of Section B, it is recommended that Section B be omitted from the proposed scheme. In the absence of Section B, Section A would no longer provide a coherent or functional link within the overall route and would result in an isolated and inconsistent intervention. Accordingly, it is recommended that Section A also be removed from the scheme. Given the deficiencies at the existing Cornelscourt Hill Road / Old Bray Road junction, measures to address these could be revisited as part of a separate scheme at a future date.

Notwithstanding the above, and in the interests of road safety, it is recommended that the proposed upgrades to the Glen Lawn Drive / Glen Drive roundabout are progressed. These upgrades are necessary to facilitate the safe and convenient crossing of vulnerable road users and to ensure a safe termination of the route, thereby preventing a potential traffic hazard arising from an inadequate or abrupt end point for the route.

A number of minor improvements have been suggested that will be considered as part of the detailed design stage. These are summarised as follows:

- Consideration of inclusion of a yellow box marking at the Brennanstown Road / Carraig Glen junction.
- Consider wayfinding signage strategy along the route.
- Seating with arm rests to be considered where seating areas are proposed.

In addition to the above, the proposed development as shown in the drawings accompanying this report, will be subject to the following conditions:

- A site-specific Construction and Environmental Management Plan (CEMP) will be prepared and submitted at least 5 weeks prior to commencement of the proposed project including enabling works.
- The CEMP will include for an Ecological Clerk of Works (EcOW) with this role undertaken by a suitably qualified ecologist to monitor the construction phase.
- Details of the location and design of fencing to be discussed and agreed with the DLR Biodiversity Officer during detailed design stage.
- An Invasive Species Plan will be prepared and submitted at least 5 weeks prior to the commencement of the project including enabling works.
- A monitoring programme and report will be prepared and submitted.
- A Fisheries Management Plan will be prepared and submitted to Inland Fisheries and incorporated into the CEMP where relevant.
- Specification of design and construction methods will be discussed and agreed with the DLR Biodiversity Officer during detailed design stage.
- A Project Ecologist will be appointed in agreement with the DLR Biodiversity Officer prior to construction.
- A Biodiversity Mitigation and Monitoring Programme will be prepared and submitted at least 3 weeks prior to commencement of the project including enabling works to the DLR Biodiversity Officer.
- Specification of exact materials and finishes and park entrance details to be discussed and agreed with Parks department at detailed design stage.
- All planting details to be discussed and agreed with Parks department at detailed design stage.

- Arborist to be retained for the full duration of the scheme.
- Adjacent space to be provided at each bench location to accommodate a wheelchair user of buggy.
- Traffic signal design, road signage and marking design (noting potential legislative changes), and Construction Traffic Management Plan (CTMP) to be agreed with the Traffic and Road Safety Section prior to construction.
- Detailed construction drawings of the relevant details to be submitted to and agreed with the Drainage department prior to construction.
- Construction Management Plan (CMP) will be prepared at detailed design stage and submitted for approval prior to commencing construction.
- In consultation with the Department of Housing, Local Government & Heritage, the developer shall engage a suitably qualified archaeologist to monitor (licensed under the National Monuments Acts) all topsoil stripping associated with the development. The use of appropriate machinery to ensure the preservation and recording of any surviving archaeological remains shall be necessary.
- Should archaeological remains be identified during the course of archaeological monitoring, all works shall cease in the area of archaeological interest pending a decision of the planning authority, in consultation with the Department of Housing, Local Government & Heritage, regarding appropriate mitigation [preservation in-situ/excavation].
- The developer shall facilitate the archaeologist in recording any remains identified. Any further archaeological mitigation requirements specified by the planning authority, following consultation with the Department of Housing, Local Government & Heritage, shall be complied with by the developer.
- Following the completion of all archaeological work on site and any necessary post-excavation specialist analysis, the planning authority and the Department of Housing, Local Government & Heritage shall be furnished with a final archaeological report describing the results of the monitoring and any subsequent required archaeological investigative work / excavation required. All resulting and associated archaeological costs shall be borne by the developer.

19. Recommendation

The proposed development is considered to be in accordance with the provisions of the Dún Laoghaire-Rathdown County Development Plan 2022-2028 and with the proper planning and sustainable development of the area. In accordance with the legislation, the proposed development may be carried out as recommended in the Chief Executive's Report, unless the Council, by resolution, decides to vary or modify the development otherwise than as recommended, or decides not to proceed with the development.

Subject to the above, members are hereby notified in accordance with Section 138 of the Local Government Act 2001, as amended, of the intention to proceed with the proposed development outlined in the drawings provided in this pack that accompany this report subject to the following conditions:

- That the items outlined previously in Section 18 will be considered as part of the detailed design
- Section A (Cornelscourt Hill Road to Glen Lawn Drive) and Section B (Glen Lawn Drive to Cabinteely Park) be omitted from the proposed scheme. However, in the interests of road safety, it is recommended that upgrades to the Glen Lawn Drive / Glen Drive roundabout be progressed to facilitate the safe and convenient crossing of vulnerable road users and to ensure a safe termination of the route, thereby preventing a potential traffic hazard
- That funding is provided by the scheme for a fish barrier mitigation study and at least one barrier mitigation project in consultation with the DLR Biodiversity Officer and Inland Fisheries
- And to any such minor amendments and minor or immaterial alterations to the plans and particulars of the development

James Phelan

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James Phelan

Director of Infrastructure & Climate Change Department

Appendix A: Proposed Development Drawings

(Attached Separately)

Appendix B: AA Screening Determination

**Appropriate Assessment Screening Determination under the
 European Communities (Birds and Natural Habitats) Regulations, 2011 (as amended)
 (For Proposed Local Authority Development)**

Project Title: Cabinteely Greenway

Description of the Proposed Development:

Dún Laoghaire-Rathdown County Council is proposing the development of a greenway between Cornelscourt and Cherrywood via Cabinteely Park, Co. Dublin. The Cabinteely Greenway will form part of the DLR Cycle Network.

The objective of the schemes is to deliver enhanced walking and cycling environment for residents, students, commuters and visitors, improving connectivity, sustainability, safer access to schools and public transport. The proposed scheme has an overall length of approximately 2.3 km, commencing at the Old Bray Road/Cornelscourt Hill (R842) junction in Cornelscourt Village. It continues along Cornelscourt Hill, Glen Lawn Drive up to Cabinteely Park; through Cabinteely Park; across Brennanstown Road and Brennanstown Avenue to the north-eastern boundary of the Cherrywood SDZ, connecting into the future Cherrywood Green Routes Network. The route also includes an improved active travel connection between Cabinteely Park to the N11 via Clonkeen Road.

Most of the new pathways will be constructed where there are existing pedestrian and vehicular routes, with some sections requiring the laying of a mix of new footpaths and cycle lanes through grassland and woodland along the linear open space on Glen Lawn Drive and within and adjoining Cabinteely Park. The proposed scheme involves the creation of an urban greenway and comprises four distinct sections. The proposed general layout of each of these sections is as follows:

Section A: Old Bray Road/Cornelscourt Hill Junction to Glen Lawn Drive

Widening the existing footpath on the eastern side of Cornelscourt Hill to create a 4.0 m wide shared path with a short, localised narrowing to 3.0 m to avoid impacting an existing mature tree. The route then passes through a green space and link to Glen Lawn Drive.

Section B: Glen Lawn Drive to Cabinteely Park

A new 4.0 m wide shared path will be constructed along the southern side of Glen Lawn Drive with a new raised zebra crossing implemented at the western end of Glen Lawn Drive. Alterations will be made to the existing Glen Drive roundabout geometry and raised zebra crossings provided over each arm for pedestrians and cyclists.

Section C: Cabinteely Park plus connection north to the N11 via Clonkeen Road

Permanent closure of the existing park entrance on Glen Drive and the opening of a new entrance to Cabinteely Park on the north side of the stream (adjacent the Glen Drive roundabout), along with a second new entrance adjacent the Old Bray Road / Glen Drive junction. The route will largely follow the existing path alignment along the north/northeast side of the park and connect to Brennanstown Road. The path will be upgraded to provide a 5.0 m wide segregated path (2.0 m footpath and 3.0 m two-way cycle track). This section of the route also includes an improved connection to the N11 via the new park entrance and Clonkeen Road, which will be converted to a shared street.

Section D: Brennanstown Road to the north-eastern boundary of the Cherrywood SDZ

A new entrance into Cabinteely Park will be established on Brennanstown Road. Where the route crosses Brennanstown Road, a one-lane two-way traffic shuttle system is introduced for vehicular traffic. This traffic calming measure facilitates a safe crossing point for pedestrians and cyclists. The route continues as a shared path through the woodland area west/southwest of the Carraig Glen estate. The shared path will be 3.0 m wide at the entrance to this woodland area, widening back to 4.0m once it passes through the

ecologically sensitive zone. This path follows the eastern side of Cabinteely Stream, with a new zebra crossing over Brennanstown Avenue. A new pedestrian / cyclist bridge is proposed to cross over to the western side of the Cabinteely Stream facilitating connections to Cherrywood and the future Cherrywood Green Routes Network.

Additional works will include landscaping and public realm works, site clearance works, new informal play areas, planting of new trees and associated landscaping works, installation of SUDS measures, new street furniture, road resurfacing works, signage replacement, installation of new lighting columns, repair of existing wall to the east of Brennanstown Road and associated ancillary works.

The proposed works traverse Cabinteely Park, which includes several Protected Structures: Cabinteely House, RPS No. 1683; Cabinteely House – Stable Complex, RPS No. 2062; Cabinteely House -Gate Lodge, RPS No. 1980; Cabinteely House -Gateway, RPS No. 2101; and, Brennanstown House -Gate Lodge, RPS No. 2017. No works will be undertaken to any of the protected structures.

Legislative Context:

This determination has considered the relevant legislative context as set out in the AA Screening report including, but not limited to:

- Habitats Directive (Council Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora)
- Birds Directive (Council Directive 2009/147/EC on the conservation of wild birds)
- European Communities (Birds and Natural Habitats) Regulations 2011 (as amended) (S.I. No. 477 of 2011)
- Planning and Development Act 2000, as amended.
- Planning and Development Regulations 2001, as amended.
- Roads Act 1993, as amended
- Roads Regulations, 1994 (S.I. 119/1994)

AA Screening Report:

The Active Travel Section, Infrastructure and Climate Change Department of Dún Laoghaire-Rathdown County Council (DLRCC) commissioned Flynn Furney Environmental Consultants to prepare an AA Screening Report (AASR), titled 'Appropriate Assessment Stage 1: Screening' (October 2025) for Cabinteely Greenway.

The AASR has been examined and evaluated by Ger Ryan, Senior Planner, Planning & Economic Department, and is satisfied that the AASR gives full consideration to the relevant Directives and legislation and agrees with the contents and conclusion set out in the AASR and the reasons therein.

Specific risks and characteristics associated with the proposed work site were assessed and the AASR identifies potential environmental and ecological challenges inherent to the site, including its physical layout, proximity to sensitive habitats, and hydrological conditions. The assessment undertaken as part of the AASR highlights areas where construction activities may pose risks to local biodiversity, water quality, or habitat integrity.

Eighteen European Sites are located within 15km of the proposed Cabinteely Greenway: North Dublin Bay SAC, Howth Head SAC, Howth Head Coast SPA, North-West Irish Sea SPA, North Bull Island SPA, South Dublin Bay SAC, South Dublin Bay and River Tolka Estuary SPA, Rockabill to Dalkey Island SAC, Dalkey Islands SPA, Ballyman Glen SAC, Bray Head SAC, Knocksink Wood SAC, Wicklow Mountains SAC, Wicklow Mountains SPA, and Glenasmole Valley SAC. The nearest European Sites to the proposed Cabinteely Greenway are Dalkey Islands SPA and Rockabill to Dalkey Island SAC which are 6.5km and 5km respectively removed from the southern end of the Greenway development via the Cabinteely Stream's connection to Killiney Bay. Several European Sites can be ruled out immediately due to a clear

topographical separation and lack of hydrological connectivity as they are in separate river basins. The remaining sites have some, albeit very limited, hydrological connectivity to the proposed project via its connection to the sea by way of Cabinteely Stream.

The closest two European Sites, the Rockabill to Dalkey Island SAC (4.2km) and the Dalkey Islands SPA (4.5km) were assessed for likely significant effects (LSEs) for impacts to water quality. South Dublin Bay SAC (4.1km), South Dublin Bay and River Tolka Estuary SPA (3.5km), Howth Head Coast SPA (12km), Dalkey Islands SPA (4.5km), North Bull Island SPA (11km) and North-West Irish Sea SPA (9km) were assessed for impacts to their QI bird species. Following assessment, potential impacts can be confidently ruled out on South Dublin Bay SAC, Rockabill to Dalkey Island SAC, Dalkey Islands SPA and North Dublin Bay SAC as these European Sites are at a greater remove and/or have no identifiable connectivity with the proposed works. Given the nature and scale of the works, the identified sources and pathways are not considered to be significant for direct impacts upon any European Site. South Dublin Bay and River Tolka Estuary SPA and North Bull Island SPA required further assessment on the potential for impacts upon their mobile QI species. Following further assessment, the AASR determined no significant effects on the subject mobile QI species.

The AASR concludes that, on the basis of objective information and in view of best scientific knowledge, while applying the precautionary principle, the proposed development, either individually or in combination with other plans or projects, and without relying on any mitigation measures, is not likely to have a significant effect on any European Sites, in view of each sites' conservation objectives. There is no reasonable scientific doubt in relation to this conclusion.

The main reasons for this conclusion are as follows:

- There is no conceivable overland pathway for any impact sources to any European Sites.
- Impact pathways via air are discounted, as the magnitude of airborne pollution that would need to be generated by the proposed development in order to reach the nearest Designated European Site is far beyond that which could potentially be generated by either the construction or operation phases.
- Having regard to the nature of the proposed development, the potential for pollution, and the kinds of groundworks involved, no impacts to the local groundwater are to be predicted.
- Considering together the potential magnitude of waterborne pollutants that could be generated by the proposed development (during construction in a worst-case scenario) and the dilution factor from the kilometres of sea, direct impacts upon the water quality in any coastal European Sites are considered to be negligible.
- The proposed project does not overlap with a European Site, it does not intersect with any of the habitat types designated as protected under the regulatory framework of the site it will not result in the reduction of natural areas within the SPA boundaries mentioned.
- There is no potential for protected species listed as QIs of this site to be impacted if they are using the site. The proposed project does not have the potential to have adverse impacts on key species.
- QIs are not present within the project footprint, or important foraging habitats for protected species.
- The proposed project will not result in any adverse impacts on key species in the absence of mitigation, including anticipated habitat or species fragmentation, or a reduction in species density.
- Having regard to site drainage, surface water hydrochemistry, hydrogeology, groundwater vulnerability, proximity to European Sites, receptor sensitivity, proposed infrastructure and site drainage, the proposed project will not result in any changes in key indicators water quality which would impact the conservation value in the absence of mitigation.

- No significant fragmentation of high-value habitats is anticipated arising from Cumulative and/or In-Combination Effects with Other Plans and Projects.
- The proposed project is not necessary to or connected with the management of any European Sites.
- Direct impacts upon European Sites have been assessed and none are predicted to result from proposed project.
- Indirect impacts upon European Sites, their ex-situ habitats and their mobile QIs have been assessed, and none are predicted to result from the proposed development.

Determination:

Having regard to the foregoing, on the basis of objective information and in view of best scientific knowledge and applying the precautionary principle, for the reasons set out above and in the AA Screening Report, it has been concluded that the proposed development (**Cabinteely Greenway**), individually or in combination with other plans or projects¹, without relying on any mitigation measures, will not have a significant effect on any European Sites, in view of the sites' conservation objectives, and that there is no reasonable scientific doubt in relation to this conclusion.

Consequently, a Stage Two AA and a Natura Impact Statement (NIS) is not required.

Signature:


Name

Senior Planner, Planning Department
Position / Department

Signatory (Approved Officer):


Name

Director of Services, Planning & Economic Department
Position / Department

Delegation No. 2670

Date: 21st Oct. 2025

The proposed **Cabinteely Greenway** is being promoted by the Active Travel Section, Infrastructure and Climate Change Department. This Appropriate Assessment Screening Determination in respect of the proposed **Cabinteely Greenway** has been made by Paul Kennedy, Director of Services of the Planning

¹ Except as provided for in Article 6(4) of the Habitats Directive, viz. There must be:

- a) No alternative solution available,
- b) Imperative reasons of overriding public interest for the plan to proceed; and
- c) Adequate compensatory measures in place.

and Economic Department to apply appropriate functional separation in the carrying out of a Screening Determination for Appropriate Assessment.

Appendix C: EIA Screening Determination

Environmental Impact Assessment (EIA) Screening Determination (For Proposed Local Authority Development)

| | |
|-----------------------|----------------------------|
| Project Title: | Cabinteely Greenway |
|-----------------------|----------------------------|

Description of the Proposed Development:

Dún Laoghaire-Rathdown County Council is proposing the development of a greenway between Cornelscourt and Cherrywood via Cabinteely Park, Co. Dublin. The Cabinteely Greenway will form part of the DLR Cycle Network.

The objective of the schemes is to deliver enhanced walking and cycling environment for residents, students, commuters and visitors, improving connectivity, sustainability, safer access to schools and public transport. The proposed scheme has an overall length of approximately 2.3 km, commencing at the Old Bray Road/Cornelscourt Hill (R842) junction in Cornelscourt Village. It continues along Cornelscourt Hill, Glen Lawn Drive up to Cabinteely Park; through Cabinteely Park; across Brennanstown Road and Brennanstown Avenue to the north-eastern boundary of the Cherrywood SDZ, connecting into the future Cherrywood Green Routes Network. The route also includes an improved active travel connection between Cabinteely Park to the N11 via Clonkeen Road.

Most of the new pathways will be constructed where there are existing pedestrian and vehicular routes, with some sections requiring the laying of a mix of new footpaths and cycle lanes through grassland and woodland along the linear open space on Glen Lawn Drive and within and adjoining Cabinteely Park. The proposed scheme involves the creation of an urban greenway and comprises four distinct sections. The proposed general layout of each of these sections is as follows:

Section A: Old Bray Road/Cornelscourt Hill Junction to Glen Lawn Drive

Widening the existing footpath on the eastern side of Cornelscourt Hill to create a 4.0 m wide shared path with a short, localised narrowing to 3.0 m to avoid impacting an existing mature tree. The route then passes through a green space and link to Glen Lawn Drive.

Section B: Glen Lawn Drive to Cabinteely Park

A new 4.0 m wide shared path will be constructed along the southern side of Glen Lawn Drive with a new raised zebra crossing implemented at the western end of Glen Lawn Drive. Alterations will be made to the existing Glen Drive roundabout geometry and raised zebra crossings provided over each arm for pedestrians and cyclists.

Section C: Cabinteely Park plus connection north to the N11 via Clonkeen Road

Permanent closure of the existing park entrance on Glen Drive and the opening of a new entrance to Cabinteely Park on the north side of the stream (adjacent the Glen Drive roundabout), along with a second new entrance adjacent the Old Bray Road / Glen Drive junction. The route will largely follow the existing path alignment along the north/northeast side of the park and connect to Brennanstown Road. The path will be upgraded to provide a 5.0 m wide segregated path (2.0 m footpath and 3.0 m two-way cycle track). This section of the route also includes an improved connection to the N11 via the new park entrance and Clonkeen Road, which will be converted to a shared street.

Section D: Brennanstown Road to the north-eastern boundary of the Cherrywood SDZ

A new entrance into Cabinteely Park will be established on Brennanstown Road. Where the route crosses Brennanstown Road, a one-lane two-way traffic shuttle system is introduced for vehicular traffic. This traffic calming measure facilitates a safe crossing point for pedestrians and cyclists. The route continues as a shared path through the woodland area west/southwest of the Carraig Glen estate. The shared path will be 3.0 m wide at the entrance to this woodland area, widening back to 4.0m once it passes through the ecologically sensitive zone. This path follows

the eastern side of Cabinteely Stream, with a new zebra crossing over Brennanstown Avenue. A new pedestrian / cyclist bridge is proposed to cross over to the western side of the Cabinteely Stream facilitating connections to Cherrywood and the future Cherrywood Green Routes Network.

Additional works will include landscaping and public realm works, site clearance works, new informal play areas, planting of new trees and associated landscaping works, installation of SUDS measures, new street furniture, road resurfacing works, signage replacement, installation of new lighting columns, repair of existing wall to the east of Brennanstown Road and associated ancillary works.

The proposed works traverse Cabinteely Park, which includes several Protected Structures: Cabinteely House, RPS No. 1683; Cabinteely House – Stable Complex, RPS No. 2062; Cabinteely House –Gate Lodge, RPS No. 1980; Cabinteely House –Gateway, RPS No. 2101; and, Brennanstown House –Gate Lodge, RPS No. 2017. No works will be undertaken to any of the protected structures.

Legislative Context:

This determination has considered the relevant legislative context as set out in the EIA Screening Report, including, but not limited to:

- Directive 2011/92/EU as amended by Directive 2014/52/EU (known as the EIA Directive) on the assessment of the effects of certain public and private projects on the environment.
- Planning and Development Act, 2000, as amended
- Planning and Development Regulations, 2001, as amended
- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018) (S.I. 296/2018)
- Roads Act 1993, as amended
- Roads Regulations, 1994 (S.I. 119/1994)
- Roads (Amendment) Regulations 2019 (S.I. 486 of 2019)
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

EIA Screening Report:

The Active Travel Section, Infrastructure and Climate Change Department of Dún Laoghaire-Rathdown County Council (DLRCC) commissioned MacCabe Durney Barnes to prepare an Environmental Impact Assessment Screening Report (EIASR) ('EIA Screening Report: Proposed Cabinteely Greenway Part 8', October 2025) to determine whether the proposed Cabinteely Greenway scheme is likely to give rise to significant environmental effects and whether an EIA Report is required. The EIASR has regard to relevant supporting documentation including: Appropriate Assessment Stage 1: Screening Report (prepared by Flynn Furney Environmental Consultants), Ecological Impact Assessment (prepared by Flynn Furney Environmental Consultants), Design proposals (prepared by DBFL Consulting Engineers), Cabinteely Greenway Heritage Appraisal (prepared by John McLaughlin Architects), Site Specific Flood Risk Assessment (prepared by DBFL Consulting Engineers) and Traffic Impact Assessment (prepared by DBFL Consulting Engineers).

The EIASR has been considered and evaluated by Ger Ryan, Senior Planner, Planning & Economic Department and is satisfied that the EIASR gives full consideration to the relevant legislative context; sets out the requirements for mandatory and sub-threshold EIA; and agrees with the contents and conclusion set out in the EIASR.

The EIASR details the characteristics of the proposed development and its likely significant effects, if any, on the environment. The EIASR concludes that, having regard to the proposed

development which is considered not of a nature specified in either Part 1 or Part 2 of Schedule 5 or considered as a development type subject to mandatory EIA under the Roads Acts, the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following: The scale, nature and location of the proposed impacts; The potential impacts and proposed mitigation measures, and the results of the any other relevant assessments of the effects on the environment; it is considered that the proposed development, by itself or in combination with other projects, would not be likely to have significant effects on the environment and it is recommended that an Environmental Impact Assessment and Environmental Impact Assessment Report is not required.

The reasons for this conclusion as set out in the EIASR are *inter alia* as follows:

- The EIASR has followed the relevant legislation and has had regard to relevant guidance.
- The proposed development does not fall within any of the classes of projects identified in Annex I of the EIA Directive and listed in Part 1 of Schedule 5 of the 2001 Regulations which require a mandatory EIA.
- The proposed development does not meet or exceed the thresholds set out in Part 2 of Schedule 5 of the 2001 Regulations for any classes of projects identified in Annex II of the Directive (as transposed in Part 2 of the Regulations) and does not trigger the need for a mandatory EIA.
- The proposed development does not fall within the mandatory threshold for EIA outlined in Section 50(1) of the Roads Act, 1993 (as amended), or Article 8 of the Roads Regulations 1994 and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019).
- The proposed development is considered a sub-threshold development and has been screened for EIA on that basis.
- The AA Screening Report confirms that the proposed project is not within a European Designated site and is not likely to have any direct impact on, or provide a pathway for pollutants to European Sites.
- There is no likely impact on sensitive water bodies, rivers or environmental designations.
- The proposed project is not located on or adjoining any nature reserves.
- No potentially significant impact will have effects on any species or habitat that are of greater than local or county importance.
- The proposed scheme is considered positive in terms of human health.
- There will be no significant habitat loss based on the cumulative effects of projects.
- There will be no significant or cumulative effects on Designated Sites.
- Proposed demolition works are considered to be minor in nature and do not have a negative impact on the built heritage of the area.
- The proposed development does not give rise to any significant impacts on the use of natural resources.
- No significant waste streams will be generated.
- All construction activities will be managed in accordance with the recommendations of a CEMP and monitored by an Ecological Clerk of Works.
- Construction stage impacts are considered as short term and slight/moderate in nature and therefore not likely to have significant environmental impacts.
- The proposed development will not have a significant negative impact on landscapes and sites of historical, heritage, cultural or archaeological significance.
- The proposed development will result in improved air quality due to the promotion of active travel.
- On the basis of its nature, scale and location of the proposed impacts when considered by itself or in combination with other projects, the proposed development would not be likely to have significant effects on the environment within the meaning of the Directive.

Determination:

Having regard to the foregoing, the proposed *Cabinteely Greenway* does not trigger a mandatory EIA under the EIA Directive 2011/92/EU as amended or the Planning and Development Regulations 2001, as amended. Further, the Council (as Competent Authority) determines, for the reasons set out above and in the EIA Screening Report, that the proposed development, is not likely to have significant effects on the environment due to the nature, scale or location of the proposed development relevant to areas of environmental sensitivity and the types and characteristics of potential impacts, cumulation of effects with those arising from other existing and/or proposed projects and measures to avoid or prevent what might otherwise have been significant adverse effects on the environment.

Requirements for Mitigation:

To avoid or to prevent what might otherwise have been significant adverse impacts on the environment, during construction and/or operation:

- Implementation of mitigation measures set out in the EclA (Flynn Furney Environmental, Oct. 2025).
- Implementation of mitigation measures to address alterations to historic boundary walls, as per the Heritage Appraisal.
- Construction phase related effects will be managed so as to be within appropriate standards by adherence to standard protocols and the CEMP, and monitored by an Ecological Clerk of Works, as recommended.

The Council determines that no significant impacts on the environment will arise from the construction or operation of the proposed *Cabinteely Greenway* scheme and that an EIA is therefore not required and an EIAR is not required to be prepared.

Therefore, it has been concluded, for the reasons set out above and in the EIA Screening Report, that the proposed development, by itself or in combination with other projects, is not likely to have a significant effect on the environment and accordingly that an Environmental Impact Assessment is not required. An EIAR is therefore not required.

| | | |
|--|---|---------------------|
| No real likelihood of significant effects on the environment | ✓ | EIA is not required |
| Real likelihood of significant effects on the environment | | EIA is required |

Signature: 
 Name

Senior Planner, Planning Department
 Position / Department

Signatory (Approved Officer):


 Name

Director of Services, Planning & Economic Department
 Position / Department

Delegation No. 2670

Date: 21st Oct. 2025

The proposed *Cabinteely Greenway* is being promoted by the Active Travel Section, Infrastructure and Climate Change Department. This Environmental Impact Assessment Screening Determination in respect of the proposed *Cabinteely Greenway* has been made by Paul Kennedy, Director of Services of the Planning and Economic Department to apply appropriate functional separation in the carrying out of a Screening Determination for Environmental Impact Assessment which is an appropriate functional separation in accordance with Article 9a of the EIA Directive.

Appendix D: Stakeholder Meetings

The project team identified 24 key stakeholder groups and organisations, including schools and childcare groups, clubs and resident's associations, who were invited to meet with the team during the statutory consultation window to discuss the proposed plans. The below groups attended meetings.

Dún Laoghaire-Rathdown Disability Consultation Group

Clonkeen College

St. Bridgid's Rugby FC

Park Residents Association

Appendix E: List of Names of Persons or Bodies who made Submissions or Observations

Names of individuals and representatives of groups who submitted responses to the consultation are listed below. In cases where handwriting was illegible, only initials could be recorded where possible. In some instances where the handwriting was entirely unreadable, the name could not be included in this list, though the submission itself is counted in the overall total.

A. Kelly
A. Spencer
Aaron Farrell
Aaron Maher
Aaron Moore
Abigail Henderick
Abigail McCartan
Adam O'Connor
Adam O'Connor
Aditya Gupta
Aditya Gupta
Aditya Saraf
Adrian Barry
Aedamar Torpey
Aidan Daly
Aidan Daly
Aidan Grehan
Aidan O'Connor
Aidan Power
Aidean O'Brien
Aifric
Ailbhe Murray
Ailbhe Ní Riain
Aimee Sweeney
Aine Comerford
Aine Galvin
Aine Galvin
Áine O'Loughlin
Áine O'Mahony
Áine O'Mahony
Aine Totten
Aine Totten
Aishling Goldrick
Aisling O'Donohoe
Aisling O'Rourke
Aisling O'Rourke
Aisling O'Rourke
Alacoque McMenamin
Alan Corcoran
Alan Diskin
Alan Gerard Moynihan
Alan Guerins
Alan Guerins
Alan Hegarty
Alan Maher
Alan Morton

Alan Moynihan
Alan Wyley
Alastair McMenamin
Alec Vaughan
Aleesha Spencer
Alena Silina
Alex Cook
Alex Kiersey
Alex McMullin
Alex Monaghan
Alexander Corbishley
Ali
Alice O'Hare
Alice Swift
Alis Smyth
Alison Coghlan
Alison Dillon
Alison Dillon
Alison pigot
Alison Pollard
Alma Gill
Alp Yagli
Amy Lane
Amy O'Brien
Amy Sharpe
Ana Kane
Andreas Walsh
Andrei Darjan
Andrew Craig
Andrew Hoey
Andrew Kelleher
Andrew Sykes
Andrew Woods
Andy Carr
Angela McManigan
Angela Roche
Angus Sutherland
Angus Sutherland
Ankur Bhargava
Ann Gill
Ann Hegarty
Ann Penrose
Anna Comerford
Anna Gordon
Anna Moynihan
Anna Murphy

Anne
Anne Frances O'Leary
Anne Hayes
Anne McCann
Anne Moulton
Anne Ridge
Anne Walsh
Anne-Marie Breathnach
Anne-Marie Drohan
Annemarie Hinds
Annette Howard
Annmarie Power
Anthony and Denise
McMahon
Anthony Elizabeth
Kavanagh
Anthony Kelleher
Antje
Antony Whittam
Aobh Kavanagh
Aoife Callan
Aoife Casey (and family)
Aoife Duffy
Aoife Hodgins
Aoife Kelleher
Aoife Kinsella
Aoife Kinsella
Aoife McNabb
Aoife O'Dea
Arthur Barton
Arthur Daly
Artur Jaworski
Ashlyn Casey
Ashlyn Casey
Auf Chorbachi
Austin Keegan
Austin Keegan
Avril
B. A. Mullan
B. Byrne
B. McCann
B. McGowan
Bairbre Sheridan
Barbara Douglas
Barbara Flynn
Barbara Kelly

Barbara Scully
Barry Cogavin
Barry Martin
Barry Martin
Barry McMullin
Barry O' Donovan
Barry O'Connor
Barry Walsh
Bébhinn Murphy
Bébhinn Murphy
Ben Davis
Ben O'Shea
Bernadette Crowley
Bernadette Crowley
Bernie Dunlow
Bharath Raghu
Bláthnaid O'Riada
Bobby Vaughan
Breda Marshall
Breda McDonagh
Breda Morrissey
Breda Whelan
Breffni loughlin
Brenda Mac Hugh
Brendan
Brendan Callan
Brendan D Griffin
Brendan Fitzpatrick
Brendan Fitzsimons
Brendan Fogarty
Brendan Kealy
Brent Nadurata
Brian Buckley
Brian Connolly
Brian D'Arcy
Brian Doody
Brian Dunphy
Brian Dunphy (Living
Streets Dun Laoghaire
PPN)
Brian Dunphy (Stimare
Ltd)
Brian Evans
Brian Grogan
Brian Larkin
Brian Macken
Brian Martin
Brian McCann

Brian Morley
Brian Quinlan
Bridie Rafferty
Bridie Rafferty
Bryan Maguire
Byran Curtin
C. Quinn
Caitriona MacAonghusa
Calum Maher
Caoimhe
Caoimhe Dunne
Caoimhe McGrath
Caoimhe O'Driscoll
(Holmwood)
Cara Brennan
Cara Toner
Caragh Egan
Caramel O'Rily
Carmel O'Driscoll
Carol Barton
Carol Barton
Carol Ellis
Carol Ellis Barton
Carol Fitzpatrick
Carol Fitzpatrick
Carol Lee
Carolyn Haubold
Caroline Crowley
Caroline Crowley
Caroline Duffy
Caroline Lynch
Caroline Melhuish
Caroline Melhuish
Caroline O'Donovan
Caroline O'Neill
Caroline Weldon
Carrie Swain
Cathal
Cathal Clarke
Cathal Coyle
Cathal Muldoon
Catherine Darker
Catherine Dunne
Catherine Dunne
Catherine Fitzgerald
Catherine Kelleher
Catherine McCarthy
(Cycling Without Age)

Catherine Quinlan
Catherine Spillane
Cathy and Colin Halion
Cathy Hanley
Cathy Hanley
Cathy O'Shea
Catriona Caffey and family
Catriona Gaffey
Catriona Gaffey
Catriona Gaffey
Ceara Lee Kelly
Cedric
Celestine O'Reilly
Chairperson, Cabinteely
Football Club
Charles Delap
Charles O'Rourke
Charles Radiguet
Charles Sheehan
Chloe
Chloe Edwards
Chloe Goode
Chloe Griffin
Chris Stevens
Christian Stevens
Christian Tripputi
Christina Gress
Christine Magee
Christine Tyndall
Cian Long
Cian Lyons
Cian O'Toole
Cian Rooney
Cian Walsh
Ciara Byrne
Ciara McNestry
Ciara Morton
Ciara O'Flaherty
Ciara O'Toole
Ciarán Ahern
Ciaran Deane
Ciaran Deane
Ciaran Downey
Ciarán Finnegan
Ciaran Flynn
Ciaran Hickey
Ciaran McCarthy
Ciarán McGowan

Ciaran McGrath
Ciaran O'Connor
Cillian Byrne
Cillin Mac Donnchadha
Clair Howell
Claire
Claire Anne
Claire Blake
Claire Brennan
Claire French
Claire Gloster
Claire Jacobs
Claire Kelleher
Claire McCann
Claire Nowlan
Clara Clark (Cycling
Without Age)
Clara Clark (Cycling
Without Age)
Clare Crowley
Clare Morgan
Clare Rossiter
Clare Shanahan
Clare Vaughan
Clodagh Fitzpatrick
Clodagh Hanrahan
Colette Mc Namee
Colln Byford
Colin Dixon
Colin Hayes
Colm Clarke
Colm McGlinchey
Colm O hEigearthaigh
Colm O'Hare
Colm O'Hare
(Secretary/Acting
Chairman The Park
Residents Association
Colm O'Hare (The Park
Cabinteely Residents
Association)
Colon Pitrat
Colum Clissmann
Colum Coffey
Con Moynihan
Con Moynihthan
Conahan
Conal O Driscoll

Conall Daly
Conall Mac Aonghusa
Conmoy
Conor Agnew
Conor Byrne
Conor Byrne
Conor D'Arcy
Conor Davis
Conor Lavelle
Conor McGrath
Conor Molloy
Conor Quinlan
Conor Ryan
Conor Sharkey
Cormac Grace
Councillor Carrie Smyth
Cozan Denisa
Cozan Denisa
D. Ennis
D. O'Rourke
D. T.
Daire
Daire Townend
Damian Hanley
Damien Kavanagh
Damien Mills
Dan Coffey
Daniel Keane
Daniel Marsh
Daniel McSherry
Daniel Walsh
Daniela De Melo Carette
Danielle Byrne
Danny Hendrick
Danny landsman
Chairperson, Cabinteely
Football Club
Dara O'Rourke
Dara Turpin (Irish Doctors
for the Environment)
Daragh McCann
Daragh Solan
Daren Seagrave
Darragh Curran
Darragh F Kavanagh
Darragh L.
Darragh O Keeffe
Darragh O'Brien

Darragh O'Brien
Darren Brennan
Darren Keane
Dave McClann
David and Sarah Willis
David Anthony Houlton
David Barry
David Browne
David Diskin
David Graham
David Hanley
David Haslam
David Johnston
David Kenny
David Lowe
David Lynch
David Madders
David Maher
David McCann
David McGahern
David Mulvin
David Murray
David O'Neill
David O'Reilly
David Owens
David Plant
David Plant
David Power
David Ralph
Debbie Anderson
Deborah Kelly
Deborah NiCheallaigh
Declan Flood
Declan Gallagher
Declan Goode
Declan Heffernan
Declan Kavanagh
Declan O'Shea
Dee Bradley
Deeksha Shrivastava
Deidre Kearns
Deirdre Byrne
Deirdre Byrne
Deirdre Byrne
Deirdre Daly
Deirdre Keane
Deirdre Keegan
Deirdre McNamee

| | | |
|---|--------------------------------------|--------------------------------------|
| Deirdre Ní Chathasaigh | Dr A Machesney | Emma Malone |
| Deirdre O'Gorman | Dr Alan Courtney | Emma McMullin |
| Deirdre Searer | Dr Francis Behan | Emma Meehan |
| Demot McDowell | Dr. Mike McKillen | Emma Quinlan |
| Denisa Newton | Duncan Anderson | Emma Rafferty Hallinan |
| Denise Hearn | Dún Laoghaire-Rathdown | Emma Tierney |
| Denise Herlihy | Disability Consultation | Emma Vaughan |
| Department of Housing, Local Government, and Heritage | Group | Eoghan O'Rourke |
| Deputy Maeve O'Connell | Dylan Banahan | Eoin Dalton |
| Deputy Barry Ward | Dylan Maher | Eoin Dalton (Shay Brennan TD) |
| Derek Allgood | E. R. | Eoin Daly |
| Derek Cullinan | Eamon Clarkin | Eoin Farrell |
| Dermot Byrne | Éamonn Conlon | Eoin Geoghegan |
| Dermot Connaughton | Eamonn Flannery | Eoin Groarke |
| Dermot Connaughton | Eamonn Murphy (Golden Brown Café) | Eoin Killeen |
| Dermot Cullen | Eamonnbrandon | Eoin O'Neill |
| Dermot Cullen | Ede L Costigan | Eoin O'Mahony |
| Dermot Daly | Eileen Doherty | Etain Governey |
| Dermot Heffernan | Eileen Heffernan | Eugene Dillon |
| Dermot Heffernan and Maeve Heffernan | Eileen Woodbyrne | Evan O'Shea |
| Dermot Hughes | Éilis McDonnell | Evan O'Shea |
| Dermot Moriarty | Eimear Daly | Evelyn and Steven Hyder |
| Des Dockery | Eimear Daly | Fabien Mossiere |
| Des Dockery | Eimear Flannery | Felix Larkin |
| Des Dockery | Eimear O'Halloran | Felix Larkin |
| Des Gall | Eithne Kelly | Felix Larkin |
| Desmond Connolly | Eithne Searer | Felix Larkin |
| Desmond Gall | Elaine Cameron | Felix Larkin (Maeve O'Connell TD) |
| Diana Nistor | Elaine Lavelle | Fergal Costello |
| Diane Crowley | Elaine Murphy | Fergal Seeballuck |
| Diarmuid Quinn | Elaine Shiely | Fia O'Dowd |
| Dicken Baus | Elinor McNamara | Finian Murphy |
| Dill Dole | Elizabeth Eakins | Fintan Butler |
| Dion Fanning | Elva O'Callaghan | Fintan Meagher |
| Dominic Colbert | Emer Carey | Fiona |
| Don Sheahan | Emer Cunningham | Fiona Doris (Cycling Without Age) |
| Dónal Adams | Emer Cunningham | Fiona Gleeson |
| Donal Duffy | Emer Moriarty | Fiona Gleeson |
| Donal Evoy | Emily | Fiona Keane |
| Donal Moulton | Emily Carvill | Fiona McCarthy |
| Donal O'Carroll | Emily O'Neill | Fiona McGrath |
| Donal O'Shea | Emma | Fiona McKeon |
| Donnelly | Emma and Fintan Delaney | Fiona O'Sullivan |
| Dorothy Behan | Emma Branigan | Fiona Power |
| Dorothy Behan | Emma Eakins | Fiona Quigley |
| | Emma Hinds | |

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| Fionn Donnelly | Gerard Crowley | Isobel Pilkington |
| Fionn Keogh | Gerard McGrath | Isolde Cook |
| Fionn Ó Dálaigh | Gerard Mulholland | Ivan Sheppard |
| Fionnuala Callan | Gerard Roche | Ivan Shirley |
| FR P. Devitt | Gerry Sweeney | J. J. Culmane |
| Fr T. O'Keefe | Gerry Whelan | Jack Hedigan |
| Fran Burns | Gillian Maguire | Jack Holohan |
| Frances Carvill | Gina Cassidy | Jack Holohan |
| Frances Hunt | Gina O'Hare | Jack Kelly |
| Frances McMullin | Gina O'Hare | Jack Kelly |
| Francis Behan | Gina Stevens | Jack O'Neill |
| Frank Brandon | Gina Stevens | Jacob Cook |
| Frank Burke | Grace Fitzgerald | Jacqueline Baker |
| Frank McGee | Grace Groarke | Jacqueline Morrissey |
| G O'R | Gráinne Gallagher | James Boyle |
| Gabriel Beecham | Gráinne McDonagh | James Campion |
| Gail Keane | Gráinne Mulligan | James Clarke |
| Gail Keane | Grainne Parker | James Coleman |
| Gail Keane | Grainne Parker | James Forde |
| Gareth Little | Grattan Donnelly | James Hedderman |
| Garrett Fitzgerald | Greg Marsden | James Kearney |
| Garrett Pilkington | Greg O'Malley | James Kenny |
| Gary Dunlow | Gregg Murphy | James Magill |
| Gary Moran | Guillem Hernandez | James Magill |
| Gary Tobin | Guillem Hernandez | James McRedmond |
| Gary White | Gus Legge | James Michael Roxburgh |
| Gavin Barrett | Guy Sinclair | James Roxburgh |
| Gavin Dixon | Hannah-Eve Dowling | Jan Fitzell |
| Gavin Harte | Harry Coghlan | Jane |
| Gay Power | Harry Holohan | Jane |
| Gayatri Rajmohan | Heinrich Nelson | Jane Daly |
| Gaye Kane | Helen Holohan | Jane Evans |
| Gearid O'Leary | Henry Sheppard | Jane Meredith |
| Gearoid Comaskey (on behalf of Hugh and Brian McMahon) | Hilary | Janet Moore |
| Gearoid O'Broin | Hilary G | Janssens |
| Geoff O'Connor | Hugh Macevilly | Jasmine Hegler |
| Geoff Robinson | Hugh O'Neill | Jason Morgan |
| George Callery | Hussein Ghazal | Jason Morgan |
| George Hansen | Ian Connaughton | Jean Andrews |
| George Hardie | Ian McMahon | Jean Daly |
| George Mahon | Ian Murphy | Jeff Vaughan |
| Ger Gallagher | Ian Veitch | Jennifer Cogavin |
| Geraldine Hurley | Íde Ní Bhraonáin | Jennifer Doddy |
| Geraldine Romann | Imelda Galvin | Jennifer Guinan |
| Gerard Crowley | Ionut Nistor | Jennifer Marsden |
| Gerard Crowley | Irene Doody | Jennifer McGrath |
| | Iris O'Ferrall | Jennifer O'Dwyer |
| | Isabel Hernandez Kearns | Jennifer Sheehan |

Jenny Clarke
Jessica Holohan
Jessie Nicola
Jill Andrews
Jill Farrelly
Jim Harkin
Jim Jordan
Jim Kavanagh
Jim Kenny
Jim McDonald
Jim Monaghan
Joan Bosch
Joan Byrne
Joan Fitzpatrick
Joan Kavanagh
Joanna Byford
Joanna Marsden
Joanna Marsden (Tivoli
Safe Mobility Group)
Joanna O'Toole
Joanne Eakins
Joe Buckley
Joe Buckley
Joe Coveney
Joe Purser
Joe Purser
Joel Franklin
Johanna O'Sullivan
John Barry
John Coleman
John Durnin
John French
John Griffin
John Griffin
John Hickey
John Marsden
John Mc Elroy
John Moran
John Moriarty
John Moriarty
John Murray
John O'Keefe
John O'Mahoney
John Owen
John Paul Byrne
John Paul Mc Cabe
John Power
John Quigley

John Sloane
Jonathan
Jonathan Cowley
Jonathan Larkin
Jonathan Loughran
Jonnie Russell
Juanita Maartens
Judith Tedders
Judy Durnin
Judy Durnin
Judy Durnin
Jule Eakins
Julie Moynihan
Julie Murphy
June Anne Martin
June Derham
Justin Byrne
Justin Feddis
Justin Lawler
Justine Agnen
Karen Byford
Karen Doyle
Karen Farrell
Karen Haslam
Karen Haslam
Karen O'Leary
Karina
Karl Jordan
Karolina Parada
Kate
Kate Carroll
Kate Connolly
Kate McCullough
Kate O'Hanlon
Kate Sheppard
Kathleen Corcoran
Kathleen Tynan
Kathryn Meade
Kathy Sinclair
Kathryn Moroney
Kathryn Connaughton
Katie Stevens
Katy Kirwan
Kavanagh
Kavanagh
Kay Mulcahy
Keith
Keith Smyth

Kelly Hogan
Ken and Hilda Grace
Ken Grace
Ken Lee
Ken Poland
Kenneth Macleod
Kerrie O'Brien
Kevin Carey
Kevin Carey (Maeve
O'Connell TD)
Kevin Connelly
Kevin Connelly
Kevin Donohoe
Kevin Mangan
Kevin Ryan
Kieran Falvey
Kieron Cronin
Killian Casey
Killian McCullagh
Killian O Driscoll
Killian O'Driscoll
Kochurani Jacob
L. Ryan
Labhaoise Ní Fhaoláin
Lainey O'Duignan
Laura Callahan
Laura Chambers
Laura O'Hare
Laura Walsh
Lauren Mcevily
Leslie Binchy
Liam Dunne
Liam McCarthy
Liam Mulcahy
Liam Mulcahy
Liam Sheppard
Lianne Casey
Linda Ralph
Linden Lee
Linsy Prasanth
Linzi Simpson
Linzi Simpson
Lisa Cregan
Lisa D'Arcy
Lisa Ferris
Lisa Ferris (Maeve
O'Connell TD)
Lisa Goode

Lisa Johnston
Lisa McKenna
Liz Murphy
Liz Pilkington
Liz Pilkington
Lochlann Gallagher
Lorcan Lyons
Lorcan Lyons
Lorcan McDermott
Lorcan McGarry
Lori Keeve
Lorna Connaughton
Lorna Cullinan
Lorraine Bruton
Lorraine Kinsella
Lorraine Kinsella
Lorraine O'Neill
Louisa Bradley
Louise Crowley
Louise Crowley
Lucy Hayes
Lucy Kelleher
Lucy Slack
Luiz Verona
Luke Connelly
Luke Hallinan
Lynn Hegarty
M Dunne
M Dunne
M Hooper
M McSherry
M. Mc Guinness
Madeline Hallinan
Madlin
Maeve Heffernan
Maeve Moriarty
Maeve Ní Bhraonáin
Maeve O'Callaghan
Maeve Wallace
Maik Sinkovec
Maire C
Maire O'Brien
Mairead McElvaney
Mairead Mortimore
Malachy O'Regan
Mandy Daly
Manus Mac Gearailt
Maoilfosa Kiely

Marcella Moran
Marcos Byrne
Marcus West
Margaret Beausang
Margaret Connelly
Margaret Connolly
Margaret McNally
Margaret Russell LLB.
Margie Merrigan
Margot Tuite
Mari Fitzduff
Maria O'Mahony
Marian Duff
Marian Humpries
Marian O'Shea
Marie
Marie Byrne
Marie Byrne
Marie Duffy
Marie Gaughan
Marie Lonergan
Marie Mccullagh
Marion and Angus
Sutherland
Marion Sutherland
Marjorie Murray
Mark Dubbery
Mark DuBerry
Mark Hargaden
Mark Hinds
Mark Hinds
Mark Hynes
Mark Kane
Mark Kenny
Mark Kiersey
Mark Kiersey
Mark Langton
Mark McCann
Mark O'Brien
Mark Philip McMahan
Mark Regan
Mark Riordan
Mark Rossiter
Martha Bradley
Martin Murphy
Martin Rourke
Martin Smyth
Martin Sweeney

Martin Walsh
Martina Casser
Mary
Mary Brennan
Mary Browne (Secretary,
Geraldine P Moran GAA
club)
Mary Cleary
Mary Corry
Mary early
Mary Early
Mary Fox
Mary Geoghegan
Mary Goldrick
Mary Harnett
Mary- kate Ryan
Mary Looney
Mary Lovegrove
Mary Moore
Mary Moore
Mary O'Neill
Mary Reid
Mary Reid
Mary Reid
Mary Simpson
Matilda Barry
Matt Barry
Matthew Twomey
Maura Kelly
Maureen Bowler
Megan Pilkington
Melinda Mindruta
Meltem Ozgan
Mervyn Morrissey
Michael Abrahamson
Michael Bowler
Michael Cullinan
Michael Galvin
Michael Golden
Michael Governey
Michael Heavey
Michael O'Brien
Michael O'Leary
Michael O'Brien
Michalis Neururer
Michelle Callaghan
Michelle Flood
Michelle Lannon

Michelle Rourke
Miguel Rojo
Mike Holland
Mike Siglour
Miriam Fitzgerald
Miriam Lowe
Miriam McDonald
Miriam McMahon
Mirva Walsh
Mollie O'Hare
Morgan Cassidy
(Secretary, St Brigid's
RFC)
Muireann Connolly
Muiris Ó Riada
Musa Moholo
Myles Harcourt
Myles Reid
Myrtle Ferguson
N O'P
N Shanahan
Nancy Gonzalez
Nancy Robinson
Naoise Farrell
Naomi O' Toole
Naomi Sloane
Naomi Sloane
Neil Barton
Neil Barton
Neil Barton
Neil Clancy
Neil Clancy
Neil Coughlan
Neil Francis
Nessa O'Flaherty
Niall Byrne
Niall Connaughton
Niall Cowman
Niall Delaney
Niall Henry
Niall Murphy
Niall O'Connell
Niall O'Connell
Niamh Carrick
Niamh Gallagher
Niamh Holohan
Niamh L'Estrange
Niamh Lucey

Niamh O'Carroll
Niamh O'Sullivan
Nicholas McGrath
Nicholas Royle
Nick Stevens
Nicky Hunt
Nicky Keogh
Nicola Axford
Nicola Kenny
Nicola Maher
Nicola Murphy
Nicole O'Toole
Nikki
Nina Lyons
Noel Daly
Noel Daly
Noel O'Brien
Noel P. Kelly
Noel Shanahan
Noel Shanahan
Noha Ghazal
Nora
Nuala McDonnell
Nuala O'Hagan
Nuala Quinn
Odile Connolly
Oisín McTiernan
Oisín McTiernan
Oliver Beck
Olivia Kelleher
Olivia Morgan
Omar Chorbachi
Oran Ryan
Orla Vaughan
Orlagh O'Farrell
Orlaith Kehoe
Orlaith Shaffrey nee
O'Loughlin
Orlaith Sheridan
Orna Flannery
Ossian Smyth
Owen Buckley
Owen Sinnott (Killart
Residents Association)
P. Gill
Padraic Hanley
Padraic Hanley
Padraig Mulligan

Padraig O'Dowd
Pat L
Pat McDonagh
Pat McGoldrick
Pat McKenna
Pat O'Donnell
Patricia
Patricia Lynch
Patricia Meek
Patricia Moriarty
Patrick and Mary St
Lawrence
Patrick Davey
Patrick Duff
Patrick Duff
Patrick Kishino
Patrick Ward
Paul
Paul Carvill
Paul Cook
Paul Flannery
Paul Hand
Paul Hurley
Paul McKeon
Paul Moloney
Paul Moody
Paul Moody
Paul Murphy
Paul Murphy (Cabinteely
Community Greenway)
Paul O'Connor
Paul O'Toole
Paul Price
Paul Regan
Paul Stewart
Paul Sweeny
Paul Tyndall
Paul Walsh
Paula Stephenson
Paula Whelan
Pauline Conway
Pearse Davern
Pearse McCartan
Pearse Nolan
Peggy Henry
Pete Humpries
Peter Doris
Peter Fitzgerald

Peter McGuire
Peter Sachar
Peter Scanlan
Phelim McQuillan
Philip Brennan
Philip Duggan
Philip Hanley
Philip Johnston
Philip Murphy
Philip Totten
Philip Totten
Philippa Morris
Philippa Owens
Phoebe Goodwin (Bread
41)
Pierre O Conghaile
Prasanth Luis
Q. P.
Racheal
Rachel
Rachel Francis
Rachel Solomon
Rachel Sullivan
Ray Casey
Ray Casey
Ray Cunningham
Ray Cunningham
Ray Kane
Ray Keane
Ray Kinsella
Raymund Casey
Rebecca Finnerty
Reggie Vaughan
Reva
Rhona Williams
Rían O'Shea
Richard
Richard and Mary Cusack
Richard D
Richard Geoghegan
Richard Leahy
Richard Murphy
Richard Wheatley
(Chairman, Park Celtic
Football Club)
Riley Priddle
Rob McCullagh
Robbie Maher

Robert Bruton
Robert Doyle
Robert Howard
Robert Jones
Robert Murphy
Robert Sinnott
Robert Slyne
Roberta O'Broin
Robin Vance
Róisín Doyle
Roisin Neururer
Róisín Twomey
Ronald Ferguson
Ronan Callahan
Ronan Kavanagh
Rónán Kelleher
Ronan Kelly
Ronan McNabb
Ronan Murphy
Ronan Quinn
Rory Allwright
Rory O' Carroll
Rory Stephens
Rose Young
Ross Arron
Ross Kelly
Ross MacDonald
Ross McCarthy
Ruben Flores
Ruth Franklin
Ruth Moriarty
Ryan Maher
S. Byrne
Sadhbh
Sadhbh Duffy
Sadhbh Duffy
Sally McGuinness
Sam Carvill
Samantha Wall
Samantha Wall
Samuel McSherry
Sandra McDonagh
Sandra McDonnell
Sandra Polley
Sandra Quigley
Sandra Sachar
Sandra Velthuis
Sanu Chorbachi

Saoirse McEntee
Saragh McGarrigle
Sarah Lacey
Sarah Carroll
Sarah Clarke
Sarah Connolly
Sarah Gillespie
Sarah Hinds
Sarah Hinds
Sarah Keane
Sarah Kelleher
Sarah mcandrew
Sarah McCarthy
Sarah O Connell
Sarah O'Neill
Saria Malik
Sarin Delahunty
Satheesh Kumar
Satheesh Kumar
Satheesh Kumar
(Brennanstown Residents
Association)
Satheesh Kumar
(Brennanstown Residents
Association)
Seamus Dooley
Seamus Flannery
Seamus Goldrick
Seamus MacKenna
Seamus Rafferty
Seamus Rafferty
Seamus Raftery
Seamus Raftery
Seamus Rook
Sean Barry
Sean Barry (Dublin
Cycling Campaign)
Sean Bradley
Sean Duffy
Sean Duffy
Sean Kennedy
Seán Nicholson
Seán O Duibhinn
Seán O'Kelly (member,
DLR Disability
Consultation Group)
Seán Ó Murchú
Sean O'Brien

Sean Parkes
Sean Quigley
Sean Quigley
Senan O Dwyer
Shaan Bari
Shane Grogan
Shane McCullough
Shane Ó Gruagáin
(Cabinteely Community
Greenway Support
Group)
Shane Porter
Shane Quigley
Shane Taaffe
Sharon Morley
Sheila Crampton
Sheila Dooley
Sheila Forde
Sheilagh O'Toole
Sheilagh O'Toole
Sherin Elmasry
shifeng huang
Shishir Kumar
Shona McCabe
Simo. Egan
Simone Feresen
Simone Ceillier
Sindy Bruecher-Sharma
Sinead Casey
Sinead Flannery
Sinéad Frizzelle
Sinead O'Toole
Sinead S
Siobhan and Aidan
Grehan
Siobhan Conneran
Siobhan Daniel
Siobhan Grehan
Siobhan Heraty
Siobhan Hinds
Siobhán McAuley
Siobhan McCartan
Siobhán Murphy
Siún Walsh
Sonja Waugh
Sonya Greene
Sophie Byrne
Sophie Walsh

Sorcha Browne
Sorcha Heaslip
Sorcha McAuley
Stanley R
Stephanie Gordon
Stephen
Stephen Brown
Stephen Dunne
Stephen Gillman
Stephen Goldrick
Stephen Hanley
Stephen Keegan
Stephen McCurry
Stephen McGovern
Stephen Mellow
Stephen Moroney
Stephen Murphy
Stephen Murphy
(Brennanstown
Management Company)
Stephen Redmond
Stephen Sheridan
Stephen Tighe
Steve Tighe
Steven
Steven J Mitchell
Steven Slusarski (The Bike
Hub CLG)
Stiofán Ó Murchú
(Cabinteely Life)
Stuart Coghlan
Stuart McCabe
Sue Monahan
Susanna Barry
Susannah D'Arcy
Susanne Cunningham
Susanne Soyka
Suzanne Dunne
Suzanne O' Connell
Suzie Connolly
Suzie Lee-Cooper
T. Manning
Tadhg Brennan
Tadhg O'Halloran
Tahlia Martin
Tara O'Brien
Tara O'Brien
Tarah Goldrick

Tarik Fouda
Taylor Cook
Ted and Marie Wallace
Ted Burke
Ted Carroll
Ted Wallace
Ted Wallace
Theresa Culmane
Thomas Banahan
Thomas Beug
Thomas Hayes
Thomas O'Brien
Thomas P Robinson
(Brennanstown Residents
Association)
Tiago Branco
Tim Chapman
Tim Cronin
Tina
Tom
Tom Barry
Tom Eakins
Tom Kivlehan
Tom Mills
Tom Moroney
Tom O'Brien
Tony Dundon
tony laffan
Tony McMahan
Tony O'Gorman
Tony Randles
Transport Infrastructure
Ireland
Trevor
Trina
Trish Duane
Trish Duane
Trudie Young
Tusty
Ulla McCarthy
Ulla McCarthy
Ulla McCarthy
Ultan Carberry
Ultan O'Donnell
Una Curtin
Una L'Estrange
Una McSherry
Ursula McSweeney

V. Ryan
Valerie
Vanessa Kaminski
Vanessa O'Connell
Veronica O'Hara
Vicky Pigot
Victoria Sutherland
Vincent Dillon
Vincent Kelly
Vincent Smith

Vincent Smith
Vivian Healy
Vivien Bocz
Walter and Martha
Bradley
Walter Bradley
William Doherty
William Fitzpatrick
Willie and Mary Cotter

Willow Grove Residents
Association
Y
Y. O'Riordan
Yolandi Fourie
Zia Bergin-Holly
Zoë stephenson
Zulikah Lee
Zuzanna

Appendix F: Copy of Citizen Space Survey

Cabinteely Greenway

Part 8 Public Consultation Survey

Data Notice

All comments submitted to the Council regarding this consultation will form part of the report to be presented at a meeting of the elected members. Accordingly, they will also be included in the minutes of that meeting and may appear in the public domain including your name. No email address(es) or address(es) will appear in the report or minutes.

Please note, pursuant to Article 83(2) of the Planning and Development Regulations 2001, as amended a copy of your submission or observation will be available for inspection or purchase by others. Please ensure that no vexatious, defamatory or confidential information, including confidential information relating to a third party (in respect of which the third party has not, expressly, or impliedly in the circumstances, consented to its disclosure) is included in your submission.

- I have read and understood the privacy statement.

About this Survey

This Part 8 public consultation survey is designed to gather your feedback on the proposals for the Cabinteely Greenway Project. ‘Part 8’ planning sets out the procedure for Local Authorities to carry out certain types of developments.

The survey is divided into two short sections:

Section One: asks a few questions about you or your organisation. This helps us understand who is taking part in the consultation.

Section Two: asks for your overall thoughts on the scheme.

Section One: About You/Your Organisation

- **What is your name?** (see privacy note below)¹

-
- **What are your contact details?** (see privacy note below)

Email:

OR Address:

- **Are you taking the survey as an individual or a representative of a group/organisation?**
 - An individual
 - A representative of a group

If you are responding on behalf of a group, please write the name of this group here: _____

- **What best describes your interest in this project?**

I am a...

- Local resident - living along or adjacent to the proposed Cabinteely Greenway route
 - Resident -of the wider Dún Laoghaire Rathdown County Council area
 - Passing Commuter
 - User of Cabinteely Park
 - Visitor to the area from outside Dún Laoghaire-Rathdown
 - Local business owner/employee
 - Other
- **Where do you live/where are you based?**
 - Ballybrack

- Brennanstown
 - Cabinteely
 - Carraig Glen
 - Carrickmines
 - Cherrywood
 - Cornelscourt
 - Clonkeen
 - Deansgrange
 - Foxrock
 - Laughanstown
 - Leopardstown
 - Loughlinstown
 - Shankill
 - Stillorgan
 - Elsewhere in Dún Laoghaire-Rathdown
 - Other

- **What is your age range?**
 - 18-24
 - 25-34
 - 35-44
 - 45-54
 - 55-64
 - 65-74
 - 75-84
 - 85 and over
 - Prefer not to say

- **What is your gender?**

- Woman
- Man
- Non-binary
- Prefer to self-describe: _____
- Prefer not to say

Section Two: Your Overall Feedback

- **Overall, are you supportive of the Cabinteely Greenway Scheme?**

- Yes
- No
- Yes, with certain changes

- **If you would like to expand on your answer, please write feedback in the box below. If it relates to a particular section of the scheme, please tick from this list (you can select as many options as you like).**

- Section A: Cornelscourt Hill Road to Glen Lawn Drive
- Section B: Glen Lawn Drive to Cabinteely Park
- Section C: Cabinteely Park plus a connection to the N11 via Clonkeen Road
- Section D: Brennanstown Road to Cherrywood Green Routes Network
- Overall scheme (Sections A-D)

10. Please provide further feedback here:

Thank you for taking part!