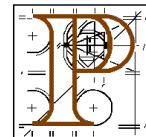


# Record Of Meeting

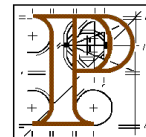
An Bord Pleanála



<b>Case Reference/Description</b>	04.HC0001 M28 Cork to Ringaskiddy Motorway Scheme.		
<b>Case Type:</b>	Section 51A of the Roads Act 1993, as amended		
<b>Meeting:</b>	2 <sup>nd</sup> Meeting		
<b>Date:</b>	17 <sup>th</sup> November 2016	<b>Start Time:</b>	2.35 p.m.
<b>Location:</b>	Offices of An Bord Pleanála	<b>End Time:</b>	4.35 p.m.
<b>Chairperson:</b>	Anne Marie O'Connor, Assistant Director of Planning		

<b>Attendees:</b>
<b>Representing An Bord Pleanála</b>
Anne Marie O'Connor – Assistant Director of Planning
Ciara Kellett – Senior Planning Inspector
Diarmuid Collins – Senior Administrative Officer
Kieran Doherty – Executive Officer
<b>Representing Prospective Applicant</b>
Peter O'Donoghue, Senior Engineer, Cork County Council
Michael Noonan, Transportation Director (Roads), RPS
Bob O'Shea, Senior Engineer, Cork NRDO
Michael Lynch, Senior Planner, Head of PPU, Cork County Council
Richard Bowen, Senior Engineer, Transport Infrastructure Ireland
Aileen Fitzgerald, Associate Director (Environment), RPS

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## Introduction

The representatives of An Bord Pleanála referred to the request from the prospective applicant for this meeting and noted that Cork County Council had commented on the record of the first meeting.

## Project Update

The representatives of Cork County Council gave a presentation (Appendix 1) on the progress of the proposed development. The presentation is summarised hereunder. The need for the scheme was recapped, with particular reference to planning policy, transport policy and key scheme objectives. The representatives of Cork County Council referred to the principal benefits of the proposed development:

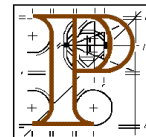
- Provision of a high quality TEN-T route to the port at Ringaskiddy.
- Route capacity and road safety improvements, particularly beneficial on the northern section from Carr's Hill to Bloomfield where existing traffic problems are most acute.
- Local road network benefits – significant traffic relief on the existing N28 from Carr's Hill to Ringaskiddy. Improved accessibility to the M28 on the northern section via the full interchange at Carr's Hill. Marginal changes to local road traffic volumes through Douglas, Maryborough and Rochestown areas.
- Provides excellent opportunities for improvements in sustainable travel by reducing delays and congestion on the N28 corridor and by relieving traffic volumes on the existing N28.
- Excellent value for money – current Benefit to Cost Ratio (BCR) is 3.54 under medium growth scenario.

## **Public Consultation November 2015**

The Northern Section public consultation took place on the 9<sup>th</sup> November 2015. Following the consultations, the alternative routes were appraised and, in accordance with the Public Spending Code, TII's Project Appraisal Guidelines, and the Department of Transport's Common Appraisal Framework, certain changes were made to the design of the proposed development:

- Mahon Interchange option sifted out as being infeasible at a realistic cost.
- Bandon Road Option 2 sifted out as it would be less effective and more expensive compared to the Bandon Road Option 1.
- N28 Corridor upgrade option meets the key project objectives, TEN-T route to the port, supports Strategic Employment Zones and improves conditions on the existing N28. Higher traffic volumes on northern section are catered for by

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increased capacity and appropriate environmental amelioration, e.g. noise barriers, low noise surfacing and landscape reinstatement.

## **Carr's Hill Interchange**

- Mount Oval Diverge is improved and retained. Design complies with standards
- 2-way link to Maryborough Ridge replaced by 2-way link from Maryborough Hill to Carr's Hill adjacent to Douglas Golf Club. Removes the existing merge, going north, at Maryborough Hill which is congested.
- Compact dumbbell interchange – smaller footprint.
- Delivers multi-modal transport and frees up capacity on the existing N28.
- Maryborough Hill overbridge to be demolished and replaced.

## **Horizontal Alignment at Shannonpark**

- Severance impact for landowner to south has been reduced.
- Length of parallel access road can be reduced significantly.

## **Shannonpark Interchange**

- Dumbbell type interchange, with west facing slips.
- New roundabout on Carrigaline Road R613.
- Significantly reduced earthworks required for diverge.
- No improvements to existing N28 required.

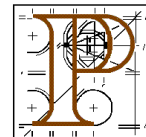
## **Shanbally Interchange**

- Vehicular access to be maintained at L2492.
- 1,200mm water main to remain intact.
- Private access for IDA to be reinstated.
- 2 no. new underbridges, 1 no. roundabout.
- West facing slips only.
- New priority junction with existing N28.

## **Full Scheme Public Consultation April 2016**

- Positive feedback to reinstatement of Mount Oval diverge and amended Carr's Hill Interchange design and proposed link from Maryborough Hill. Some concerns remain about the closure of merge from Maryborough Hill.
- Northern Section concerns regarding noise, air, health, visual intrusion, consideration of alternatives, local traffic impact, motorway standard, non-motorway users and Sustainable Travel were all raised again.

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- Some concerns from the Ringaskiddy area – route is now closer to the village and too close to existing residences, through a ‘green belt’, designed to serve industry/port and not the community, increased HCV traffic too close to homes leading to noise, and air and health issues.
- Visual impact of proposed embankments at Shannonpark and Shanbally, increased traffic and HCVs and safety of pedestrians/cyclists.
- Objections to proposals at Old Post Office Road and Ringaskiddy Lower Harbour National School – vehicular severance, depth of underpass, local flooding, loss of proposed school relocation site, etc. The school serves Ringaskiddy and is linked to Shanbally.
- Concerns were raised regarding the provision of a motorway service area in the Ringaskiddy area. The scale and extent were queried. Loss of a foreshore view was an issue. Objections to the potential for an increase in local traffic attracted by the facilities at the motorway service area.

In response to the full scheme public consultation, further changes were made to the proposed development:

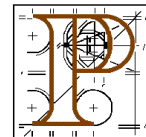
## **R610 Rochestown Road**

- 3 new linked signalised junctions.
- Removal of existing roundabout.
- Controlled pedestrian crossings.
- Footpaths.

## **Old Post Office Road**

- Existing Old Post Office Road to be closed to vehicular traffic.
- An underpass for pedestrians and cyclists is proposed.
- The underpass is to be 3m high, have a minimum width of 6m and be along the line of the existing Old Post Office Road.
- The underpass is to be fitted with appropriate public lighting.
- There are conflicts with existing utilities.
- No direct access to the mainline at this location.
- A section of local road is to be improved.

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## Other Issues

- Most road widening will take place within the existing road corridor.
- Motorway standards will be adhered to, especially noise.
- Traffic congestion will still exist as the network is congested.
- Traffic lights will replace the Douglas roundabout.
- Traffic in Carrigaline won't be addressed by the proposed development.
- Some roads will have greater traffic levels as vehicles move to more suitable roads and away from rat-runs.
- Raffeen quarry will form part of the route. Negotiations are ongoing with landowners.
- The standard for the motorway service area is being reviewed.
- Castlewarren complex is listed on the Record of Monuments and Places – church ref: CO087-051002; graveyard ref: CO087-051001; bawn – CO087-052003, and the proposed development will separate these buildings.
- 70-80 landowners are affected, but mostly small areas of land.
- One habitable property will be demolished on Maryborough Hill, and one in Shanbally.
- The proposal necessitates the relocation of at least one electricity pylon. This element has not been part of the public consultations.
- Expressway standards for road cross-sections are in hand with the Department of Transport.
- N40 Demand Management Study will be published at the end of 2016 or early 2017.

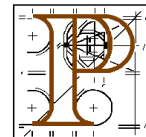
## Appropriate Assessment

- A Natura impact statement will be prepared.
- Surveys are ongoing and a second bird wintering survey has been completed.

## Environmental Impact Statement

- Wide consideration of indirect effects to be considered.
- Will demonstrate the effects on other areas / junctions when bottlenecks are removed.
- Human health will be considered.
- Construction will be addressed and constraints will be set.

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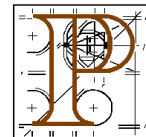


## Board's Comments

The following issues should be addressed in any future application:

- In the assessment of alternatives, a thorough understanding of the route should be demonstrated, a robust case must be made for the chosen route with no better alternatives available, and economic factors and value for public money can be stated.
- Arising from the revised EIA Directive, the EIS should be future proofed. The effect on humans might be in a separate document. There may be merit in consulting the H.S.A.
- The increase in road size must be justified.
- The EIS must be as comprehensive as possible.
- Sustainable travel / smarter travel, and the potential to alter/increase traffic movement on the network.
- Provision for cyclists – specifically in relation to Shannon Park.
- Flooding / drainage.
- The local area plan process should be clarified if any further development is enabled by the proposed road.
- Further consideration should be given to the impact on the Ringaskiddy Lower Harbour National School prior to making an application. The local authority was asked to provide details of student numbers at the next meeting.
- The potential impact on cultural heritage arising from the impacts on the Castlewarren complex.
- The demolition of habitable properties should be stated in the public notice.

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## Conclusion

The representatives of Cork County Council were satisfied that the proposed upgrade of the N28 corridor best meets the objectives of the project, but acknowledged that there are still likely to be significant objections to the proposed development. It is likely that a planning application will be made pre-May 2017. It was noted that there may be legislative change arising after May 2017 arising from the revised EIA Directive.

The representatives of Cork County Council stated that they would revert to An Bord Pleanála when they are ready for a further meeting. It is intended at the next meeting to address the issues of a motorway service area and the quarry in the area.

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**Anne Marie O'Connor**  
**Assistant Director of Planning**