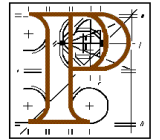


Record Of Meeting



Case Reference/Description	04.HC0001 M28 Cork to Ringaskiddy Motorway Scheme.		
Case Type:	Section 51A of the Roads Act 1993, as amended		
Meeting:	3rd Meeting		
Date:	12 th January 2017	Start Time:	11.00 a.m.
Location:	Offices of An Bord Pleanála	End Time:	12.45 p.m.
Chairperson:	Anne Marie O'Connor, Assistant Director of Planning		

Attendees:

Representing An Bord Pleanála

Anne Marie O'Connor – Assistant Director of Planning

Ciara Kellett – Senior Planning Inspector

Marcella Doyle – Senior Executive Officer

Kieran Doherty – Executive Officer

Representing Prospective Applicant

Peter O'Donoghue, Senior Engineer, Transportation, Cork County Council

Michael Noonan, Director Roads and Transportation, RPS

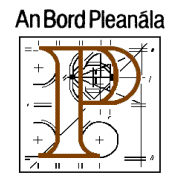
Bob O'Shea, Senior Engineer, Cork NRDO

Michael Lynch, Senior Planner, Head of PPU, Cork County Council

Richard Bowen, Senior Engineer, Transport Infrastructure Ireland

Aileen Fitzgerald, Associate Director (Environment), RPS

Record Of Meeting



Introduction

The representatives of An Bord Pleanála welcomed the prospective applicant and queried whether there were any comments on the record of the previous meeting. Any comment will be sent to ABP in writing. The prospective applicant was invited to proceed with its presentation to the meeting.

Prospective Applicant's Presentation

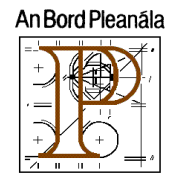
The prospective applicant gave a presentation (Appendix 1) on the progress of the proposed development. The presentation is summarised hereunder.

Raffeen Quarry

The current proposed route corridor passes through the Raffeen Quarry:

- Avoids the need to acquire Fernhill Golf & Country Club, which can continue to function as a local amenity.
- Gives the option for approximately 1 million cubic metres of road building materials to be sourced and processed on site.
- Will significantly reduce the volume of road building materials to be brought to site from commercial quarries in the vicinity of the scheme.
- There is a current planning permission for the quarry under planning register reference no. 06/10037 and An Bord Pleanála reference no. PL 04.225610. The Permission is for a period of 30 years from the date of the order (16th July 2008) There shall be no quarrying below the ground water level, which is 16m OD, and the frequency of blasting shall not be more than 4 per month.
- The Motorway Order may need to amend the existing planning permission for the quarry insofar as the boundary of the quarry site will be reduced after the CPO.
- The planning permission to carry out quarrying activities will be implemented on the remaining lands.
- Cork County Council intends to enter into an appropriate arrangement with the quarry owners for the resources to be excavated, processed and used for the motorway construction.
- In terms of environmental assessment, the base assumption will be that construction material will be sourced directly from the quarry. This will be the construction stage scenario assumed for traffic, air and noise assessments. The impact of quarrying taking place at the same time as the road construction will be assessed under cumulative impacts.
- The EIS will not address the direct impacts of the quarrying activities, which will take place under the terms of the existing planning permission.

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Service Area

- A Motorway Service Area is proposed in accordance with TEN-T Policy.
- In accordance with TII Policy, 'NRA Service Area Policy' - "A Type 1 Service Area is proposed for the M28 from Cork to Ringaskiddy."
- *Spatial Planning and National Roads – Guidelines for Planning Authorities*, states that a service area must provide rest, fuel, toilets and food facilities.
- Two service area studies have been produced:
 - N28 Service Area – Technical Report.
 - Cork Port Heavy Goods Vehicle Rest Area Study.
- The service area will be accessed via a protected road.
- It is initially proposed to construct only the minimal requirements until demand is established and port develops.

Environmental Issues

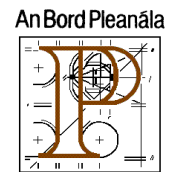
Noise

- Design for lowest noise level practicable.
- Low road noise surface will be applied on entire scheme and any approach roads requiring improvement and or works due to the scheme i.e. cycle lanes etc.
- Barriers will be subject to landscaping and visual assessment and be a maximum of 4 metres high.
- Noise from traffic would increase in any case if the road is not developed.

Noise Mitigation Strategy – Offline Section

- 11km of new road from Carr's Hill to Ringaskiddy.
- TII *Guidelines for the Treatment of Noise and Vibration in National Road Schemes* (October 2004).
- New road target threshold – 60dB(A) Lden.
- Mitigation measures positioned where deemed necessary.
- Some properties in rural areas where the new road is to be located will experience a significant increase in noise levels compared to baseline levels, but will be less than 60dB(A).

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Cork Noise Action Plans – Online Section

- 1.9km Bloomfield Interchange to Carr's Hill.
- Some properties currently subject to high noise levels therefore aim is to achieve 60dB(A).
- If not possible, aim to keep levels at or below 70dB (A,) to meet Cork County Council Noise Action Plan 2013-2018 levels, by using barriers.
- 4 Noise Priority Areas within the study area.

Air Quality

Baseline Air Quality Monitoring Data Sources:

- EPA National Air Quality Monitoring in Zone B (Cork)- PM₁₀, PM_{2.5}, NO_x and Benzene.
- Existing data from other Projects in the Area (e.g. Indaver, Ringaskiddy).
- Diffusion tubes to assess traffic derived emissions NO₂ & VOCs – 2015 and 2016.
- Monthly PM₁₀ and PM_{2.5} meter – 2017.
- Met Éireann – Climate.
- 7 road sections were modelled:
 - M28 at Cork City South – Bloomfield to Carr's Hill
 - M28/N28 at Shannonpark Roundabout
 - M28 Junction at Shanbally
 - M28 Junction with Old Post Office Road, Ringaskiddy
 - M28 at Moneygourney (Carr's Hill to Shannonpark)
 - N28 at Ringakiddy Village
 - N28 at Lower Shanbally Village

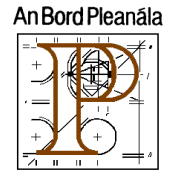
The overall impacts are considered to be negligible.

Human Health

The prospective applicant is in the process of preparing a scoping report in order to carry out a health study which will consider:

- Quantitative exposure response modelling for changes in PM₁₀, PM_{2.5} and NO₂ exposure during construction and operation (quantifying changes in life expectancy and local cardiovascular and respiratory hospital admissions).
- Quantitative risk assessment from changes in construction and operational road traffic movements (risk of collisions directly attributed to the proposed development), disruption and community severance.
- Qualitative appraisal as to community disruption, annoyance and potential health outcome from changes in construction and operational noise.
- Wider Health benefits (reduced commuter times, improved access etc.).

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N40 Demand Management

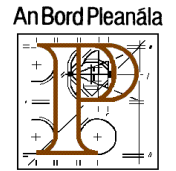
- Study to identify means to protect and enhance the capacity of the N40 as demand rises in the future.
- Draft report currently going through internal peer review.
- Traffic figures exist for 2013; approximately 10% can be added to represent current levels.
- Baseline data is provided in the presentation.
- Traffic flows of up to 76,000 Annual Average Daily Traffic (AADT).
- Individual lane capacities not generally exceeded.
- Issues and traffic flow breakdown are associated with junction capacities (Dunkettle, Mahon, Bloomfield, Douglas & Kinsale Road).
- Implementation of Dunkettle upgrade alone will not solve N40 problems.
- Integration of land use and transportation.
- Targeted upgrades where a small cost will provide a high benefit.
- Smart motorway interventions, including the use of variable speed limits.
- Alternative complimentary routes.
- Tolling.

An Bord Pleanála Queries

In response to queries from the representatives of ABP, the prospective applicant stated that:

- The Port of Cork is satisfied with a single access lane serving the port. Discussions with regard to the service area are ongoing.
- The severance of the Castlewarren Complex will be addressed in the application. The complex is listed on the Record of Monuments and Places and is being investigated by the council's heritage officers. Discussions are taking place with the NPWS.
- A 110-kv electricity line coincides with the proposed development at Shanbally Village. Some electricity pylons will have to be relocated and discussions are ongoing with ESBI. The issues of health, landscape and visual impact will be covered in the application.
- Interchange works with the N28 are part of the scheme and sustainable plans are in place for cycling. There are separate plans for villages once the port traffic moves to the M28.
- Lighting will be provided at interchanges and where the N28 is currently lit. This will be addressed in the EIS.
- No crossing improvements are proposed for lane changing from the N40 to the M28; however, there will be improved road markings and signage.

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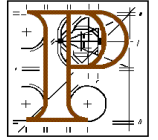


- For northbound traffic there are improvements due to earlier access to slip roads.
- Traffic lights will be installed at the Rochestown Road Roundabout to avoid queueing on the motorway and allow easier lane changing on the M28.
- It is only intended to instigate a compulsory purchase of the lands necessary for the construction of the proposed road (including a 30m buffer zone).
- There are 85 pupils in Ringaskiddy Lower Harbour National School, including pupils from Shanbally. Discussions are ongoing with IDA Ireland and landowners with respect to school sites to replace the Post Office Road site. It is expected that a site will be identified by April as part of the LAP Process.
- The proposed development requires a motorway scheme, motorway order, service area and protected road, and includes the extinguishment of a right of way.

An Bord Pleanála Comments

- EIS must consider whether there is any alternative to potentially up to 4m high noise barriers, particularly at the northern end of the development.
- EIS needs to address why options were chosen and any proposed changes to existing roads and layouts that are part of the project.
- Any noise surveys/information should be consistent with that provided by the Port of Cork.
- The submission dates for the various approvals or permissions required for the proposed development should be coordinated e.g. CPO.
- Applicant to determine if there are any potential issues with the conditions of permission of the quarry in Raffeen which could conflict with the road or visa-versa.
- The EIS should address the potential impacts of the relocation of the pylon.
- Closure of the process should be done in writing after receipt of the record of the final meeting. The planning inspector will then submit a report to the Board of ABP and a formal notification will be issued. A period of 4 weeks should be allowed for the closure process.

Record Of Meeting



Conclusion

How the different elements of the proposed development would be applied for was mentioned. It was agreed that one more meeting might take place when the application/consent process will be covered.

Anne Marie O'Connor
Assistant Director of Planning
February 2017