



APPENDIX 6A: NON STATUTORY PUBLIC CONSULTATION REPORTS

**PART 1: CONSULTATION REPORT CARR'S HILL INTERCHANGE &
ASSOCIATED WORKS**

Cork County Council

M28 Cork to Ringaskiddy Motorway Scheme

Carr's Hill Interchange & Associated Works – Consultation Report



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1 PROJECT BACKGROUND

1.1 INTRODUCTION

Cork County Council (CCC), in partnership with Transport Infrastructure Ireland (TII, formerly NRA), are currently developing a Motorway Scheme for the upgrade of approximately 12.5km of the N28 National Primary Route, from its junction with the N40 South Ring Road at Bloomfield to the Port in Ringaskiddy.

The existing N28 is predominantly a single carriageway road and suffers from significant congestion leading to considerable delays and queuing at peak times at certain locations. Existing average annual daily traffic on the N28 between Mount Oval and Rochestown Road is 25,000 vehicles per day. Due to growth in the area served by the N28 and with the redevelopment of the Port of Cork facilities at Ringaskiddy, it is estimated that this will rise to 38,000 vehicles per day by 2035.

The National Ports Policy introduces clear categorisation of the ports sector into Ports of National Significance (Tier 1), Ports of National Significance (Tier 2) and Ports of Regional Significance.

The Port of Cork has been identified as a Tier 1 Port of National Significance, which means it is responsible for 15% to 20% of overall tonnage through Irish ports, and has clear potential to lead the development of future port capacity.

The N28 corridor itself is part of the Trans-European Transport Network (Core TEN-T Network) accessing the Tier 1 Port of Cork at Ringaskiddy. This requires that the port is served by a high quality road, either a motorway or expressway.

To meet TEN-T minimum standards, the N28 route is to be a road;

- *designed for motor traffic, which is accessible primarily from interchanges or controlled junctions,*
- *that prohibits stopping and parking on the running carriageway,*
- *that does not cross at grade with any railway or tramway track.*

In addition, the design of the route must take account of the predicted future year traffic demand.

To meet these requirements, the section of the N28 between Bloomfield and Barnahely will be designated and designed as a motorway, including a dual carriageway cross-section and grade separated interchanges at the junctions.

The upgrading of this route is required not only to protect the economic viability of the corridor but also in support of the sustainability of the wider Cork region. The upgrading of the N28 to motorway standard is of national significance and has been identified recently in the Government's document '*Infrastructure and Capital Investment 2016-2021*'.

The following section on project background outlines the stages of development of the project to the current stage:

Project Background:

2004 - 2013; Cork County Council produced a Route Selection report in 2004 for the N28 Bloomfield to Ringaskiddy Road Improvement Scheme and put the emerging preferred route corridor for the scheme on public display. Halcrow Barry Consulting Engineers reviewed that Route Selection Report in 2007 and a subsequent public consultation was organised due to an amendment to the emerging preferred route corridor. Due to funding restrictions combined with the An Bord Pleanála decision to reject the application for the proposed port development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 improvement and publication of the EIS and CPO until a later date.

2013; Work was reinitiated on the M28 Cork to Ringaskiddy Motorway Scheme following the publication of the National Ports Policy by the Department of Transport, Tourism and Sport. This document represents government policy in respect of the development of maritime trade in Ireland and identifies the Port of Cork as one of only three Ports of National Significance (Tier 1) in Ireland.

The N28, accessing the Tier 1 Port of Cork at Ringaskiddy, must be upgraded to motorway status to meet the predicted traffic demands and the standards of the Trans-European Transport Network (Core TEN-T Network).

2014; The previous route corridor was reviewed and updated by RPS and the public were consulted in December 2014 on the proposed corridor selection.

2015; Carr's Hill Interchange and Associated Works: The planning and design of the M28 has been progressing since the 2014 consultation on the proposed corridor selection. Some of the key emerging solutions to reduce congestion and increase safety standards on the road include:

- Dual carriageway northbound and southbound extending from Bloomfield Interchange;
 - This will reduce congestion and travel times and increase safety.
- A dedicated north bound ramp from the M28 to the N40 at Bloomfield Interchange;
 - This will alleviate the accident risk and loss of capacity due to the weaving movements of westbound traffic from the Carrigaline direction crossing eastbound traffic from the Rochestown direction.
- An extended 2 lane (merge) on ramp westbound to the N40
 - This will reduce weaving and increase capacity making the merging safer, more efficient and reducing delay at peak times.

During the preliminary design, the design team explored options to rationalise the existing junction arrangements between Carr's Hill and Rochestown Road with particular reference to the sub-standard off-ramp (diverge) at Mt Oval and the sub-standard on-ramp (merge) from Maryborough Hill. The identified preferred option was to close the existing sub-standard junctions and provide a full motorway standard junction at Carr's Hill, which would cater for all of the existing traffic movements between Carr's Hill and Rochestown Road and provide an overall improvement to traffic flow in the area. The Carr's Hill interchange proposal was developed for consultation and includes the following:

- Upgrading the existing Carr's Hill junction to a full interchange to allow full access to and from the M28 from all directions – Douglas, Rochestown, Cork and Ringaskiddy;
- A local link road connecting Carr's Hill Interchange back to Maryborough Hill;
- An upgrade to the as yet unopened residential road at Maryborough Ridge;
- Providing a right turn lane from Rochestown Road to Clarke's Hill to improve traffic flow eastbound on Rochestown Road and to improve access to the Mount Oval and Garryduff areas;
- Closing the existing off-ramp from the N28 to Mount Oval (Southbound Cork to Ringaskiddy);
- Closing the existing on-ramp from Maryborough Hill to the N28 (Northbound to Cork).

Cork County Council held a Public Open Day Consultation and sought feedback on the proposals over a six week period between 16th October and 30th November 2015.

Activities undertaken to ensure awareness of the Carr's Hill Interchange and Associated Works are included in Section 1.2 of this report. The feedback provided is summarised in Section 2.

1.2 CONSULTATION PROCESS

Cork County Council raised awareness of the Carr's Hill Interchange and Associated Works in the following ways:

- Briefing Elected Officials at the beginning of the feedback period;
- Publishing information on the proposals on the dedicated project website;
- Advertising of the Public Open Day on the proposal;
- Hosting a Public Open Day on the proposal.

This section of the report provides further details on each of the above consultation components.

1.2.1 Cork County Council Elected Representatives

In recognition of the mandate given to elected representatives and the critical role they play in representing the public and the public interest, elected representatives were briefed on the proposals on 16th October 2015 at County Hall.

1.2.2 Project Website

Information on the proposed Carr's Hill Interchange and Associated Works as presented to the elected representatives was published online on the project website www.n28cork-ringaskiddy.com. This information was supplemented after the public open day with additional drawings.

1.2.3 Advertising

An advert was placed in the Irish Examiner and Evening Echo newspapers on 31st October 2015. A copy of this advert is included in **Appendix A**.

1.2.4 Public Open Day

A public open day, to discuss proposals for the Interchange at Carr's Hill Interchange and associated works, was held on Monday 9th November at the Maryborough Hotel. Members of the project team were available to provide information on the proposals to over 600 public consultees.

2 FEEDBACK FROM CONSULTATION RECEIVED

There were 502 written submissions received on the proposed Carr's Hill Interchange and Associated Works consultation. The following section is a compilation of the issues raised. Everything included in the section below is taken directly from stakeholder feedback. Many submissions reiterated similar themes; therefore some of the issues raised are quoted directly from submissions, while others are a summary of similar issues raised by a number of submissions.

2.1 COMMENTS ON THE BROADER SCHEME AND ROAD NETWORK

Public consultees acknowledged and supported the need to upgrade the road between Cork and Ringaskiddy in order to relieve congestion, assist the development of the port at Ringaskiddy and adhere to the TEN-T Strategy. However, public consultees felt that the proposed road improvements do not address the underlying problem of an inadequate local road network allied with a public transport system that does not fully serve an area that is continually growing. They felt that any improvement proposals should be carried out as part of larger, more holistic plan for the greater area, accommodating the concerns of people along its route, and improving the traffic congestion issues currently experienced rather than increasing the traffic problems at key major junctions and in residential areas.

2.1.1 Capacity of the Bloomfield Interchange and N40, associated safety implications and general motorway comments

A number of public consultees questioned if the Bloomfield Interchange was going to be upgraded and stated that the congestion on the N28 is due to existing capacity issues on the N40 or access between the N28 and the N40, including:

1. Westbound traffic onto the N40: Delays to traffic joining the N40 Westbound due to issues with N28 traffic merging with N40 traffic;
2. Eastbound traffic onto the N40: Delays to traffic as a result of tailbacks from the Jack Lynch Tunnel;
3. Southbound traffic from the N40: Delays to traffic from the N40 to the N28 in the evening due to merging of the N40 traffic from the east and west with the off-ramp to Rochestown Road backed up to the N28.

Public consultees felt that upgrading the N28 to motorway status would be of little benefit, without upgrading the capacity of the Bloomfield Interchange itself and that the Bloomfield Interchange should be reviewed as part of the scheme. Some proposed that an additional lane be provided on the Bloomfield Interchange from the Jack Lynch Tunnel direction to the N28.

A number of public consultees thought that the Bloomfield Interchange would become a limiting factor in the development of the area and the proposed Port at Ringaskiddy when it was exposed as a bottleneck by the expected increase in HGV traffic volumes to the port.

Some stated that upgrading to motorway status would only compound traffic issues and delays at the Jack Lynch Tunnel, as they felt that the capacity of the N40 would not be able to support increased traffic from the Port.

Safety was a key concern raised with respect to the Bloomfield Interchange. Public consultees were worried that the increase in traffic numbers using the Bloomfield Interchange would lead to an increase in accidents due to the merging and crossing of traffic streams. Some were concerned that given this increased risk and the variety of possibly hazardous cargos being carried by HGVs, that this would be an unacceptable risk so close to residential areas. Public consultees felt that there was no allowance in the proposed scheme for emergency vehicle access in the event of an accident and no allowance for road safety monitoring. Some questioned if a road safety study had been carried out into routing a motorway into the existing Bloomfield Interchange using estimated future traffic flows.

Some public consultees expressed the view that there was no clear need for a motorway and noted that the N40 is not a motorway. Others felt that it would be a waste to spend significant funds on something that they felt was unnecessary. While others proposed that a number of changes would improve the traffic flow from Ringaskiddy to Bloomfield Interchange without the need for a motorway, including:

1. Extending the Dual Carriageway from Carrigaline Roundabout to Ringaskiddy;
2. Making the Carrigaline roundabout free flow from Carrigaline to Ringaskiddy;
3. Extending the merge lane onto the N40 from the N28 for Westbound traffic;
4. Creating 3 lanes from the N28 to N40 eastbound;

Some public consultees felt that, while the removal of the on-ramp at Maryborough Hill will cause some inconvenience, the removal of the unsafe access at Mount Oval and the upgrade of the junction at the Bloomfield Interchange will more than mitigate this. Others felt that that the number of access points to and from the M28 should be increased and not decreased and that the Maryborough Hill and Mount Oval ramps should be retained in addition to the proposed Carr's Hill Interchange.

2.1.2 Motorway designation and the Port at Ringaskiddy

Many public consultees felt that the proposed upgrade to the N28 and its associated works was more focused on the needs of industry and the Port at Ringaskiddy than on the communities that use it. Public consultees felt that the benefits of infrastructural improvements should include more efficient transport, more accessibility and reduced commuting times for all users, but that while current proposals may achieve this for the Port at Ringaskiddy, it did not achieve this for residents in the Mount Oval, Maryborough Hill, Garryduff and Rochestown areas. Public consultees felt that an increase in traffic was unacceptable in an improvement proposal and that TII should include investment in local road infrastructure in Douglas and the wider Douglas area as part of any plan that is put forward for the M28 upgrade.

Some public consultees questioned if the work was planned in order to access funding to facilitate the move of the port to Ringaskiddy and whether any quality of life or road safety concerns were considered. It was stated that the current proposals are "diametrically opposed" to the Government policy document *Smarter Travel: A New Transport Policy for Ireland*, which promises society that "*individual and collective quality of life will be enhanced*". It commits to actions which will help to

“reduce health risks and the incidence of accidents and fatalities”. Above all, the Government pledges that *“land use planning and the provision of transport infrastructure and services will be better integrated”*. They felt that the proposed Carr's Hill Interchange and associated works would lead to traffic diverting to an already over-congested local and regional road network, increased journey times and increased levels of air and noise pollution endured by residents.

Public consultees questioned why a motorway is required to service the port at Ringaskiddy when there is no such infrastructure for Rosslare Port.

Some public consultees felt that the N28 should be retained for local traffic. They felt that an alternative route should be investigated to provide motorway access to the Port at Ringaskiddy, allowing motorway standards to be applied to a greenfield site as opposed to “shoehorning” motorway standards onto existing roads and that the N28 and N40 are not and will never be motorway standard.

2.1.3 Extent of Motorway Designation

Many questioned where motorway status would begin. They felt that, if it meant that the existing ramps at Maryborough Hill and Mount Oval could be retained, the N28 should remain the N28 until beyond these ramps. Some noted that similar issues arose in Glanmire when the road network was being changed to accommodate the M8 motorway and that the motorway proposal was amended to have the motorway start after the Glanmire merge to allow for local road access and protection of local services. This section of motorway does not begin until after the Glanmire entry.

Public consultees also queried what the speed limit would be on the upgraded road in the vicinity of the Bloomfield Interchange. Some felt that if it was 120kph, that it was unsafe to approach Bloomfield Interchange and the merging Rochestown traffic at this speed. Others questioned the point of the motorway designation if the proposed speed limit was less than 120kph either at approach or leaving the Bloomfield Interchange.

2.1.4 Non-Motorway Users and Signage

Public consultees were concerned that the proposal to upgrade the N28 to motorway status would mean that Non-Motorway Users (NMUs) – i.e. those not allowed to use the motorway, such as L-drivers, Motorbikes under 50cc and slow moving vehicles, will no longer be able to use the N28/M28.

2.1.5 Sustainable Development and Catering for Future Growth

Public consultees felt that the proposed plans were a retrograde step from an environmental standpoint and did not apply the principles of sustainable development. The lack of allowance for bus and cycle lanes only encouraged more vehicle use, with the resultant increase in fuel consumption, cost and emissions. Some objected to the loss of farmland, destruction of wildlife habitats and the felling of trees that would be required to construct the proposed M28 and Carr's Hill Interchange and associated works.

Public consultees proposed that a survey be done of peoples' work centres and that subsidised public transport be planned in order to promote a reduction in vehicle use in the area. Some also

proposed that, in the interest of sustainable development, that rail transportation be considered for the transportation of goods to and from the Port at Ringaskiddy.

Public consultees questioned whether the proposed plan considered future residential development in the area over the next 10-15 years and if not what other infrastructural plans are there to cater for expansion of the area.

Some public consultees felt that the effect of the proposed M28 will be to physically isolate the region east of the proposed M28 from Douglas and from Cork City.

2.1.6 Traffic

Public consultees felt that the traffic congestion issues were not well understood by the project team and questioned what traffic information was used in the analysis that led to the current proposals. They felt that the proposed ramp closures would increase congestion in the local areas and asked that an independent Traffic Management Study that would address the impact to traffic flows on all road arteries impacted by the plan be conducted and published.

A number of public consultees requested details of how a reduction in overall journey times was calculated and also asked how it was determined that there will be improved capacity to the local network.

Many public consultees requested that traffic data be made available on the existing and proposed traffic flows on the local and regional roads impacted by the proposals.

Some public consultees noted that the Road Infrastructure Safety Management Directive states that safety assessments have to be completed for all roads involved in design proposals and asked if these had been carried out and questioned how these safety measures are being satisfied by the diversion of large volumes of additional traffic through existing housing estates.

2.1.7 Options

Public consultees pointed out that consideration of alternatives is a key requirement of the Environmental Impact Assessment and asked what other options, routes or junction layouts had been considered in addition to the proposed closure of the Maryborough Hill and Mount Oval ramps and the Carr's Hill Interchange.

2.1.8 Land take for the Motorway

Concern was raised about the height and proximity of the proposed additional northbound N28 to N40 lane to the motorway. A number of public consultees stated that the proposed route for this new lane uses the existing road and that the existing left lane of the roadway was improperly added at Wainsfort without consultation in 1998 by removal of a hard shoulder as well as portions of a protective bank and vegetation. Some questioned if the wooded area between Rochestown Rise and the N28 would be impacted by the works.

Many questioned if the Rochestown Road overbridge was being widened to accommodate the proposed additional northbound N28 to N40 lane to the motorway. Public consultees were worried that the construction of an additional carriageway would bring the road closer to existing homes along the existing N28 corridor, particularly at Newlyn Vale, Wainsfort, Belgard Downs, Rochestown Rise, Lissadell and Maryborough Heights. Some queried if houses would need to be Compulsorily Purchased to accommodate the lane and some sought clarification if this process had begun. Many sought clarification on whether the N28 would be widened between Bloomfield interchange and the Carr's Hill Interchange and if this would mean that the road would be closer to their homes as a result. Details of the land take for the motorway were requested.

2.1.9 Noise and Air Pollution

There was significant concern raised with respect to the noise from the proposed M28 upgrade. Residents noted that they were already affected by considerable noise from the existing N28. They were worried that this would be exacerbated with the additional lane bringing the road closer to homes. Residents expressed their disappointment that details of noise mitigation were not available at this stage. Many noted that the new Port intends to roll off a HGV every 90 seconds and this in conjunction with the overall increase in traffic on the M28 would lead to increased noise levels in the vicinity. Residents called for effective high quality sound barriers and low noise surfacing to be included throughout the project as well as the installation of concrete walls along the entire Mulcon Valley corridor to prevent pedestrian traffic. A number of residents were concerned that trees that were removed near Newlyn Vale, Wainsfort and Belgard Downs were removed as part of the current plans and not for safety reasons as they were told.

Public consultees were concerned about the health risk to residents, workers and communities along the M28 corridor as a result of the pollution from fumes connected with the increased traffic volumes, in particular HGVs using the proposed M28. Some stated that people who live, work or attend school near major roads have increased incidence and severity of asthma, cardiovascular disease, impaired lung development in children, pre-term and low-birthweight infants, childhood leukaemia and premature death. They noted that particles largely generated by diesel exhausts have been shown by recent research carried out in the Netherlands to cause problems at levels well below those stipulated in current EU air-quality directives. Public consultees felt that the risks from heavy traffic should be reviewed at route selection stage and that the adverse effects of air pollution on vulnerable residents are minimised from the outset by good design. Only residual effects should be dealt with by mitigation.

2.1.10 Construction Impact

Public consultees questioned the timeline for the construction of the proposed upgrade to the N28. Some were concerned that there would be significant disruption, noise and stress caused during the building process.

2.1.11 Alternative Proposal

A number of alternative options to the M28 were proposed for consideration, including:

- Completion of the outer ring: driving the N28 from Carrigaline, west from the Shannonpark roundabout and north or south of the Airport to link up with the North Ring

and allow the west bound port traffic avoid the congested inner ring roads and the inner city.

This would complete the outer ring, give great access to the west and Atlantic corridor and increase the effective potential and demand for the port facilities and secure their future. It would give convenient access and alternative routing to the Passage and Monkstown areas to the west and Kinsale alleviating congestion on the Rochestown Road.

- Construct a connection road between Mount Oval Village and Broadale would allow residents of the former to quickly access Maryborough Hill in the mornings, thereby reducing traffic on Clarke's Hill. There are two obvious routes for such a road. The first would go from the Mount Oval diverge road to The Heights, Broadale, and onwards to Maryborough Hill (this route would only pass the entrances to three house in Broadale). The second route would go from the Mount Oval diverge road directly to the overpass on Maryborough Hill.
- Rationalise the Rochestown Road Roundabout by:
 - Removing the direct connections from the roundabout to the old Mount Ovel estate, the individual house at the South-West, the County Council office and the Church. Mount Ovel could then be accessed exclusively from its existing connection with Clarke's Hill. This would also have the benefit of eliminating the use of the estate as a "rat run".

The individual house could easily have its entrance relocated to the road running through Mount Ovel.

The County Council office should be either demolished or given a new entrance accessed via Mount Ovel.

The Church could be accessed via a short new road passing through farmland and connecting either to the Riverside estate (where it would only pass the entrances to two of the six houses in the estate) or to the laneway opposite the bottom of Clarke's Hill.
 - The roundabout could then be replaced with a signalised T-junction.
- Relocate the point where northbound traffic separates into westbound and eastbound on the approach to the Bloomfield interchange. Moving this point north of the R610 would increase its distance from the Maryborough Hill merge, thus increasing weave distance between the two.
- Use the land adjacent to the Douglas Golf Club and the M28 to provide an alternative access from Maryborough Hill to the M28.
- Relocate the Carr's Hill south roundabout to a point adjacent to the south-eastern side of the existing underpass to decrease the distance travelled by motorists using the Carr's Hill Interchange.
- Build a flyover from Garryduff to Rochestown Roundabout;
- Upgrade the road (N27) to the airport as a motorway and build a new road from the airport to Ringaskiddy; linking the airport and the port.

- Construct staggered single-lane fly overs branching out to the different directions at Bloomfield Interchange.

2.2 CLOSURE OF MARYBOROUGH HILL ON-RAMP

Public consultees felt that closing the Maryborough Hill on-ramp would have a detrimental impact on their quality of life. It would lead to increased traffic congestion on Maryborough Hill and in the surrounding areas. Many felt that any congestion issues currently being experienced on Maryborough Hill are as a result of consistently poor planning decisions over the years. They felt that the closure of the ramp would exacerbate the existing situation, driving people into Douglas or to use alternative local roads, such as the L2472 Garryduff Road, rather than using the Carr's Hill Interchange, which would add to their journey time, travel distance and fuel costs. This would result in increased levels of traffic on local roads, leading to increased noise and air pollution in the area, as well as an increased risk to the safety of pedestrians, cyclists and road users in the area.

Some public consultees felt that the existing 'bottleneck' at the Maryborough Hill on-ramp access point could be addressed by a widening of the bridge and the inclusion of a right turning lane to the Maryborough Hill on-ramp.

Many public consultees noted that it was already difficult to exit some estates in the area with existing traffic levels, but that this would become even more difficult with the increased traffic that would normally have accessed the N28 via Maryborough Hill on-ramp.

Some public consultees felt that the closure of Maryborough Hill is somewhat justified by the proposed additional northbound N28 to N40 westbound lane, as they felt that would go some of the way towards relieving the traffic congestion in the morning.

Many public consultees felt that Maryborough Hill on-ramp should remain open and requested specific details on why it was not up to specification. They felt that if the existing ramp does not conform to motorway standards, then it should be redesigned and upgraded to do so. Some felt that an off-ramp to be constructed from the N28 to Maryborough Hill should also be considered.

Public consultees were worried that the closure of the ramp would lead to delays in emergency services gaining access to and from Maryborough Hill and that increased local traffic would lead to an increased risk of accidents on the local roads.

A number of public consultees noted that Maryborough Woods estate is already being used as a 'rat-run' and that this would be exacerbated by the introduction of the Carr's Hill Interchange and closing of the Maryborough Hill on-ramp.

Some public consultees noted that the Maryborough Hill on-ramp was a considerable benefit and advantage to their home and that its removal would negatively impact the value of homes and businesses in the area. They questioned whether they would be compensated for this loss.

Public consultees questioned if a full impact assessment and cost benefit analysis had been carried out on the proposed closure of the Maryborough Hill on-ramp and requested that this should be made available.

2.3 CLOSURE OF MOUNT OVAL OFF-RAMP

Many public consultees stated that the closure of the Mount Oval ramp would have a significant impact on their quality of life by increasing their journey times to and from their homes. A number stated that accessing Mount Oval Village via Clarke's Hill would add traffic to a travel route that already experiences traffic congestion. Many questioned the wisdom of adding to this congestion with the traffic from over 800 residences of Mount Oval and asked how the published journey times had been calculated and by using what travel route. Public consultees noted that residents of Monkstown and Passage also use the Mount Oval exit to avoid the Rochestown roundabout bottleneck.

Public consultees felt that the roads that connect the proposed Carr's Hill roundabout (via Maryborough Ridge) i.e. Garryduff, Clarke's Hill and Coach Hill, that lead onto the Rochestown road and beyond were not designed for current traffic volumes. They felt that the draft proposals have not considered the impact or changes required to these roads due to the increased traffic that would be forced to use them as a direct result of the proposed closure of the Mount Oval off-ramp.

A number of public consultees asked if there had been an overall impact assessment completed of the proposal to close the Mount Oval off-ramp on the Douglas and Rochestown area and on existing evening queues at Bloomfield exit to Rochestown Road been assessed. Many felt that the proposals would mean that more traffic would inevitably be drawn back into Douglas and Rochestown and increase traffic congestion in these areas.

Public consultees stated that many of the estates and private residences accessing Garryduff Road and Clarke's Hill had restricted sight-lines and that this in conjunction with increased traffic speeds and the increased traffic volumes in the area (as a result of the closure of the Mount Oval off-ramp) would lead to an increased risk of accidents and be detrimental to the safety of motorists, pedestrians and cyclists. Some noted that during recent resurfacing works on the Rochestown Road, to the east of Clarke's Hill, a diversion was put in place that required all westbound traffic to use Coach Hill and Clarke's Hill to loop back onto the Rochestown Road. There were days when the traffic was never ending and only for the traffic lights at the Mount Oval main entrance it would have been difficult to get onto Clarke's Hill. It was feared that with the proposed "*modest increase*" in projected traffic volume that this would be a regular occurrence as residents choose this route to the M28 rather than using the Carr's Hill Interchange.

Some public consultees questioned how there would be a significant reduction in traffic through Mount Oval as a result of the closing of the off-ramp, as those who live close to the slip that would not normally travel through the estate would now have to, as the only access to the estate would now be from the front.

Public consultees felt that the Mount Oval off-ramp should be retained and that there was ample room available to redesign and upgrade the existing ramp to meet motorway standards. If necessary, they felt that speed limits on the off-ramp should be reduced to achieve the necessary standard. Some noted examples of ramps on and off national roads throughout the country that are of a similar standard to the existing Mount Oval off-ramp and therefore there should be no reason not to upgrade the Mount Oval off-ramp.

Some public consultees stated that if the off-ramp to Mount Oval could not be retained for legal reasons that they would support whatever solution would improve the quality of commuting for the largest group of motorists.

Public consultees noted that the original Mount Oval planning application included the off-ramp as an integral part of the overall design and that it was deemed essential in easing the load on the local road network. They stated that given the significant increases in traffic and residential growth since the original application over 15 years ago, the need for the off-ramp is even more essential now than originally envisaged. They felt that any new scheme proposal should not override or dismiss the original design intentions and benefits that were inherent in including an off-ramp in the original planning application and which were viewed favourably by the Chief Planning Officer and planning inspector within An Bord Pleanála at the time.

Public consultees noted that those purchasing homes in Mount Oval estate did so based on the knowledge that the off-ramp provided direct access from the N28 and public consultees felt that the value of their homes would be negatively impacted by the closure of the ramp.

Some public consultees were concerned that estates that were already used as 'rat runs', such as Clarke's Wood and Mount Oval, would be made even worse by the proposal to close the Mount Oval off-ramp. They felt that increased traffic volumes would use these routes to short circuit the even more heavily congested local routes as a result of the closure of the ramp.

Public consultees objected to the creation of a cul-de-sac of the Mount Oval Estate. It was felt that cutting off through traffic in the estate would threaten the viability of the commercial units in the estate. These businesses currently offer essential services for local residents. Some public consultees stated that cul-de-sacs reduce permeability and force all end users into cars and that mixed development and community services are an integral part of a sustainable community. They referred to several publications which specifically discourage cul-de-sacs including: the National Transport Authority's guide on Permeability Best Practice Guide¹; the DOEHLG' Guidelines for Planning Authorities for Sustainable Residential Development in Urban Areas² the Urban Design Manuals Pt 1³ & 2⁴.

Public consultees noted that Scoil Phádraig Naofa was completed in 2013 following detailed traffic counting and mobility management surveys and that their current mobility management plan is based on the existing traffic configuration. Public consultees stated that the proposed upgrade to the N28 would have serious safety concerns for the pupils and staff of the school and the residents in the adjoining estates.

Public consultees felt that no consideration has been outlined in the plan for the safety of pedestrians and cyclists that would be affected by the increased volumes of traffic along the main arteries between the proposed Carr's Hill roundabout and the Rochestown Road due to the proposed changes to the N28. They also noted that should an accident occur, that the faster access

¹ https://www.nationaltransport.ie/wp-content/uploads/2011/12/Permeability_Best_Practice_Guide_NTA_20151.pdf

² <http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,19164,en.pdf>

³ <http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,19216,en.pdf>

⁴ <http://www.environ.ie/en/Publications/DevelopmentandHousing/Planning/FileDownload,19217,en.pdf>

of the Mount Oval off-ramp would no longer be available to the emergency services should the proposals proceed in the current form.

Some public consultees expressed concern that antisocial behaviour between the Mount Oval off-ramp and the Heights in Broadale would be exacerbated if the off-ramp was closed altogether.

Public consultees felt that instead of closing the Mount Oval off-ramp, that an exit from Mount Oval with an overpass over the M28 and joining the M28 should be explored. Some also proposed that the initial plans to have an access road from Mount Oval to Garryduff via Foxwood should also be explored. Both these proposals would result in relief of congestion on local roads.

2.4 ROCHESTOWN ROAD

Public consultees noted that there is already significant congestion in the Rochestown Road area at present with:

- Tailbacks on the slip road from the N40/N28 to Rochestown Road in the evenings;
- Tailbacks on the Rochestown Road for Douglas/N28 bound traffic in the mornings.

Public consultees stated that the congestion was as a result of:

- Already significant traffic flows on the Rochestown Road and accessing Clarke's Hill;
- Rochestown Roundabout being unable to cater for existing traffic flows;
- Traffic flows from the Douglas direction causing the Rochestown Slip Road to back up in the evening time;
- Cars turning right up Clarke's Hill;
- School traffic.

Public consultees felt that additional traffic would undoubtedly use the already congested Rochestown Road as a result of the proposed closure of the Mount Oval and Maryborough Hill ramps and that this was unacceptable as the road was unsuitable to cater for the additional volume of traffic.

Some public consultees questioned if changes were proposed to the on-ramp to the N28/M28 from the Rochestown Road, stating that the weaving required to travel eastwards from this on-ramp towards the tunnel is currently "quite chaotic".

Public consultees challenged the project team's claim that there will be a "*Reduction of traffic on Rochestown Road from the Fingerpost Roundabout to the M28 junction*" and asked for clarification on the subject.

Public consultees using the Rochestown Road from the Passage West direction noted that the Cork County Development Plan identified Passage West as one of the population centres for: '*Critical population growth, service and employment centres within the Cork "Gateway", providing high levels of community facilities and amenities with infrastructure capacity, high quality and integrated public transport connections should be the location of choice for most people especially those with an urban employment focus*'. However they felt there was no evidence to facilitate this growth in the proposals to upgrade the N28. They felt that the proposals would add to the significant journey times and congestion that were already being experienced as people travelled from Passage West to

work or schools via the Rochestown Road. Some noted that they already use a significant detour via the Carrigaline Road to access the N28 to the city just to avoid the congestion on Rochestown Road.

Public consultees felt that improvements are required as a matter of urgency to the Rochestown Roundabout to address the safety issues due to poor visibility at the bottom of the N40/N28 off-ramp to Rochestown and access difficulties and capacity issues of the roundabout during peak times. Some public consultees suggested that traffic lights should be introduced here in addition to a lane going left from the N40/N28 off ramp towards the Rochestown Road.

Public consultees felt that additional lanes are required along the Rochestown Road to cater for the volumes of traffic using it.

Some public consultees suggested that an alternative route from Rochestown Road to meet the existing overbridge at Jacobs Island should be investigated to relieve the congestion in the area. Others proposed that mini-roundabouts with instructive signage be placed at the junction of Rochestown Road with Clarke's Hill, and Coach Hill and the Rochestown Road to N28/N40 on-ramp.

Pedestrian safety on Rochestown Road was another significant issue that public consultees were concerned about, noting that there is no pedestrian crossing included in the proposals on the Rochestown Road.

Public consultees were also concerned that it is already difficult to gain access onto the Rochestown Road, for example, from Brookfield, The Ovals Rochestown Rise and St. Patrick's Church. They were concerned that this would become increasingly difficult as the volume of traffic grows as a result of the proposals and in particular with the additional right turn lane to Clarke's Hill. They felt that the use of sensor controlled traffic lights combined with pedestrian lights should be considered to allow access onto Rochestown Road by existing residents.

2.5 CLARKE'S HILL

Public consultees felt that, while the proposed provision of the extra lane for traffic turning right up to Clarke's Hill would be a welcome improvement, it would not be sufficient to alleviate the tailbacks in the evening on the Rochestown Road. They felt that any associated benefits would be negated by the closure of the Mount Oval off-ramp due to the increased traffic volumes using this route and this was not a viable alternative to the Mount Oval slip road.

Some questioned how effective the right-turn lane would be as there would be no onus on traffic coming from the Passage direction to stop to allow traffic turn up the hill. They suggested that the junction be signalised and that the proposed right turning lane should be extended and that a filter lane be created for traffic turning left from Clarke's Hill to Rochestown Road, with a right turn lane for cars coming down Clarke's Hill.

Some public consultees felt that the right turning lane would not confer any advantage to motorists turning right to go up Clarke's Hill to access Mount Oval Village, but only to motorists going straight on to Passage, as they will not be held up by a right turning car. Others felt that the right-turn lane may inadvertently cause rather than alleviate congestion by impeding oncoming traffic from Passage/Monkstown heading in the Douglas direction.

Some public consultees questioned if there would be room for a bus to turn right up Clarke's Hill with the new alignment and what the proposal was for the existing bus stop at the base of Clarke's Hill. Others queried where the land would be taken from to allow this right-turn lane to be constructed and how site boundaries and trees in the area would be affected by the construction of the proposed right-turn lane.

Public consultees stated that the current condition of Clarke's Hill is not satisfactory to cater for the traffic using it at present, noting the inadequate width, surface condition, alignment, sight lines of some houses and estates, lighting and lack of quality pedestrian and cycle facilities. Public consultees noted that Bus Éireann buses (Route 216) uses Clarke's Hill and the Rochestown Roundabout at present and for safety reasons most motorists stop when a bus is approaching to allow the driver to negotiate the tight corners on this very narrow road. Many public consultees referenced the difficulties in passing on Clarke's Hill when two large vehicles meet on the road.

Public consultees stated that it is unacceptable that the NRA/TII do not accept responsibility for improving Clarke's Hill even though it is the proposals to change access from the N28 to Mount Oval that will put extra pressure on Clarke's Hill. Public consultees felt that TII and Cork County Council should work together to ensure that improvements are made to Clarke's Hill before the M28 proposals go ahead.

Public consultees felt, with the proposed closure of the Mount Oval off-ramp, that all that traffic will use Clarke's Hill and not the new interchange as Clarke's Hill would be a significantly shorter journey than using the new Interchange. They felt that this combined with the additional traffic in the mornings due to the closure of the Maryborough Hill on-ramp will lead to significantly increased volumes of traffic using Clarke's Hill and lead to increased congestion, noise and air pollution and road safety risks as a result.

Many public consultees stated that it was already difficult for residents on the North side of the Rochestown Road in the region of the Rochestown Roundabout and Clarke's Hill to access Rochestown Road in the direction of Douglas/N28/N40 in the morning. They felt that with the widened road and right-turn lane to Clarke's Hill, and increased traffic as a result of the Mount Oval road closure, that it would be almost impossible to access the road in the morning. Some proposed sensor activated traffic lights be installed at the junction to allow access and egress from their homes onto the Rochestown Road.

Some public consultees were concerned that due to increased congestion on Clarke's Hill and Rochestown Road due to the proposed closure of the Mount Oval off-ramp, that the old Mount Oval estate would be used, even more than it is already, as a shortcut between the Rochestown Road Roundabout and Clarke's Hill. Some public consultees felt that the proposals would increase the risk of accidents at the junction and questioned what safety measure would be implemented at the junction and whether traffic lights, traffic calming measures, yellow box junctions and or speed limits are being considered.

Some public consultees asked that a copy of the environmental impact study of the proposal be provided and asked if the Douglas Estuary Sanctuary had been taken into account.

2.6 COACH HILL

Concern was expressed that there was already significantly more traffic on Coach Hill than it was suitable for.

It was noted that road-users from the Passage/Monkstown Rochestown Road area currently use Coach Hill:

- In the mornings, to avoid the congestion at the Rochestown Roundabout, noting that they currently travel additional distance up Coach Hill to access Maryborough Hill on-ramp or Douglas via Maryborough Hill.
- In the evenings, again to avoid congestion at the Rochestown Roundabout, that they use the Mount Oval off-ramp and travel down Coach Hill or Clarke's Hill to access the Rochestown Road to travel to Passage/Monkstown.

Public consultees felt that that there would be additional traffic as a result of the proposed closure of the Mount Oval off-ramp and that the proposed right turning lane to Clarke's Hill would not be sufficient to cater for the additional traffic due to the closure of the Mount Oval off-ramp and that this traffic would bypass the Clarke's Hill right-turn when busy and use Coach Hill.

They also felt that with the closures of the Maryborough Hill on-ramp and the introduction of the proposed Carr's Hill interchange, that traffic from Passage and Monkstown areas wishing to access the motorway will do so via Coach Hill and the Carr's Hill Interchange.

They questioned why Coach Hill did not feature in the proposals or plans for the M28, given that it would be impacted as a result of the proposals. Many stated that the road was already in a potentially hazardous condition and asked if a risk analysis relating to Coach Hill had been completed.

Public consultees felt that the M28 proposals should not progress until Coach Hill is upgraded and improved through road widening, realignment of accesses to Coach Hill to improve sight lines, the building of footpaths and cycle lanes (noting that pedestrians and cyclists use Coach Hill to access the New Line Walk), the installation of lighting, traffic calming measures and synchronised traffic lights for Coach Hill traffic accessing the Garryduff/Mount Oval junction to allow for orderly and timely flows both continuing straight and to filter traffic turning right.

Some outlined that a planned Coach Hill upgrade was secured as part of an €84,000 Strategic Regional and Local Roads grant from Government for design works and legal costs and that this could possibly be integrated into the proposal.

Public consultees also noted that Bus Éireann are using this road already and are not providing any stops on it but that the condition of the road is totally unsuitable for vehicles of that size.

2.7 CARR'S HILL INTERCHANGE

Some support was expressed for Carr's Hill Interchange, however it was felt that more access and egress options to and from the N28/M28 were needed to help with the existing congestion on the local roads in the area and not less. Therefore public consultees felt that this interchange should be constructed in addition to upgrading the existing Maryborough Hill on and Mount Oval off-ramps.

Some public consultees expressed the opinion that the Carr's Hill Interchange would not be used due to the increased distance and travel time required to get there and the perception that using the interchange would be travelling in the opposite direction to their intended destination. Others felt that historically people did not travel in this direction to use Maryborough Hill, due to the condition of the Garryduff Road and the blind corner at Maryborough Hill T-junction. Some felt that this interchange would only be used by people coming from the Ringaskiddy direction.

Public consultees felt that the proposed Carr's Hill Interchange was overly complicated and had too many roundabouts and questioned why this was necessary. Some felt that the Carr's Hill North Roundabout should connect to the Carr's Hill West roundabout without the need for the Carr's Hill South Roundabout. They felt that this would add unnecessary distance and create confusion for drivers.

Some suggested that the Carr's Hill Interchange would be more acceptable if access to it was shorter and proposed a link from Maryborough Hill parallel to the west of the N28 to access the Carr's Hill West Roundabout with a flyover to the Carr's Hill North roundabout.

Some questioned the information, provided at the Public Open Day, that the proposals would provide *"Shorter AM peak hour journeys from Mount Oval of 0.5 to 1.5 minutes"* and questioned how this was possible with the increased distances to the Carr's Hill Interchange. They asked that the routes used to deliver these time savings be clearly identified and explained.

Public consultees were concerned that traffic routes, that are already heavily congested, would be used instead of the Carr's Hill Interchange, increasing traffic on Coach Hill, Clarke's Hill, Rochestown Road, the Fingerpost roundabout, Douglas and in the Garryduff, Rochestown and Maryborough Hill area generally, leading to more congestion in the area and grid-lock at peak times. As a result of this congestion public consultees felt that existing estates would be increasingly used as 'rat-runs' for people trying to access Carr's Hill Interchange. Some estates mentioned included Maryborough Woods Estate, with public consultees worried that this would be used as an alternative means of accessing the Carrigaline Road and Carr's Hill Interchange.

Public consultees were concerned that there would be increased traffic on the Garryduff Road (L2472) as residents from the Mount Oval, Garryduff and Rochestown areas access the Carr's Hill Interchange. It was felt that Passage and Monkstown traffic would also use the Garryduff Road via Coach Hill as access to and from the Carr's Hill Interchange in order to avoid congestion on the Rochestown Road. There was concern that this increased traffic would lead to increased air and noise pollution. Many public consultees outlined that, in addition to peoples' homes, that there are schools, care homes and sports facilities accessed via the L2472 and they were concerned that along with increased traffic volumes, that there would be a risk of cars speeding leading to an increased risk to the safety of motorists, pedestrians and cyclists in the area.

There was concern that this increased traffic would lead to a new bottleneck at the Maryborough Ridge Roundabout and the Carr's Hill North Roundabout as traffic from the Maryborough Hill, Garryduff, Mount Oval, Passage West and Monkstown areas would now use this to access the new interchange. They felt that there would be significant pressure on the proposed Carr's Hill Interchange and surrounding estates as the only access point onto or off of the M28. They also noted that this area would be under increased pressure from traffic as a result of the proposed new schools in the area.

Some public consultees felt, at the Carr's Hill South Roundabout, that the traffic coming from the city would be cut off by cars travelling in the direction of the city leading to tailbacks on the slow lane of the motorway. They felt that this would represent a safety risk due to the increased volume of traffic using the Carr's Hill Interchange after the closure of the Mount Oval off-ramp. To alleviate this issue, they proposed that the access onto the motorway should be before the exit from the motorway, and they felt that this would necessitate a minor under-pass.

There was concern that the proposed Carr's Hill Interchange would open up more land for development and that this would increase the congestion in the area further.

Some public consultees questioned whether this potential future development had been taken into account in the development of the proposals. Some felt that if it had, it had underestimated the amount of traffic as a result of this future development, particularly noting development of the areas to the south and west of Maryborough Ridge.

Many public consultees questioned if the impact of the schools planned to be constructed close to the location of the proposed Carr's Hill North roundabout had been taken into account. Public consultees felt that the surrounding roads were inadequate for the traffic volumes expected at peak times and that the impact of the school traffic would add further to the journey times of people expected to use the Carr's Hill Interchange as part of their commute.

There was concern raised that the construction of the Carr's Hill Interchange would encourage more traffic on the Carrigaline Road that links to the interchange. Public consultees felt that the condition of the road was not sufficient to cater for the increased volume of traffic and would lead to an unsafe situation. Some noted that there are legacy issues in terms of ongoing safety concerns for residents in the area of the Famine Graveyard on Carr's Hill wishing to access the road, and with respect to the provision of a bus route and that these issues should be addressed given that the proposal is likely to cause increased traffic along this road.

A number of public consultees stated that they would be supportive of the Carr's Hill Interchange if it did not travel through the Maryborough Ridge residential estate.

2.8 MARYBOROUGH RIDGE

Many public consultees noted that residents of Maryborough Ridge had purchased their homes with no knowledge or expectation that the estate road would become a through road that connected to the M28. The estate road was described as a collector road in a private residential estate to provide access in and around the estate and the selling point of 'secluded sites' was one of the main reasons why they had purchased homes in the estate.

Some noted that at the planning stage of the Maryborough Ridge Estate, there had been an intention to link the estate to the N28. However, they stated that Cork County Council had expressed the concern that the volume and speed of traffic travelling through the estate would cause segregation of the overall estate and impact on the users of the open green areas and pedestrians wishing to cross the through road. As a result, no planning permission was given for the through road.

Public consultees questioned why a cul-de-sac arrangement was described as a benefit for the Mount Oval estate, where residents purchased their properties in the full knowledge of the through road, while significant traffic volumes were now proposed to go through Maryborough Ridge estate, and where residents did not have knowledge of this when purchasing their properties. They questioned what planning regulations allowed this proposal to be put forward and what rights the residents of Maryborough Ridge had to object, and how to do so.

Many public consultees felt that, when complete, Maryborough Ridge has the potential to be a very vibrant diverse community, incorporating a nursing home, business units and mixed residential units. They noted that the estate was a higher density blend of detached, semi-detached, townhouses/duplexes and apartment blocks, with the majority of units not having private gardens and that therefore a crucial part of the development model is the use of the shared green areas. Public consultees felt that the nature, safety and security of the estate and its' residents would be compromised by the division of the estate with the proposed through road to the M28, leading to a negative impact on the quality of life for the residents.

Public consultees were concerned about potential safety risks given the increased traffic volumes that would be travelling through the estate as a result of the proposed through road to the M28. Some asked for existing and projected traffic volumes pre and post construction to be provided.

A number of public consultees were concerned that this traffic would present safety issues for pedestrians, cyclists and the elderly using the estate and its amenities. Public consultees were particularly worried that there would be a risk to children playing in the open green areas due to the proposed through traffic. Detailed drawings of all of the proposed works, including details of walls/railings, and modifications to pedestrian routes within Maryborough Ridge were requested.

Some public consultees felt that the condition of the road would not be sufficient to act as a through road to a motorway, and that it neither has the width nor the capacity to cater for the increase in traffic. Public consultees queried what improvements would be included to address the issue of safety for residents, and what boundary walls and arrangements around the open spaces were being proposed.

There were a number of questions with respect to the extent and nature of traffic calming measures proposed and if the impact of these traffic calming measures had been included as part of the calculation of journey times using Maryborough Ridge. Public consultees felt that, with the increased traffic through the estate, there would be tailbacks in the estate due to the slowing down of traffic both from the numerous roundabouts proposed as well as traffic calming measures and that this congestion would cause significant disruption to estate residents. Some public consultees proposed that traffic speed restrictions and speed ramps would be required as a minimum and suggested that a gated entrance/exit similar to that at Mount Oval be provided to distinguish it as a housing estate to through traffic travelling to or from the motorway.

Public consultees were concerned that the increased volume of traffic would lead to issues of noise and air pollution and questioned what impact assessments had been done to investigate these issues. Some asked for results of any and all such assessments and asked what corrective measures would be put in place to counteract these issues. Some were concerned that the installation of noise barriers along either side of the through road would have a detrimental impact from a visual perspective and would add to the divisive nature of the through road, cutting off residents on the south side of the road from neighbours, play areas and facilities in the northern part of the estate.

Some public consultees questioned if the proposed distributor road through Maryborough Ridge would be closer to the houses to accommodate the width of the road.

A number of public consultees were concerned that there would be a nuisance as a result of the headlights of the increased number of cars passing through the estate at night. Others were worried that there would be an increase in the lighting in the area due to the through road and the roundabouts and requested information on the proposed lighting plan.

A number of public consultees noted the absence of a plan for pedestrian, cycling traffic and bus-lane and/or bus-stop lay-by provision and questioned how the lack of these is in keeping with the sustainable development of the area.

Public consultees questioned what the timeframe would be for the proposed works and what would the transitional arrangements be.

Public consultees were concerned that the value of the homes would be negatively impacted by the proposed distributor road access to the M28.

Public consultees expressed concerns that increased traffic due to the proposals passing their existing substandard access from Maryborough Ridge Estate to Maryborough Hill, with limited visibility, would be an increased safety risk. They queried if this exit would be improved as part of the works and if traffic lights would be considered from the one-way exit presently from Maryborough Ridge to Maryborough Hill. This would allow safer access to turn right to access the proposed new distributor road to the M28. Some questioned whether this was the responsibility of the estate developer or of the NRA/TII or Cork County Council and asked for confirmation of this.

Public consultees requested results of current/predictive time-domain traffic models examining the merge from the proposed Carr's Hill West Roundabout with the proposed M28, and any possible 100km/h to 60km/h reduction or 2 to 1 lane merge before the Bloomfield interchange.

Some public consultees were concerned that the section of road outside Broadale would be cut-off and therefore would become a haven for anti-social activity. Others were concerned that the through road with access to the M28 would lead to a rise in crime and theft in the estate.

Public consultees stated that the roundabout at Maryborough Ridge needs to be integrated as a matter of urgency to eliminate the blind bend from Garryduff Road to Maryborough Hill. However some felt that the roundabout at Maryborough Ridge is too small to accommodate the anticipated traffic volumes and that the approach roads are too narrow.

There was concern that the roundabout would give preference to motor vehicle users over cyclists and pedestrians and some public consultees felt that this should be a signalised junction with pedestrian lights incorporated, so that residents of Maryborough Ridge can still gain access to their nearest bus stop and the facilities at Broadale.

Some public consultees felt that the traffic coming from the Garryduff side would need to have priority on the roundabout due to heavy traffic flow from Carrigaline at rush hour and proposed that a small flyover instead of the roundabout might be more suitable.

Public consultees noted their concern regarding the closure of certain existing internal estate roads, which they felt would make these streets cul-de-sacs without any designated turning areas. This would make them non-compliant with DoEHLG Standards and incompatible with essential service deliveries such as refuse collection and fire tenders, or alternatively amenity/green areas would have to be amended to facilitate turning areas and/or barriers to prevent children running onto a busy road. They asked what alternative measures would be provided and what measures would be put in place to ensure that service deliveries, such as fire tenders and refuse collection, will not be adversely affected. Public consultees noted the omission of the entrance/access off the main distributor road to "The Oaks" residential area and felt that this entrance/access off the main distributor road should be retained as a minimum. Public consultees also noted that provision must also be included to allow access to existing residential areas and future development lands within Maryborough Ridge.

Public consultees sought confirmation that TII will take a constructive position in relation to the future development of Maryborough Ridge and not seek to suspend/restrict or have a negative impact on the future development proposals within Maryborough Ridge.

Public consultees felt that the through road would not provide any benefit to the Maryborough Ridge Residents as they had no direct access to the road.

Public consultees noted that the Applewood section of the estate will effectively be cut off from the rest of the estate, along with access to the common green areas. They were also concerned that the opening of the Applewood side entrance onto the road to Hilltown will increase people trying to bypass the roundabout and will increase traffic coming into the estate.

Public consultees were concerned that the current retaining wall beside No. 31 The Oaks would not sustain the expected volume of traffic and that there would be a risk of collapse. There was also concern about the level at which the connector road would be constructed and the impact this would have on individual houses.

2.9 CONSULTATION

Public consultees expressed disappointment that they had not been informed or engaged with in advance of the Carr's Hill Interchange and associated works proposal. They noted that no information had been disseminated to residents by Cork County Council, with the only information being received from elected representatives. They urged the project team to engage with local residents on the development of the design.

Public consultees were disappointed that they were not made aware of the December 2014 Consultation on the project. Some felt that the Public Open Day at the Maryborough Hotel was a tick the box exercise and that the proposals were a 'done deal'. Others welcomed the provision of the Open Day but said they found that some of the proposals were difficult to fully grasp and that the meeting would have benefitted if a 3D model of the proposed new roadway and interchanges were available. Some felt that the Public Open Day cleared up and gave a better understanding of the proposed works. Others felt that the plans should have been presented to everyone first and people allowed to ask questions after the presentation.

Public consultees felt that the information provided was not extensive enough and that drawings were too small a scale and not detailed enough. Public consultees felt that more information on traffic and environmental impacts should have been provided to them in accordance with the Aarhus Convention. Public consultees also felt that the information on journey times was incomplete and that all results should have been provided in minutes and not in minutes and percentages.

Some public consultees felt that the information provided on the website as to why the Maryborough Hill on-ramp is being closed has been poor. They felt that this was articulated at the Public Open Day. However they felt that there should have been information on the broader scheme available at the Public Open Day and particularly on the new northbound lane which would include a new structure at Rochestown.

Public consultees were also disappointed that queries posed by email to the project email were not answered and there was limited if any feedback from the project team, other than at the Public Open Day.

3 NEXT STAGES OF PROJECT DEVELOPMENT

3.1 WHAT HAPPENS NEXT

A detailed examination of the consultation submissions will be undertaken and the matters raised in these considered by the Design Team. Where appropriate, further alternatives to the current proposals will be investigated and assessed.

The Preferred Route Alignment and Junction Strategy will be put on public display in April 2016.

Following the Public Consultation on the Preferred Route Alignment, and consideration of any submissions received, the design will be finalised.

A Public Display of the final scheme will be held before the Motorway Order (MO) and Environmental Impact Statement (EIS) are published.

Once the final scheme has been designed, the extent of land required will be determined. This will allow the Motorway Order (MO), which will permit the compulsory acquisition of land, to be prepared.

An Environmental Impact Statement (EIS) for the scheme is currently being prepared. It is envisaged that the MO and EIS will be completed by the end of Q3 2016.

Subject to approval, the MO and EIS will then be published, starting the statutory planning process.

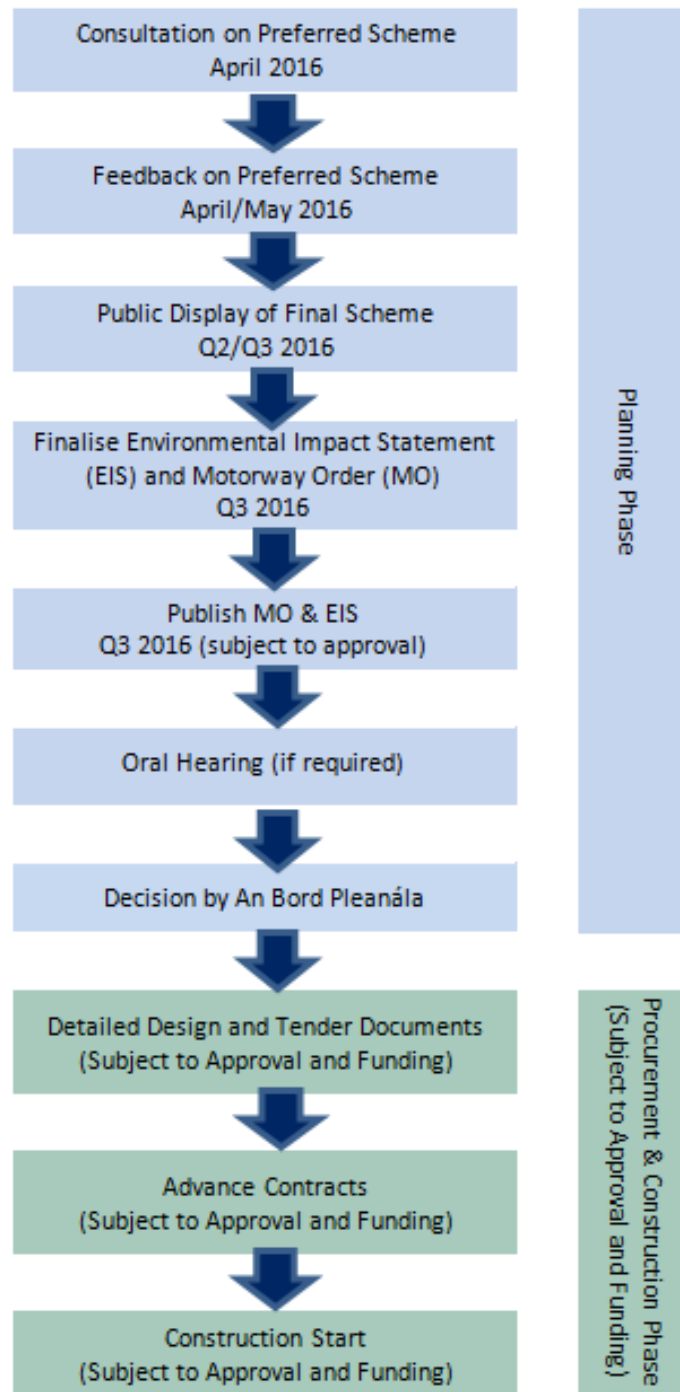
Formal submissions may be made at that time to An Bord Pleanála (ABP).

An Oral Hearing on the project may take place, if required by ABP.

Subject to ABP approval and availability of funding, the scheme then advances to the procurement and construction phases.

It is estimated that construction of the scheme will take at least 2 years.

Figure 3-1: Project Timeline



APPENDIX A

NEWSPAPER ADVERTISEMENT



CORK COUNTY COUNCIL
COMHAIRLE CONTAE CHORCAÍ

ROADS

**M28 CORK TO RINGASKIDDY MOTORWAY
SCHEME – CARRS HILL INTERCHANGE**

The proposed motorway from Cork to Ringaskiddy is a large scale infrastructure project of national significance and is currently at the design stage. The most recent public display was undertaken at route options stage.

Cork County Council, in consultation with Transport Infrastructure Ireland (formally NRA), is holding a public briefing in relation to the above project on **Monday 9th November, 2015 at the Maryborough Hotel from 4.00 pm to 8.00 pm**. The purpose of this briefing is to outline current proposals for a new interchange at Carrs Hill and changes to the existing N28 along the Northern Section of the proposed scheme.

This design has been developed by the Cork National Roads Office in conjunction with the scheme consultants, RPS Consulting Engineers.

This event has been organised to afford an opportunity for the public to be fully informed of the scale and extent of the proposed design. Cork County Council staff will be in attendance and will be available to discuss various aspects of the proposals on display.

Cork County Council is seeking the general co-operation and understanding of the public in relation to the advancement of the Scheme.

Submissions concerning the scheme should be forwarded to:
**Cork County Council,
Cork National Roads Office,
Richmond, Glanmire, Co. Cork.**

Email: info@corkrdo.ie



PART 2: PREFERRED ROUTE ALIGNMENT & JUNCTION STRATEGY

Cork County Council

M28 Cork to Ringaskiddy Motorway Scheme

Preferred Route Alignment & Junction Strategy – Consultation Report



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1 INTRODUCTION

This document presents a summary of views expressed by the public and interested parties in their feedback received during the Public Consultation on the Preferred Route Alignment and Junction Strategy for the M28 Cork to Ringaskiddy Motorway Scheme. The public consultation ran from the 4th April 2016 to the 13th May 2016. This document reflects the concerns and opinions of the public and interested parties and not those of Cork County Council, Transport Infrastructure Ireland or the Project Team. This report is a record of the submissions received and does not attempt to address the issues, concerns or opinions contained therein. The project team have reviewed all feedback and will, where relevant and feasible, take this feedback into consideration in the further development of the scheme design.

1.1 PROJECT BACKGROUND

Cork County Council (CCC), in partnership with Transport Infrastructure Ireland (TII, formerly NRA), are currently developing a Motorway Scheme for the upgrade of approximately 12.5km of the N28 National Primary Route, from its junction with the N40 South Ring Road at Bloomfield to the Port in Ringaskiddy.

The existing N28 is predominantly a single carriageway road and suffers from significant congestion leading to considerable delays and queuing at peak times at certain locations. Existing average annual daily traffic on the N28 between Mount Oval and Rochestown Road is 25,000 vehicles per day. Due to growth in the area served by the N28 and with the redevelopment of the Port of Cork facilities at Ringaskiddy, it is estimated that this will rise to 38,000 vehicles per day by 2035.

The National Ports Policy introduces clear categorisation of the ports sector into Ports of National Significance (Tier 1), Ports of National Significance (Tier 2) and Ports of Regional Significance. The Port of Cork has been identified as a Tier 1 Port of National Significance.

The N28 corridor itself is part of the Trans-European Transport Network (Core TEN-T Network) accessing the Tier 1 Port of Cork at Ringaskiddy. This requires that the port is served by a high quality road, either a motorway or expressway.

To meet TEN-T minimum standards, a road must be;

- *designed for motor traffic, which is accessible from interchanges or controlled junctions;*
- *that prohibits stopping and parking on the running carriageway;*
- *that does not cross at grade with any railway or tramway track.*

In addition, the design of the route must take account of the predicted future year traffic demand.

To meet these requirements, it is proposed as part of the M28 Cork to Ringaskiddy Motorway Scheme, that the section of N28 between Bloomfield and Barnahely will be designed and designated as a motorway, including a dual carriageway cross-section and grade separated interchanges at the junctions.

The upgrading of this route is required not only to protect the economic viability of the corridor but also in support of the sustainability of the wider Cork region. The upgrading of the N28 to motorway standard is of national significance and has been identified in the Government's document '*Building on Recovery Infrastructure and Capital Investment 2016-2021*'.

1.2 CONSULTATION PROCESS

Cork County Council has consulted widely on the project to date. Since work was re-initiated on the M28 Cork to Ringaskiddy Motorway Scheme in 2013, opportunities for public consultation on the scheme have included:

- December 2014 - Preferred Route Corridor for M28 Cork to Ringaskiddy Motorway Scheme
- October/November 2015 – Carr's Hill Interchange and associated Works on the M28 Cork to Ringaskiddy Motorway Scheme

In April 2016, public consultation was held on the Preferred Route Alignment and Junction Strategy for the M28 Cork to Ringaskiddy Motorway Scheme.

Cork County Council raised awareness of the Consultation in the following ways:

- Inviting elected officials to a briefing prior to the public display ;
- Publishing information on the Preferred Route Alignment and Junction Strategy on the dedicated project website;
- Advertising of the Public Open Day on the Preferred Route Alignment and Junction Strategy;
- Hosting two Public Information days on the Preferred Route Alignment and Junction Strategy.

This section of the report provides further details on each of the above consultation components.

1.2.1 Cork County Council Elected Representatives

In recognition of the mandate given to elected representatives and the critical role they play in representing the public and the public interest, elected representatives were briefed on the Preferred Route Alignment and Junction Strategy for the M28 Cork to Ringaskiddy Motorway Scheme in advance of the public display on 4th April 2016 at the Maryborough Hotel, Douglas.

1.2.2 Project Website

Information on the Preferred Route Alignment and Junction Strategy for the M28 Cork to Ringaskiddy Motorway Scheme as presented to the elected representatives and the public was published online on 4th April 2016 on the project website www.n28cork-ringaskiddy.com.

1.2.3 Advertising

An advert was placed in the Irish Examiner and Evening Echo newspapers on 26th March and the 2nd April 2016. A copy of this advert is included in **Appendix A**.

1.2.4 Public Information Day

Two public information days were held to discuss the Preferred Route Alignment and Junction Strategy for the M28 Cork to Ringaskiddy Motorway Scheme as follows:

- Monday 4th April 2016, from 2.00pm to 8.00pm, at the Maryborough Hotel, Douglas
- Tuesday 5th April 2016, from 2.00pm to 8.00pm, at the Carrigaline Court Hotel

More than 700 consultees attended the information days.

2 FEEDBACK FROM CONSULTATION RECEIVED

There were 193 written submissions received on the Preferred Route Alignment and Junction Strategy for the M28 Cork to Ringaskiddy Motorway Scheme. The following section is a compilation of the issues raised. Everything included in the section below is taken directly from public consultee feedback. As similar themes and issues were raised in a number of submissions, a summary of issues is presented in some cases while in other cases issues raised are quoted directly from submissions.

2.1. COMMENTS ON THE BROADER SCHEME AND ROAD NETWORK

Some public consultees expressed support for the need to upgrade the road between Cork and Ringaskiddy in order to relieve congestion, assist the development of the port at Ringaskiddy and adhere to the TEN-T Strategy. Some felt that the development of the proposed motorway is excessive and that the existing N28 should be upgraded to facilitate local and port traffic. Others felt that public money would be better spent on the upgrade of local and regional road schemes in areas such as Carrigaline, Clarke's Hill and Coach Hill. Some expressed their difficulty in supporting the level of expenditure on a scheme that does not address traffic congestion and network capacity in communities adjacent to the project. Some public consultees believed that the net benefit of the proposed project had not, to date, been demonstrated to outweigh the environmental and social costs to adjacent communities.

2.1.1 Capacity of the Bloomfield Interchange and N40, associated safety implications and general motorway comments

Public consultees felt that the M28 project should not proceed until the overall N40 Demand Management Study and a strategy for dealing with the existing congestion on the N40 is developed. Some thought that this should have been made available to the public in advance of the submission date for feedback on the preferred route alignment. Some public consultees felt that the M28 works should not proceed until the Dunkettle Interchange is operational. Some expressed concern with respect to the capacity of the Bloomfield Interchange to cater for existing and future traffic and questioned if a road safety audit had been carried out on this interchange. Public Consultees believed that any time saving achieved by traffic on the proposed motorway would be lost at Bloomfield Interchange and the N40.

Public consultees were concerned that an increase in traffic numbers, and in particular Heavy Goods Vehicles (HGVs) would lead to additional noise, air pollution, vibration and increased risk of accidents along the proposed M28, which would potentially impact negatively on the health and quality of life of communities living adjacent to the proposed road. Some questioned the location of a motorway through residential areas and queried if alternatives to using the N28 had been explored. Some proposed that the completion of an outer ring be considered which would include the construction of a new road travelling west from the Shannonpark roundabout and north or south of the Airport to link up with the North Ring route. Some asked that a Risk Management Plan be prepared to address issues in relation to the estimated changes to quantities and type of traffic that would use the M28. Public consultees asked that mitigation measures proposed as part of the project would not just satisfy a minimum design standard, but would be of acceptable standard from the impacted communities' perspective.

Public consultees questioned the validity of the traffic figures used in the M28 scheme traffic models and felt that these should be reviewed and updated to verify the 2016 design.

Public consultees questioned if the additional surface area of the proposed road would present a flood risk in the Owenaboy catchment area.

There was concern that tolls were being considered for the M28 and N40 and that the removal of traffic from the Shanbally and Ringaskiddy areas would be negated if the M28 were to be tolled.

2.1.2 Port of Cork relocation to Ringaskiddy

Some public consultees stated that the Port of Cork (POC) should remain where it is and not move to Ringaskiddy. They stated that while the POC has access to a rail link at its current location, there is no rail link at Ringaskiddy and questioned whether a rail link had been explored. They felt that the proposed M28 would not be required if the POC did not move. Some questioned the validity of the Port of Cork Company POCC planning application, given that the completion of the M28 is a condition for the full development of the port. Some public consultees felt that the M28 and Dunkettle Interchange should have been considered as part of the Environmental Impact Statement (EIS) for the POC development.

2.1.3 Public Transport and Sustainable Development

Public consultees queried how the proposal would impact on public transport and if existing scheduled bus routes would be affected, or if existing bus-stops would be moved from their current locations. Some public consultees stated that there is a lack of green alternatives to transport in the current proposal and that carpooling options, bus and cycle lanes should be included as part of the scheme along what would become the old N28. They felt that the lack of allowance for bus and cycle lanes on the scheme encouraged more vehicle use.

2.1.4 Non-Motorway Users and Signage

Public consultees were concerned that the proposal to upgrade the N28 to motorway status would mean that Non-Motorway Users (NMUs) – i.e. those not allowed to use the motorway, such as L-drivers, Motorbikes under 50cc and slow moving vehicles, will no longer be able to use the N28/M28. They also queried how NMUs travelling on the N40 be able to access the Rochestown and Douglas areas if the N40 remained the N40, but the N28 becomes the M28.

2.1.5 Land take for the Motorway

Public consultees sought clarification on whether the N28 would be widened between the Bloomfield interchange and the Carr's Hill Interchange and if the road would be closer to their homes as a result. Details of the proposed land take and any houses required to be compulsorily purchased for the motorway scheme were requested.

Some public consultees were concerned that the design team were not working from the most up to date information. They thought that the team may not be aware of planning permissions along the

preferred route alignment. Some expressed disappointment that the proposed route would mean that planning permission would not be granted on family owned lands in the scheme corridor.

2.1.6 Noise and Air Pollution

Public consultees were concerned that additional and increased noise would be generated from the construction of and the traffic on the proposed M28 upgrade. Some residents stated that they were already affected by considerable noise from the existing N28, which was not adequately addressed as part of the original construction of the N28. They were worried that this would be exacerbated by the wider motorway and the additional northbound M28/N40 lane bringing the road closer to homes. Public Consultees expressed their disappointment that details of noise mitigation were not available at this stage and called for effective high quality sound barriers and low noise road surfacing to be included throughout the project. Public consultees felt that sound barriers should be installed along the entire Mulcon Valley corridor and M28 corridor.

Public consultees were concerned about the health risk to residents, workers and communities along the M28 corridor as a result of the pollution from fumes connected with the increased traffic volumes, in particular HGVs using the proposed M28.

2.1.7 Visual Impact of the Road

Public consultees were concerned that the road would have a significant impact on the unspoiled countryside. They felt that every effort should be made to minimise the visual impact through the use of vegetation and trees, as well as locating the road below the existing ground level where possible.

2.1.8 Safety Barriers

Public Consultees were concerned about safety along the proposed M28. Some felt that the future traffic merging from Bloomfield Interchange and crossing with traffic coming from the N40 (tunnel direction) would not be safe. Public consultees asked that central barriers be installed along the M28 and that walls be installed along the length of the M28 to prevent pedestrian access.

2.1.9 Speed Limits

Public consultees queried what the speed limit would be on the Motorway. Some requested that speed be limited to 60KPH between Bloomfield Interchange and the Maryborough Hill Overbridge.

2.1.10 Construction Stage

There was concern raised about how traffic, construction noise and dust would be managed during the construction period so as to minimise the impact on residents along the M28 preferred route corridor. Some questioned if traffic would be maintained on Maryborough Hill during the construction of the widened bridge at Maryborough Hill. Others questioned whether traffic would be maintained on the Maryborough Hill on-ramp and Mount Oval off-ramp during the construction of the alternative ramp arrangements.

2.2 NORTHERN END OF SCHEME – BLOOMFIELD INTERCHANGE TO SHANNONPARK ROUNDABOUT

2.2.1 ROCHESTOWN ROAD ROUNDABOUT

Public consultees were supportive that the Mount Oval off ramp would remain open and that an alternative to the Maryborough Hill slip road had been proposed. Some, were concerned that there would still be large volumes of traffic coming from the Bloomfield Interchange onto the R610 and the Rochestown Road Roundabout. Some felt that visibility at the bottom of the Rochestown off-ramp for traffic accessing the R610 is poor and believed that it should be improved to increase safety. Some felt that St. Patrick's Roundabout is not capable of dealing with current traffic and questioned its capacity to deal safely with current and future traffic. They felt that both St. Patrick's Roundabout and the Rochestown Road should be upgraded to cater for future traffic flows.

Some public consultees felt that the proposals will make it more difficult to access to and from estates along Rochestown Road and asked that traffic lighting be upgraded to facilitate this access and egress. Some stated that those trying to exit from St. Patrick's Church experience long delays as traffic from Douglas and the N40 gets priority. Others stated that the Maryborough Estate was currently used as a rat-run, and they were concerned that this would be made worse by the proposed scheme.

2.2.2 Belgard Downs, Delford, Kiltegan, Lissadell, Maryborough Heights, Newlyn Vale, Rochestown Rise, Wainsfort

Public consultees questioned the need for the proposed additional northbound N28 to N40 lane and some called for its abandonment. Some questioned why a new bridge was required to accommodate the proposed northbound lane. Some asked if the Rochestown Road overbridge could be widened to accommodate the proposed additional northbound lane, and in particular widened on the St. Patrick's Church side to move the road further away from houses. Concern was raised about the height and proximity of the proposed additional northbound lane. Public consultees were worried that the construction of an additional carriageway would bring the road closer to existing homes along the existing N28 corridor, and would mean more vibration, noise and air pollution. They were also concerned that an increase in elevation of the new road would adversely affect the privacy of adjacent homes and that the view from homes would consist of a continuous flow of traffic

Public consultees expressed a lack of trust in Cork County Council and TII with respect to addressing the issue of noise. They outlined how residents of Belgard Downs, Delford, Kiltegan, Lissadell, Maryborough Heights, Newlyn Vale, Rochestown Rise, Wainsfort and other estates adjacent to the N28 have made numerous representations to Cork County Council and TII (formerly NRA) with regard to this issue. Some specifically referred to the lack of communication around the recent removal of trees adjacent to houses between the N28 and Newlyn Vale.

Some public consultees referenced the 2012 Strategic Noise Mapping of the area which outlines areas with high noise levels and the Cork Agglomeration Area Noise Action Plan 2013-2018. They felt that, with traffic on the proposed additional northbound lane and the increased traffic on the widened M28, noise levels would increase and that the noise would continue throughout the night

due to traffic traveling to and from the POC. Some public consultees were concerned that the location of the change of speed limit was adjacent to their home and that there would be additional noise generated from the acceleration and deceleration in the vicinity of this sign.

Some public consultees felt that any noise mitigation measures proposed as part of the M28 project would be beneficial in reducing existing noise levels as well as mitigating expected future noise levels and should be advanced as a matter of urgency.

Public consultees stated that effective sound barriers should be combined with landscaping to ensure that they are not visually obtrusive. Others stated their preference that any retaining wall or sound barriers should be restricted to ensure no negative impact to daylight to the rear of their houses.

Some public consultees queried if the wooded area between Rochestown Rise and the N28 would be impacted by the works and requested that the proposed lane be realigned to ensure that encroachment of the proposed M28 on the mature woodland would be minimal. They felt that this woodland acts as a barrier to noise and air pollution from the existing N28 and that the view of woodland screened the visual impact of the road. They pointed out that the woodland was a well-used amenity with diverse wildlife. Some requested that as much as possible of the local woodlands and the Mulcon Valley should be retained for recreational purposes and for the protection of any wildlife habitats that exist there and that this information be provided to the public.

Public consultees were concerned that the land take for the widened M28 might encroach on some of their homes or gardens.

Some public consultees were concerned about the construction period and questioned if their estates would be used as construction bases. They queried how noise, dust and traffic would be managed so that residents would not be impacted. They were also concerned that there might be structural damage done to homes as a result of the proximity of the road.

Public Consultees felt that the proposal would impact negatively on their community and quality of life and also result in a significant devaluation of their homes and felt that they should be compensated for the disruption and loss of value to their homes

2.2.3 Maryborough Ridge

Some public consultees welcomed the removal of the link to and from the M28 via Maryborough Ridge. Others were disappointed by its removal, and in particular the removal of the realignment of the L6477 and roundabout at the junction of the L6477 and the Garryduff Road. They felt that this roundabout should be completed, as the visibility at this junction is limited.

Public consultees considered that the exit from Maryborough Ridge was dangerous and should be upgraded as part of the scheme, particularly in light of proposed development of zoned lands within Maryborough Ridge.

Public consultees requested details of the noise mitigation measures and boundary treatments proposed for the Maryborough Ridge estate with respect to the proposed M28.

Some public consultees queried the land take of the proposed roundabout south of the Maryborough Ridge estate. Some highlighted the requirement to maintain foul and storm sewers at the Maryborough Hill Bridge during the construction stage.

2.2.4 Anti-social Behaviour

Public consultees considered that that careful design of the boundary treatments on the M28 could address some existing occurrences of antisocial behaviour such as stone-throwing from the Maryborough Hill Bridge onto the N28 and crossing of the N28 and gathering of youths in areas between Lissadell and the Downs. They also requested that any redundant parts of the existing Mount Oval and Maryborough Hill ramps left after scheme completion would be landscaped.

2.2.5 Clarke's Hill and Coach Hill

Public consultees welcomed the advancement of the Clarke's Hill improvement scheme and right turning lane from Rochestown Road to Clarke's Hill. They felt that the condition of both Clarke's Hill and Coach Hill was not adequate to accommodate the type and intensity of traffic that currently use them and felt it unjust that large budgets are being expended in delivering high standard infrastructure to strategic port traffic while Clarke's Hill and Coach Hill have not been upgraded.

Public consultees were concerned that there would be limited space available on the Rochestown Road due to the proposed right turning lane to Clarke's Hill. They were concerned that emergency vehicles and buses would not have enough space to pass and that this would lead to tail-backs. Others suggested that the scheme should ensure that cars would be able to pass buses on Clarke's Hill and asked if Bus Éireann had been invited to comment on the proposals.

Public consultees asked that the proposed design at Clarke's Hill considers the difficulty that residents in the vicinity of the Rochestown Road-Clarke's Hill junction already face trying to access and leave their homes. They felt that the widening of the road and inclusion of a right turning lane from Rochestown Road to Clarke's Hill would worsen this situation. They requested that the safety of this junction be reviewed and that appropriate signalisation and traffic control measures be implemented at this location, taking their safe access and egress into account.

2.2.6 Mount Oval Village

Public consultees expressed support for the upgrading of the Mount Oval off ramp. Some public consultees were concerned that the Mount Oval through-road would not have the capacity to deal with increased future traffic levels. Some were concerned that the construction of the proposed redesigned ramps would lead to issues of subsidence in their existing dwellings at Rowan Hill. Others felt that they would be sandwiched between the existing access road and the redesigned M28 off-ramp and asked if they would be compensated for what they felt would be a substantial loss to the value of their property as a result. Public consultees felt that existing traffic calming measures should be reviewed prior to the new proposal and additional speed ramps installed. Some queried what speed limit would be applied to the new Mount Oval off-ramp. Others requested that better lighting and signage would be used on the redesigned off-ramp. Some requested that the existing road sculpture at the bottom of the Mount Oval off-ramp be retained and repositioned to a prominent position adjacent to the redesigned Mount Oval off-ramp so that residents can still enjoy and take pride in it, as well as use it as a landmark of the Mount Oval village.

Public consultees were concerned that there would be increased noise and air pollution as a result of the increased levels of traffic and proximity to the proposed M28 and redesigned Mount Oval off-ramp. They were concerned that the proposals would remove existing trees, which provide noise and visual screening and requested that appropriate noise reduction measures would be included as part of the M28 scheme. They requested that any such measures would reduce both existing and future traffic noise and would also be visually acceptable. Some requested that any trees removed as part of the construction process should be replaced with trees native to the area and in such a way as to ensure that natural light would not be blocked from homes.

Public consultees requested that the area of the existing Mount Oval Off-ramp should be filled in and landscaped and others questioned what boundary treatment would be erected between the M28 and Mount Oval.

Some public consultees requested that an on-ramp to the M28 from Mount Oval be provided as part of the works, which, they suggested, would alleviate traffic congestion on Maryborough Hill, Clarke's Hill and Rochestown Road. Others queried if a connection could be made between Mount Oval Village and Broadale to lessen the length of the return journey.

2.2.7 Closure of Existing Maryborough Hill On-ramp and Proposed new Maryborough Hill link road and On-ramp and Carr's Hill

While some public consultees welcomed the Maryborough Link Road proposal as an alternative to the existing Maryborough Hill on-ramp, others felt that the existing Maryborough on-ramp should remain and be redesigned and upgraded as necessary. Some felt that closing the existing Maryborough Hill on-ramp would impact negatively on the traffic congestion in the area. They felt that residents would not travel south to join the M28 northbound as this would increase journey times, and that the proposal would encourage people to travel through Douglas or through Maryborough Woods estate, adding to the traffic congestion in the area and the village. They also felt that the new Maryborough Hill link road used to access the M28 would add distance and therefore cost as well as increased journey time and car emissions. They felt that all these represented a negative impact on their quality of life without any corresponding benefit from the motorway.

Some public consultees questioned why the existing Maryborough Slip Road remained open if it is unsafe. Others questioned why it was to be closed and the proposed link road located in close proximity to it, at a location where there are currently traffic congestion issues. Some suggested that sight lines to the proposed link road are not adequate from the flyover bridge and that if the bridge was widened to include a right turning lane to the existing Maryborough Hill on-ramp that congestion in the area would be improved. Some felt that the original proposal of accessing the M28 via Maryborough Ridge was a superior option and that the current proposal represented the 'path of least resistance'. They felt that the process of losing a family home by compulsory purchase was very stressful and felt that no houses would have to be compulsorily purchased if the option to access the M28 via Maryborough Ridge was chosen.

Public consultees felt that there would be increased traffic on the Maryborough Hill as a result of the newly proposed Maryborough two-way link, which would lead to an increased risk of accidents occurring. They felt that Maryborough Hill road and pedestrian and cycle paths should be upgraded to cater for this increase, particularly between the Maryborough Hill Bridge and the junction with

Garryduff Road. Some recommended that the link only be one way from Maryborough Hill to the M28.

Some public consultees were concerned that the proposed link road would impact negatively on the viability of the Douglas Golf Club, noting that it provided extensive sporting facilities for those living in the Douglas and surrounding areas and is an essential part of the sporting, social and commercial life of the locality. They highlighted the importance of the club as a green amenity facility in the Douglas Area was confirmed in Cork County Councils DLUTS study and asked that the design of the M28 and Maryborough Link road take account of the impact of any encroachment on the club's lands or development adjacent to the course boundaries. Some public consultees felt that there would be a risk of being hit by stray golf balls along the Maryborough Link Road. Others felt that this land was of ecological and cultural importance and that the construction of the proposed link road would have a serious impact on the wildlife and historical heritage in the area.

Public consultees were concerned that lighting of the Maryborough Link Road would cause light pollution to their houses with the risk of causing sleep disorders. They also felt that the lighting of this road might facilitate anti-social behaviour.

Public consultees were concerned that traffic on the Maryborough Link road would back up from the roundabout due to traffic on the Carr's Hill Road having priority. They suggested that a free flow lane from Maryborough Hill to the M28 should be provided in order to prevent such queuing. Public consultees felt that the point at which the proposed northbound merging lane meets the M28 should be as close to the joining position of the original Maryborough onramp as possible.

Public consultees queried if the T-junction from Maryborough Hill to the Maryborough Link Road would be signalised. Some felt that there should be a roundabout at this junction to avoid backing up of traffic both on Maryborough Link road and Maryborough Hill.

Some public consultees questioned if the proposed Maryborough Link Road takes future development into account, noting in particular the capacity for development of 450 housing units on the Castletreasure site adjacent to the Douglas Golf course.

Public consultees asked that details of the new Maryborough Hill Bridge be provided so that any impacts on adjacent properties could be assessed. Details of the proposed landscaping, boundary walls and noise mitigation measures were also requested. Some also queried how traffic would be catered for during the construction of the Maryborough Hill Bridge.

Some public consultees questioned if the recent purchase of a property adjacent to where the proposed link road would commence was linked to the current proposal.

Public consultees felt that the existing width and condition of Carr's Hill Road (R609) would be insufficient to cater for increased traffic as a result of the proposed Carr's Hill junction. They questioned if impacts had been assessed and if mitigation measures were proposed.

2.2.8 Ballinrea Road (Board of Works Road)

Public consultees queried whether Ballinrea Road, also referred to as the Board of Works Road, would retain access to the N28. They felt that this road should be upgraded as part of the proposed M28 project, particularly at the junction with Ballinimlagh and the N28.

2.3 SOUTHERN END OF SCHEME – SHANNONPARK ROUNDABOUT TO RINGASKIDDY ROUNDABOUT

2.3.1 Shannonpark Interchange Roundabout

Public consultees were concerned about the visual impact of the embankments proposed at the Shannonpark Interchange. Some felt that the interchange and proposed M28 would be very close to a cluster of homes to the east of the existing Shannonpark roundabout. Some felt that their homes would be sandwiched between the old N28 and M28. Public consultees felt that the elevated structures and embankments proposed as part of the Shannonpark interchange would severely impact on their quality of life, including loss of privacy, noise pollution and devaluation of their property. Some requested that their property be purchased and that they be compensated for the inconvenience of having to move to facilitate this development. Some public consultees requested that access be maintained to their lands if affected by the proposed interchange.

Some public consultees felt that a 3D model of the proposed structure should have been available to give them a feel for the scale of the interchange and how it would impact on the surrounding properties. They were disappointed that the height of the proposed structure was not available and felt that a tunnel should be constructed and not a flyover to minimise the visual impact on the rural setting.

Public consultees expressed concern about the impact on air quality from exhaust fumes from traffic queuing at the proposed Shannonpark interchange and its effect on health. They questioned what the existing emission levels were and what the proposed emissions would be when the development was complete. Some questioned if redevelopment of the area adjacent to Shannonpark Interchange was planned and if this would be residential or industrial and would resources for residents be included in the scheme including paths, lighting and bus-stops. There was concern with respect to the safety of pedestrians and cyclists crossing at the Shannonpark interchange. Public consultees questioned if risk management in case of emergencies had been reviewed for the M28 in relation to residents adjacent the Shannonpark Interchange. Some questioned if footpaths would be included on the flyover crossing the interchange and if these would be extended to Carrigaline.

Some public consultees queried if the interchange would be controlled by traffic lights or be free-flow. They felt that including traffic lights would result in considerable delays to traffic travelling to and from Carrigaline. Some felt that the proposed lane for traffic merging from Carrigaline to the M28 is too short. Others commented that there were enough roundabouts in Carrigaline without the addition of those at the Shannonpark Interchange.

Public consultees felt that the proposed Shannonpark Interchange would not be sufficient to cater for the anticipated development of up to 1,000 houses at the Shannonpark housing development, and that this would lead to additional traffic queuing and congestion in the area.

Some public consultees queried where traffic would be diverted if there was an accident on the M28 between Shannonpark and Carr's Hill.

Public Consultees felt that the existing R611 should be upgraded to 2 lanes southbound from the interchange to Carrigaline to relieve the existing bottleneck, which they felt would be exacerbated by increased traffic from the proposed M28.

Some public consultees requested that the Cork County Council greenway cycleway between Carrigaline and Passage West be taken into account in the design of the project.

2.3.2 Shannonpark interchange to Shanbally Interchange

Public consultees felt that Cogan's Road (L6472) should remain open as it is a very well used road and established link for traffic between Carrigaline, Passage West and Monkstown. They felt that closing it would drive traffic towards the Shannonpark interchange, increasing this already congested junction. Some contributors felt that while neither the L6472 nor the L2490 is safe, that the L2490 has a particularly restricted pinch point at the railway bridge and that the junction with the N28 for right turning traffic to Passage West/Monkstown/ Moneygourney is more dangerous and difficult to negotiate than the left turn onto the N28 from the L6472. They felt that this is likely to be exacerbated with the anticipated development of 1,000 houses at the Shannonpark housing development. Some felt that the closure of the L6472 would increase traffic along the Fernhill Road (L2490).

Some public consultees supported the closure of Cogan's Road but questioned what would be done with the redundant section of road after the closure. They were concerned that this would become a target for illegal parking, illegal dumping or anti-social behaviour.

Public consultees asked if the road alignment could be moved further south away from homes in the area of Raffeen Quarry. Some queried if the quarry would be re-opened to provide material for the motorway and if there would be blasting in the quarry to provide material for the motorway construction. If this were to be the case they were concerned that there would be damage, noise and pollution as a result and questioned what measures were in place to ensure that they would not be impacted. Some requested that a pedestrian and cyclist underpass could be provided at Raffeen.

Public consultees were concerned that the Preferred Route Alignment impacts on the Hibernian Soccer Club and asked if pitches would be affected.

2.3.3 Shanbally Roundabout

Public consultees were concerned that the structure at Shanbally Interchange would present a significant visual impact in a predominantly green area. They were also concerned that there would be an impact on the wildlife of the area as a result of the construction of this structure. They were also concerned about the noise generated from traffic in the area and due to the construction of the structure.

Some public consultees felt that the proposed Shanbally Interchange will have a significantly negative impact on zoned industrial lands at Raheens and requested that access be provided to

these lands by including a roundabout on the southern side of the M28 Shanbally Interchange, which links to the L2492 in the Coolmore area. They felt that providing this roundabout and link road would significantly improve connectivity for existing and future road users in the area. They proposed that its inclusion would mean that the L2492 could be closed to through traffic and negate the need for the underbridge at Marian Terrace.

Public consultees requested that boundary treatments to the roads in the vicinity of the Shanbally interchange would ensure the security to industrial sites in the area is maintained. They queried whether the eastern link from the Shanbally Interchange to the north of the proposed M28 would be blocked and how this would be achieved.

2.3.4 Barnahely Roundabout and R613

Public consultees were concerned that there would be an increase in freight traffic along the R613 between the Barnahely Roundabout and the western Deep Water Berth (DWB) access and that this would represent a significant risk to pedestrians, cyclists and road users. They were also concerned that the increase in HGV traffic along this route would result in increased levels of noise, dust, exhaust fumes and congestion in the area and that the vibration caused by this traffic would impact on their homes. They asked if these impacts had been assessed and what mitigation measures would be put in place.

Public consultees were concerned that the current M28 proposal only connects to the Port's East Terminal Access. They felt that without an upgrade to the existing R613, the use of the port's western DWB access will be compromised. They felt that this would mean that the primary function of the M28, to serve the port was not fulfilled and that the overall potential of the M28 scheme would therefore be limited and the economic development of the region constrained. They also felt that not upgrading the R613 as part of the scheme would impact on port efficiency and limit the port's flexibility to deal with an emergency incident. Surveys were presented to support their assertion that DWB traffic would continue to use the N28 rather than using the R613, which, they felt, would give rise to safety, environmental, social and traffic issues and would negatively impact on the residents of Ringaskiddy in the long term.

Public consultees were further concerned that the preferred junction option that had been developed for the port's East Terminal access, in consultation with Cork County Council and the TII differed from the roundabout shown in the current proposal.

There was concern expressed that a single lane each way is proposed from the Barnahely roundabout to the eastern port access and not 2 full lanes each way, which was assumed at the Oral Hearing for the expansion of the port at Ringaskiddy. They were concerned that a single lane would not be sufficient, particularly if other developable lands are opened up by the M28 along that section.

Some public consultees were concerned that the land requirements for the Barnahely roundabout would impinge on the adjacent sites, reducing the area of land that would be available for further development.

Public consultees felt that there would be congestion and queuing on the Barnahely roundabout at change of shift times from the adjacent industries.

2.3.5 Old Post Office Road and Lower Harbour National School

Public consultees were concerned that the closure of the Old Post office Road would remove direct access by car between Ringaskiddy village and residents of Old Post Office Road, Tower Road and attendees of the Lower Harbour National School. They felt that the increased journey length to access the school from the village is unacceptable. They were concerned that families and the elderly community living to the south of the proposed M28 would be isolated from the village of Ringaskiddy and would have to navigate a highly trafficked roundabout at Loughbeg roundabout to access the village. Many were concerned that the proposed closure of the Old Post Office Road to vehicles would isolate homes on the Old post office road to access from the emergency services as these vehicles are unable to turn from the School Road onto Old Post Office Road. Others felt that due to this inability to turn from the School Road onto Old Post Office Road that they would be unable to access their home with their boat as they currently do throughout the year.

Public consultees felt that the proposed 4m deep and 150m long pedestrian underpass would discourage walking or cycling access to the village as people would be concerned about using such an imposing structure and worried about their security. Some suggested that an over bridge would offer more security and transparency.

Public consultees stated that the Lower Harbour National School promoted the Department of Education initiative of encouraging children to walk to school and encouraged the “Walk on Wednesday” practice. They noted that the children from the school use the local community hall, oratory and green area in the village, and felt that having to use the proposed underpass would discourage these activities and deprive the children of these vital resources.

Public consultees were concerned that the proposed underpass would be vulnerable to flooding. They described the proposed access to the Lower Harbour National School from the R613 as little more than a farm track that was vulnerable to flooding, some stating that the road to the west of the school had been flooded for several weeks during Winter 2015. Some were concerned that this road would become much busier as people tried to avoid the roundabouts on the M28, resulting in increased risk to safety. Others stated that the school road cannot be transited by any bus or vehicle larger than a twenty-seater bus and is virtually impassable at school collection and drop-off times.

There was concern that an under pass would attract an antisocial element to the area, and that the creation of a cul-de-sac would lead to illegal dumping. Some were concerned that the underpass would be gated and locked at night, which would lead to further isolation of residents of Old Post Office Road.

There was concern expressed that the proposed route transects a site purchased to facilitate the amalgamation of the Shanbally and Lower Harbour National schools. Public consultees pointed out this was the only viable site located for a school development in over a decade of intense efforts and negotiations. They felt that financial compensation for the loss of the site was of little benefit to the school given the scarcity of alternative suitable sites available in the wider Ringaskiddy area. They felt that the future educational needs of the community have been put at risk by the proposed development and that this would impact directly on the community. They expressed the opinion that children in the community have a right to expect that their educational needs will continue to be respected and supported by the agencies of the state.

There was particular concern that, in the event of a major emergency within the Lower Harbour area, the closure of Old Post Office Road would limit evacuation of pupils and staff to a single route. Cork County Council's Major Emergency Plan envisages that children and staff remain in the school until they are evacuated by buses provided by the emergency services. Should this single access route be impeded for any reason in the event of an emergency, then there is no alternative route available for vehicular access. Public consultees felt that if the proposed changes are implemented on Old Post Office Road, then the School Road should be upgraded to ensure that it can be readily transited by larger vehicles to facilitate the swift and safe evacuation of staff and pupils in the event of an emergency. The upgrade should include for widening of the road or introducing passing points to facilitate two-way traffic.

Some public consultees felt that it is unacceptable to separate the Warren Castle and the Martello Tower from the community. They noted that the access to the Martello Tower is located in Ringaskiddy and is within the corridor of the proposed M28. Some asked if a small parking area and access to the tower could be provided during construction of the M28, thus providing a tourist attraction conveniently located beside the car ferry.

2.3.6 Loughbeg Roundabout

Some public consultees were concerned about the access arrangements to Ringport Business Park. They felt that the current proposal would compromise the capacity of the entrance and plans for expansion within the park and were concerned that this be designed to standards that would accommodate HGVs using the entrance and that the road lining arrangement would not limit access to the residential estate to a left-in, left-out arrangement. They suggested that access to the Ringport Business Park should be either via direct access from the Roundabout or via an alternative alignment to the proposed access road from the Loughbeg Road. They outlined the security requirements of the site and requested that any new boundary treatment be high level stone faced wall. They requested that the Bord Gais Networks pipe and the wastewater treatment plant on their site would not be affected by the proposal and that any necessary works would be carried out as part of the contract. They were concerned that the proposal would impact on the land available for parking within the site. They also requested access to the EIS when available.

Some public consultees asked that the Loughbeg roundabout be signalised, to ensure that traffic from the local roads can gain access to the M28.

2.3.7 Ringaskiddy Roundabout to Barnahely Roundabout

Public consultees were concerned that non-port traffic would avoid using the single lane between the Ringaskiddy and Barnahely roundabouts as they would be delayed by HGV traffic from the port. They felt that non-port traffic would travel through Ringaskiddy village to join the motorway at Barnahely, thereby overtaking the slower HGV traffic and this would negate any improvement with respect to traffic in Ringaskiddy village.

Public consultees felt that there should be footpaths provided on the single-carriageway between Barnahely and Loughbeg roundabouts.

2.3.8 Ringaskiddy - General

Public consultees expressed the view that the residents of Ringaskiddy have accommodated a lot of disturbance over the years with little return. They felt that they had waited a long time for a roads scheme to remove the traffic congestion from the village, but that the proposed scheme presented more issues than it solved. They felt that the proposed scheme is facilitating industry to the detriment of the local community and with no benefit to the local community. Some found it difficult to understand why the M28 was needed in the area – effectively creating a third route parallel to the N28 and L6474 serving the same area.

Public consultees felt that the village of Ringaskiddy would be sandwiched between the Port of Cork and the proposed M28 and that sections of the community would be isolated from the village, contrary to proper planning and sustainable development of the area. They felt that the proposed alignment would be constructed through a green belt and is in contravention of the stated objective of the Carrigaline Electoral Local Area Plan 2011 which seeks “to protect, maintain and enhance the residential amenities of the existing community at Ringaskiddy village”.

Public consultees felt that the proposed route would be too close to homes and that the peace and privacy of living in the countryside would be replaced by heavy traffic running close to their property, creating noise, vibrations, dust and exhaust fumes continuously. Some asked if prevailing winds would increase the impact of noise along the M28. Public consultees were concerned that emissions from exhaust fumes and dust from traffic would impact on their health and that the proximity of the motorway would present a safety risk to their children. They felt that the proposed road and associated mitigation measures would impact on the views from their homes and may impact on the light to their gardens if trees are planted as landscaping to the proposed route. There was also concern that there would be infestation of their homes by rodents during the clearing of the site during the construction stage.

Public consultees felt that the proposed route would impact negatively on their property values and that the 2008 route option was a better option in that it was further away from houses and did not divide the village of Ringaskiddy. They felt that this had been abandoned to avoid birds and wildlife and that people deserve equal consideration.

2.3.9 Motorway Service area

Public consultees were concerned that the location of the Motorway Service Area (MSA) was depriving the residents of Ringaskiddy of the last foreshore view from the village of Ringaskiddy. Some questioned the reasons for having a motorway service station at the end of a road. Others questioned why the public are paying for the MSA and not the POCC.

Some public consultees questioned the location, type, scale and land take required and demand for the Motorway Service Area. They felt unclear as to the intended function of the MSA, whether it was intended to serve all road users or as a HGV rest area primarily supporting the Port of Cork. They stated that the proposed MSA has the potential to include shop, restaurant and food facilities in addition to the HGV rest area spaces and welfare facilities. They were concerned that the proposed MSA would generate local traffic and referenced the Spatial Planning and National Roads Guidelines that stipulate that facilities included in service areas should be of a type that avoid the attraction of short, local trips or the locations becoming destinations for local customers. They

stated that the impact of the proposed MSA on the Ringaskiddy Mobility Management Plan should be assessed. They outlined that as part of the Freight Mobility Management Plan for Ringaskiddy, that there would be a Vehicle Booking in System (VBS) in operation. Scheduled VBS slots will be provided to drivers and they stated that it would be unlikely that additional rest periods would be included with the daily planning given that many drivers are local to the area.

2.4 PUBLIC CONSULTATION

Some public consultees were satisfied that the team took feedback from previous consultations on board and returned with revised options for the northern end of the scheme, while others were disappointed that some issues raised in submissions were not addressed in the current proposals. Some expressed disappointment that individual responses to written submissions were not provided.

Public consultees felt that there should have been more detailed information available at the open days including information on noise mitigation measures, noise barriers, land take details, details of how much closer the proposed works would be to homes, details and cross sections of the revised bridge details and environmental information. Some felt that a full scale-model of the proposed scheme should have been available.

Public consultees thought that the location of the Public Open Day in Carrigaline displayed a lack of respect to the Ringaskiddy community. They felt that a venue should have been chosen in Ringaskiddy as some people were unable to travel to Carrigaline to attend.

Some public consultees were concerned that people were unaware of the consultation as there were no signs on Maryborough Hill making people aware of the consultation. Others felt that the information should have been made available online ahead of the consultation day so that people could review and digest the plans and have their questions for the project team on the consultation day. Some felt that answers provided by the project team at the open days were vague. Others felt that the public consultation was more a form of news management by Cork County Council.

Public consultees welcomed the publication of the consultation report on the project website.

3 NEXT STAGES OF PROJECT DEVELOPMENT

3.1 WHAT HAPPENS NEXT

A detailed examination of the consultation submissions has been undertaken and the issues raised are currently being considered by the Design Team in the finalisation of the M28 Cork to Ringaskiddy Motorway Scheme.

The Final Scheme will be put on public display in advance of the publication of the Motorway Order and Environmental Impact Statement. It is expected that the final scheme will be displayed before the end of 2016.

Once the Final Scheme has been designed, the extent of property required will be determined. This will allow the Motorway Order (MO) to be prepared. The Motorway Order will identify property that is required to be compulsorily purchased for the development of the M28 Cork to Ringaskiddy Motorway Scheme.

An Environmental Impact Statement (EIS) for the scheme is currently being prepared and will be finalised once the scheme design has been completed.

It is envisaged that the MO and EIS will be completed before the end of 2016.

Subject to approval, it is expected that the MO and EIS will be published in January 2017, starting the statutory planning process.

The EIS and the maps and schedules associated with the MO will be on display in the offices of the local authority for a period of not less than one month following publication. Formal submissions may be made at that time to An Bord Pleanála (ABP) and for a period of not less than two weeks after that display period.

An Oral Hearing on the project may take place, if required by ABP.

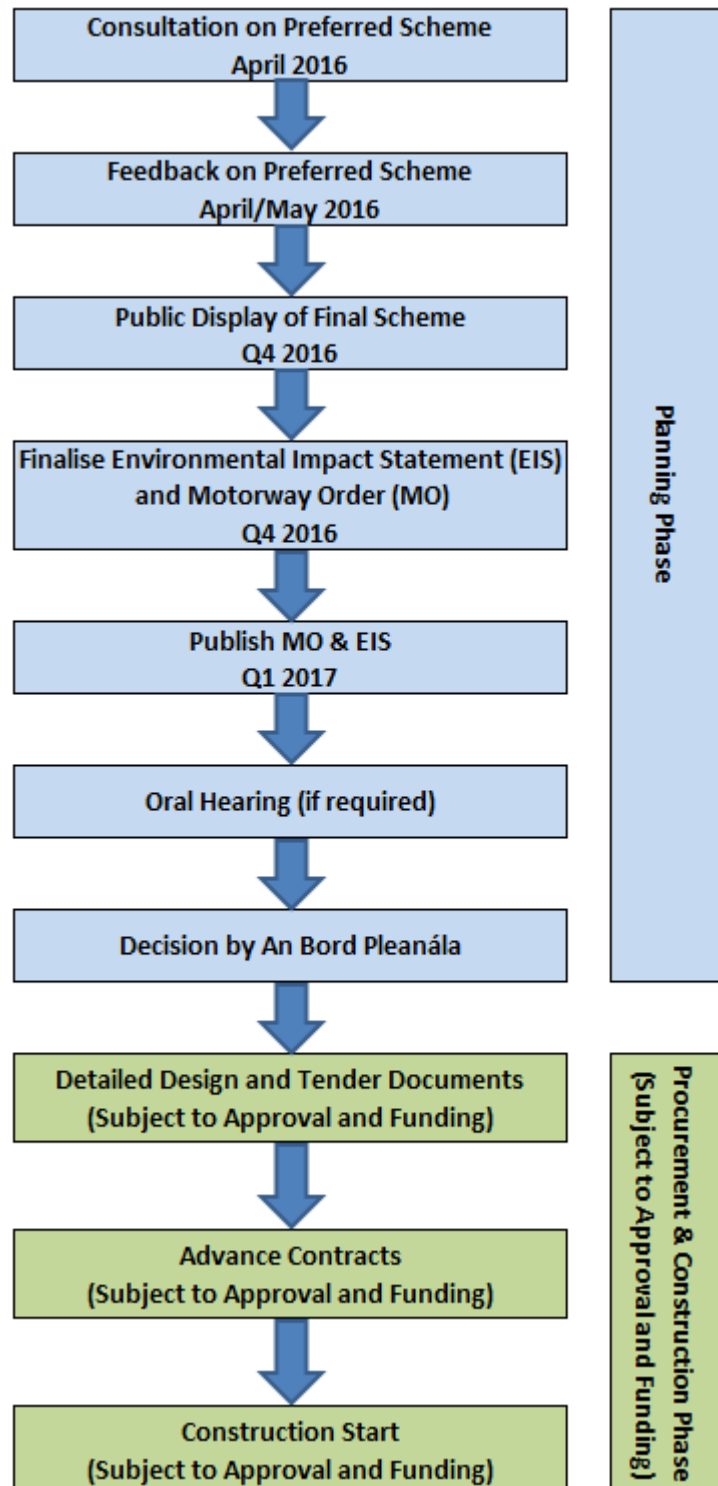
ABP may approve the scheme, approve with modifications or reject the scheme.

Subject to ABP approval and availability of funding, the scheme then advances to the procurement and construction phases.

Construction may include a number of contracts in advance of the main construction contract for the scheme, such as diversion of existing services, site investigations, archaeological investigations and site fencing.

It is estimated that main construction contract will take at least 2 years.

Figure 1 Project Timeline



APPENDIX A

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PUBLIC NOTICE

M28 CORK TO RINGASKIDDY MOTORWAY SCHEME - PUBLIC CONSULTATION

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- The overall M28 scheme from the N40 South Ring Road to Ringaskiddy.
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- The updated proposals for access at the northern end of the scheme between Rochestown and Carr's Hill.

Cork County Council staff and the project team will be available to answer questions and discuss the proposals on display.

Cork County Council is inviting written feedback from interested parties on the proposals from 4th April to 13th May 2016.

Submissions on the scheme should be forwarded by post or email to:

Cork County Council,
Cork National Roads Office,
Richmond, Glencire, Co. Cork.
Email: info@ccorid.ie

www.n28cork-ringaskiddy.com*

* Note: Information on the proposals will be updated to the website at 2.00pm on Monday, 4th April 2016.

Recruitment Section

Situations Vacant

A taxi driver req'd. full/part time, best rates 087-2440886

Bluebird Care

requires Health Care Assistant to work in the community, guaranteed 40 hour week, excellent pay rates. QQI/FETac L5 necessary or working towards same. Car essential Ph: 021-4279116. e-mail cork@bluebirdcare.ie

Body Beautiful Hair & Beauty requires full and part time beauty therapists. Send CV info@bodybeautiful.ie

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Every Tues, Thurs and Sat. Little Island Cork. Parking and Lunch. Book online at online.ie/courses/safe-pass-cork/ or call 1850 315 415.

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Caravans

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Oriental Massage, 24 Marlboro St. Ph: 087-3563398

Rosemary's Spa. Open 7 days a week. 30 Shaws St, Cork. Call 085-7871215

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PUBLIC NOTICE

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Email: info@corkeo.ie

www.m28cork-ringaskiddy.com*

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Legal Section

Recruitment Section

Planning Notices

Cork City Council
We, Jonathan Chatley and John O'Meara on behalf of J and K Group, intend to apply to Cork City Council for Planning Permission for the change of use of existing two storey building, formerly Dental Hospital, to 6 no. 1 bed apartments and 1 no. 2 bed apartment. Also, planning permission for the construction of a 2 storey extension on top of the existing building to contain 1 no. 2 bed maisonette apartment, 1 no. 3 bed maisonette apartment and 2 no. 3 bed apartments. Also, planning permission for elevation changes along John Redmond Street to include additional windows at first floor level, the revision of a ground floor window to a door and all ancillary site works at no. 8-9 John Redmond Street, Cork. The planning application may be inspected, or purchased at a fee not exceeding the reasonable cost of making a copy, at the offices of the

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Draws & Raffles

Northern Harriers, Blackpool, Easter Draw Results, 2016. 1st 181 P. Guerin; 2nd 969 Joe O'Shea; 3rd 1092 W. Frayne; 4th 1091 R. Frayne; 5th 257 Anna O'Callaghan; 6th 653 Sarah O'Sullivan; 7th 537 Heather c/o F Quilran; 8th 1362 B. Drake; 9th 1398 M.D Fourbat; 10th 806 Annie Field. 11th 407 Graham Buckley. 12th 763 Peter Barry. 13th 1278 E.Hogan. 14th 714 G O'Neill. 15th 654 Jacob & Rose. 16th 1579 Hartnett. 17th 269 R Cullnane. 18th 1255 D Hallinan. 19th 298 G Foley. 20th 1104 S Kelleher. 21st 1370 J Colgan. 22nd

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021-4500500; Mayfield Eire Cabs 021-4552008; Ballyvolane Eire Cabs 021-4552007; Glanmire area 021-5006009; Mahon Point Cabs 021-4616151; Rochestown Taxis 021-4841111; Freephone Taxis 1800 4841111. Corks largest fleet under one roof. Taxi, Hackney and Mini Bus.

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Thursday 7th:

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PAT DALY

Sunday 10th:

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Parkway Hotel,

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JASON TRAVIS

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Eng: John Russell

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DERRINASAF Sat 5pm
D Driscoll v P Murray

N/TOWN Sun 11.30 Paul
Walsh v Frank Riely

POULADUFF: Sun 5pm
J Byrne v L. Sullivan

S/VALE Sun 2.50 F. Cooney
v K Donovan

T/MARTIN Sat 5pm F Cahlan
v S Nyhan Sun 5pm John
Scorten v Noel O Donoran

TOGHER Sun 2.30 S
O'Driscoll v E Murray

GLOBAL IRELAND LIMITED, having its registered office at Eastpoint Business Park, Clontarf, Dublin 3 having ceased to trade and having no assets exceeding €150 and/or having no liabilities exceeding €150, has resolved to notify the Registrar of Companies that the Company has ceased to carry on business and to request the Registrar on that basis to exercise his powers pursuant to Section 311 of the Companies Act, 1963 to strike the name of the Company off the Register.
BY ORDER OF THE BOARD
Gordon Global Ireland Limited

Public Notices

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CORK COUNTY COUNCIL
COMHAIRLE CONTAE CHORCIL

PUBLIC NOTICE

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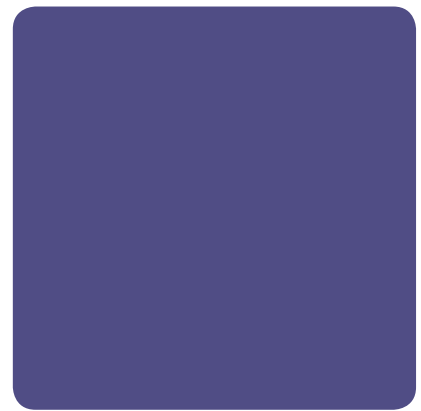
**APPENDIX 6B: NON STATUTORY STAKEHOLDER CONSULTATION
RESPONSES**

**PART 1: N28 CORK TO RINGASKIDDY UPGRADE SCHEME EIA SCOPING
REPORT RESPONSES**

RPS

N28 Cork to Ringaskiddy Upgrade Scheme EIA Scoping Report Responses

March 2015





N28 Cork to Ringaskiddy Upgrade Scheme

EIA Scoping Report Responses

Document Control Sheet

Client:	Cork County Council
Project Title:	N28 Cork to Ringaskiddy Upgrade Scheme
Document Title:	EIA Scoping Report Responses
Document No:	MCT0597RP0025F01

Text Pages:	290	Appendices:	0
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Rev.	Status	Date	Author(s)		Reviewed By		Approved By	
F01	Final Issue	26 th March 2015	JB AF	<i>Jay Barry</i>	AG	<i>Antonia Gaughan</i>	SJ	<i>Sue Kelly</i>

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BAT CONSERVATION IRELAND

From: Bat Conservation Ireland <info@batconservationireland.org>
Sent: 04 March 2015 08:00
To: Joy Barry
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Attachments: BCIreland_Data Guidance Charges_2015.pdf; BCIreland_Data Guidance_SigningPage.docx

Email Correspondence 4th March 2015

Dear Joy,

Thank you for the opportunity to comment on the proposed road scheme. Please follow NRA Guidelines in relation to a Four Season bat Survey. Bat Conservation Ireland holds the national database for bat records. It is recommend to apply for these records as part of the desk top study for the proposed works. I have attached information on this.

The seriousness of the decline of bat population across Europe has led to the establishment of conservation programmes and appropriate legislation to stabilise population numbers. The following should be considered in relation to developments or proposals that may impact on bat populations:

- a. Bats and their bat roosts are protected by Irish (Wildlife Act 1976 and 2000 Amendment) which make it an offence to willfully interfere with or destroy the breeding or resting place of these species. All species of bats are listed in Schedule 5 of the 1976 Act and therefore are subject to the provisions of Section 23. The Wildlife Amendment Act 2000 improves the conservation of both species and their habitats and gives statutory protection to Natural Heritage Areas (NHAs).
- b. Potentially the most important legislation for the protection and conservation of flora and fauna and their natural habitat is the EC Habitats Directive 1992 (EEC 92/43), which lists habitats and species of European conservation importance. This directive seeks to protect rare and vulnerable species, including all species of bats. All ten species of bat are protected with the lesser horseshoe bat listed as an Annex II species while all other bats (commonly known as vesper bats) are listed as Annex IV species.
- c. Local Planning Authorities are required to give consideration to nature conservation interests under the guidance of the SEA Directive 2001/42/EC. This directive states that the protected status afforded to bats means that planning authorities must consider their presence in order to reduce the impact of developments through mitigation measures.
- d. The National Biodiversity Plan confers general responsibilities on all participants in the development process to take into account of protected species. *"The overall objective is to secure the conservation, and where possible the enhancement, and sustainable use of biological diversity in Ireland and contribute to conservation and sustainable use of biodiversity globally"*.

Member States must achieve a favourable conservation status for bat species. This involves measures that will stabilize the population dynamics of the species, so that it maintains itself on a long-term basis as a viable component of the natural habitat. Therefore, each Member State must prevent the natural range of the species from reducing and thus takes measures to ensure suitable habitat remain in the long-term.

There are total of nine species of bat known to roost in the Republic of Ireland: soprano pipistrelle, common pipistrelle, Nathusius' pipistrelle, Natterer's bat, Daubenton's bat, whiskered bat, lesser horseshoe bat, Leisler's bat and brown long-eared bat. Each bat species have particular ecological requirements in relation to roosting, commuting and foraging habitats. A tenth species of bat, the Brandt's bat, was recorded once in 2001 and is considered a vagrant species. In addition, a single male Greater Horseshoe bat was also recorded once in 2012 and is also considered a vagrant. The NPWS Conservation Assessment for each species can access via www.npws.ie as well as a number of documents listed below.

NPWS Conservation Status Assessment report for each of the species recorded is presented below:

- a. Natterer's bat *Myotis nattereri* (Species Code 1322)
This species is given a Favourable Status in Republic of Ireland.
- b. Whiskered bat *Myotis mystacinus* (Species Codes 1330)
This species is given a Favourable Status in Republic of Ireland.
- c. Leisler's bat *Nyctalus leisleri* (Species Code 1331)
This species is given a Favourable Status in Republic of Ireland. Ireland is the stronghold for this species and is given a status of International Importance.
- d. Daubenton's bat *Myotis daubentoni* (Species Code 1314)
This species is given a Favourable Status in Republic of Ireland.
- e. Brown long-eared bats *Plecotus auritus* (Species Code 1326)
This species is given a Favourable Status in Republic of Ireland.
- f. Common pipistrelle *Pipistrellus pipistrellus* (Species Code 1309)
This species is given a Favourable Status in Republic of Ireland.
- g. Nathusius' pipistrelle *Pipistrellus nathusii* (Species Code 1317)
This species is given a Favourable Status in Republic of Ireland.
- h. Lesser horseshoe bat *Rhinolophus hipposideros* (Species Code 1303)
This species is given a Favourable Status in Republic of Ireland.
- i. Brandt's bat *Myotis brandtii* (Species Code 1320)
This species is given a Favourable Status in Republic of Ireland.
- j. Soprano pipistrelle *Pipistrellus pygmaeus* (Species Code 1309)
This species is given a Favourable Status in Republic of Ireland.

The principal pressures on Irish bat species are as follows:

- urbanized areas (e.g. light pollution)
- bridge/viaduct repairs
- pesticides usage
- removal of hedges, scrub, forestry
- water pollution
- other pollution and human impacts (e.g. renovation of dwellings with roosts)
- infillings of ditches, dykes, ponds, pools and marshes
- management of aquatic and bank vegetation for drainage purposes
- abandonment of pastoral systems
- spieleology and vandalism
- communication routes: roads
- forestry management

For information on population trends, distribution and threats please consult the Bat Conservation Ireland publication *Irish Bats in the 21st Century* (Roche *et al.*, 2014).

Bat Conservation Ireland officially came into existence in 2004 and now acts as the national umbrella group for all county bat groups. Bat Conservation Ireland is affiliated with the Irish Wildlife Trust and works closely with many NGOs, The Heritage Council and NPWS Conservation Rangers. Bat Conservation Ireland manages the All Ireland Bat Monitoring Programme in conjunction with Bat Conservation Trust UK and under the funding and assistance of the Heritage Council, NPWS (Department of Environment, Heritage and Local Government), EHS (Department of Environment Northern Ireland) and Waterways Ireland. We provide information on the conservation of bats to all public enquires and will assist the general public in their needs in relation to bats. The group is also involved in providing training in the use of bat detectors through organising bat detector workshops. The erection of bat boxes, field surveys and the collection of data on bat distribution in the country are on-going group projects.

If you have any further queries, please do not hesitate to contact me.

Yours sincerely,

Dr Tina Aughney

Dr Tina Aughney
Bat Conservation Ireland

Bat Conservation Ireland Ltd.
Company Registration No. 494343

Ulex House, Drumheel,
Lisduff, Virginia, Co. Cavan

www.batconservationireland.org
info@batconservationireland.org
00353 (0) 86 4049468

From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: 17 February 2015 13:09
To: tinaaughney@eircom.net
Cc: info@batconservationireland.org
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em010 B.C.I. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Ms. Aughney,

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange, at the tie-in with the N25 South Ring Road, to Ringaskiddy Village. It is proposed that the upgraded N28 shall be classified as a motorway. The N28 is a national primary road, which links Cork City to Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. It is also intended to provide a service area as part of the scheme.

RPS has been retained by Cork County Council (CCC) to prepare an EIS in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme. This letter is a request for a Scoping Opinion in respect of the proposed scheme. This letter is supported by a separate Scoping Report which provides further information on the proposed scheme, and the proposed content of the Environmental Impact Assessment. The scheme location map is also contained within this document.

Background to Scheme

In 2008 the scheme was previously developed in draft format (in accordance with Phases 1, 2, 3 and 4 of the NRA Project Management Guidelines). However, following An Bord Pleanála's decision to refuse the planning application for the proposed Port of Cork development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 Cork to Ringaskiddy Upgrade Scheme and publication of the EIS and CPO, until a later date.

In 2013, the Department of Transport, Tourism and Sport published the National Ports Policy. This document represents government policy in respect of the development of maritime trade in Ireland. It also provides a useful context for Irish Ports with respect to the European Union's TEN-T Transport Network (a trans-European transport network including rail, road, inland waterway connections, ports, airports and other transport terminals). The N28 Cork to Ringaskiddy Upgrade Scheme is in line with this policy, and as such work re-commenced on the project in early 2014.

As a first step to moving forward with the project, a thorough review of the work completed to date on route selection, including the draft EIS prepared in 2009 has been undertaken by the project team. This included an update of constraints in the study area, a review of changes to landuse and planning in the intervening years and an update to the traffic modelling. The review of the route includes confirmation of the type and number of junctions and the extent of the scheme including the need for the Ringaskiddy Bypass section. The outcome of the review was the identification of a number of additional alternative options which were subsequently assessed alongside the original

routes proposed in 2008. Following the route selection review process, route option 6b was identified as the preferred route (as identified in the attached Scoping Report).

Description of Scheme

The N28 is a national primary road, which links Cork City to the village of Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. The main settlements within the study area include Douglas and Rochestown at the northern extent of the proposed scheme, Carrigaline in the south and Ringaskiddy in the south east. The proposed route of the N28 Upgrade Scheme is illustrated in Figure 2 of the attached Scoping Report.

A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange (at the tie-in with the N40 South Ring Road) to Carr's Hill (south of Douglas), 2km approx. Thereafter, a new section of motorway, approximately 8.9 km in length, terminating at Barnahely is proposed. From Barnahely to east of Ringaskiddy village a single-carriageway cross-section is to be provided for 1.5km approx. The overall length of the proposed scheme is approximately 12.4km. The scheme also proposes the inclusion of a service area. The proposed development includes the following elements:

- Widening the existing N28 cross-section between Bloomfield and Carr's Hill;
- Construction of new off-line motorway from Carr's Hill to Barnahely;
- Construction of new off-line single-carriageway from Barnahely to east of Ringaskiddy;
- New overbridges;
- Grade-separated junctions;
- At-grade roundabouts;
- A number of retaining walls, local road improvements, parallel access roads etc.;
- Accommodation works and farm access as required;
- Landscaping and environmental mitigation measures; and
- A service area including amenity building, fuel facilities, parking and a play area.

We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

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registered numbers are as follows:

RPS Group Limited - Registration Number: 91911

RPS Consulting Engineers Limited - Registration Number: 161581

RPS Engineering Services Limited - Registration Number: 99795

Bat Conservation Ireland Data Guidance and Charges

The following is to provide information bat data available, on usage of bat data and the charges for their provision.

The BCireland Database contains the following datasets:

a. Car-based Bat Monitoring Scheme 2003-2012

The Car-Based Bat Monitoring Scheme was first piloted in 2003 and targets the two most abundant pipistrelle species (common and soprano pipistrelles) and the Leisler's bat. The car based survey makes use of a broadband bat detector which picks up a range of ultrasound which can be recorded in the field and analysed post-survey. Car survey teams survey pre-mapped routes within 30km squares (28 designated squares) across the island of Ireland. This monitoring scheme is jointly funded by NPWS and NIEA.

b. All Ireland Daubenton's Bat Waterways Scheme 2006-2012

This scheme follows a survey methodology devised by the Bat Conservation Trust (BCT UK). Narrow band, heterodyne detectors are used by volunteers who conduct a 1km river/canal survey on the activity level of Daubenton's bat at chosen waterways. Surveyors count the number 'bat passes' of this bat species for 4 minutes at each of the ten fixed points on linear waterways across the island of Ireland. This monitoring scheme is jointly funded by NPWS and NIEA.

c. Brown Long-eared Bat Roost Monitoring Scheme 2007-2012

This scheme concentrates on counts of brown long-eared bats at specified roosts in the Republic of Ireland only. The roost survey protocol involves at least two counts per annum (mid-May to August) using three potential survey methods depending on the structure, access and location of bats within, and emerging from, the roost. This monitoring scheme is funded by NPWS.

d. BATLAS 2010

The BATLAS 2010 survey of the Republic of Ireland and Northern Ireland was conducted during two field survey years (2008 and 2009) to ascertain the distribution of four targeted bat species. The targeted species were; common and soprano pipistrelle, Daubenton's and Leisler's bats. This survey was funded by The Heritage Council, NPWS and NIEA.

e. Landscape conservation for Irish bats & species specific roosting characteristics

Using the 2000-2009 database of species records, collated and maintained by Bat Conservation Ireland, analysis of the habitat and landscape associations, using Corine, of all species that commonly occur in Ireland namely; common pipistrelle, soprano pipistrelle, Nathusius' pipistrelle, Leisler's bat, Daubenton's bat, Natterer's bat, whiskered bat, brown long-eared bat and the lesser horseshoe bat, was undertaken. Through this project BCireland aims to provide a guide to the key habitat associations of bats to help understand their habitat requirements in Ireland. This model is available as a GIS shape-file on a county by county basis.

f. Ad Hoc Bat Records

Ad Hoc Records submitted by various groups including Bat Groups, BCireland members, Ecological Consultants, etc. 2000-2013 are compiled on the BCireland database. BCireland accepts and verifies bat records from known groups and individuals. Such records consist of roost and bat detector records.

Data formats available

Data will normally be supplied in one of three formats:

- *Yearly datasets*: full dataset for counties or specified areas according to the survey years (2000-2013) are available. Such datasets will be provided on an Excel sheet listing survey data, grid reference (roost records will be reduced to 1km resolution to protect location of such sites), type of record (i.e. detector or roost record) and species present.
- *Single site queries*: A 1km and 10km radius search of a submitted Irish Grid reference are available. Results will be provided as a table, with information provided on survey data, grid reference, type of record (i.e. detector or roost record, roost records will be reduced to 1km resolution to protect location of such sites) and species present. This will be emailed in a pdf format along with a cover letter. *Landscape Conservation*: provides a GIS shape-file of the landscape model on a county level at a 5km resolution.

Charging categories

Data charges are applied to all data requests. You will be notified beforehand of the charge that is to be applied to your request. This charge is to account for the time taken by BCI in maintaining the database, validating records and extracting the data. Charging is determined on a case-by-case basis and on the use to be made of data, irrespective of the user or nature of their organisation. An invoice will be forward within 1-2 weeks of processing the data.

- *Minimum Rate*: a minimum rate of €50.00 will be applied to all data requests.
- *Single site queries*: a minimum rate of €50.00 will be applied to all data requests. Depending on the number of data requests (i.e. number of single grid references submitted), an additional charge may be applied depending on the administrative time required to extract and compile such data requests to a maximum of €500.00. A 50% discount will apply to individuals or organisations that have a record of contributing to the BCIreland database (i.e. have submitted verified bat records).
- *Volunteers/ Unfunded Research Rate*: BCIreland will review data requests from volunteers or organisations such as universities that can clearly demonstrate that data requests will be used for educational purposes or to contribute to the conservation of Irish bat species. Such requests will be undertaken at a discounted rate. Charging, if any, will be determined on a case-by-case basis.
- *Large datasets*: applicants who require large amounts of data will be required to provide a detailed description of the proposed use of the data. A Data Licence Agreement will be signed and returned prior to data handover. Data will only be supplied for Single Use only. Charges for large datasets will be €500.00 per county or proportion of a county. Datasets for a reduced number of years (i.e. not for the full 2000-2013 dataset) will be charged at €250.00 per county or proportion of a county.

The Data Sharing Agreement must be signed by all parties that make a data request and returned to BCIreland. The Agreement ensures that the dataset provided by BCIreland will only be used for the specified project work undertaken by the purchasing body and should not be released to any other person(s) or bodies for use.

As this data is being released to the purchasing body, it is the purchasing body's responsibility to ensure that this data is appropriately used, that it is not shared with any other person or body and that this data will be removed from all sources and databases directly or indirectly related to the project on completion of the project once your research has been completed.

www.batconservationireland.org

info@batconservationireland.org

Please read these carefully before completing the Data Sharing Agreement

Bat Conservation Ireland encourages the use of the BC Ireland database. However, the release of data is entirely at the discretion of BC Ireland who has the right to refuse access to data without obligation to disclose the reasons for doing so. Supply of bat data confers no rights of ownership to the receiver. The release of data will normally be agreed unless one or more of the following situations occurs:

- In the case of requests for sensitive datasets, their release is deemed contrary to the conservation interests of Bat Conservation Ireland.
- Bat Conservation Ireland are actively working in the same area or are seeking funds to do so. In cases where collaborative studies are appropriate, these will be encouraged;
- The data have been submitted in confidence and the donor is unwilling to permit their release;
- The data were collected under contract and the contractor does not agree to their release;
- A significant proportion of the data have been collected by one researcher or team who intend to conduct similar analyses themselves;
- In the case of research projects, the data have already been released to another party to conduct similar research. Both parties will be informed of their interest and data will not normally be released to the second applicant without agreement by the first;
- The applicant cannot agree to the conditions of use listed below, has not adhered to the conditions on a previous occasion or is not prepared to pay the extraction charge.

Bat Conservation Ireland will treat the completed Data Sharing Agreement in confidence. **Data will only be released upon receipt of a completed Data Sharing Agreement**, which legally binds the applicant to the conditions of use.

Conditions of use

Data are for use only by the specified party(ies) on whose behalf the Data Request Form is completed. The signatory is responsible for ensuring that those using data held by Bat Conservation Ireland abide by the conditions given here.

- Data are not passed to a third party.
- Data are supplied only for the uses or specific analyses stated on the Data Sharing Agreement. A further form must be completed for any uses additional to those originally described.
- The respective project will be acknowledged wherever the data provided are used, in publications, reports, papers etc. as follows: “Bat Data from XXX project (e.g. BATLAS 2010) was supplied by Bat Conservation Ireland” or similar wording depending on the dataset. BC Ireland will specify a wording if a different one is required to the above.
- Raw data are not to be given verbatim in any presentation, publication, report etc. without prior written permission from Bat Conservation Ireland.
- No data will be published on the internet without prior written permission from Bat Conservation Ireland.
- Up to four copies of any report or publication will be supplied, free of charge, to Bat Conservation Ireland. In the case of confidential reports, only relevant sections using the bat data provided will be required. This requirement may be waived under certain conditions, e.g. student dissertations, at the discretion of the project partners.
- Permission to use the data supplied expires 12 months after approval, unless otherwise agreed. All copies of the data, including those on database, should be destroyed/ removed at this time.
- Failure by the User to abide by the conditions above may jeopardise the release of data in future requests. Project partners may impose further conditions of use of the data or substitutions for them where specific exemptions are agreed. In such cases, applicants will be notified before data are released.
- Additional bat data collated by the surveying bodies should be submitted to BC Ireland to include on the database thereby ensuring the continued high level of bat data available for future datasets.

Whilst every effort is made to ensure data held are correct, Bat Conservation Ireland cannot accept responsibility for any errors in data provided. We will always seek to provide the most recent data available. Bat Conservation Ireland cannot be held responsible for any misuse or misrepresentation of the data supplied.

www.batconservationireland.org info@batconservationireland.org

Bat Conservation Ireland Data Sharing Agreement

Name and address of 3rd party Company/Organisation:

What they intend to use the data for:

Data requested (please list Irish Grid References or Counties/Landscape area):

Contact name and telephone details:

This person will take responsibility for

- The appropriate use of data for the stated duration of the project.
- The **return of the bat data collated** on completion of the project for BCIreland database.
- A declaration that such data covered by the agreement is removed from all databases directly or indirectly relating to the project.

The data covered by the Bat Conservation Ireland Data Sharing Agreement will be removed from all databases directly or indirectly related to the project on completion of the project.

Print: : _____

Sign: _____

Date: : _____

**DEPARTMENT OF COMMUNICATIONS, ENERGY
AND NATURAL RESOURCES**

Eileen O'Leary

From: Mary Brady <Mary.Brady@dcenr.gov.ie> on behalf of CorporateSupport.Unit <CorporateSupport.Unit@dcenr.gov.ie>
Sent: 23 February 2015 14:29
To: Joy Barry
Cc: CorporateSupport.Unit; Teresa O'Halloran
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Ms. Barry,

I wish to acknowledge receipt of your email to the Corporate Support Mailbox, the contents of which has been brought to the attention of the relevant parties within the Department.

Kind regards,

Mary Brady,
Corporate Support Unit,
Department of Communications, Energy and Natural Resources,
Elm House,
Earlsvale Road,
Cavan.

Tel: 01 6782058

From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: 23 February 2015 12:26
To: CorporateSupport.Unit
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

23rd February 2015

Our Ref: MCT0597Em0021 D.C.E.N.R Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Mary,

Further to your telephone request this morning please find N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation request set out below and attached.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange, at the tie-in with the N25 South Ring Road, to Ringaskiddy Village. It is proposed that the upgraded N28 shall be classified as a motorway. The N28 is a national primary road, which links Cork City to Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. It is also intended to provide a service area as part of the scheme.

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Background to Scheme

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As a first step to moving forward with the project, a thorough review of the work completed to date on route selection, including the draft EIS prepared in 2009 has been undertaken by the project team. This included an update of constraints in the study area, a review of changes to landuse and planning in the intervening years and an update to the traffic modelling. The review of the route includes confirmation of the type and number of junctions and the extent of the scheme including the need for the Ringaskiddy Bypass section. The outcome of the review was the identification of a number of additional alternative options which were subsequently assessed alongside the original routes proposed in 2008. Following the route selection review process, route option 6b was identified as the preferred route (as identified in the attached Scoping Report).

Description of Scheme

The N28 is a national primary road, which links Cork City to the village of Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. The main settlements within the study area include Douglas and Rochestown at the northern extent of the proposed scheme, Carrigaline in the south and Ringaskiddy in the south east. The proposed route of the N28 Upgrade Scheme is illustrated in Figure 2 of the attached Scoping Report.

A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange (at the tie-in with the N40 South Ring Road) to Carr's Hill (south of Douglas), 2km approx. Thereafter, a new section of motorway, approximately 8.9 km in length, terminating at Barnahely is proposed. From Barnahely to east of Ringaskiddy village a single-carriageway cross-section is to be provided for 1.5km approx. The overall length of the proposed scheme is approximately 12.4km. The scheme also proposes the inclusion of a service area. The proposed development includes the following elements:

- Widening the existing N28 cross-section between Bloomfield and Carr's Hill;
- Construction of new off-line motorway from Carr's Hill to Barnahely;
- Construction of new off-line single-carriageway from Barnahely to east of Ringaskiddy;
- New overbridges;
- Grade-separated junctions;
- At-grade roundabouts;
- A number of retaining walls, local road improvements, parallel access roads etc.;
- Accommodation works and farm access as required;
- Landscaping and environmental mitigation measures; and
- A service area including amenity building, fuel facilities, parking and a play area.

We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

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RPS Consulting Engineers Limited - Registration Number: 161581
RPS Engineering Services Limited - Registration Number: 99795

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Tá eolas sa teachtaireacht leictreonach seo (agus b'fhéidir sa chomhaid ceangailte leis) a d'fhéadfadh bheith príobháideach nó faoi rún. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo. Más trí earráid a fuair tú an teachtaireacht leictreonach seo cuir, más é do thoil é, an té ar sheol an teachtaireacht ar an eolas láithreach. Deimhnítear leis seo freisin nár aims odh víreas sa phost seo tar éis a scanadh.

DEVELOPMENT APPLICATIONS UNIT

Eileen O'Leary

From: Manager Dau <Manager.Dau@ahg.gov.ie>
Sent: 17 February 2015 16:26
To: Joy Barry
Subject: G Pre00211/2014 RE: COE-CON-A140529-0035 N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Your Ref: -----

Our Ref: G Pre00211/2014 (Please quote in all related correspondence)

A chara

On behalf of the Department of Arts, Heritage and the Gaeltacht, I acknowledge receipt of your recent consultation below.

In the event of observations, you will receive a co-ordinated heritage-related response by email from Development Applications Unit (DAU) on behalf of the Department.

The normal target turnaround for pre-planning consultations is six weeks from date of receipt. In cases where a lesser but reasonable deadline is requested, the Department may endeavour to meet this, but this cannot be guaranteed. In more general wider-issue consultation cases, e.g. from public bodies, the Department endeavours to meet deadline dates, where requested.

If you have not heard from DAU and wish to receive an update, please telephone the direct line number below or 053-911 7500 and ask for DAU.

Regards,
Patricia O'Leary

Development Applications Unit,
Department of Arts, Heritage and the Gaeltacht,
Newtown Road,
Wexford.
053-911 7482



*An Roinn
Ealaíon, Oidhreacht agus Gaeltachta
Department of
Arts, Heritage and the Gaeltacht*

From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: 17 February 2015 12:14
To: Manager Dau
Cc: Jervis Good - (DAHG)
Subject: COE-CON-A140529-0035 N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em006 D.A.U. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Manager,

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange, at the tie-in with the N25 South Ring Road, to Ringaskiddy Village. It is proposed that the upgraded N28 shall be classified as a motorway. The N28 is a national primary road, which links Cork City to Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. It is also intended to provide a service area as part of the scheme.

RPS has been retained by Cork County Council (CCC) to prepare an EIS in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme. This letter is a request for a Scoping Opinion in respect of the proposed scheme. This letter is supported by a separate Scoping Report which provides further information on the proposed scheme, and the proposed content of the Environmental Impact Assessment. The scheme location map is also contained within this document.

Background to Scheme

In 2008 the scheme was previously developed in draft format (in accordance with Phases 1, 2, 3 and 4 of the NRA Project Management Guidelines). However, following An Bord Pleanála's decision to refuse the planning application for the proposed Port of Cork development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 Cork to Ringaskiddy Upgrade Scheme and publication of the EIS and CPO, until a later date.

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As a first step to moving forward with the project, a thorough review of the work completed to date on route selection, including the draft EIS prepared in 2009 has been undertaken by the project team. This included an update of constraints in the study area, a review of changes to landuse and planning in the intervening years and an update to the traffic modelling. The review of the route includes confirmation of the type and number of junctions and the extent of the scheme including the need for the Ringaskiddy Bypass section. The outcome of the review was the identification of a number of additional alternative options which were subsequently assessed alongside the original routes proposed in 2008. Following the route selection review process, route option 6b was identified as the preferred route (as identified in the attached Scoping Report).

Description of Scheme

The N28 is a national primary road, which links Cork City to the village of Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. The main settlements within the study area include Douglas and Rochestown at the northern extent of the proposed scheme, Carrigaline in the south and Ringaskiddy in the south east. The proposed route of the N28 Upgrade Scheme is illustrated in Figure 2 of the attached Scoping Report.

A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange (at the tie-in with the N40 South Ring Road) to Carr's Hill (south of Douglas), 2km approx. Thereafter, a new section of motorway, approximately 8.9 km in length, terminating at Barnahely is proposed. From Barnahely to east of Ringaskiddy village a single-carriageway cross-section is to be provided for 1.5km approx. The overall length of the proposed scheme is approximately 12.4km. The scheme also proposes the inclusion of a service area. The proposed development includes the following elements:

- Widening the existing N28 cross-section between Bloomfield and Carr's Hill;
- Construction of new off-line motorway from Carr's Hill to Barnahely;
- Construction of new off-line single-carriageway from Barnahely to east of Ringaskiddy;
- New overbridges;
- Grade-separated junctions;
- At-grade roundabouts;
- A number of retaining walls, local road improvements, parallel access roads etc.;

- Accommodation works and farm access as required;
- Landscaping and environmental mitigation measures; and
- A service area including amenity building, fuel facilities, parking and a play area.

We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
 Innishmore, Ballincollig,
 Cork, Co. Cork.
 Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

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 RPS Group Limited - Registration Number: 91911
 RPS Consulting Engineers Limited - Registration Number: 161581
 RPS Engineering Services Limited - Registration Number: 99795



=====

Tá an t-eolas sa ríomhphost seo faoi rún, chomh maith le gach comhad atá ceangailte leis, agus i gcomhair úsáid an duine nó an chórais a bhfuil sé dírithe air amháin. Má fhaigheann tú an ríomhphost seo trí bhotún, cuir scéal chugainn ag webmaster@ahg.gov.ie. Tá an ríomhphost seo arna sheiceáil ag scanóir víreas agus dealramh air go bhfuil sé glan.

The information in this email, and any attachments transmitted with it, are confidential and are for the intended recipient only. If you receive this message in error, please notify us via webmaster@ahg.gov.ie. This e-mail has been scanned by a virus scanner and appears to be clean.

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Is faoi rún agus chun úsáide an té nó an aonán atá luaite leis, a sheoltar an ríomhphost seo agus aon comhad atá nasctha leis. Má bhfuair tú an ríomhphost seo trí earráid, déan teagmháil le bhainisteoir an chórais.

Deimhnítear leis an bhfo-nóta seo freisin go bhfuil an teachtaireacht ríomhphoist seo scuabtha le bogearraí frithvíorais chun víorais ríomhaire a aimsiú.

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify the system manager.

This footnote also confirms that this email message has been swept by anti-virus software for the presence of computer viruses.

Eileen O'Leary

From: Manager Dau <Manager.Dau@ahg.gov.ie>
Sent: 18 February 2015 17:38
To: Joy Barry
Subject: G Pre00051/2015 RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)
Attachments: ATT00001.txt; ATT00002.htm

G Pre00051/2015

A chara

On behalf of the Department of Arts, Heritage and the Gaeltacht, I acknowledge receipt of your recent consultation below.

In the event of observations, you will receive a co-ordinated heritage-related response by email from Development Applications Unit (DAU) on behalf of the Department.

The normal target turnaround for pre-planning consultations is six weeks from date of receipt. In cases where a lesser but reasonable deadline is requested, the Department may endeavour to meet this, but this cannot be guaranteed. In more general wider-issue consultation cases, e.g. from public bodies, the Department endeavours to meet deadline dates, where requested.

If you have not heard from DAU and wish to receive an update, please telephone the direct line number below or 053-911 7500 and ask for DAU.

Regards,
Patricia O'Leary

Development Applications Unit,
Department of Arts, Heritage and the Gaeltacht,
Newtown Road,
Wexford.
053-911 7482



*An Roinn
Ealaíon, Oidhreacht agus Gaeltachta
Department of
Arts, Heritage and the Gaeltacht*

From: Joy Barry [<mailto:Joy.Barry@rpsgroup.com>]
Sent: 18 February 2015 12:08
To: Manager Dau
Cc: Jervis Good - (DAHG)
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)
Importance: High

Dear Jervis,

Hopefully by now you will have received the N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Report as emailed to you yesterday.

Further to this I was hoping to get your opinion on another matter regarding a proposed new interchange at Carr's Hill in Moneygurney, Rochestown which is not specified within the scoping report as this element of the scheme is currently being designed. Please see attached drawing of the proposed interchange and aerial shot of the 'area of interest'. As you will see from the drawing it is proposed to create a new interchange from the proposed N28 upgraded scheme to connect to the south of Maryborough Ridge Housing Estate on Maryborough Hill (the drawing is facing north). Plans have yet to be finalised for the proposed interchange and at the moment two options for connection to Maryborough Hill are set out on the drawing (see red and green options).

Due to the topography and built environment within the area the alternative options with respect to the alignment of the proposed interchange are quite restricted to say the least. Following detailed review of potential options for the proposed interchange, the least obtrusive option with respect to the Donnybrook Stream is shown on the attached drawing. As you will see some sections of the proposed scheme are still likely to directly impact on parts of the Donnybrook Stream. Based on the current design it looks like it will be necessary to divert approx. 630m of the stream and culvert the stream in two places. The first culvert under the slip road is likely to be approx. 33m long and the second culvert under the main road is likely to be approx. 72m long.

We would welcome any feedback that you have in relation to this matter at your earliest convenience. Please note we have also contacted Michael McPartland of Inland Fisheries Ireland for feedback on this matter.

Should you wish to discuss in more detail or require further information please do not hesitate to contact me. My direct dial is 021 4665960.

Regards,

Joy

Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

Eileen O'Leary

From: Manager Dau <Manager.Dau@ahg.gov.ie>
Sent: 19 February 2015 14:05
To: Joy Barry
Subject: G Pre00211/2014 FW: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Attachments: MCT0597RP0025F01 - EIA Scoping Report (Email) .pdf; ATT00001.txt; ATT00002.htm
Importance: High

Your ref: MCT0597LT0014COR
Our Ref: **G Pre00211/2014** (Please quote in all related correspondence)
DATS ref: COE-CON-A140529-0035

A chara

On behalf of the Department of Arts, Heritage and the Gaeltacht, I acknowledge receipt of your email consultation below.

(A duplicate to an incorrect address arrived by post today, please delete the incorrect address for: The Minister, Department of the Environment, Community and Local Government, Newtown Road, Wexford.)

In the event of observations, you will receive a co-ordinated heritage-related response by email from Development Applications Unit (DAU) on behalf of the Department.

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If you have not heard from DAU and wish to receive an update, please telephone the direct line number below or 053-911 7500 and ask for DAU.

Request to correspond by email only

This office issues all responses and communications by email and, accordingly, inward consultations/enquiries by email are preferred. Please send emails only to manager.dau@ahg.gov.ie (Note: i) it is not necessary to also send a hard copy; and ii) please send a maximum of two attachments, ideally PDFs).

Regards,
Patricia O'Leary

Development Applications Unit,
Department of Arts, Heritage and the Gaeltacht,
Newtown Road,
Wexford.
053-911 7482



*An Roinn
Ealaíon, Oidhreacht agus Gaeltachta
Department of
Arts, Heritage and the Gaeltacht*

From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: 17 February 2015 12:14
To: Manager Dau
Cc: Jervis Good - (DAHG)
Subject: COE-CON-A140529-0035 N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em006 D.A.U. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Manager,

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange, at the tie-in with the N25 South Ring Road, to Ringaskiddy Village. It is proposed that the upgraded N28 shall be classified as a motorway. The N28 is a national primary road, which links Cork City to Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. It is also intended to provide a service area as part of the scheme.

RPS has been retained by Cork County Council (CCC) to prepare an EIS in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme. This letter is a request for a Scoping Opinion in respect of the proposed scheme. This letter is supported by a separate Scoping Report which provides further information on the proposed scheme, and the proposed content of the Environmental Impact Assessment. The scheme location map is also contained within this document.

Background to Scheme

In 2008 the scheme was previously developed in draft format (in accordance with Phases 1, 2, 3 and 4 of the NRA Project Management Guidelines). However, following An Bord Pleanála's decision to refuse the planning application for the proposed Port of Cork development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 Cork to Ringaskiddy Upgrade Scheme and publication of the EIS and CPO, until a later date.

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As a first step to moving forward with the project, a thorough review of the work completed to date on route selection, including the draft EIS prepared in 2009 has been undertaken by the project team. This included an update of constraints in the study area, a review of changes to landuse and planning in the intervening years and an update to the traffic modelling. The review of the route includes confirmation of the type and number of junctions and the extent of the scheme including the need for the Ringaskiddy Bypass section. The outcome of the review was the identification of a number of additional alternative options which were subsequently assessed alongside the original routes proposed in 2008. Following the route selection review process, route option 6b was identified as the preferred route (as identified in the attached Scoping Report).

Description of Scheme

The N28 is a national primary road, which links Cork City to the village of Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. The main settlements within the study area include Douglas and Rochestown at the northern extent of the proposed scheme, Carrigaline in the south and Ringaskiddy in the south east. The proposed route of the N28 Upgrade Scheme is illustrated in Figure 2 of the attached Scoping Report.

A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange (at the tie-in with the N40 South Ring Road) to Carr's Hill (south of Douglas), 2km approx. Thereafter, a new section of motorway, approximately 8.9 km in length, terminating at Barnahely is proposed. From Barnahely to east of Ringaskiddy village a single-carriageway cross-section is to be provided for 1.5km approx. The overall length of the proposed scheme is approximately 12.4km. The scheme also proposes the inclusion of a service area. The proposed development includes the following elements:

- Widening the existing N28 cross-section between Bloomfield and Carr's Hill;
- Construction of new off-line motorway from Carr's Hill to Barnahely;
- Construction of new off-line single-carriageway from Barnahely to east of Ringaskiddy;
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- Grade-separated junctions;
- At-grade roundabouts;
- A number of retaining walls, local road improvements, parallel access roads etc.;
- Accommodation works and farm access as required;
- Landscaping and environmental mitigation measures; and
- A service area including amenity building, fuel facilities, parking and a play area.

We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

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RPS Consulting Engineers Limited - Registration Number: 161581
RPS Engineering Services Limited - Registration Number: 99795



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cuir scéal chugainn ag webmaster@ahg.gov.ie. Tá an ríomhphost seo arna sheiceáil ag scanóir víreas agus dealramh air go bhfuil sé glan.

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=====

ENVIRONMENTAL PROTECTION AGENCY

Eileen O'Leary

From: Wexford Receptionist <REC_WEX@epa.ie>
Sent: 23 February 2015 09:30
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

A Chara,
Your correspondence of 23 February has been forwarded for attention.
Thank you and regards,

Ann Rochford,

*Programme Officer, Environmental Protection Agency, P.O. Box 3000, Johnstown Castle Estate, Wexford.
Bosca Poist 3000, Eastát Chaisleán Bhaile Sheáin, Contae Loch Garman.
Tel: 00353 53 91 60600: Fax: 00353 53 91 60699: Email: info@epa.ie web: www.epa.ie
Lo Call: 1890 33 55 99*

From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: 23 February 2015 09:25
To: Wexford Receptionist
Cc: Fintan.McGivern@mottmac.com
Subject: FW: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

Dear Sir/Madam,

As per Fintan McGivern's email below we would welcome feedback from the EPA in respect of the SW River Basin Management Plan in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation. Please note that the EPA was already consulted last week by email on 17th February 2015. However for completeness this scoping consultation has been re-issued to the EPA specifically with respect to your role as the competent body in respect of the SW River Basin Management Plan.

We would welcome any feedback that you have in relation to the attached scoping report by 16th March 2015.

Regards,

Joy Barry

Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland

Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

From: McGivern, Fintan [mailto:Fintan.McGivern@mottmac.com]
Sent: 20 February 2015 09:59
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Joy,

I note in your document that you list the South Western River Basin District as one of the consultees. I assume we have been invited to comment on your document due to our involvement on the South Western River Basin District Management Plan on behalf of the competent body which, at that time, was Cork County Council. The EPA is now the competent body in respect of the SW River Basin Management Plan. We have no authority to respond on behalf of the SWRBD. I would suggest that you contact the EPA and ask for their comments as the competent authority for the SWRBD. If requested to do so we would be happy to respond on behalf of the EPA.

Regards,

Fintan McGivern

From: Joy Barry [<mailto:Joy.Barry@rpsgroup.com>]
Sent: 17 February 2015 12:51
To: McGivern, Fintan
Cc: SWCFRAM
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em007 S.W.R.B.D. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Mr. McGivern,

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I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
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Cork, Co. Cork.
Ireland

Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

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ESB NETWORKS

Eileen O'Leary

From: esbnetworks@esb.ie
Sent: 17 February 2015 13:51
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation



Bhain do rphost ESB Networks amach. Cuirfear freagra chugat a luaithe agus is féidir.

Chun éigeandáil a thuairisc nó eolas a thabhairt faoi idirbhrisí soláthair glaigh le do thoil ar 1850 372 999 láithreach.

Go Raibh Maith Agat

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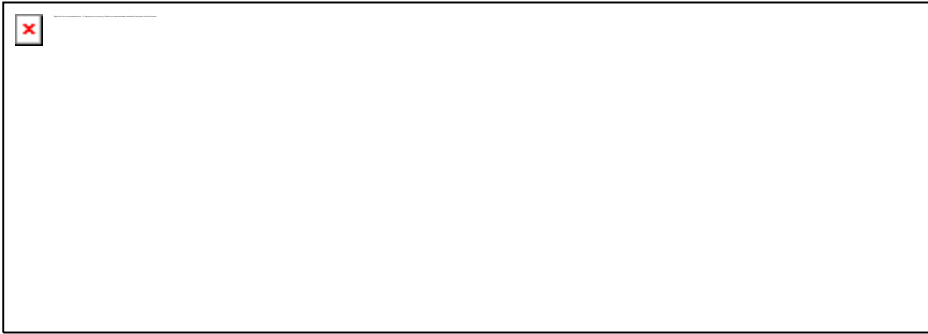
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* * * * *

Eileen O'Leary

From: Networks General <esbnetworks@esb.ie>
Sent: 18 February 2015 14:13
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation <<#367669-1700223#>>



Good Afternoon Mr Barry

Thank you for your email which has been forwarded to the local office in Cork, who will be in contact with you directly.

Please contact me again if I can be of further assistance.

Kind regards

Jenny

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WARNING: ESB Networks will not be liable for acting on any instructions issued via your e-mail address where it transpires that such instructions were not sent by you.

--- Original Message ---

From: "Joy Barry" <Joy.Barry@rpsgroup.com>
Received: 17/02/2015 13:50:10 UTC
To: "nGen. Networks (ESB Networks)" <nGen_Network@esb.ie>
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

17th February 2015

Our Ref: MCT0597Em016 E.S.B.N. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Sir/Madam,

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We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland

Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
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Eileen O'Leary

From: McCarthy. Owen (ESB Networks) <Owen.McCarthy@esb.ie>
Sent: 23 February 2015 09:15
To: Joy Barry
Cc: Coomey. Michael (ESB Networks); Harrington. Pat (ESB Networks); O'Regan. Des (ESBI)
Subject: FW: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation <<#334909-1702221#>>
Attachments: MCT0597RP0025F01 - EIA Scoping Report (Email) .pdf; image002.jpg; ATT00001.txt

Hi Joy

I will be designing any possible conflicts on the MV/LV networks (blue/green/white on drawing) and my colleagues will be designing the higher voltage network conflicts, as you can appreciate there are a lot of conflicts/work/time required here so when ye are ready to go please make contact or forward this to the relevant person.

Regards

From: Crosbie. Michele (ESB Networks)
Sent: 18 February 2015 14:16
To: McCarthy. Owen (ESB Networks)
Subject: FW: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation <<#334909-1702221#>>

Hi Owen,

See below.

Michele

Michele Crosbie | Clerical Support | ESB Networks Wilton. Ext 54201 michele.crosbie@esb.ie

From: Networks General [<mailto:esbnetworks@esb.ie>]
Sent: 18 February 2015 14:12
To: Crosbie. Michele (ESB Networks)
Subject: FW: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation <<#334909-1702221#>>

Hi Michele - can this please be passed to the relevant person - Many thanks Jenny

--- Original Message ---

From: "Joy Barry" <>
Received: 17/02/2015 13:50:10 UTC
To: "nGen. Networks (ESB Networks)" <nGen_Network@esb.ie>
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

17th February 2015

Our Ref: MCT0597Em016 E.S.B.N. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

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FAILTE IRELAND

Eileen O'Leary

From: Eoin McDonnell <Eoin.McDonnell@failteireland.ie>
Sent: 18 February 2015 14:28
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Attachments: EIS and Tourism Guidelines 2011.doc; ATT00001.txt

Dear Ms Barry,

I wish to acknowledge receipt of your recent email to Fáilte Ireland in relation to carrying out an Environment Impact Statement for **N28 Cork to Ringaskiddy Upgrade Scheme**.

I attach a copy of the Fáilte Ireland Guidelines for the treatment of tourism in an EIS, which we recommend should be taken into account in preparing the EIS.

Yours sincerely,

Eoin McDonnell

Fáilte Ireland | Áras Fáilte | 88-95 Amiens Street | Dublin 1 | Ireland
T: +353 (01) 884 7203 | M: 086 825 4413
W: www.failteireland.ie



From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: 17 February 2015 11:30
To: Eoin McDonnell
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em001 F.I. Scoping

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Guidelines on the treatment of tourism in an Environmental Impact Statement

1. Introduction

Tourism is a significant component of the Irish Economy – estimated to employ approximately 190,000 people – and contributing over €5.3 billion in spending to the economy in 2009. The environment is one of the main resources upon which this activity depends – so it is important that the EIS evaluates whether and how the interacting impacts of a project are likely to affect tourism resources.

The purpose of this short note is to provide guidance on how these impacts can be assessed through the existing EIA process. Undertaking an EIA is governed by the EIA Advice Notes published by the EPA. These Advice Notes contain detailed guidance on how to describe and evaluate the effects arising from a range of projects, including tourism projects.

These guidelines were written with the assistance of Conor Skehan, Head of Department of Environment and Planning, Dublin Institute of Technology.

2. Tourism and the Environment

There are two interactions between tourism and the environment.

1. Impacts caused by Tourism Projects
2. Impacts affecting Tourism (e.g. the quality of a destination or a tourism activity)

Impacts caused by Tourism Projects

Tourism projects can give rise to effects on the environment. These are specifically dealt with under a number of Project Types in the Advice Notes, specifically:

12 TOURISM AND LEISURE

- a. Ski-runs, ski-lifts and cable-cars where the length would exceed 500 metres and associated developments. Project Type 20
- b. Sea water marinas where the number of berths would exceed 300 and fresh water marinas where the number of berths would exceed 100. Project Type 10
- c. Holiday villages which would consist of more than 100 holiday homes outside built-up areas; hotel complexes outside built-up areas which would have an area of 20 hectares or more or an accommodation capacity exceeding 300 bedrooms. Project Type 28
- d. Permanent camp sites and caravan sites where the number of pitches would be greater than 100. Project Type 28
- e. Theme parks occupying an area greater than 5 hectares. Project Type 29

Figure 1 The Advice Notes contain detailed descriptions on how to describe and evaluate the effects arising from a range of tourism projects.

Impacts affecting Tourism

Environmental effects of other projects on tourism are not specifically addressed in the Advice Notes. Taking account of the significance of tourism to the Irish economy a specialist topic of 'Tourism' has been prepared to facilitate a systematic evaluation of effects on this sector within the format laid down for other parts of the Environmental Impact Statement.

It is not intended that the assessment of effects on tourism should become a separate section of the Impact Statement, instead it is intended to become a specialist sub-section of the topic 'Human Beings' which is currently described in Section 2 of the Advice Notes

3. Tourism in the Existing Environment

Introduction

Visitor attitude surveys reveal that the following factors – in order of priority – are the reasons that tourists visit and enjoy Ireland:

- Beautiful scenery
- Friendly & hospitable people
- Safe & Secure
- Easy, relaxed pace of life
- Unspoilt environment
- Nature, wildlife, flora
- Interesting history & culture
- Plenty of things to see and do
- Good range of natural attractions

It is noteworthy that over half of the factors listed are environmental and that all others are related to the way of life of the people. The following describes how these factors are considered within an EIS, set out under EIA topic headings, and how they interact with tourism.

Beautiful scenery

This is covered in the '*Landscape*' Section. Particular attention needs to be paid to effects on views from existing purpose-built tourism facilities, especially hotels, as well as views from touring routes and walking trails. It is important to note that there appears to be evidence that the visitor's expectations of 'beautiful' scenery does not exclude an admiration of new modern developments – such as windfarms – which appear to be seen as indicative of an modern, informed and responsible attitude to the environment.

Friendly & hospitable people

This is not an environmental factor though it is indirectly covered under the '*Human Beings*' section of the EIS. The principal factor is the ratio of visitors to residents. This is of less significance in areas with long-established patterns of tourism.

Safe & Secure

This is not an environmental issue – though some of the factors that are sometimes covered under the heading of '*Human Beings*' – such as social inclusion or poverty – can point to likely effects and interactions.

Easy, relaxed pace of life

This is not an environmental issue though it is partially covered under '*Human Beings*' – see comments above.

Unspoilt environment

This is covered under the sections dealing with '*Landscape*', '*Flora*' and '*Fauna*' and to a lesser extent under emissions to '*Water*' and '*Air*'. In some instances traffic congestion, especially in rural areas, can be an issue, this is usually covered within '*Material Assets*'.

Nature, wildlife, flora

This is principally covered under the headings of '*Flora*' and '*Fauna*' and to a lesser extent by '*Landscape*', '*Water*' and '*Air*'. The principal issues being to avoid any effects that might reduce the health or extent of the habitats. This can occur either directly, by impinging on the site, or indirectly, through emission, that can affect the natural resources, like clean water, which the habitat depends on. It also considers effect on physical access to and visibility of these sites. Occasionally there are concerns about the disturbance or wear and tear of visitor numbers to such sites.

Interesting history & culture

This is principally covered under '*Cultural Heritage*' and, to a lesser extent, under '*Human Beings*'. The principal issues being to avoid damage to sites and structures of cultural, historical, archaeological or architectural significance – and to their contexts or settings. It also considers effect on physical access to and visibility of these sites. Occasionally there are concerns about the wear and tear of visitor numbers to such sites.

Plenty of things to see and do.

This is not an environmental issue though it is partially covered by the '*Human Beings*' section, where the tourism resources of an area are described and assessed.

Good range of natural attractions

This is covered by the '*Landscape*', '*Flora*', '*Fauna*', and '*Cultural Heritage*' sections of the EIS.

4. Project factors affecting Tourism

Introduction

Tourism can be affected both by the structures or emissions of new developments as well as by interactions between new activities and tourism activities – for example the effects of high volumes of heavy goods vehicles passing through hitherto quiet, scenic, rural areas. Tourism can be affected by a number of the characteristics of the new project such as:

- New Developments
 - Social Considerations
 - Land-uses and Activities
-
- *New Developments* - will the development stimulate or suppress demand for additional tourism development in the area? If so, what type, how much and where? Marinas, golf courses, other major sporting facilities as well as theme parks and larger conference facilities can all stimulate the emergence of new accommodation, catering and leisure facilities often within an extensive area around a new primary visitor facility. Extensive urbanisation and large scale infrastructure as well as certain processing and extractive industries all have the potential to suppress demand for additional tourism – but usually only in the immediate locality of the new development. It should be noted however, that some types of new or improved large scale infrastructure – such as roads – can improve the visitor experience – by increasing safety and comfort or can convey a sense of environmental responsibility – such as wind turbines.
 - *Social Consideration* - will the development change patterns and types of activity and land use? Will it affect the demographics, economy or social dynamics of the locality?
 - *Land-use* - will there be severance, loss of rights of way or amenities, conflicts, or other changes likely to ultimately alter the character and use of the tourism resources in the surrounding area?

Existing Tourism

In the area likely to be affected by the proposed development, the following attributes of tourism, or the resources that sustain tourism, should be described under the following headings.

Note that the detailed description and analysis will usually be covered in the section dealing with the relevant environmental topic – such as '*Landscape*'. Only the relevant finding as to the likely significance to, or effect on, tourism needs to be summarised in this section.

Context

Indicate the location of sensitive neighbouring tourism resources that are likely to be directly affected, and other premises which although located elsewhere, may be the subject of secondary impacts such as alteration of traffic flows or increased urban development. The following should be noted in particular:

- Hotels, conference centres, holiday accommodation – including holiday villages, holiday homes, and caravan parks.
- Visitor centres, Interpretive centres and theme parks
- Golf courses, adventure sport centres and other visitor sporting facilities
- Marinas and boating facilities
- Angling facilities
- Equestrian facilities
- Tourism-related specialist retailers and visitor facilities
- Historic and Cultural Sites
- Pedestrian, cycling, equestrian, vehicular and coach touring routes

Indicate the numbers of premises and visitors likely to be directly affected directly and indirectly.

Identify and quantify, where possible, their potential receptors of impacts, noting in particular transient populations, such as drivers, walkers, seasonal and other non-resident groups.

Describe any significant trends evident in the overall growth or decline of these numbers, or of any changes in the proportion of one type of activity relative to any other.

Indicate any commercial tourism activity which likely to be directly affected, with resultant environmental impacts.

Character

Indicate the occupations, activities or interests of principal types of tourism in the area. – Where relevant, describe the specific environmental resources or attributes in the existing environment which each group uses or values; where relevant, indicate the time, duration or seasonality of any of those activities. For example describe the number of guides, boats and anglers who use a salmon fishery and the duration of the salmon season as well as the quantity and type of local accommodation that is believed to be used by the anglers.

Significance

Indicate the significance of the principal tourism assets or activities likely to be affected. Refer to any existing formal or published designation or recognition of such significance. Where possible provide an estimate of the contribution of such tourism activities to the local economy. For instance refer to the number of annual visitors to a tourism attraction or to the grading of a hotel.

Sensitivity

Describe any significant concerns, fears or opposition to the development known to exist among tourism interests. Identify, where possible, the particular aspect of the development which is of concern, together with the part of the existing tourism resource which may be threatened. For instance describe the extent of a potential visual intrusion onto a site of historic significance which is the main local tourist attraction.

5. Impacts on Tourism

"Do Nothing" Impact;

Describe how trends evident in the existing environment will continue and how these trends will affect tourism.

Predicted impact;

- Describe the location, type, significance, magnitude/extent of the tourism activities or assets that are likely to be affected.

- Describe how the new development will affect the balance between long-established and new dwellers in an area and its affect on the cultural or linguistic distinctiveness of an area. For example describe the effect of a new multi-national population required for an international call-centre located in a Gaeltacht area.

- Describe how changes in patterns of employment, land use and economic activity arising from the proposed development will affect tourism, for example, illustrating how a new industrial development will diversify local employment opportunities thereby reducing the area's unsustainable over-reliance on seasonal tourism.

- Describe the consequences of change, referring to indirect, secondary and cumulative impacts on tourism; Examples can include describing how the new development may lead to a reduced assimilative capacity for traffic or water during the peak of the tourism season or how new urbanism combined with existing patterns of tourism may lead to unsustainable levels of pedestrian traffic through a sensitive habitat.

- Describe the potential for interaction between changes induced in tourism and other uses that may affect the environment – for instance increasing new tourism-related housing affecting water resources or structures

- Describe the worst case for tourism if all mitigation measures fail.

6. Mitigating adverse impact on Tourism

Describe the mitigation measures proposed to:

- *avoid* sensitive tourism resources – such as views, access, and amenity areas including habitats as well as historical or cultural sites and structures.
- *reduce* the exposure of sensitive resources to excessive environmental burdens arising from the development's emissions or volumes of traffic [pedestrian and vehicular], and/or losses of amenity arising from visually conspicuous elements of the development – for example by prioritizing visual screening of views from a hotel towards a quarry.
- *reduce* the adverse effects to tourism land uses and patterns of activities – especially through interactions arising from significant changes in the intensity of use or contrasts of character or appearance – for example by separating traffic routes for industrial and tourism traffic.
- *remedy* any unavoidable significant residual adverse effects on tourism resources or activities, for example by providing alternative access to tourism amenities – such as waterways or monuments.

GAS NETWORKS IRELAND

Eileen O'Leary

From: Networksinfo <Networksinfo@gasnetworks.ie>
Sent: 17 February 2015 15:43
To: Joy Barry
Subject: Thank you for contacting Gas Networks Ireland



customer team on **1850 200 694**.

Thank you for contacting Gas Networks Ireland, we aim to respond to your query within one working day.

If you smell gas, contact our 24 hour emergency service **1850 20 50 50** immediately.

For any urgent Gas Networks Ireland queries, please call our

Our opening hours are **Mon-Fri 8am-8pm and Sat 9am-5.30pm**.

See our website gasnetworks.ie for more information.

Follow us on [Twitter](#)

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Go raibh maith agat as d'aird a thabhairt.

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Thank you for your attention.

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Thank you for your attention.

Eileen O'Leary

From: Networksinfo <Networksinfo@gasnetworks.ie>
Sent: 17 February 2015 16:09
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Joy Barry,

Thank you for your recent email to Gas Networks Ireland.

I have forwarded this to our Dial Before you Dig department.

If you need assistance or have any concerns, please email dig@gasnetworks.ie or call our 'dial before you dig' number on **1850 427 747**.

Please note that all enquiries will be dealt with in the order in which they are received. Under normal circumstances enquiries will be dealt with within 5 working days.

If your enquiry is urgent please contact the Dial Before You Dig service at 1850-42 77 47 during office hours (9.00am to 5.30pm)

If your enquiry is urgent and relates to out-of hours emergency works please contact 1850 205050.

No works should be undertaken without prior consultation with a Gas Networks Ireland representative.

Where Aurora Telecom data is present within the Network plot, please contact:

Donal Bracken Network Planner, Aurora Telecom at 086 8344473 or 01-6026190, Donal.Bracken@ervia.ie and darkfibre@auroratelecom.ie. Emergency number: 1850-427399

You are also reminded that all work in the vicinity of GNI Pipelines and Installations must be completed in accordance with the current edition of the Health & Safety Authority publication, 'Code of Practice For Avoiding Danger From Underground Services' which is available from the Health and Safety Authority (1890 28 93 89) or can be downloaded free of charge at www.hsa.ie.

Please note:

Gas Networks Ireland does not record domestic gas services.

Please refer to **Gas Networks Ireland** "Safety Advice" booklet attached. This booklet contains important safety advice which should be read before any work commences.

This booklet (together with other safety advice) can be located on the Gas Networks Ireland website as a pdf document using the following link:

<http://www.gasnetworks.ie/en-IE/Safety/Dial-Before-You-Dig/Domestic-customers/How-to-locate-pipes>

and

<http://www.gasnetworks.ie/en-IE/Safety/Gas-safety-in-the-business/Download-safety-booklets/>

For assistance in locating Domestic Gas Services please refer to the following pages of the **Safety Advice for working in the vicinity of natural gas pipelines** booklet [25602/12/14].

Page 5/6: Risk of damaging a gas pipe.

Page 12: Depth of cover.

Page 16: Gas services.

Thank you for your co-operation and patience in advance.

Kind regards,



From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: Tuesday, February 17, 2015 3:42 PM
To: Networksinfo
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em008 B.G.E. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Sir/Madam,

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange, at the tie-in with the N25 South Ring Road, to Ringaskiddy Village. It is proposed that the upgraded N28 shall be classified as a motorway. The N28 is a national primary road, which links Cork City to Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. It is also intended to provide a service area as part of the scheme.

RPS has been retained by Cork County Council (CCC) to prepare an EIS in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme. This letter is a request for a Scoping Opinion in respect of the proposed scheme. This letter is supported by a separate Scoping Report which provides further information on the proposed scheme, and the proposed content of the Environmental Impact Assessment. The scheme location map is also contained within this document.

Background to Scheme

In 2008 the scheme was previously developed in draft format (in accordance with Phases 1, 2, 3 and 4 of the NRA Project Management Guidelines). However, following An Bord Pleanála's decision to refuse the planning application for the proposed Port of Cork development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 Cork to Ringaskiddy Upgrade Scheme and publication of the EIS and CPO, until a later date.

In 2013, the Department of Transport, Tourism and Sport published the National Ports Policy. This document represents government policy in respect of the development of maritime trade in Ireland. It also provides a useful context for Irish Ports with respect to the European Union's TEN-T Transport Network (a trans-European transport network including rail, road, inland waterway connections, ports, airports and other transport terminals). The N28 Cork to Ringaskiddy Upgrade Scheme is in line with this policy, and as such work re-commenced on the project in early 2014.

As a first step to moving forward with the project, a thorough review of the work completed to date on route selection, including the draft EIS prepared in 2009 has been undertaken by the project team. This included an update of

constraints in the study area, a review of changes to landuse and planning in the intervening years and an update to the traffic modelling. The review of the route includes confirmation of the type and number of junctions and the extent of the scheme including the need for the Ringaskiddy Bypass section. The outcome of the review was the identification of a number of additional alternative options which were subsequently assessed alongside the original routes proposed in 2008. Following the route selection review process, route option 6b was identified as the preferred route (as identified in the attached Scoping Report).

Description of Scheme

The N28 is a national primary road, which links Cork City to the village of Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. The main settlements within the study area include Douglas and Rochestown at the northern extent of the proposed scheme, Carrigaline in the south and Ringaskiddy in the south east. The proposed route of the N28 Upgrade Scheme is illustrated in Figure 2 of the attached Scoping Report.

A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange (at the tie-in with the N40 South Ring Road) to Carr's Hill (south of Douglas), 2km approx. Thereafter, a new section of motorway, approximately 8.9 km in length, terminating at Barnahely is proposed. From Barnahely to east of Ringaskiddy village a single-carriageway cross-section is to be provided for 1.5km approx. The overall length of the proposed scheme is approximately 12.4km. The scheme also proposes the inclusion of a service area. The proposed development includes the following elements:

- Widening the existing N28 cross-section between Bloomfield and Carr's Hill;
- Construction of new off-line motorway from Carr's Hill to Barnahely;
- Construction of new off-line single-carriageway from Barnahely to east of Ringaskiddy;
- New overbridges;
- Grade-separated junctions;
- At-grade roundabouts;
- A number of retaining walls, local road improvements, parallel access roads etc.;
- Accommodation works and farm access as required;
- Landscaping and environmental mitigation measures; and
- A service area including amenity building, fuel facilities, parking and a play area.

We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

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RPS Consulting Engineers Limited - Registration Number: 161581

RPS Engineering Services Limited - Registration Number: 99795

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Thank you for your attention.

Eileen O'Leary

From: Dig <Dig@gasnetworks.ie>
Sent: 20 February 2015 13:49
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Attachments: RPS N28.pdf; rpsn28.dwg; rpsn28t.dwg; GNI_Safety_Advice_Booklet-Small-A5_01-12-2014.pdf



Bord Gáis Networks is changing its name to **Gas Networks Ireland** at the end of 2014. However its business as usual as we continue to develop, operate and maintain the gas networks in Ireland. Our emergency number remains the same **1850 20 50 50**.

Dear Joy

Please find attached Gas Networks Ireland [GNI] Details for: N28 Upgrade Scheme.

As requested in your e-mail of 17/02/15 , please find attached a **PDF file** and a **DWG file** of the information requested.

Gas network information is provided as a general guide. Gas Networks Ireland [GNI] cannot guarantee its accuracy and it should not be relied upon for accurate distance or depth of cover measurements. The exact location and depth of distribution gas pipes must be verified on site by hand digging trial holes along the route of the pipe. Service pipes are not generally shown but their presence should always be anticipated.

You are also reminded that all work in the vicinity of GNI Pipelines and Installations must be completed in accordance with the current edition of the Health & Safety Authority publication, 'Code of Practice For Avoiding Danger From Underground Services' which is available from the Health and Safety Authority (1890 28 93 89) or can be downloaded free of charge at www.hsa.ie.

Where Aurora Telecom data is present within the Network plot, please contact:

Donal Bracken Network Planner, Aurora Telecom at 086 8344473 and 01 6026190, Donal.Bracken@ervia.ie and darkfibre@auroratelecom.ie. Emergency number: 1850-427399

Please refer to Gas Networks Ireland "Safety Advice" booklet attached. This booklet contains important safety advice which should be read before any work commences.

For assistance in locating Domestic Gas Services please refer to the following pages:

Page 5/6: Risk of damaging a gas pipe.

Page 12: Depth of cover.

Page 16: Gas services

This booklet (together with other safety advice) can be located on the Gas Networks Ireland website as a pdf document using the following link:

<http://www.gasnetworks.ie/en-IE/Safety/Dial-Before-You-Dig/Domestic-customers/How-to-locate-pipes>

and

<http://www.gasnetworks.ie/en-IE/Safety/Gas-safety-in-the-business/Download-safety-booklets/>

Please note, Gas Networks Ireland have no right or entitlement to reproduce official Ordnance Survey information in Vector format (whether for map backgrounds or otherwise). The user shall obtain any such rights or entitlements directly if required.

Thank you for your patience and co-operation.

Kind regards,

Declan Kelly



Type of Development:

- Development Projects
- Planning Applications
- Utility Works
- Property Conveyance
- Watercourses/canals/drainage
- Mineral Extraction
- Excavations Non-Utility
- Roads
- Others

Enclosures

- Distribution Networks ✓
- Disclaimer
- Safety Advice Booklet DO-SQ-IS-002: Rev1 ✓
- H.S.A. Code of Practice Reference ✓

From: Networksinfo
Sent: 17 February 2015 15:56
To: Dig
Subject: FW: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

FYI

From: Joy Barry [<mailto:Joy.Barry@rpsgroup.com>]
Sent: Tuesday, February 17, 2015 3:42 PM
To: Networksinfo
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em008 B.G.E. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Sir/Madam,

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange, at the tie-in with the N25 South Ring Road, to Ringaskiddy Village. It is proposed that the upgraded N28 shall be classified as a motorway. The N28 is a national primary road, which links Cork City to Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. It is also intended to provide a service area as part of the scheme.

RPS has been retained by Cork County Council (CCC) to prepare an EIS in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme. This letter is a request for a Scoping Opinion in respect of the proposed scheme. This letter is supported by a separate Scoping Report which provides further information on the proposed scheme, and the proposed content of the Environmental Impact Assessment. The scheme location map is also contained within this document.

Background to Scheme

In 2008 the scheme was previously developed in draft format (in accordance with Phases 1, 2, 3 and 4 of the NRA Project Management Guidelines). However, following An Bord Pleanála's decision to refuse the planning application for the proposed Port of Cork development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 Cork to Ringaskiddy Upgrade Scheme and publication of the EIS and CPO, until a later date.

In 2013, the Department of Transport, Tourism and Sport published the National Ports Policy. This document represents government policy in respect of the development of maritime trade in Ireland. It also provides a useful context for Irish Ports with respect to the European Union's TEN-T Transport Network (a trans-European transport network including rail, road, inland waterway connections, ports, airports and other transport terminals). The N28 Cork to Ringaskiddy Upgrade Scheme is in line with this policy, and as such work re-commenced on the project in early 2014.

As a first step to moving forward with the project, a thorough review of the work completed to date on route selection, including the draft EIS prepared in 2009 has been undertaken by the project team. This included an update of constraints in the study area, a review of changes to landuse and planning in the intervening years and an update to the traffic modelling. The review of the route includes confirmation of the type and number of junctions and the extent of the scheme including the need for the Ringaskiddy Bypass section. The outcome of the review was the identification of a number of additional alternative options which were subsequently assessed alongside the original routes proposed in 2008. Following the route selection review process, route option 6b was identified as the preferred route (as identified in the attached Scoping Report).

Description of Scheme

The N28 is a national primary road, which links Cork City to the village of Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. The main settlements within the study area include Douglas and Rochestown at the northern extent of the proposed scheme, Carrigaline in the south and Ringaskiddy in the south east. The proposed route of the N28 Upgrade Scheme is illustrated in Figure 2 of the attached Scoping Report.

A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange (at the tie-in with the N40 South Ring Road) to Carr's Hill (south of Douglas), 2km approx. Thereafter, a new section of motorway, approximately 8.9 km in length, terminating at Barnahely is proposed. From Barnahely to east of Ringaskiddy village a single-carriageway cross-section is to be provided for 1.5km approx. The overall length of the proposed scheme is approximately 12.4km. The scheme also proposes the inclusion of a service area. The proposed development includes the following elements:

- Widening the existing N28 cross-section between Bloomfield and Carr's Hill;
- Construction of new off-line motorway from Carr's Hill to Barnahely;
- Construction of new off-line single-carriageway from Barnahely to east of Ringaskiddy;
- New overbridges;
- Grade-separated junctions;
- At-grade roundabouts;
- A number of retaining walls, local road improvements, parallel access roads etc.;
- Accommodation works and farm access as required;
- Landscaping and environmental mitigation measures; and
- A service area including amenity building, fuel facilities, parking and a play area.

We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

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RPS Group Limited - Registration Number: 91911
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RPS Engineering Services Limited - Registration Number: 99795

Tá an fhaisnéis á seachadadh dírithe ar an duine nó ar an eintiteas chuig a bhfuil sí seolta amháin agus féadfar ábhar faoi rún, faoi phribhléid nó ábhar atá íogair ó thaobh tráchtála de a bheith mar chuid de. Tá aon athsheachadadh nó scaipeadh den fhaisnéis, aon athbheithniú ar nó aon úsáid eile a bhaint as, nó aon ghníomh a dhéantar ag brath ar an bhfaisnéis seo ag daoine nó ag eintitis nach dóibh siúd an fhaisnéis seo, toirimisceithe agus féadfar é a bheith neamhdhleathach. Níl Líonraí Gáis Éireann faoi dhliteanas maidir le seachadadh iomlán agus ceart na faisnéise sa chumarsáid seo nó maidir le haon mhoill a bhaineann léi. Níl ghlacann Líonraí Gáis Éireann le haon dliteanas faoi ghnímh nó faoi iarmhairtí bunaithe ar úsáid thoirmisceithe na faisnéise seo. Níl Líonraí Gáis Éireann faoi dhliteanas maidir le seachadadh ceart agus iomlán na faisnéise sa chumarsáid seo nó maidir le haon mhoill a bhaineann léi. Má fuair tú an teachtaireacht seo in earráid, más é do thoil é, déan teagmháil leis an seoltóir agus scríos an t-ábhar ó gach aon ríomhaire.

Féadfar ríomhphost a bheith soghabhálach i leith truailithe, idircheaptha agus i leith leasaithe neamhúdaraith. Ní ghlacann Líonraí Gáis Éireann le haon fhreagracht as athruithe nó as idircheapadh a rinneadh ar an ríomhphost seo i ndiaidh é a sheoladh nó as aon dochar do chórais na bhfaighteoirí déanta ag an teachtaireacht seo nó ag a ceangaltáin. Más é do thoil é, tabhair faoi deara chomh maith go bhféadfar monatóireacht a dhéanamh ar theachtairichtaí chuig nó ó Líonraí Gáis Éireann chun comhlíonadh le polasaithe agus le caighdeáin Líonraí Gáis Éireann a chinntiú agus chun ár ngnó a chosaint. Ervia ag trádáil mar Líonraí Gáis Éireann corparáid reachtúil a bunaíodh de bhun an Achta Gháis 1976 agus a bhfuil a phríomháit ghnó ag Webworks, Sráid Eglinton, Corcaigh.

Go raibh maith agat as d'aird a thabhairt.

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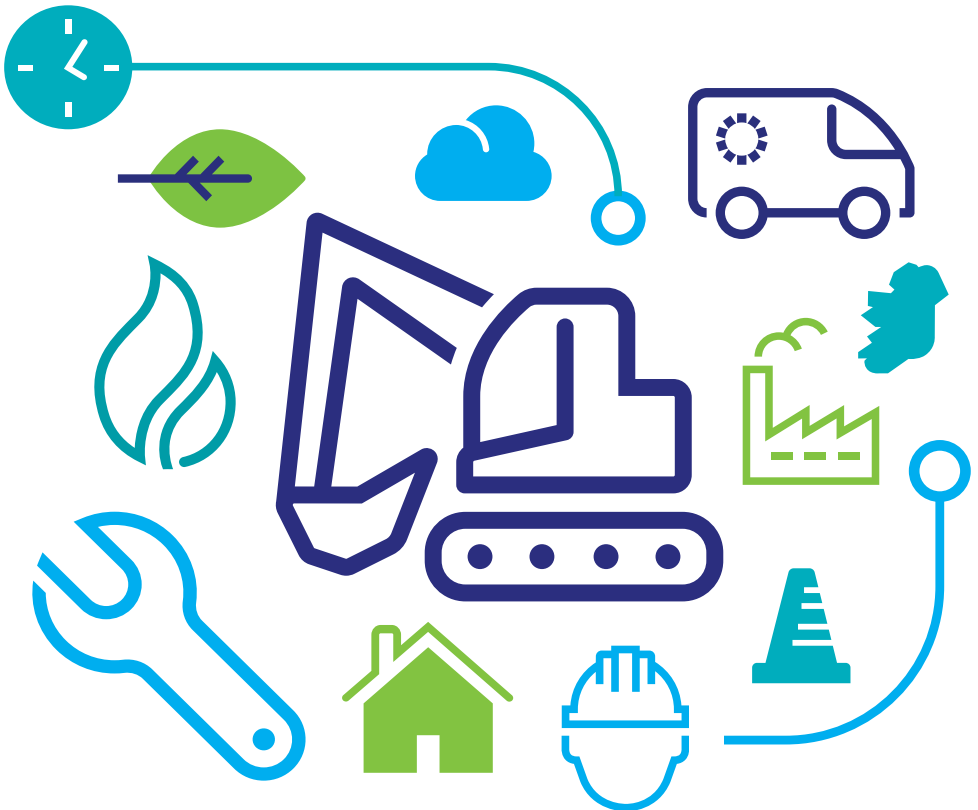
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Thank you for your attention.

Safety advice

for working in the vicinity
of natural gas pipelines



Important safety information



**When planning any excavation works dial
1850 42 77 47**

to obtain up to date gas network maps.

Monday to Friday 9am – 5.30pm

**You can also contact us on
dig@gasnetworks.ie**

If you have damaged a gas pipe call

1850 20 50 50

**immediately, even even if you do not suspect
that gas is leaking**

24 hours, 7 days a week

If you smell gas call
1850 20 50 50
24hr emergency service

Contents



**This booklet contains important safety advice.
Please read the following before you start work:**

Natural gas characteristics and behaviour	4
Risks of damaging a gas pipe	5
Risks from a damaged gas pipe	6
Gas Networks Ireland transmission network.....	7
Gas Networks Ireland construction methods	11
Gas Networks Ireland construction – depth of cover....	12
Requesting Gas Networks Ireland maps.....	13
Reading Gas Networks Ireland maps	14
Gas services	16
Safe systems of work.....	17
What to do if a gas pipe is damaged	20
Gas Networks Ireland contacts	21
Other useful publications	22

Natural gas **characteristics and behaviour**



Characteristics

Natural gas is:

- a highly flammable gas;
- lighter than air and will rise when released;
- non toxic (but can suffocate in enclosed or confined spaces); and
- made up mostly of methane and has a smell added for safety purposes.

Behaviour

During an uncontrolled escape, natural gas will behave in the following ways:

- In open excavation, where there is a clear path to the atmosphere, natural gas will rise, dilute and disperse into the air
- If the path to the atmosphere is blocked, the gas will travel through soil, ducts, drains, sewers and voids. It can also follow the line of other buried utility services. This can lead to gas entering a building or other confined spaces, and may lead to a fire or explosion.

Note: Never cover a damaged gas main or service; or attempt to carry out a repair. Call 1850 20 50 50 immediately.

Risks of **damaging a gas pipe**

The risks of damaging a gas pipe can be classified as:

Highest Risk



Mechanical excavators pose the highest risk and “should not be used within 500 mm of a gas distribution pipe.”
(HSA Code of Practice)

Mechanical excavators must not be used within 3 metres of a Transmission pipeline.
(Refer to Gas Networks Ireland Transmission Code of Practice)

High Risk



Hand held power tools should not be used directly over the line of a gas pipe, unless the gas pipe has been positively located by hand and a safe working distance has been established.

Use of handheld power tools is not permitted within 1.5 m of a Transmission pipeline.
(Refer to Gas Networks Ireland Transmission Code of Practice)

Damage to gas pipes from power tools presents a high risk to the operatives involved in the work.

Low Risk



Hand digging using shovels and spades presents the lowest risk of damaging a gas pipe.

This is the method that should be used where the presence of gas pipes is suspected or close to a known gas pipe.

Risks from a **damaged gas pipe**



- Remember when gas escapes, or is released in an uncontrolled way; it can fuel a fire, give rise to an explosive atmosphere or cause asphyxiation.
- If you suspect there is a gas leak, immediately call Gas Networks Ireland's 24hr Emergency Service on **1850 20 50 50**.
- Gas can quickly fill underground cavities and travel into buildings through soil, or following the line of other buried utilities.
- Gas can only burn if exposed to an ignition source:
 - Do not turn electrical switches on or off
 - Do not operate any plant or equipment
 - Do not use naked flames or smoke
 - Do not use mobile phones in the vicinity.
- Move people away from, and upwind of, the affected area.
- If gas has entered a confined space or building:
 - Open doors and windows
 - Turn off the gas supply at the meter
 - Do not expose to an ignition source.

Gas Networks Ireland **transmission network**



Gas Networks Ireland transports gas in Ireland through a network of steel, polyethylene (PE) and cast/ductile iron pipes. The network operates at pressures between 20 mbar and 85 bar and is split between Transmission and Distribution pipelines.

The **Transmission** system is made up of steel pipes and operates from 7 bar to 85 bar.

The **Distribution** system is made up mostly of polyethylene and cast/ductile pipes and operates from 20 mbar to 7 bar.

The **network**

The network is made up of three elements:

.....
Transmission pipes

.....
Distribution pipes

.....
Pressure Regulating Installations



Transmission pipes

.....

These are high pressure pipelines that transfer gas across the country. They are constructed from steel, with a black or concrete coating, and may have marker posts at intervals along their length, particularly at field boundaries and road crossings.

If a transmission pipeline is identified near intended excavations then work must not proceed until Gas Networks Ireland Transmission has been consulted on 1850 42 77 47.



The **network**

Distribution pipes

These are medium or low pressure pipelines within urban areas. They are mainly constructed from Polyethylene (PE) and are predominantly yellow in colour, but may have brown or black stripes. There are two types – Mains and Services.

Mains gas pipes usually run parallel to property in the footpath, grass verge or road and range in size from 63 mm to 400 mm diameter.

Service gas pipes are connected to mains and run to a meter position at the property, and range in size from 20 mm to 63 mm diameter.

Note: There is a limited use of steel pipes in areas like bridges or where only shallow depths can be achieved.

There are still a small number of ductile and cast iron gas mains in use, ranging in size from 3 inch (75 mm) to 24 inch (600 mm) in diameter. (These mains are similar in appearance to metal water mains.) Steel and PE gas services are run from these metal mains to the meter location at each building.

These ductile and cast iron mains and services have been largely replaced with PE pipes. In urban areas a large number of redundant ductile or cast iron pipes are utilised as carrier pipes for new PE pipelines.



The network



District Regulating Installation (DRI)

Pressure Regulating Installations

There are two types: Above Ground and Under Ground

Above Ground Installations (AGI) / District Regulating Installations (DRI)

An AGI/DRI is a fenced area containing a visible arrangement of pipework and ancillary equipment and will be clearly marked with Gas Networks Ireland signage.

Under Ground Installations (UGI /DRlug)

Gas Networks Ireland also have underground pressure regulating installations which have metal or concrete cover plates. There will be no visible arrangement of pipework etc, as this will be contained within the chamber.

If an AGI/DRI or UGI/DRlug is identified near intended works, then work must not proceed until Gas Networks Ireland has been consulted.



Gas Networks Ireland use three main construction methods:

'Dig' Technique



Open Cut – installing pipe using standard trenching techniques. Pipe is laid with a sand or pea gravel surround and gas marker tape is laid above the sand.

'No-Dig' Techniques



Insertion – utilising existing metal gas mains / services as a carrier for new PE pipes. Inserted PE may be a close or loose fit. The carrier pipe is broken out at connection points, i.e. at pipe joints or where a gas service pipe is connected.



Moling/Directional Drilling – installing mains/ services where a 'moling' machine drills from one location to another pulling the pipe behind it using "no-dig" technology.

Note: Where pipe has been installed using "no-dig" techniques, the gas pipe will not have sand surround or marker tape.

Gas Networks Ireland construction – **depth of cover**



Typical service arrangement

New Mains – Normally 750 mm in roads and 600 mm in footpaths. (1.1 m in open fields)

New Services – 450 mm rising to 375 mm within 1.5 m of the building line. In some cases these depths are not achievable.



Service Connection

Note:

Older mains and services may have reduced cover.

Services and other connections are taken from the top of the main and will therefore have a reduced depth of cover.

Alteration since original installation – roads, footpaths and grass verges may have been altered since the gas main or service was laid and reduced the depth of cover.

Purge Points and Test Caps – Mains are laid with “purge points” and/or test caps at the ends. These may also rise above the top of the main.

Gas Valve Covers – Some gas services and mains have valves installed in the ground with surface boxes marked “GAS”. Please ensure you do not remove or obstruct any gas valve covers.



Purge Point

Requesting **Gas Networks Ireland maps**

Gas Networks Ireland operates a **Dial Before You Dig** service to enable those involved in excavations to obtain natural gas network maps prior to starting work.

This service operates from 9am to 5.30pm, Monday to Friday.

You can also email your enquiry to: **dig@gasnetworks.ie**

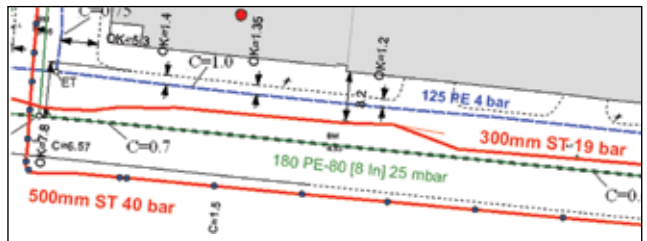


Maps will be sent out by post or by email where appropriate. When you contact Gas Networks Ireland to request a map, ensure you give the precise location of the intended works. You may be required to give some information regarding the nature of the planned work, i.e. start date, any high risk activity, etc.

Ensure you have allowed enough time for the maps to be obtained and to organise for the pipe location to be marked out if transmission pipelines are involved.

Note: Typical turnaround for maps is five working days.

Organisers or planners of any work should ensure that the map is made available to personnel on-site.

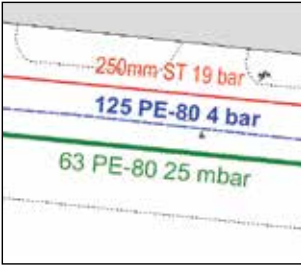


Excerpt from a Gas Networks Ireland map.

Reading Gas Networks Ireland maps

Note: Natural Gas Network maps will only show mains and not services.

See page 16 for more information on service pipe locations.



The colour coding is as follows:

Red = **Transmission Main***
= **7 to 85 bar.**

Blue = **Distribution Medium Pressure**
= **100 mbar to 7 bar.**

Green = **Distribution Low Pressure**
= **up to 100 mbar.**



Typical AGI

Pressure regulating installations are marked as:

DRI – District Regulating Installation (Above Ground)

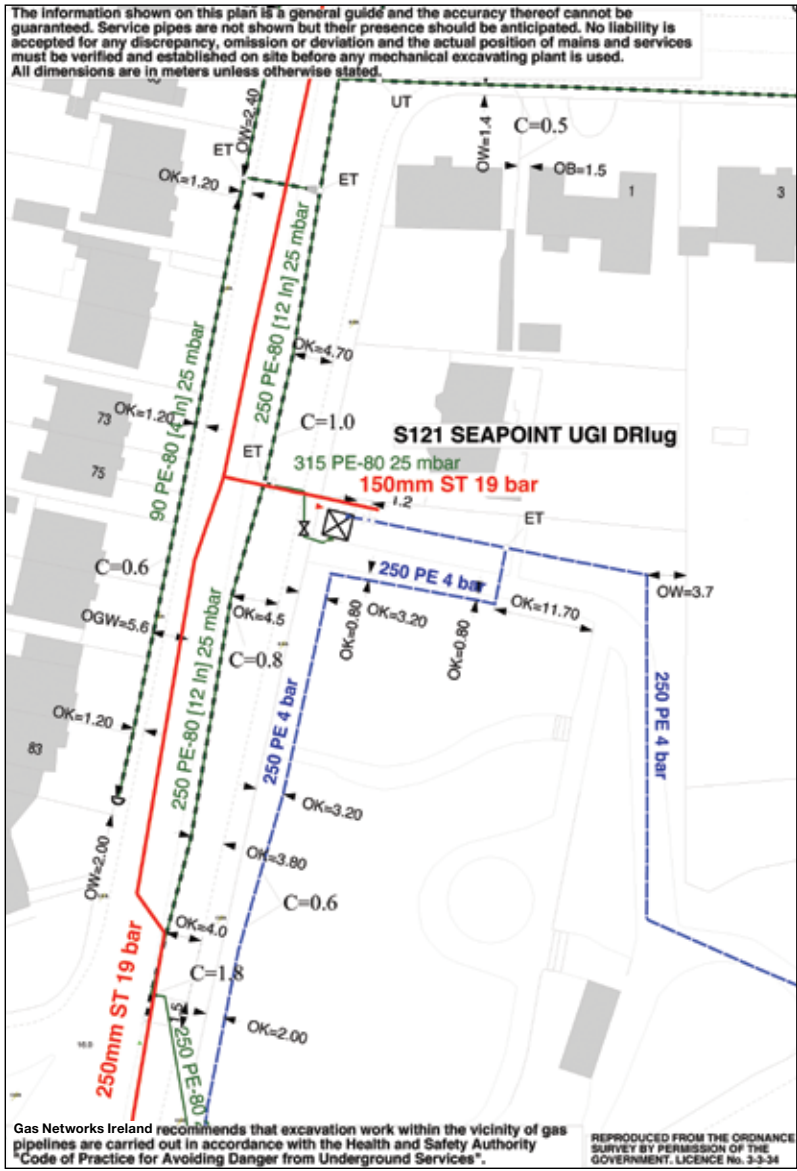
DRIug - District Regulating Installation (Under Ground)

UGI – Under Ground Installation

AGI – Above Ground Installation.

** If you obtain a natural gas network map that shows a **red** Transmission main in the area of the proposed works, consultation with Gas Networks Ireland **must** take place **before** starting works. Gas Networks Ireland will advise you on the safety measures required and will arrange for the exact location of the pipe to be marked out on site.*

Reading Gas Networks Ireland maps



- ### Abbreviations
- OK = Kerb, Curb
 - ORE = Road Edge
 - ORB = Rail Base
 - OB = Building
 - OW = Wall
 - OF = Fence
 - ODW = Dividing Wall
 - OGW = Garden Wall
 - RD = Road
 - BR = Branch
 - RED = Reducer
 - C = Cover to top of pipe
 - LH = Left Hand
 - RH = Right Hand
 - SWP = Sweep
 - CNR = Corner
 - S = South
 - N = North
 - E = East
 - W = West
 - No. = Number
 - Ctr = Centre
 - CL = Centre Line
 - Trans = Transition
 - DIV = Dividing
 - PK = Park
 - Conn = Connection
 - Opp = Opposite
 - Cplg = Coupling

Example of a Gas Networks Ireland map

Gas services



Typical service arrangement

Natural gas services are not normally identified on network maps, but their presence should be assumed. Services will normally, but not always, run at right angles from the main to the meter point.

To assist in determining the approximate position of gas services ensure you:

- Obtain a natural gas network map to identify the position of the gas main
- Complete a site survey looking for gas meter boxes/cabinets, house entry points, service risers and gas valve covers
- Older buildings may have no visible signs of a service, as the service may run directly into the building underground, with the meter fitted internally. In these cases a check should be made inside the building to identify the meter position.



Service rise cover

Note: Ensure you utilise safe digging practices to locate the exact position of gas services.



Domestic meter box



Six meter cabinet



Purpose built multi-meter house (apartment complex).

Safe systems of work

Safe systems of work, as recommended by HSA should be employed on all projects.

Guidance on this can be found in the:

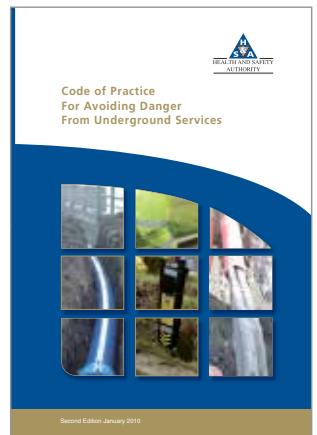
[HSA: Code of Practice for Avoiding Danger from Underground Services.](#)

Available from HSA website: **hsa.ie**

A safe system of work will include the following elements:

- Planning
 - Obtaining and using utility maps
 - Identifying pipes/services
 - Safe digging practices.
-
- Explosives must not be used within 30 m of any gas pipe, (400 m for Transmission Pipelines), without prior consultation with Gas Networks Ireland.
 - Piling, directional drilling or boring must not take place within 15 m of a gas pipe unless Gas Networks Ireland has been consulted.
 - Extra care should be exercised when performing 'hot work' (such as welding) where a gaseous atmosphere could exist. If this potential exists Gas Networks Ireland must be consulted.

Contact Gas Networks Ireland: 1850 20 06 94



Safe systems of work

Planning

- Early contact should be made with Gas Networks Ireland to obtain a Natural Gas Network map.
Dial Before You Dig 1850 42 77 47
- Work involving piling, demolition, directional drilling, use of explosives or 'hot works' should be mentioned, as this may necessitate a site visit from Gas Networks Ireland personnel.
- Ensure you have allowed enough time to obtain the maps.

Maps

- Gas Networks Ireland will issue maps as outlined in this booklet. It is imperative that these maps are available for the operatives on-site for the duration of any works. The responsible person should ensure that operatives on-site understand the maps.

Identifying Pipes

- Steel, cast iron and ductile Iron gas pipes can usually be traced using a conventional pipe/cable locating device set to "R" (Radio) mode.
- Polyethylene mains and services cannot be traced using conventional devices, so it is essential that maps are used and site surveys for meter boxes, valve covers, service risers, reinstatement scarring and other signs are completed.
- During the progress of works ensure no gas valve covers or markers are covered over.
- The position of gas mains and services should be marked out as they are located.

Note: Transmission pipelines must be marked out by a Gas Networks Ireland inspector.

Safe systems of work

Safe digging practices:

- As per the HSA Code of Practice, gas mains and services should be located by digging trial holes by hand. Mechanical excavators should not be used within 500 mm of any gas main.

Mechanical excavators MUST NOT be used within 3 m of a Transmission pipeline.

(Refer to Gas Networks Ireland Transmission Code of Practice)



- Never use hand held power tools directly over gas pipes unless precautions to prevent damage have been made and the pipe has been positively located.

Use of handheld power tools is not permitted within 1.5 m of a Transmission pipeline.

(Refer to Gas Networks Ireland Transmission Code of Practice)

- Do not leave a polyethylene gas pipe exposed
- Provide adequate support for any gas pipe uncovered during the work
- Report any damage, no matter how minor it may appear, to **1850 20 50 50**
- If you have any concerns regarding safety around gas pipes contact Gas Networks Ireland for advice on **1850 20 06 94**.

What to do if a gas pipeline is damaged (or if you smell gas in the area)

- Do not turn any electrical switches on or off, e.g. ignition switches
- Do not operate any plant or equipment
- Move people away from, and upwind of, the affected area.
Restrict employee and public access to the affected area
- Prevent smoking, the use of naked flames, the use of mobile phones and other ignition sources in the vicinity of the leak
- Report the leak/damage immediately to:
Gas Networks Ireland 24hr Emergency Service on 1850 20 50 50
- Provide accurate information on your location and the nature of the incident
- Do not attempt to repair the damage
- Do not cover up a damaged main or service, this may lead to the gas travelling through soil, ducts, sewers, chambers or voids and potentially building up inside a premises or confined space
- Do not turn off any gas valves in the road or footpath, (you may be causing further problems by doing so)
- Assist Gas Networks Ireland emergency personnel as required
- Remember any damage to gas pipes, even if the pipe does not appear to be leaking, must be reported to Gas Networks Ireland.

If you smell gas call
1850 20 50 50
24hr emergency service

Gas Networks Ireland contacts

The main contact numbers for Gas Networks Ireland are

24hr Emergency Service
1850 20 50 50

24 hours, 7 days a week

Dial Before You Dig
1850 42 77 47

Monday to Friday 9am – 5.30pm

General Enquiries
1850 200 694

Monday to Friday 8am – 8pm

Saturday 9am – 5.30pm

gasnetworks.ie

For “Dial Before You Dig” posters or stickers for your workplace call: **1850 20 06 94**



Other useful publications

HSA: Code of Practice for Avoiding Danger
from Underground Services

HSA: Guide to Safety in Excavations

both are available free of charge from:
Health and Safety Authority on **1890 289 389**
www.hsa.ie

ESB Networks: Avoidance of Electrical Hazards
When Digging

available free of charge from:
ESB Networks on **1850 37 27 57**
esb.ie/esbnetworks

The main contact details for Gas
Networks Ireland are:

.....
General Enquiries

1850 200 694

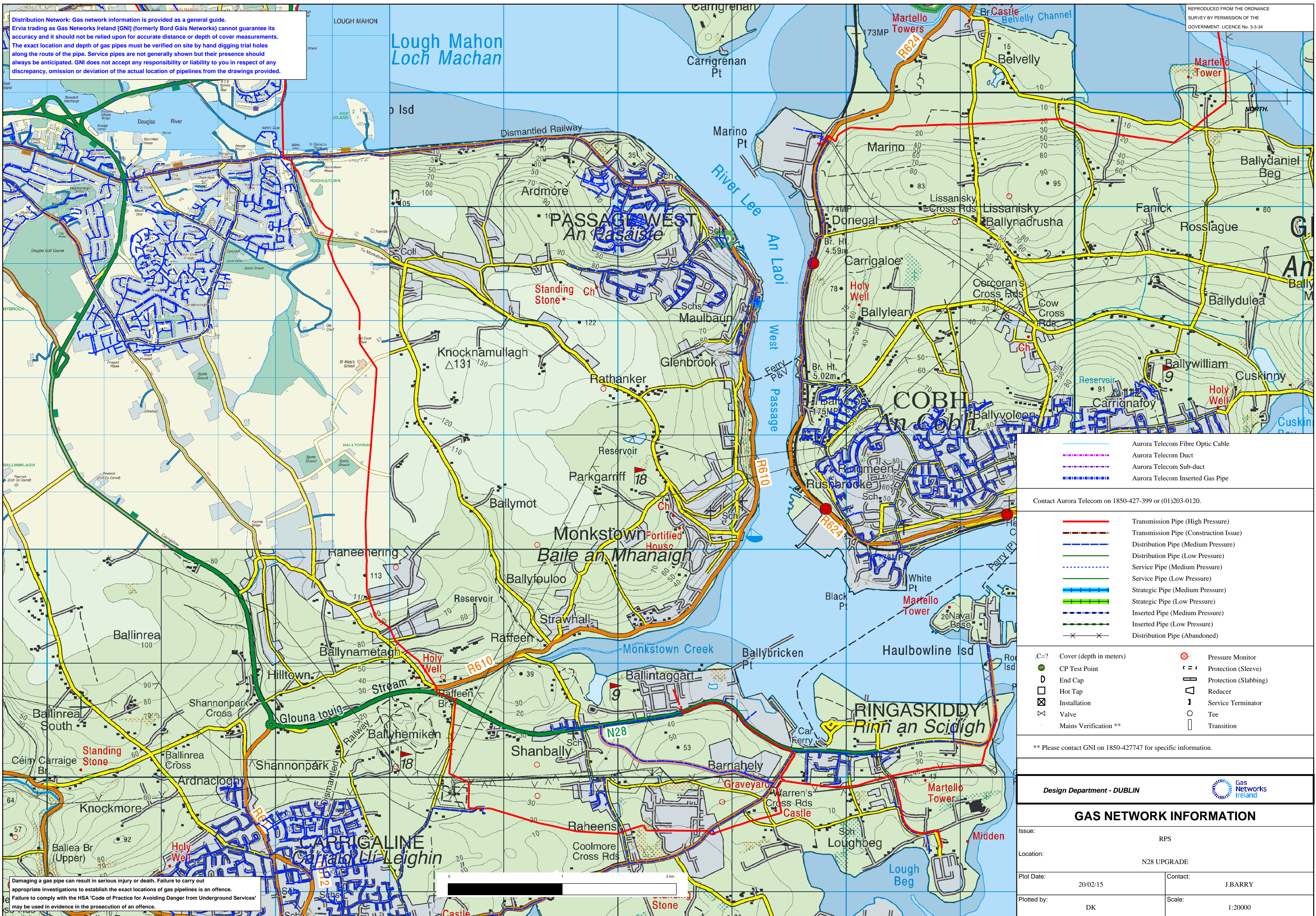
.....
24hr Emergency Service

1850 20 50 50

.....
networksinfo@gasnetworks.ie

gasnetworks.ie

Distribution Network: Gas network information is provided as a general guide. Eirvia trading as Gas Networks Ireland (GNI) (formerly Bord Gáis Networks) cannot guarantee its accuracy and it should not be relied upon for accurate distance or depth of cover measurements. The exact location and depth of gas pipes must be verified on site by hand digging trial holes along the route of the pipe. Service pipes are not generally shown but their presence should always be anticipated. GNI does not accept any responsibility or liability to you in respect of any discrepancy, omission or deviation of the actual location of pipelines from the drawings provided.



	Aurora Telecom Fibre Optic Cable
	Aurora Telecom Duct
	Aurora Telecom Sub-duct
	Aurora Telecom Inserted Gas Pipe
Contact Aurora Telecom on 1850-427-399 or (01)203-0120.	
	Transmission Pipe (High Pressure)
	Transmission Pipe (Construction Issue)
	Distribution Pipe (Medium Pressure)
	Distribution Pipe (Low Pressure)
	Service Pipe (Medium Pressure)
	Service Pipe (Low Pressure)
	Strategic Pipe (Medium Pressure)
	Strategic Pipe (Low Pressure)
	Inserted Pipe (Medium Pressure)
	Inserted Pipe (Low Pressure)
	Distribution Pipe (Abandoned)
	Cover (depth in meters)
	CP Test Point
	End Cap
	Hot Tap
	Installation
	Valve
	Mains Verification **
	Pressure Monitor
	Protection (Sleeve)
	Protection (Slabbing)
	Reducer
	Service Terminator
	Tee
	Transition
** Please contact GNI on 1850-427747 for specific information.	

Design Department - DUBLIN			
GAS NETWORK INFORMATION			
Issue:	RPS		
Location:	N28 UPGRADE		
Plot Date:	20/02/15	Contact:	J.BARRY
Plotted by:	DK	Scale:	1:20000

Damaging a gas pipe can result in serious injury or death. Failure to carry out appropriate investigations to establish the exact locations of gas pipelines is an offence. Failure to comply with the HSA 'Code of Practice for Avoiding Danger from Underground Services' may be used in evidence in the prosecution of an offence.

GEOLOGICAL SURVEY OF IRELAND

Eileen O'Leary

From: John Butler <John.Butler@gsi.ie>
Sent: 13 March 2015 14:20
To: Joy Barry
Cc: Maite Zabaltza; Koen Verbruggen
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Attachments: 15_31-N28Cork.pdf

Dear Joy,

Please find enclosed Geological Survey of Ireland response in relation to the above Scoping Consultation.

Kind Regards,

John Butler
Clerical Officer
Geological Survey of Ireland
Beggars Bush
Haddington Road
Dublin 4
Tel +353 1 678 2785
<mailto:john.butler@gsi.ie>

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Tá eolas sa teachtaireacht leictreonach seo (agus b'fhéidir sa chomhaid ceangailte leis) a d'fhéadfadh bheith príobháideach nó faoi rún. Is le h-aghaidh an duine/na ndaoine nó le h-aghaidh an aonáin atá ainmnithe thuas agus le haghaidh an duine/na ndaoine sin amháin atá an t-eolas. Murab ionann tusa agus an té a bhfuil an teachtaireacht ceaptha dó bíodh a fhios agat nach gceadaítear nochtadh, cóipeáil, scaipeadh nó úsáid an eolais agus/nó an chomhaid seo. Más trí earráid a fuair tú an teachtaireacht leictreonach seo cuir, más é do thoil é, an té ar sheol an teachtaireacht ar an eolas láithreach. Deimhnítear leis seo freisin nár aims odh víreas sa phost seo tar éis a scanadh.



Ms Joy Barry
RPS Consulting Engineers
Innishmore
Ballincollig
Cork.

13 March 2015

RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Your Ref: MCT0597Em017 G.S.I. Scoping
GSI Ref: 15/31

Dear Ms Barry,

I would like to acknowledge receipt of your correspondence of 17 February 2015 concerning the N28 Cork to Ringaskiddy Upgrade Scheme, sent to the Geological Survey of Ireland which is a division of the Department of Communications, Energy and Natural Resources.

The Geological Survey of Ireland agrees with the key issues and the information sources that will be referenced in the preparation of the EIS and would like to provide the following information that might be of assistance for the "Soils, Geology and Hydrogeology" section (4.6).

Datasets

The Geological Survey of Ireland, as the national earth science agency, has datasets on Bedrock Geology, Quaternary Geology, Mineral deposits, Groundwater Resources, Geological Heritage, Landslides and the Irish Seabed. These comprise maps, reports and extensive databases that include mineral occurrences, bedrock/mineral exploration, groundwater, site investigation boreholes, karst features, wells and springs.

To assist with an Environmental Impact Assessment (EIA), and especially the "Soils, Geology and Hydrogeology" part, maps/databases are available on the GSI website under "Online Mapping"- direct link: <http://www.gsi.ie/Mapping.htm> with datasets currently available for Bedrock, Geological Heritage, Groundwater, Karst, Geotechnical boreholes, Mineral locations. More recent viewers accessible from the same link include the National Landslide Viewer, the Aggregate Potential Mapping and the Geotechnical Viewer.

Soils, Geology and Hydrogeology

This section of the EIA should consider information about the Soils, Geology and Hydrogeology of the existing environment. Description of the bedrock and lithologies (types of strata), quaternary geology and existence of geological heritage in the area should be included and use of maps is recommended where appropriate. Maps and datasets can be viewed on the GSI website at: http://spatial.dcenr.gov.ie/imf/imf.jsp?site=GSI_Simple



Under hydrogeology, relevant information about groundwater such as aquifer vulnerability, aquifer recharge areas, karst features and details of Local Authority groundwater protection schemes should be described and accompanied by maps. Groundwater maps and datasets are available on the GSI website at:

http://spatial.dcenr.gov.ie/imf/imf.jsp?site=GSI_Simple or
<http://spatial.dcenr.gov.ie/GeologicalSurvey/Groundwater/index.html>

Geological Heritage

Please note that **Geological Heritage data can now be viewed online on the GSI Public Data Viewer** at: http://spatial.dcenr.gov.ie/imf/imf.jsp?site=GSI_Simple

There are two map layers under ‘**Geological Heritage**’:

1. ‘**Geological Heritage Sites Boundaries**’: a national dataset (one shapefile with boundary polygons) showing the County Geological Sites that have been audited to date. County Geological Sites audit data are also available for download (as individual county shapefiles and site report pdfs; with direct links to individual reports) at: <http://www.gsi.ie/Programmes/Heritage+and+Planning/County+Geological+Sites+Audits/>
2. ‘**Geological Heritage Sites No Boundaries**’: a national dataset (one shapefile with buffer polygons) covering all the other counties not yet audited, indicating the **provisional location/extent of sites**. These sites have buffers appropriate to their type (or theme), ranging between 200m, 500m and 1000m (for the largest landscape/glacial features). These are not ‘mitigation’ buffers, but an attempt to encompass the extent of the particular type of site.

All the above sites are of, at least, County Geological Site (CGS) status (some are also recommended for designation as Natural Heritage Areas) and are included in the relevant County Development Plan with associated protection policy/ies.

County Geological Sites have been surveyed by an ongoing national programme of County Geological Heritage Audits. These have been carried out since 2004, and to date over half of the country has been completed. The programme of CGS documentation is an ongoing, dynamic process as additional sites may be added through new exposures such as quarries and **road cuttings**, and notifications from local community knowledge.

Should any significant bedrock cuttings be created, as in new road construction, we would ask that they will be designed to remain visible as rock exposure rather than covered with soil and vegetated. In areas where natural exposures are few, or deeply weathered, this measure would permit ongoing improvement of geological knowledge of the subsurface and could be included as additional sites of the geological heritage dataset, if appropriate. Should you have any query in relation to the geological heritage, please contact Sarah Gatley, Head of the Irish Geological Heritage and Planning Programme at sarah.gatley@gsi.ie , 01-6782837.

Other comments

Should you identify a Geological Heritage Site with buffer within your study area, please contact Sarah Gatley, Head of the Geological Heritage and Planning Programme at sarah.gatley@gsi.ie, for further information and possible mitigation measures if applicable.



As GSI's karst dataset is far from comprehensive due to important data gaps, GSI would welcome complementary data collected during any EIA; data which would be added to the national database. If you wish to contribute data, please contact Caoimhe Hickey for details (caoimhe.hickey@gsi.ie).

GSI would much appreciate a copy of reports detailing any site investigations carried out. The data would be added to GSI's national database of site investigation boreholes, implemented to provide a better service to the civil engineering sector. Data can be sent to Beatriz Mozo (beatriz.mozo@gsi.ie, 01-678 2795).

I hope that these comments are of assistance, and if the GSI can be of any further help, please do not hesitate to contact me, or one of my colleagues in the Geological Heritage & Planning Programme (Sarah Gatley at sarah.gatley@gsi.ie or Maite Zabaltza at maite.zabaltza@gsi.ie).

Yours sincerely,



John Butler, Clerical Officer



HEALTH SERVICE EXECUTIVE



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive

Health Service Executive (HSE) South
South Lee Environmental Health Department
Fr. Matthew Quay
Cork

Tel. 021-4927703
Fax 021-4927704

23rd of February 2015

Ms. Joy Barry
Senior Planning and Environment Consultant
RPS Group
Innishmore
Ballincollig
Co. Cork

E.H.I.S Reference no. : 0294
Consultant: RPS Group Cork
Type of consultation: E.I.A Scoping Consultation
Re: N28 Cork to Ringaskiddy Upgrade Scheme

Recipient	J. Barry
Register No.	06
RPS	10 MAR 2015
Project No.	
File Ref.	
PM	

Dear Ms. Barry

The following are our observations which we recommend you consider in the EIA Scoping Report:

Human beings

- It is recommended that the location of sensitive occupied premises for example homes and schools are identified.
- It is recommended that the impacts on persons within identified sensitive premises and the mitigation measures to remedy any adverse effects are included in this section.

Noise and Vibration

- It is recommended that an assessment of increased vibration levels on sensitive premises during the construction phase and predicted increased traffic levels is included in this section.
- It is recommended that construction mitigation measures to address adverse vibration impacts on sensitive premises are included in this section.

Air Quality

- It is recommended that the E.I.A should consider the impacts from construction activities on air quality and identify any mitigation measures to ensure that dust nuisance is avoided.

Water Quality

- It is recommended that road run-off treatment is considered in the E.I.A and mitigation measures are in place to protect groundwater from contamination during construction and from traffic flow.

Yours sincerely

pp Declan Hamilton

Declan Hamilton
Environmental Health Officer

INLAND FISHERIES IRELAND

Eileen O'Leary

From: Michael McPartland <Michael.McPartland@fisheriesireland.ie>
Sent: 19 February 2015 10:07
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)
Attachments: image002.jpg

Joy

Got email. Will revert asap

Michael McPartland

From: Joy Barry [Joy.Barry@rpsgroup.com]
Sent: 18 February 2015 10:25
To: Michael McPartland
Cc: Liam Barry; Antonia Gaughran
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)

Dear Michael,

Further to our telephone conversation yesterday evening regarding the matter of the proposed N28 interchange at Carr's Hill in Moneygurney, Rochestown please see attached drawing of the proposed interchange and aerial shot of the 'area of interest'. As you will see from the drawing attached it is proposed to create a new interchange from the proposed N28 upgraded scheme to connect to the south of Maryborough Ridge Housing Estate on Maryborough Hill (the drawing is facing north). Plans have yet to be finalised for the proposed interchange and at the moment two options for connection to Maryborough Hill are set out on the drawing (see red and green options).

Due to the topography and built environment within the area the alternative options with respect to the alignment of the proposed interchange are quite restricted to say the least. Following detailed review of potential options for the proposed interchange, the least obtrusive option with respect to the Donnybrook Stream is shown on the attached drawing. As you will see some sections of the proposed scheme are still likely to directly impact on parts of the Donnybrook Stream. Based on the current design it looks like it will be necessary to divert approx. 630m of the stream and culvert the stream in two places. The first culvert under the slip road is likely to be approx. 33m long and the second culvert under the main road is likely to be approx. 72m long.

We would welcome your thoughts on this matter at your earliest convenience. Should you wish to discuss in more detail or require further information please do not hesitate to contact me. My direct dial is 021 4665960.

Regards,

Joy

Joy Barry

Senior Planning & Environment Consultant - RPS

Innishmore, Ballincollig,

Cork, Co. Cork.

Ireland

Tel:

+353 (0) 21 466 5900

Direct:

+353 (0) 21 4665963

Email:

Joy.Barry@rpsgroup.com<mailto:Joy.Barry@rpsgroup.com>

www:

www.rpsgroup.com/ireland<http://www.rpsgroup.com/ireland>

From: Joy Barry

Sent: 17 February 2015 19:46

To: Michael McPartland (Michael.McPartland@fisheriesireland.ie<mailto:Michael.McPartland@fisheriesireland.ie>)

Cc: 'macroom@fisheriesireland.ie'

Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Email 1 of 2)

Importance: High

(Email 2 of 2 contains Scoping Report due to IFI email size limitations)

17th February 2015

Our Ref: MCT0597Em019 I.F.I. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Mr. McPartland,

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange, at the tie-in with the N25 South Ring Road, to Ringaskiddy Village. It is proposed that the upgraded N28 shall be classified as a motorway. The N28 is a national primary road, which links Cork City to Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. It is also intended to provide a service area as part of the scheme.

RPS has been retained by Cork County Council (CCC) to prepare an EIS in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme. This letter is a request for a Scoping Opinion in respect of the proposed scheme. This letter is supported by a separate Scoping Report which provides further information on the proposed scheme, and

the proposed content of the Environmental Impact Assessment. The scheme location map is also contained within this document.

Background to Scheme

In 2008 the scheme was previously developed in draft format (in accordance with Phases 1, 2, 3 and 4 of the NRA Project Management Guidelines). However, following An Bord Pleanála's decision to refuse the planning application for the proposed Port of Cork development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 Cork to Ringaskiddy Upgrade Scheme and publication of the EIS and CPO, until a later date.

In 2013, the Department of Transport, Tourism and Sport published the National Ports Policy. This document represents government policy in respect of the development of maritime trade in Ireland. It also provides a useful context for Irish Ports with respect to the European Union's TEN-T Transport Network (a trans-European transport network including rail, road, inland waterway connections, ports, airports and other transport terminals). The N28 Cork to Ringaskiddy Upgrade Scheme is in line with this policy, and as such work re-commenced on the project in early 2014.

As a first step to moving forward with the project, a thorough review of the work completed to date on route selection, including the draft EIS prepared in 2009 has been undertaken by the project team. This included an update of constraints in the study area, a review of changes to landuse and planning in the intervening years and an update to the traffic modelling. The review of the route includes confirmation of the type and number of junctions and the extent of the scheme including the need for the Ringaskiddy Bypass section. The outcome of the review was the identification of a number of additional alternative options which were subsequently assessed alongside the original routes proposed in 2008. Following the route selection review process, route option 6b was identified as the preferred route (as identified in the attached Scoping Report).

Description of Scheme

The N28 is a national primary road, which links Cork City to the village of Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. The main settlements within the study area include Douglas and Rochestown at the northern extent of the proposed scheme, Carrigaline in the south and Ringaskiddy in the south east. The proposed route of the N28 Upgrade Scheme is illustrated in Figure 2 of the attached Scoping Report.

A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange (at the tie-in with the N40 South Ring Road) to Carr's Hill (south of Douglas), 2km approx. Thereafter, a new section of motorway, approximately 8.9 km in length, terminating at Barnahely is proposed. From Barnahely to east of Ringaskiddy village a single-carriageway cross-section is to be provided for 1.5km approx. The overall length of the proposed scheme is approximately 12.4km. The scheme also proposes the inclusion of a service area. The proposed development includes the following elements:

- § Widening the existing N28 cross-section between Bloomfield and Carr's Hill;
- § Construction of new off-line motorway from Carr's Hill to Barnahely;
- § Construction of new off-line single-carriageway from Barnahely to east of Ringaskiddy;
- § New overbridges;
- § Grade-separated junctions;
- § At-grade roundabouts;

§ A number of retaining walls, local road improvements, parallel access roads etc.;

§ Accommodation works and farm access as required;

§ Landscaping and environmental mitigation measures; and

§ A service area including amenity building, fuel facilities, parking and a play area.

We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,

[cid:image002.jpg@01D04AA5.10443870]

Joy Barry

Senior Planning & Environment Consultant - RPS

Innishmore, Ballincollig,

Cork, Co. Cork.

Ireland

Tel:

+353 (0) 21 466 5900

Direct:

+353 (0) 21 4665963

Email:

Joy.Barry@rpsgroup.com

www:

www.rpsgroup.com/ireland<<http://www.rpsgroup.com/ireland>>

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Eileen O'Leary

From: Michael McPartland <Michael.McPartland@fisheriesireland.ie>
Sent: 24 February 2015 16:08
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)
Attachments: DOC240215.pdf

Joy

I would suggest the 1st step is for you to commission an electrofishing survey to determine if the stream is fish bearing at the point under consideration. Assuming this to be the case the proposed design is far from satisfactory assuming there are fish in the stream. I would suggest we meet to discuss alternative design detail but at its simplest if a diversion is necessary the stream should be diverted at the most southerly point shown on your drawing and carried in a newly constructed channel to the west of the road footprint. I have indicated the proposal roughly on your drawing attached. Obviously details of channel design and timing of works will need to be discussed if the electro-fishing survey shows fish to be present. Please revert when this information is available.

Michael Mc Partland
Senior Fisheries Environmental Officer.

Iascach Intíre Éireann
Inland Fisheries Ireland

Tel + 353 (0)26 412 21/2
Fax + 353 (0)26 412 23
Email michael.mcpartland@fisheriesireland.ie
Web www.fisheriesireland.ie

Sunnyside House, Macroom, Co. Cork, Ireland.

Help Protect Ireland's Inland Fisheries

From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: 18 February 2015 10:25
To: Michael McPartland
Cc: Liam Barry; Antonia Gaughran
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)
Importance: High

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Regards,

Joy

Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

From: Joy Barry
Sent: 17 February 2015 19:46
To: Michael McPartland (Michael.McPartland@fisheriesireland.ie)
Cc: 'macroom@fisheriesireland.ie'
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Email 1of 2)
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- At-grade roundabouts;
- A number of retaining walls, local road improvements, parallel access roads etc.;
- Accommodation works and farm access as required;
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- A service area including amenity building, fuel facilities, parking and a play area.

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I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,

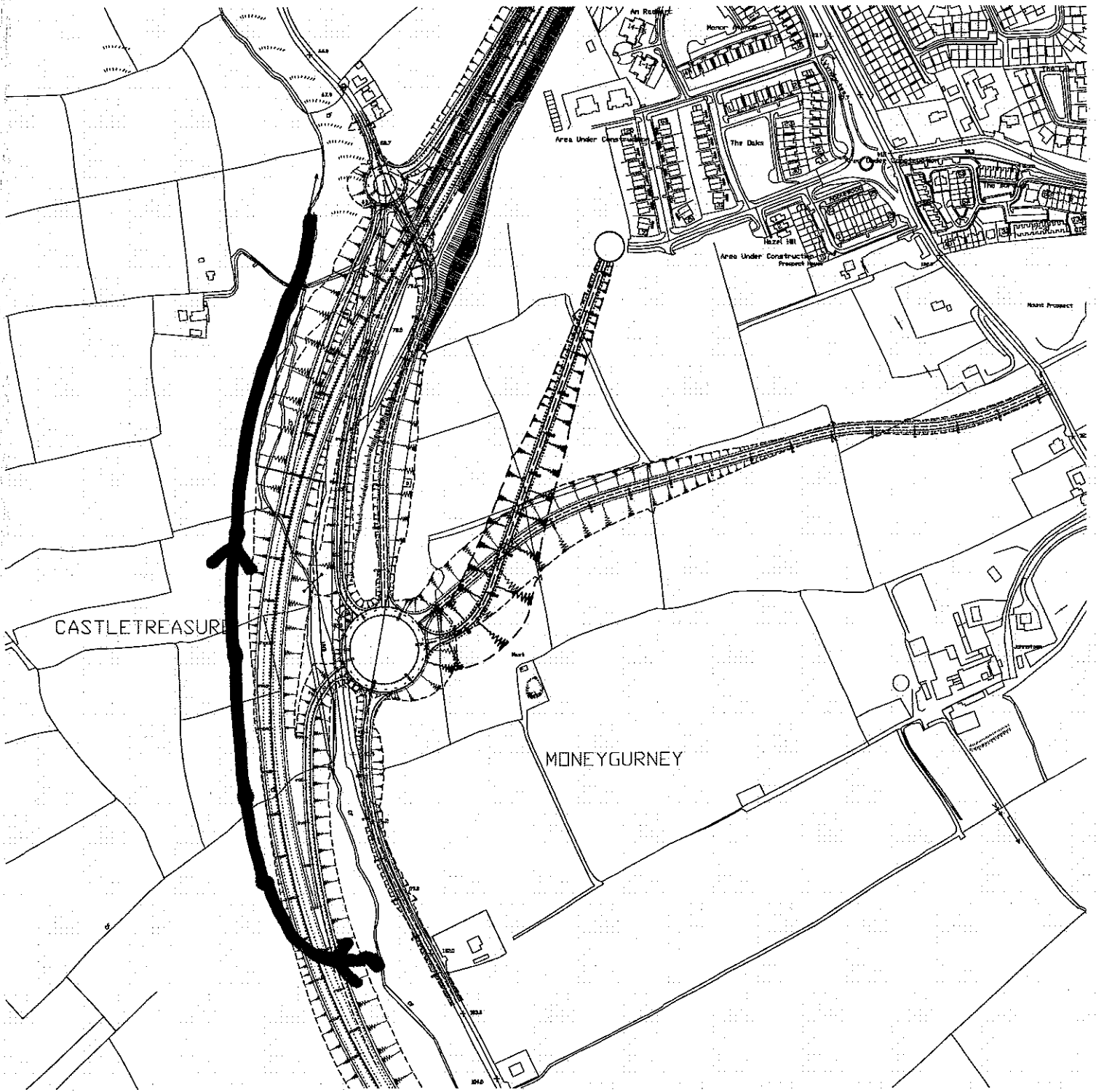


Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

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← Proposed New Route

Eileen O'Leary

From: Michael McPartland <Michael.McPartland@fisheriesireland.ie>
Sent: 02 March 2015 14:59
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Joy

I refer to your letter of 18th February

Based on information available it appears the preferred route option has the potential to interfere with both the Donnybrook Stream and the Glounatouig Stream and its tributaries. As per previous correspondence I would suggest the 1st step is for you to commission an electrofishing survey to determine if both streams are fish bearing at the points under consideration.

In the case of the Donnybrook Stream(assuming its fish bearing) the proposed design is far from satisfactory assuming there are fish in the stream. I would suggest we meet to discuss alternative design detail but at is simplest if a diversion is necessary the stream should be diverted at the most southerly point shown on your drawing and carried in a newly constructed channel to the west of the road footprint. I have indicated the proposal roughly on your drawing attached. Obviously details of channel design and timing of works will need to be discussed if the electro-fishing survey shows fish to be present. If appropriate IFI would ask that Please revert when this information is available.

In the case of the Glounatouig Stream and its tributaries, information to date is not detailed enough to assess any impact. I would ask if you can revert when greater footprint information is available.

In all cases any instream works or works which are liable to increase the suspended solids level of a waterbody above ambient should be limited to the period May to September inclusive.

Michael Mc Partland
Senior Fisheries Environmental Officer.

Iascach Intíre Éireann
Inland Fisheries Ireland

Tel + 353 (0)26 412 21/2
Fax + 353 (0)26 412 23
Email michael.mcpartland@fisheriesireland.ie
Web www.fisheriesireland.ie

Sunnyside House, Macroom, Co. Cork, Ireland.

Help Protect Ireland's Inland Fisheries

From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: 18 February 2015 10:25
To: Michael McPartland
Cc: Liam Barry; Antonia Gaughran

Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)
Importance: High

Dear Michael,

Further to our telephone conversation yesterday evening regarding the matter of the proposed N28 interchange at Carr's Hill in Moneygurney, Rochestown please see attached drawing of the proposed interchange and aerial shot of the 'area of interest'. As you will see from the drawing attached it is proposed to create a new interchange from the proposed N28 upgraded scheme to connect to the south of Maryborough Ridge Housing Estate on Maryborough Hill (the drawing is facing north). Plans have yet to be finalised for the proposed interchange and at the moment two options for connection to Maryborough Hill are set out on the drawing (see red and green options).

Due to the topography and built environment within the area the alternative options with respect to the alignment of the proposed interchange are quite restricted to say the least. Following detailed review of potential options for the proposed interchange, the least obtrusive option with respect to the Donnybrook Stream is shown on the attached drawing. As you will see some sections of the proposed scheme are still likely to directly impact on parts of the Donnybrook Stream. Based on the current design it looks like it will be necessary to divert approx. 630m of the stream and culvert the stream in two places. The first culvert under the slip road is likely to be approx. 33m long and the second culvert under the main road is likely to be approx. 72m long.

We would welcome your thoughts on this matter at your earliest convenience. Should you wish to discuss in more detail or require further information please do not hesitate to contact me. My direct dial is 021 4665960.

Regards,

Joy

Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
www: www.rpsgroup.com/ireland

From: Joy Barry
Sent: 17 February 2015 19:46
To: Michael McPartland (Michael.McPartland@fisheriesireland.ie)
Cc: 'macroom@fisheriesireland.ie'
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Email 1of 2)
Importance: High

(Email 2 of 2 contains Scoping Report due to IFI email size limitations)

17th February 2015

Our Ref: MCT0597Em019 I.F.I. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Mr. McPartland,

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange, at the tie-in with the N25 South Ring Road, to Ringaskiddy Village. It is proposed that the upgraded N28 shall be classified as a motorway. The N28 is a national primary road, which links Cork City to Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. It is also intended to provide a service area as part of the scheme.

RPS has been retained by Cork County Council (CCC) to prepare an EIS in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme. This letter is a request for a Scoping Opinion in respect of the proposed scheme. This letter is supported by a separate Scoping Report which provides further information on the proposed scheme, and the proposed content of the Environmental Impact Assessment. The scheme location map is also contained within this document.

Background to Scheme

In 2008 the scheme was previously developed in draft format (in accordance with Phases 1, 2, 3 and 4 of the NRA Project Management Guidelines). However, following An Bord Pleanála's decision to refuse the planning application for the proposed Port of Cork development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 Cork to Ringaskiddy Upgrade Scheme and publication of the EIS and CPO, until a later date.

In 2013, the Department of Transport, Tourism and Sport published the National Ports Policy. This document represents government policy in respect of the development of maritime trade in Ireland. It also provides a useful context for Irish Ports with respect to the European Union's TEN-T Transport Network (a trans-European transport network including rail, road, inland waterway connections, ports, airports and other transport terminals). The N28 Cork to Ringaskiddy Upgrade Scheme is in line with this policy, and as such work re-commenced on the project in early 2014.

As a first step to moving forward with the project, a thorough review of the work completed to date on route selection, including the draft EIS prepared in 2009 has been undertaken by the project team. This included an update of constraints in the study area, a review of changes to landuse and planning in the intervening years and an update to the traffic modelling. The review of the route includes confirmation of the type and number of junctions and the extent of the scheme including the need for the Ringaskiddy Bypass section. The outcome of the review was the identification of a number of additional alternative options which were subsequently assessed alongside the original routes proposed in 2008. Following the route selection review process, route option 6b was identified as the preferred route (as identified in the attached Scoping Report).

Description of Scheme

The N28 is a national primary road, which links Cork City to the village of Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. The main settlements within the study area include Douglas and Rochestown at the northern extent of the proposed scheme, Carrigaline in the south and Ringaskiddy in the south east. The proposed route of the N28 Upgrade Scheme is illustrated in Figure 2 of the attached Scoping Report.

A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange (at the tie-in with the N40 South Ring Road) to Carr's Hill (south of Douglas), 2km approx. Thereafter, a new section of motorway, approximately 8.9 km in length, terminating at Barnahely is proposed. From Barnahely to east of Ringaskiddy village a single-carriageway cross-section is to be provided for 1.5km approx. The overall length of the proposed scheme is approximately 12.4km. The scheme also proposes the inclusion of a service area. The proposed development includes the following elements:

- Widening the existing N28 cross-section between Bloomfield and Carr's Hill;
- Construction of new off-line motorway from Carr's Hill to Barnahely;
- Construction of new off-line single-carriageway from Barnahely to east of Ringaskiddy;
- New overbridges;
- Grade-separated junctions;
- At-grade roundabouts;
- A number of retaining walls, local road improvements, parallel access roads etc.;
- Accommodation works and farm access as required;
- Landscaping and environmental mitigation measures; and
- A service area including amenity building, fuel facilities, parking and a play area.

We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
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RPS Group Limited - Registration Number: 91911
RPS Consulting Engineers Limited - Registration Number: 161581
RPS Engineering Services Limited - Registration Number: 99795

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NATIONAL PARKS AND WILDLIFE SERVICE

Eileen O'Leary

From: Jervis Good - (DAHG) <Jervis.Good@ahg.gov.ie>
Sent: 18 February 2015 11:30
To: Joy Barry
Cc: Liam Barry; Antonia Gaughran; Danny O'Keeffe - (DAHG); Declan O'Donnell - (DAHG)
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)
Attachments: image002.jpg

Joy,

Thanks for your consultation re the above.

Could you send this via the usual route to the Development Applications Unit of the Department, as a sub-consultation under this scheme, as it may be a significant issue at any future Oral Hearing.

Given that time is getting short, I should say now that it is very likely that the Department will recommend a comprehensive otter and bat survey of the whole Donnybrook stream, as it could be affected upstream by a break in connectivity, and downstream by siltation, etc.

Slán go fóill,

Jervis.

Jervis Good,
NPWS regional ecologist,
Department of Arts, Heritage and the Gaeltacht, c/o Department of Agriculture, Oak House, Bessborough Road,
Blackrock, Cork.
076 - 1002502

From: Joy Barry [Joy.Barry@rpsgroup.com]
Sent: 18 February 2015 10:51
To: Jervis Good - (DAHG)
Cc: Liam Barry; Antonia Gaughran
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)

Dear Jervis,

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Further to this I was hoping to get your opinion on another matter regarding a proposed new interchange at Carr's Hill in Moneygurney, Rochestown which is not specified within the scoping report as this element of the scheme is currently being designed. Please see attached drawing of the proposed interchange and aerial shot of the 'area of interest'. As you will see from the drawing it is proposed to create a new interchange from the proposed N28 upgraded scheme to connect to the south of Maryborough Ridge Housing Estate on Maryborough Hill (the drawing is facing north). Plans have yet to be finalised for the proposed interchange and at the moment two options for connection to Maryborough Hill are set out on the drawing (see red and green options).

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Joy Barry

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Ireland

Tel:

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Email:

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www:

www.rpsgroup.com/ireland<http://www.rpsgroup.com/ireland>

From: Joy Barry

Sent: 17 February 2015 12:13

To: 'manager.dau@ahg.gov.ie'

Cc: Jervis.Good@ahg.gov.ie
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em006 D.A.U. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Manager,

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I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,

[cid:image002.jpg@01D04AA5.10443870]

Joy Barry

Senior Planning & Environment Consultant - RPS

Innishmore, Ballincollig,

Cork, Co. Cork.

Ireland

Tel:

+353 (0) 21 466 5900

Direct:

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Email:

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Eileen O'Leary

From: Joy Barry
Sent: 18 February 2015 12:51
To: 'Jervis Good - (DAHG)'
Cc: Liam Barry; Antonia Gaughran; Danny O'Keeffe - (DAHG); Declan O'Donnell - (DAHG)
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation (Carr's Hill Interchange)

Jervis,

Many thanks for your response. I have forwarded the last email directly on to the DAU email also and have cc'd you.

Regards,

Joy

-----Original Message-----

From: Jervis Good - (DAHG) [mailto:Jervis.Good@ahg.gov.ie]
Sent: 18 February 2015 11:30
To: Joy Barry
Cc: Liam Barry; Antonia Gaughran; Danny O'Keeffe - (DAHG); Declan O'Donnell - (DAHG)
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Department of Arts, Heritage and the Gaeltacht, c/o Department of Agriculture, Oak House, Bessborough Road,
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Tel:

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Joy.Barry@rpsgroup.com<mailto:Joy.Barry@rpsgroup.com>

www:

www.rpsgroup.com/ireland<http://www.rpsgroup.com/ireland>

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RPS Group Limited - Registration Number: 91911 RPS Consulting Engineers Limited - Registration Number: 161581
RPS Engineering Services Limited - Registration Number: 99795

[ID2015]<http://www.irishdesign2015.ie/>

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Tá an t-eolas sa ríomhphost seo faoi rún, chomh maith le gach comhad atá ceangailte leis, agus i gcomhair úsáid an duine nó an chórais a bhfuil sé dírithe air amháin. Má fhaigheann tú an ríomhphost seo trí bhotún, cuir scéal chugainn ag webmaster@ahg.gov.ie. Tá an ríomhphost seo arna sheiceáil ag scanóir víreas agus dealramh air go bhfuil sé glan.

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Is faoi rún agus chun úsáide an té nó an aonán atá luaite leis, a sheoltar an ríomhphost seo agus aon comhad atá nasctha leis. Má bhfuair tú an ríomhphost seo trí earráid, déan teagmháil le bhainisteoir an chórais.

Deimhnítear leis an bhfo-nóta seo freisin go bhfuil an teachtaireacht ríomhphoist seo scuabtha le bogearraí frithvíorais chun víorais ríomhaire a aimsiú.

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OFFICE OF PUBLIC WORKS

Eileen O'Leary

From: Info@opw.ie
Sent: 17 February 2015 13:47
To: Joy Barry
Subject: Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Attachments: pic65268.jpg; MCT0597RP0025F01 - EIA Scoping Report (Email) .pdf

We acknowledge receipt of your e-mail which has been forwarded to the relevant Section within the OPW for direct reply.

Please do not hesitate to contact this Office if we can be of any further assistance.

This is an automated response. Please do not respond to this e-mail.

Is mian linn a chur iúl duit go bhfuaireamar do ríomhphost agus tá sé curtha ar aghaidh againn chuig an rannóg cuí in Oifig na n-Oibreacha Poiblí chun freagra a chur chugat.

Tá fáilte romhat teacht i dteagmháil arís linn más féidir linn cabhrú leat arís.

Is uathfhreagairt an ríomhphost seo. Ná freagair é más é do thoil é.

In response to:

N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Joy Barry
to:
info@opw.ie

17/02/2015 13:46
[Show Details](#)

17th February 2015

Our Ref: MCT0597Em014 O.P.W. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Sir/Madam,

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange, at the tie-in with the N25 South Ring Road, to Ringaskiddy Village. It is proposed that the upgraded N28 shall be classified as a motorway. The N28 is a national primary road, which links Cork City to Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. It is also intended to provide a service area as part of the scheme.

RPS has been retained by Cork County Council (CCC) to prepare an EIS in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme. This letter is a request for a Scoping Opinion in respect of the proposed scheme. This letter is supported by a separate Scoping Report which provides further information on the proposed scheme, and the proposed content of the Environmental Impact Assessment. The scheme location map is also contained within this document.

Background to Scheme

In 2008 the scheme was previously developed in draft format (in accordance with Phases 1, 2, 3 and 4 of the NRA Project Management Guidelines). However, following An Bord Pleanála's decision to refuse the planning application for the proposed Port of Cork development at Ringaskiddy, a policy decision was taken in October 2008 to postpone further development work on the N28 Cork to Ringaskiddy Upgrade Scheme and publication of the EIS and CPO, until a later date.

In 2013, the Department of Transport, Tourism and Sport published the National Ports Policy. This document represents government policy in respect of the development of maritime trade in Ireland. It also provides a useful context for Irish Ports with respect to the European Union's TEN-T Transport Network (a trans-European transport network including rail, road, inland waterway connections, ports, airports and other transport terminals). The N28 Cork to Ringaskiddy Upgrade Scheme is in line with this policy, and as such work re-commenced on the project in early 2014.

As a first step to moving forward with the project, a thorough review of the work completed to date on route selection, including the draft EIS prepared in 2009 has been undertaken by the project team. This included an update of constraints in the study area, a review of changes to land use and planning in the intervening years and an update to the traffic modelling.

The review of the route includes confirmation of the type and number of junctions and the extent of the scheme including the need for the Ringaskiddy Bypass section. The outcome of the review was the identification of a number of additional alternative options which were subsequently assessed alongside the original routes proposed in 2008.

Following the route selection review process, route option 6b was identified as the preferred route (as identified in the attached Scoping Report).

Description of Scheme

The N28 is a national primary road, which links Cork City to the village of Ringaskiddy and is situated on a peninsula located to the south-east of Cork City. The main settlements within the study area include Douglas and Rochestown at the northern extent of the proposed scheme, Carrigaline in the south and Ringaskiddy in the south east. The proposed route of the N28 Upgrade Scheme is illustrated in Figure 2 of the attached Scoping Report.

A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

Cork County Council proposes to upgrade the existing N28 carriageway from the Bloomfield Interchange (at the tie-in with the N40 South Ring Road) to Carr's Hill (south of Douglas), 2km approx. Thereafter, a new section of motorway, approximately 8.9 km in length, terminating at Barnahely is proposed. From Barnahely to east of Ringaskiddy village a single-carriageway cross-section is to be provided for 1.5km approx. The overall length of the proposed scheme is approximately 12.4km. The scheme also proposes the inclusion of a service area. The proposed development includes the following elements:

- § Widening the existing N28 cross-section between Bloomfield and Carr's Hill;
- § Construction of new off-line motorway from Carr's Hill to Barnahely;
- § Construction of new off-line single-carriageway from Barnahely to east of Ringaskiddy;
- § New overbridges;
- § Grade-separated junctions;
- § At-grade roundabouts;
- § A number of retaining walls, local road improvements, parallel access roads etc.;
- § Accommodation works and farm access as required;
- § Landscaping and environmental mitigation measures; and
- § A service area including amenity building, fuel facilities, parking and a play area.

We would welcome your input in respect of the content of the EIS. If you could respond in writing to the above address or by email to joy.barry@rpsgroup.com or by contacting the undersigned by 16th March 2015.

I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,

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| Joy Barry |
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| Senior Planning & Environment Consultant - RPS |
|
| Innishmore, Ballincollig, |
|
| Cork, Co. Cork. |
|
| Ireland |
|
| Tel: |
|
| +353 (0) 21 466 5900 |
|

SOUTH WEST RIVER BASIN DISTRICT

Eileen O'Leary

From: McGivern, Fintan <Fintan.McGivern@mottmac.com>
Sent: 20 February 2015 09:59
To: Joy Barry
Subject: RE: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Joy,

I note in your document that you list the South Western River Basin District as one of the consultees. I assume we have been invited to comment on your document due to our involvement on the South Western River Basin District Management Plan on behalf of the competent body which, at that time, was Cork County Council. The EPA is now the competent body in respect of the SW River Basin Management Plan. We have no authority to respond on behalf of the SWRBD. I would suggest that you contact the EPA and ask for their comments as the competent authority for the SWRBD. If requested to do so we would be happy to respond on behalf of the EPA.

Regards,

Fintan McGivern

From: Joy Barry [mailto:Joy.Barry@rpsgroup.com]
Sent: 17 February 2015 12:51
To: McGivern, Fintan
Cc: SWCFRAM
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em007 S.W.R.B.D. Scoping

Re: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation

Dear Mr. McGivern,

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A new feature of the updated scheme is the proposed addition of a service area along the route, comprising an amenity building, fuel facilities, parking and a picnic area. A service area options assessment is currently being undertaken to identify the preferred service area location. It is proposed that the preferred service area will be assessed as an integral part of the EIS.

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I look forward to receiving your response, should you wish to discuss further please do not hesitate to contact me.

Yours sincerely,



Joy Barry**Senior Planning & Environment Consultant - RPS**

Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland

Tel: +353 (0) 21 466 5900

Direct: +353 (0) 21 4665963

Email: Joy.Barry@rpsgroup.com

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RPS Consulting Engineers Limited - Registration Number: 161581

RPS Engineering Services Limited - Registration Number: 99795

Eileen O'Leary

From: Joy Barry
Sent: 23 February 2015 09:22
To: info@epa.ie
Cc: 'Fintan.McGivern@mottmac.com'
Subject: FW: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Attachments: MCT0597RP0025F01 - EIA Scoping Report (Email) .pdf

Importance: High

Dear Sir/Madam,

As per Fintan McGivern's email below we would welcome feedback from the EPA in respect of the SW River Basin Management Plan in respect of the proposed N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation. Please note that the EPA was already consulted last week by email on 17th February 2015. However for completeness this scoping consultation has been re-issued to the EPA specifically with respect to your role as the competent body in respect of the SW River Basin Management Plan.

We would welcome any feedback that you have in relation to the attached scoping report by 16th March 2015.

Regards,

Joy Barry

Joy Barry
Senior Planning & Environment Consultant - RPS
Innishmore, Ballincollig,
Cork, Co. Cork.
Ireland
Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
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From: McGivern, Fintan [mailto:Fintan.McGivern@mottmac.com]
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Fintan McGivern

From: Joy Barry [<mailto:Joy.Barry@rpsgroup.com>]
Sent: 17 February 2015 12:51
To: McGivern, Fintan
Cc: SWCFRAM
Subject: N28 Cork to Ringaskiddy Upgrade Scheme - EIA Scoping Consultation
Importance: High

17th February 2015

Our Ref: MCT0597Em007 S.W.R.B.D. Scoping

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Yours sincerely,



Joy Barry
Senior Planning & Environment Consultant - RPS
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Tel: +353 (0) 21 466 5900
Direct: +353 (0) 21 4665963
Email: Joy.Barry@rpsgroup.com
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PART 2: HSE SCOPING RESPONSE



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive

FAO Aileen Fitzgerald

RPS

Innishmore

Ballincollig

Co. Cork

P31 KR68

24th March 2017

Your ref: MCT0597LT0031COR

Our Ref: ID 0583

Scoping Health Study Proposed M28 Cork to Ringaskiddy Motorway Scheme

Dear Ms Fitzgerald,

Please find the Environmental Health Submission on scoping of the above Health Study. The following HSE Departments were made aware of the consultation request on the 14th March 2017.

- Emergency Planning – David O’Sullivan
- Assistant National Director for Health Protection – Kevin Kelleher / Marie Woods
- CHO – Ger Reaney
- Estates – Helen Maher, Estates Manager, Environmental Services

All correspondence, including any acknowledgement of the submission, should be in the first instance to Declan Hamilton, Principal Environmental Health Officer, at the above contact details.

Yours Sincerely,

pp. Declan Hamilton

Declan Hamilton

Principal Environmental Health Officer

Scoping M28 Cork to Ringaskiddy Motorway Scheme Health Study

Environmental Health Submission March 2017

The Environmental Health Service (EHS) makes the following comments

1: Public Participation in the process

There should be meaningful public participation and consultation in the health study. Public consultation should not be a consensus building exercise but a process that engages communities and individuals and uses this engagement to identify issues to be included in the health study. Consultation should include contacts and updates of the process to include the use of social media, twitter feeds, QA pages and local radio and print media and providing speakers to key local groups if requested. This should be maintained throughout the construction period.

2. Definitions

Definitions to be used in the health study should be clearly defined within authoritative terms, this should include defining populations:

Health: a wide meaning of health should be employed that considers a wide range of relevant determinants of health and wellbeing. Guidance on determinants of health in Irish context can be found at: www.publichealth.ie

Health Impact: the EHS considers a health impact as a change in health status (in the determinants of health status) of an individual or group attributable to a project, programme or policy.

The following definitions should be considered:

Health Determinants: Factors that cause outcomes and influence our state of health. Factors are personal, social, cultural, economic and environmental. They include physical environment, income, employment, education, social support and housing

Health Pathways: Routes leading to a change in determinant which affect the health risks (the probability that a particular harm will occur)

Health Outcomes: medically defined states of disease and disability, as well as community defined states of wellbeing.

3. Assessment Methodology

The assessment methodology should include:

- a) Assessment of both potential beneficial and adverse effects of the project on public health
- b) Include an assessment matrix for construction and operational phases that characterises the impacts in terms of their nature (positive/negative), intensity,

likelihood, duration, strength of evidence and who may be affected by the Scheme.

- c) The significance of each impact on each health determinant has been assessed taking into account environmental and health baseline conditions in the local area, in particular community health profiles. Community health status can be accessed at:
<http://www.hse.ie/eng/services/list/5/publichealth/publichealthdepts/pub/profiles.html>
- d) A profile of the areas and communities likely to be affected by the project using available socio-demographic and health data and information from key informants. The profile should include an assessment of the nature and characteristics of groups whose health could be enhanced or placed at risk by the project's effect. Vulnerable and disadvantaged groups require special consideration. The *communities can be defined by geography, age, sex, income, or other social, economic or environmental characteristics.*
- e) The socio-demographic breakdown of the vulnerable groups within the Populations impacted by the project.

4. Impacts on Health

Where an impact is identified, actions should be recommended to mitigate a negative impact or enhance or secure a positive impact. Recommended actions on development proposals may require design or layout changes.

A matrix should bring together commitments made in other assessments, for example plans to mitigate construction impacts from the EIA; and, to ensure that the recommended actions are implemented, monitoring requirements should be identified.

Considerations for the Health Study

- a) Retention or re-provide existing social infrastructure
- b) Assessment of any impacts on healthcare services
- c) Assessment of the capacity, location and accessibility of other social infrastructure, e.g. schools, social care and community facilities.
- d) Opportunities for shared community use and co-location of services
- e) Retention and enhancement of existing open and natural spaces
- f) Potential for new open or natural space, or improve access to existing spaces
- g) Links between open and natural spaces
- h) Minimising construction impacts such as dust, noise and vibration
- i) Minimising noise and air pollution caused by traffic
- j) Prioritising and encouraging walking and cycling (such as through shared spaces)
- k) Connection of public spaces and internal routes to local and strategic cycle and walking networks.
- l) Traffic management and calming measures to help reduce and minimise road injuries.
- m) People with mobility problems or a disability to access buildings and places

- n) Access to local employment and training opportunities, including temporary construction employment.
- o) Opportunities for work for local people via local procurement arrangements
- p) Connection with existing communities, i.e. layout and movement which avoids physical barriers and severance and land uses and spaces which encourage social interaction
- q) Recycling (including building materials)
- r) Maintaining or enhancing biodiversity
- s) Sustainable drainage techniques
- t) Driver stress and facilities for professional drivers
- u) Emergency planning and access to surrounding sites in emergency situations
- v) Probability of accidents and accident reduction
- w) Community gain

5. Vulnerable or Priority Groups

The EHS considers the following vulnerable or priority groups:

Children and adolescents

Children and adolescents constitute a vulnerable population group due partly to their need to be able to move around freely to and from school and recreational activities, whilst they lack the experience and judgement displayed by adults when moving around in traffic and public spaces. Hence, children and adolescents as pedestrians and cyclists are at elevated risk from danger distributed by motorised transport. Furthermore, children are more sensitive than adults to air pollution, noise and other environmental factors. A particularly sensitive group is children in low-income families.

Women

Women are more likely to not own a car and as a result can find it harder to travel to shops, employment, healthcare and other services. They are more reliant on the provision of public transport. Women may also have more safety and security concerns when travelling alone and when there are more strangers in an area.

Older People

Generally, the older people are, the slower their movement and reactions are and the poorer their hearing and vision can be. Therefore, older people are considered to be more sensitive as users when compared with younger and middle-aged adults. Older people can be more at risk from injury, may fear falls, and may be concerned about a lack of safe crossing points and short crossing times at safe crossing points. This can deter them from outdoor activity, especially walking, which can be critical for muscle strength and reduces the risk of falls, amongst other benefits.

Older people can feel more vulnerable using public transport. They also often need to seek health services. Their continuing independence at home is often dependent on having availability to a range of transport mode and route options.

People who are disabled and/or with other health problems

This group may not be able to access many forms of transport or need special arrangements and/or support to access those. They are more likely to find it difficult to walk or travel independently and can also be disadvantaged by the cost of transport. Chronically ill persons, for example, people with impaired lung function, can be more adversely affected by air pollution. The same is true of hypersensitive individuals such as asthmatics. Noise can cause hypertension and cardio-vascular problems. Those who already have these conditions can be more troubled by noise than others. People with existing physical and mental illnesses, including sleep disturbance, anxiety and depression, can be more sensitive to even small changes to their local environment.

Those in low income groups/People without access to a car

People on low incomes (living in a deprived area is used as a proxy for a low income) and without access to a car are likely to walk further. Their lack of transport options, which may include affordability of public transport, may limit life and work opportunities. People living in deprived areas can be particularly vulnerable to road traffic incidents (deaths and injuries), noise and air pollution. Deprived areas are often characterised by higher traffic volumes as well as other environmental burdens such as industrial facilities. This group is generally more likely to already have reduced access to health and social care as well as other services and amenities.

Adults/Working people

Along with all groups, this social group needs easily accessible and safe routes to and from home/work as well as easily accessible key services and amenities. The overall impacts of the Scheme on local people (those living near the proposed route including construction areas and diverted routes) and users of the Scheme also need to be assessed. These people are likely to be subject to both beneficial and adverse effects of the road construction and operation. This group also includes future residents in the area.

6. Non Technical Summary

A Non Technical Summary of the Health Study should be provided including easy to understand Conceptual Diagrams and easy to read tables. Plain English should be used in this summary

7. Comments from Environmental Health Experience of Similar Development

Construction yards are sometimes excluded from EIA on the grounds that the developer will select same after signing the contract. Previously, the HSE has received complaints around operation of unregistered food premises, operation of sub-standard office accommodation,

substandard huts being used as accommodation for workers, light pollution, noise and vibration, dust, machinery refuelling and idling, sewage pollution and pest control and drinking water supply. If these are not included in the EIA, a commitment must be including that an Environmental Management Plan will be given to the local Authority and all required registrations and permissions must be obtained before constructing and operating, and all relevant legal standards will be adhered to. The HSE would recommend that the location, construction and operation of these yards and any large storage areas should be included in the EIA.

A Health and Safety Plan for traffic Management during construction is necessary. The general public have complained in the past that signage is inadequate. It is also a good to ensure unmanned traffic lights have countdown clocks and delay times are publicised

8. Categorisation of Health Impacts

The EHS considers that Health Impacts should be categorised along the following lines:

Major Negative

Health effects are categorised as a major negative if they could lead directly to deaths, acute or chronic diseases or mental ill health. They can affect either both physical and mental health, either directly or through the wider determinants of health and wellbeing. These effects can be important local, district, regional and national considerations. Mitigation measures and detailed design work can reduce the level of negative effects though residual effects are likely to remain.

Major Positive

Health effects are categorised as a major positive if they prevent deaths/prolong lives, reduce/prevent the occurrence of acute or chronic diseases or significantly enhance mental wellbeing.

Moderate Negative

Health effects are categorised as a moderate negative if health effects are long term nuisance impacts e.g. odours and noise, or may lead to the exacerbation of an existing illness.

Moderate negative effects may include nuisance/quality of life impacts which may affect physical and mental health either directly or through the wider determinants of health. The cumulative effect of a set of moderate effects could lead to a major effect. These effects could be important locally or regionally.

Mitigation measures and detailed design work can reduce and in some/many cases remove the negative and enhance the positive effects through residual effects are likely to remain.

Moderate Positive

Health effects are categorised as a moderate positive if they enhance mental wellbeing significantly and/or reduce exacerbations to existing illness and reduce the occurrence of acute or chronic diseases.

Minor Negative and Minor Positive

Health effects are categorised as minor positive or negative if they are generally lower quality of life or wellbeing impacts.

Increases or reductions in noise, odour, visual amenity, etc. are examples of effects, which could be important local considerations. Mitigation measures and detailed design work can reduce the negative and enhance the positive effects such that there are only some residual effects remaining.

Suggested Areas to consider in the Health Study

Health Determinate	Pathway	Potential Health Outcome
	<p>Transport schemes can encourage active travel and improve access to local amenities, including green spaces.</p> <p>However, transport schemes could also lead to a loss of green space due to land-take</p>	<p>An increase in access and interaction with green spaces could lead to an improvement in mental health and wellbeing. It would also lead to an improvement in physical fitness, and a potential decrease in conditions related to sedentary lifestyles or air pollution.</p> <p>Loss of green space could cause the reverse of the above, as well as generate blight. This could have a further negative effect on wellbeing and health</p>
<p>Air pollution Road traffic is a main source of air pollution. Pollutants that adversely impact health from road traffic include particulate matter (PM) and nitrogen dioxide (NO₂)</p>	<p>Construction Construction activities can have a short term negative impact on air quality. There can be dust from site works and construction vehicles carrying site materials or waste along with exhaust emissions from construction and other traffic due to road disruption and diversions</p> <p>Operation Transport schemes can increase car or motor vehicle usage leading to an increase in air pollution. They can also reduce car usage, which in turn could reduce air pollution. Increased efficiency of the road network could also lead to an overall neutral effect on air pollution, as although motor vehicle usage may increase, there may be less congestion.</p>	<p>Construction and Operation Increases in outdoor air pollution can lead to increased cardiovascular and respiratory mortality and morbidity. Some effects are more or less immediate and affect vulnerable groups (e.g. children or people whose health is already impaired) in particular, whereas the effects of long-term exposure are more widespread PM is the constituent most closely associated with adverse health effects.</p> <p>A reduction in air pollution can reduce the above adverse health effects.</p>
<p>Noise pollution and</p>		

<p>vibration Motorise forms of transport are a common source of noise pollution.</p>	<p>Construction Construction activities can lead to an increase in localised noise and vibration.</p> <p>Operation Transport schemes can increase noise pollution and vibration through increase motor vehicle usage and the construction of new road and rail routes. They can also reduce noise and vibration by encouraging a shift from cars to active travel and public transport or through smoother traffic flows</p>	<p>Construction and Operation Noise pollution and vibration at the levels generated by traffic can lead to annoyance, interference with speech and sleep disturbance. It can also have cardiovascular and physiological effects. Stress has been suggested as a possible mechanism through which noise may affect mental and physical health. Evidence suggests noise pollution may limit children's learning. An improvement in mental and physical health may result during operation, should noise and vibration levels decrease</p>
<p>Soil and water pollution Surface water run-off containing particles from car tyres, brake linings and road surfaces contribute to the spread of hazardous substances in the environment and impact on water and soil quality. Oil and vehicle fuel also contain harmful organic substances. Any contaminated land which is to be disturbed in brownfield areas can have adverse health effects which must be assessed and mitigated. Important for city fringe area.</p>	<p>Construction and Operation Potential for localised contamination can occur during the construction period from construction spills and road runoff.</p> <p>Road construction activities can bring about changes in groundwater levels and pollute nearby waterbodies. During operation, potential for pollution as a result of drainage contaminated with vehicle emission particulates and grit/salt spreading residues. Also, potential contamination as a result of fuel/chemical spillages following major traffic accidents.</p> <p>All public and private drinking water services should be assessed and protected or replace</p>	<p>Construction and Operation Soil and water pollution can lead to public health impacts directly when people come into contact with water and soil through recreation activities and or indirectly through the use of water for gardens or other green spaces Re-use of local soil or importation of soil including traffic considerations.</p>
<p>Quality of life Quality of life is typically measured using a range of indices, encompassing health, happiness, prosperity, arts, safety, community, public realm, access to transport, access to green space, diet, etc.</p>	<p>Construction A combination of all pathways. Light pollution could result from an increase in lighting relating to construction activities.</p> <p>Operation Increasing the accessibility of transport options can lead to an increase in access to education, employment facilities, health and social care facilities, leisure facilities, and family and friends. This could improve quality of life. Community severance could reduce accessibility and hence reduce quality of life. Light pollution could result from an increase in lighting as part of Scheme design</p>	<p>Operation Increased quality of life can improve wellbeing and mental health and vice versa. There is evidence showing that exposure to light at night can lead to associated problems including psychological stresses; increased cancer rates; disruption in sleeping patterns; and negative impacts on immune systems. Glare from poorly shielded outdoor lighting is also harmful to health, because it decreases vision by reducing contrast. This limits our ability to see potential dangers at night. Aging eyes are especially affected</p>
	<p>Construction During construction, the perception of safety along routes could decrease due to the removal of open spaces,</p>	<p>Construction Fear of crime and perception of safety can be an important factor influencing travel choices. Women's fear is generally greater</p>

	<p>presence of site hoardings, construction activities, access diversions, a reduction on the attractiveness of walking and cycling, decreased interaction with other people (as construction reduces access and prevents people from walking or cycling) and the general construction environment generating noise/vibration, which may create the perception that the area is unsafe.</p> <p>Operation Transport schemes can enhance actual and perceived safety through road safety improvements and increase natural surveillance. They can also enable more strangers to travel through an area which can reduce perceived safety. However, the use of underpasses could increase the fear or crime and reduce usage, in comparison to bridges</p>	<p>than men's. Women are therefore more likely to avoid segregated spaces and disrupted routes. Elderly people and people with disabilities may also avoid disrupted routes. Personal safety may also affect decisions to walk or cycle. This has implications for public health directly (fear of crime) and indirectly (decrease in active lifestyle).</p>
<p>Social interaction and community severance There is an observed relationship between positive social capital and health. Well-connected and walkable neighbourhoods can enhance social capital by increasing co-presence and encounter opportunities, which are vital for interaction</p>	<p>Construction During construction, there could be a decrease in access to services and amenities resulting from road closures/diversions and disruption to traffic and road flows. Construction can decrease transport mode and route options and can increase the cost of travel. There is also a risk of communities being severed by the construction traffic routes through an increase in the levels of traffic.</p> <p>Operation Enhanced connectivity and new travel modes and route options could increase social interaction and reduce community severance. However, new routes through or near existing communities could increase community severance and reduce social interaction</p>	<p>Construction Community severance can result from the divisive effects of major roads and railways running through an existing community including through the construction of new routes or increased traffic on existing routes. Potential severance during construction can lead to a decrease in interaction with other people. This can be of particular importance to those who rely heavily of local social networks e.g. the elderly and parents with young children. Reduced social interaction and increased community severance can reduce wellbeing and mental health as well as lead to reduced active travel and reduced physical fitness and a potential increase in obesity and cardiovascular disease.</p> <p>Operation An increase in social interaction and reduced community severance could improve wellbeing and mental health as well as lead to increased active travel and improved physical fitness. This could improve physical and mental health.</p>
<p>Employment The implementation of infrastructure projects generates new employment opportunities. Local employment is a positive factor for</p>	<p>Construction New employment opportunities can be generated by construction activities.</p> <p>Operation Transport schemes may improve</p>	<p>Construction and Operation People in employment are healthier, particularly those who have more control over their working conditions. Employment is also associated</p>

<p>health, providing financial security and contributing to self-esteem.</p> <p>Effect of local employment. A construction project that does not have a local employment dividend can lead to bad press, local hostility, protests and adversely affect the well being of the local community</p>	<p>access to employment opportunities for various social groups</p>	<p>with income, a feeling of security, increase friendship networks and social status. In turn, these are linked to better health. These positive impacts are particularly important at a time where economic downturn is recent, which may have had negative effects on mental health</p>
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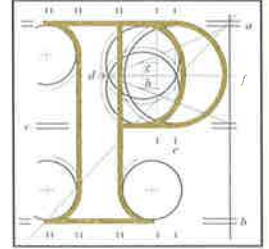


APPENDIX 6C: ABP CORRESPONDENCE

Our Ref: 04.HC0001
P.A.Reg.Ref:

Your Ref:

An Bord Pleanála



Tim Lucey, Chief Executive
Cork County Council
County Hall
Cork

30th July 2015

Re: M28 Cork to Ringaskiddy Motorway Scheme.
Co. Cork


Dear Sir,

I have been asked by An Bord Pleanála to refer further to the above mentioned pre-application consultation request.

Please find enclosed a copy of the written record of the first meeting of the 24th July, 2015.

If you have any queries in relation to the matter please contact the undersigned officer of the Board. Please quote the above mentioned An Bord Pleanála reference number in any correspondence or telephone contact with the Board.

Yours faithfully,

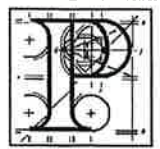

Kieran Doherty
Executive Officer
Direct Line: 01-8737248

Encls.

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Record Of Meeting

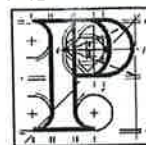
An Bord Pleanála



Case Reference/Description	04.HC0001 M28 Cork to Ringaskiddy Motorway Scheme.		
Case Type:	Pre-app consultation		
Meeting:	1 st		
Date:	24 th July, 2015	11a.m.	
Location:	Conference Room		
Chairperson:	Philip Green		

Attendees:
Representing An Bord Pleanála
Philip Green – Assistant Director of Planning
Stephen Kay – Senior Planning Inspector
Diarmuid Collins – Senior Administrative Officer
Kieran Somers – Executive Officer
Representing Prospective Applicant
Paul Moran, Regional Manager, National Roads Authority
Tony Mullane, Projects Manager, Cork National Roads Design Office
Ross Palmer, Senior Executive Planner, Cork County Council
Peter O' Donoghue, Senior Engineer, Cork County Council
Michael Noonan, Transportation Director (Roads), RPS

The meeting commenced at 11.00 a.m.



Record Of Meeting

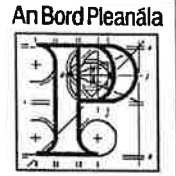
Introduction:

The Board referred to the letter received from the prospective applicant dated the 5th June, 2015 formally requesting pre-application consultations with the Board. It advised the prospective applicant that the instant meeting essentially constituted an information-gathering exercise for the Board; it also invited the prospective applicant to outline the nature of the proposed development and to highlight any matters it wished to receive advice on from the Board.

The Board mentioned general procedures in relation to the pre-application consultation process as follows:

- The Board will keep a record of the pre-application consultations.
- Any comments on the record may be made in writing and will be put on file, or can be communicated at the time of the next meeting.
- A copy of the record will become public when consultations are completed. The record will be placed with the application documents once the application has been submitted for approval.
- The meeting is an information gathering exercise and may provide advice on the potential effects on the environment or an area, site or land and the implications for proper planning and sustainable development that may have a bearing on the Board's decision.
- The pre-application process does not discuss the merits or otherwise of the case.
- The number of meetings is dictated by the prospective applicant and it is for the prospective applicant to advise the Board when it wishes to close the consultation process.
- The Board may consult with other persons who may have relevant information in relation to the proposed development during the pre-application process.
- At the end of the consultation process the Senior Planning Inspector will make a report to the Board highlighting any key issues. The prospective applicant should formally request closure of the process and await the Board's formal notification on the matter prior to lodging the application with the Board.

Record Of Meeting



- The Board may require the prospective applicant to submit additional information during the pre-application process (if deemed necessary) to enable it to assess the proposed road development.
- The holding of consultations does not prejudice the Board in any way and cannot be relied upon in the formal planning process or in legal proceedings.

The Board also referred to the additional information it received from the prospective applicant following a request for same.

In response to questions from the Board, the prospective applicant confirmed that the application would be made in the name of Cork County Council. It also confirmed that a scheme submitted to the Board for a motorway under s.49 would be the application approval mechanism.

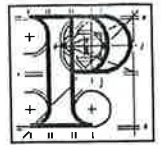
Presentation by the Prospective Applicant:

The prospective applicant gave an outline of the proposed scheme. It said that the proposed scheme commences at Bloomfield Junction on the N40 and terminates to the east of Ringaskiddy Village where access to port facilities is proposed for the future. The initial c.2km south from the Bloomfield junction to Carr's Hill would be an on line upgrade. Existing merge / diverge to Maryborough and Mount Oval would be closed and revised access provided via a new junction at Carr's Hill. From Carr's Hill to Shanbally the scheme would be dual carriageway with a 100 km/hr design speed. East of Shanbally, the scheme would comprise a single carriageway road to Ringaskiddy, connecting with the proposed new eastern access to the Port of Cork lands.

The stated objectives of the proposed scheme are:

- To provide improved route access which will improve economic development.
- To reduce traffic congestion and delay on the N28 Corridor.
- To provide a safer national road.
- To form a key part of the TEN-T Core Network (Trans-European Transport Network).
- To provide enhanced access to the Port of Cork.

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Noting the above, the Board enquired as to whether there is funding currently available as part of the EC TEN-T network. The prospective applicant replied that there was a first call for funding in February of 2015 and that up to 15% of the overall project cost could be sourced from TEN-T, with the balance to be sourced from the exchequer.

With respect to the existing N28 and surrounding environs, the prospective applicant described this which consists of 12 kilometres approximately of single lane and short length of dual carriageway. It said that there are significant habitats in the area but that there would be no direct impacts on these.

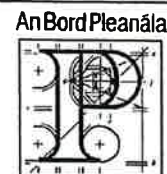
The prospective applicant outlined the principal changes in the context of the project since the original 2008 route selection study was conducted. These were identified as:

- The publication of TEN-T in May 2013.
- The publication of the National Ports Policy in 2013 and identification of Port of Cork as a Tier 1 Port.
- The appointment of RPS to the proposed scheme in early 2014 to review the route selection and to bring the scheme to EIS/Motorway Order publication.
- The publication of the NRA Service Area Policy in August 2014.
- The adoption of the current Cork County Development Plan in 2014.

The prospective applicant said that all routes considered were examined in terms of the five common appraisal assessment criteria, these being environment, safety, economy, accessibility and social inclusion and integration.

With respect to ecology, the prospective applicant identified the key issues in the study area. There are a number of Special Protection Areas and proposed Natural Heritage Areas however there would be no direct impacts on these. It identified a possible indirect impact on the feeding area for breeding bird curlew and oystercatcher, Annex1, a qualifying feature of the Cork Harbour SPA, however the alignment of the route at the eastern end of the scheme has increased the separation to these areas.

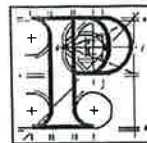
Record Of Meeting



In relation to archaeology, the prospective applicant noted that there are some archaeological remains at Castlewarren. These are currently being investigated. The prospective applicant informed the Board that the preferred route corridor for the proposed scheme went on public display in December 2014. Comparing this route to the original route of 2008, the prospective applicant identified two main areas of difference, at Raffeen and to the east of Barnahely. The prospective applicant stated that these changes had a number of advantages and outlined these to the Board as follows:

- The proposed scheme will avoid the need to acquire Fernhill Golf and Country Club lands.
- The proposed scheme will allow road building materials to be sourced and processed on site from an existing quarry (Raffeen Quarry).
- The proposed scheme will reduce the volume of road building materials to be brought to site resulting in a reduction in noise and vibrations associated with the movement of trucks.
- The proposed scheme will provide traffic relief to Ringaskiddy Village and a consequent reduction in traffic nuisance.
- The proposed scheme will be further away from Cork Harbour SPA and will avoid a recently identified feeding area for Curlew, a qualifying feature of the SPA.
- The proposed scheme will be further away from the Lough Beg proposed NHA.
- The proposed scheme will not require the acquisition of any dwellings.
- The single-carriageway has sufficient capacity to cater for likely development and estimated traffic volumes in the design year of 2033.
- There will be fewer conflicts with existing utilities when compared with the original and it is preferred by both ESBI and Bord Gáis Networks.
- The proposed scheme will require less land acquisition than the original due to its reduced footprint and shorter length.
- The proposed scheme will requires less earthworks than the original due to its reduced footprint, improved vertical alignment and shorter length.

Record Of Meeting



- The proposed scheme will offer a direct route from the proposed port entrance east of Ringaskiddy village (and the IMERC development area) to the start of the proposed motorway at Barnahely. This shorter route will lead to lower costs for both construction and maintenance, and higher time savings for port traffic.
- The proposed scheme will represent better value for money.

With respect to the proposed Carr's Hill Interchange element of the scheme, the prospective applicant outlined some of the advantages the proposed scheme would represent here. These include greater road network efficiency, improved safety standards, improved accessibility and improved network capacity.

The prospective applicant outlined the nature of analysis undertaken and completed to date in respect of the proposed scheme. Environmental surveys for four seasons have been conducted and a route selection report prepared. With respect to work on-going, the preliminary design report is approximately 75% complete and consultations with stakeholders in progress. The EIS is also being currently prepared.

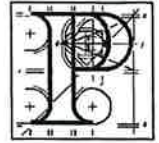
Public consultations on the emerging preferred route are on-going with further consultations scheduled to take place in Q3 of 2015. With respect to prescribed bodies, the prospective applicant said that there have been extensive consultations undertaken to date.

The prospective applicant referred to the proposed motorway service area and said that the currently preferred location for this is at the eastern end of the scheme, immediately east of the port lands.

The prospective applicant also outlined the road designation for the route post-construction. Mostly the route will have a motorway designation with the exception of the final stretch in the Ringaskiddy vicinity which will have a protected road status.

In relation to its projected timetable for the proposed scheme, the prospective applicant said that it hopes to make an application to the Board for the various consents circa quarter 4 of 2015.

Record Of Meeting



Board comments/queries:

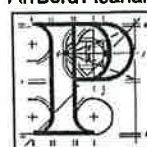
The Board noted that the current proposal will avoid the lands of Fernhill Golf and Country Club and instead traverse the lands of Raffeen Quarry. The prospective applicant said that the justification for this is mainly an economic one and also that this would have less impact than traversing an existing golf club (previous proposal would have entailed the removal of three holes on the golf course). The Board noted that although Raffeen Quarry is not in current use, it is in private ownership and might, therefore, require acquisition. The prospective applicant said there are ongoing discussions with the owner in this regard. It also confirmed to the Board that the quarry does have planning permission for extractive use and undertook to provide the Board with the relevant planning application details. It is understood that planning permission was granted on appeal. Responding to the Board's query, the prospective applicant said that it has not yet fully established how much material might be required from the quarry for the proposed works, however it is likely that two thirds to three quarters of the permitted quarry reserves would be required. The Board noted that the proposal to traverse the quarry would involve extensive work in terms of levels and also advised that the EIS and accompanying documentation would need to address all issues arising, including levels, extraction volumes, hydrology and ecology as well as impacts in terms of noise and dust.

With respect to the proposed motorway service area, the prospective applicant informed the Board that a destination location had emerged as the preference. It said that this would be geared mainly for freight and passenger traffic and is based on UK and European models (as per TEN-T). The prospective applicant confirmed to the Board that this element would form part of the scheme for approval and would require acquisition as it is within Port of Cork lands. Noting this the Board said that the need for this facility would need to be clearly set out in the planning application and CPO documents.

The Board enquired as regards the nature of works in the vicinity of Donnybrook Stream. The prospective applicant confirmed that culverting would be required and said it would revert to the Board on details in relation to this. It said that there would be an impact on the stream and that it has had discussions to date with Inland Fisheries Ireland and the National Parks and Wildlife Service.

With respect to indirect impacts on habitats and species the prospective applicant informed the Board that a year's survey work has been conducted to date. The Board said it might be useful also if the prospective applicant were to draw on baseline data gathered from previous survey work given the previous iterations of the proposed scheme. The Board emphasised that the number and duration of surveys is important and advised that one year of surveys might not be sufficient. It advised the prospective applicant that it should have regard to best practice and be as thorough as possible in this regard and to, as far as is practicable, ascertain the requirements of the prescribed bodies in relation to survey material prior to the submission of an application.

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The Board enquired as to how the proposed scheme ties in with the existing road network in the area and different traffic modes. The prospective applicant referred to development in the vicinity generally and said it is aware of development potential in the area. It also said that access to the area is important and that the existing road network is not coping with existing traffic in this regard. The prospective applicant noted the recent planning decision made by the Board in relation to the Port of Cork. It said the intention is that the proposed scheme would support sustainable transport. The prospective applicant said that it views cycling as a viable mode of transport and that the old N28 could serve as a corridor in this regard. There are plans also for a greenway around the port. The prospective applicant said the overall priority is to make the proposed scheme compatible with the various modes of transport. Noting this, the Board said it would be important to demonstrate and expand on this point in the application documentation and to ensure that any hindrances and/or severances in terms of land and different traffic modes are kept to a minimum.

The Board enquired as to the key issues emerging as part of public consultations to date. The prospective applicant replied that there is general support for the proposed scheme, though it acknowledged that some local issues are also likely to emerge. The prospective applicant noted that the more detailed elements of the proposed scheme have yet to go to public consultation stage. It expects more detailed submissions from members of the public once this occurs. The prospective applicant noted that there is a strong desire for HGV's to be taken out of the villages. Also there is a general desire for traffic congestion to be relieved.

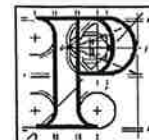
The Board asked how many landowners would be likely involved in terms of land acquisition. The prospective applicant said the number would not be extensive and estimated this at 25 approximately. It said that the IDA would be the most significant landowner involved.

The Board enquired as to whether there are any demolition works proposed as part of the scheme. The prospective applicant replied that there are none.

The Board asked if the proposed route has been fully assessed in terms of ecological impact. The prospective applicant replied that surveys in this regard are on-going. It does not expect that an NIS will be required, nor is it aware of any species which will be directly impacted by the proposed scheme. The Board advised the prospective applicant that its approach should be as robust as possible in this regard and that there is merit in undertaking a full ecological survey of the route and adjoining lands at this stage in order that any priority habitats or species present are identified.

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Record Of Meeting



Prior to the conclusion of the meeting the prospective applicant identified certain aspects of the proposed scheme which it wished to highlight to the Board. These were as follows:

- The proposed interchange at Carr's Hill whereby two slip roads are being taken away. The prospective applicant said that it anticipates some concerns in respect of this element in that it will have an effect on residents' travelling distances, particularly their homeward journey and that this will be an issue that arises in the forthcoming public consultation. The Board said that this aspect will require thorough assessment and a full examination of alternatives.
- TEN-T and its requirement for cross-sections. The prospective applicant said that the final two kilometres of the proposed development would likely be expressway. It said that the National Roads Authority is finalising standards for expressways and these are expected circa September 2015.
- That the proposed development would have a potential impact on other roads. In this context the NRA is undertaking a N40 demand management study which is expected to be published circa September/October 2015. This study is predicated on the Dunkettle Interchange being upgraded as per the approval given for it by the Board.

Conclusion

It was agreed generally that a further meeting will take place following the next stage of the public consultation process. The Board asked the prospective applicant to forward to it any findings/documents in relation to this next phase of public consultations. It is a matter for the prospective applicant to request a further meeting with the Board.

The meeting concluded at 12.55p.m.

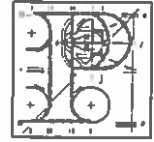
Philip Green
Assistant Director of Planning

30th July 2015

Ref.04.HC0001

Record Of Meeting

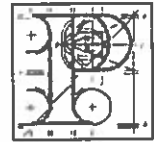
An Bord Pleanála



Case Reference/	04.HC0001		
Description	M28 Cork to Ringaskiddy Motorway Scheme.		
Case Type:	Section 51A of the Roads Act 1993, as amended		
Meeting:	2 nd Meeting		
Date:	17 th November 2016	Start Time:	2.35 p.m.
Location:	Offices of An Bord Pleanála	End Time:	4.35 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
Diarmuid Collins – Senior Administrative Officer
Kieran Doherty – Executive Officer
Representing Prospective Applicant
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

Record Of Meeting



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.

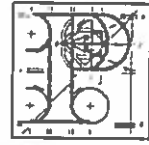
Public Consultation November 2015

The Northern Section public consultation took place on the 9th 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

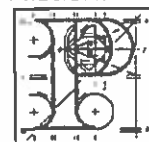
- Vehicular access to be maintained at L2492.
- 1,200mm water main to remain intact.
- Private access for IDA to be reinstated.
- 2 no. new underbridges, 1 no. roundabout.
- West facing slips only.
- New priority junction with existing N28.

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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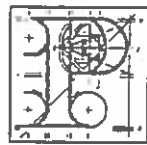
Board's Comments

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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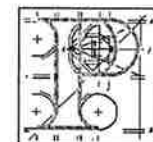
Conclusion

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.

Anne Marie O'Connor
Assistant Director of Planning

11th January 2017



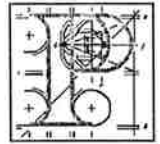
Record Of Meeting

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

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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.

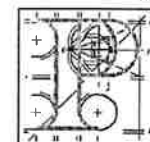
Prospective Applicant's Presentation

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

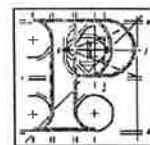
- Design for lowest noise level practicable.
- Low road noise surface will be applied on entire scheme and any approach roads requiring improvement and or works due to the scheme i.e. cycle lanes etc.
- Barriers will be subject to landscaping and visual assessment and be a maximum of 4 metres high.
- 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

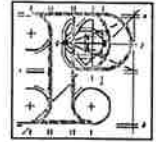
The overall impacts are considered to be negligible.

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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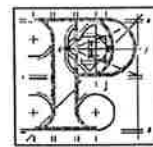
N40 Demand Management

- 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.

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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
07 February 2017