

WHAT HAPPENS NEXT?

Following the Public Display of the Preferred Route Corridor, further studies and investigations will be undertaken to enable the scheme to progress in terms of its Design and Environmental Impact Assessment.

This will involve development of the design to finalise the route alignment, at-grade junctions, grade-separated interchanges, tie-ins to the existing road network and associated local road improvements. In addition a site will be chosen for a Service Area along the route. The extent of the land required for the scheme, including the Service Area, will be determined during this process allowing the Motorway Order (MO), which will allow 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 Q1 2015. Subject to approval the MO and EIS will then be published and this will trigger the commencement of the statutory planning process.

Thereafter, if decided by An Bord Pleanála (ABP), an Oral Hearing may take place. Subject to ABP approval detailed design and tender process can then commence for the construction of the scheme. A construction period of two years is estimated for the scheme.

Note that the above programme of works is dependent on various approvals being granted, funding and resources being made available, and may be subject to change.

FURTHER INFORMATION

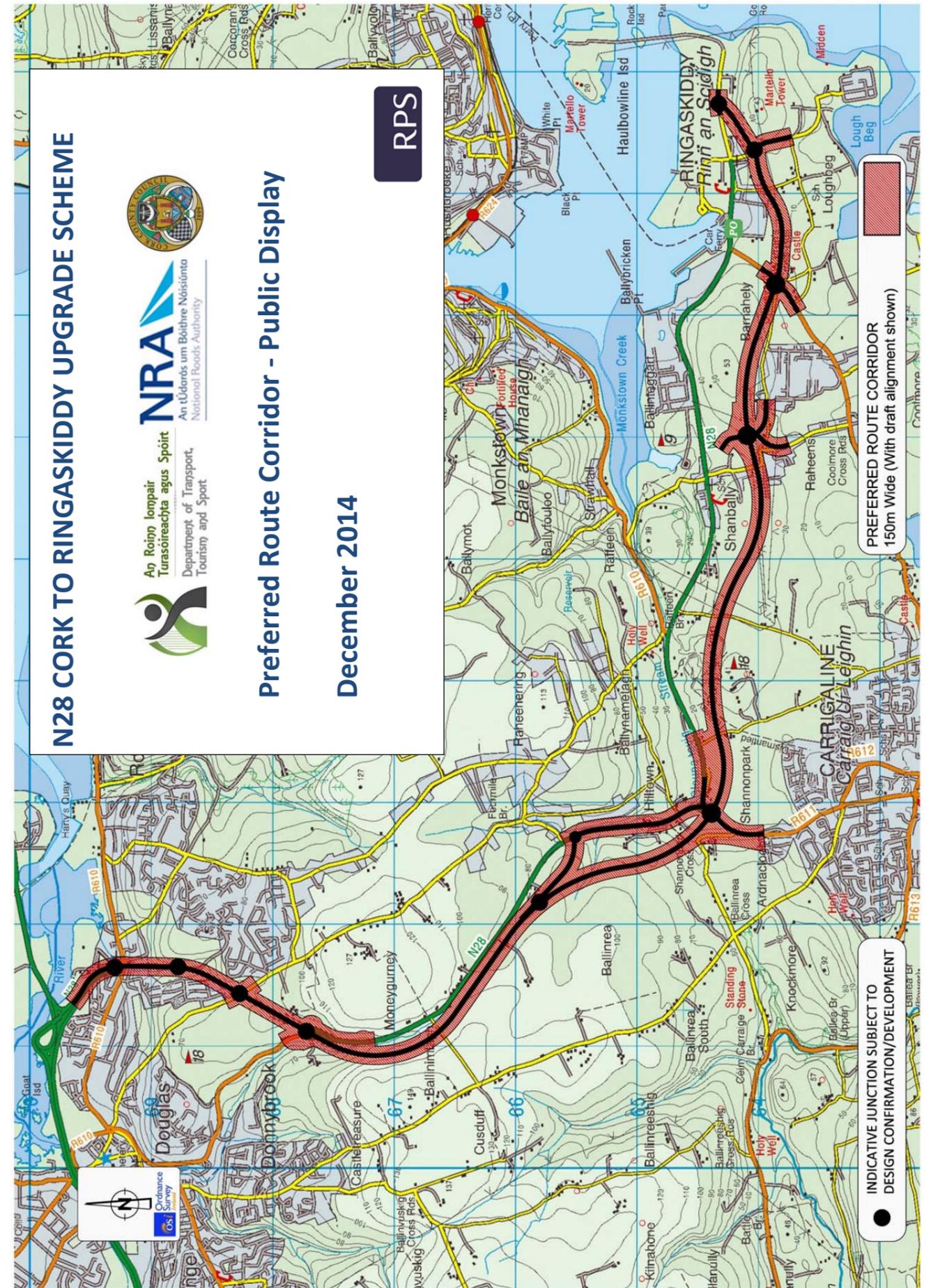
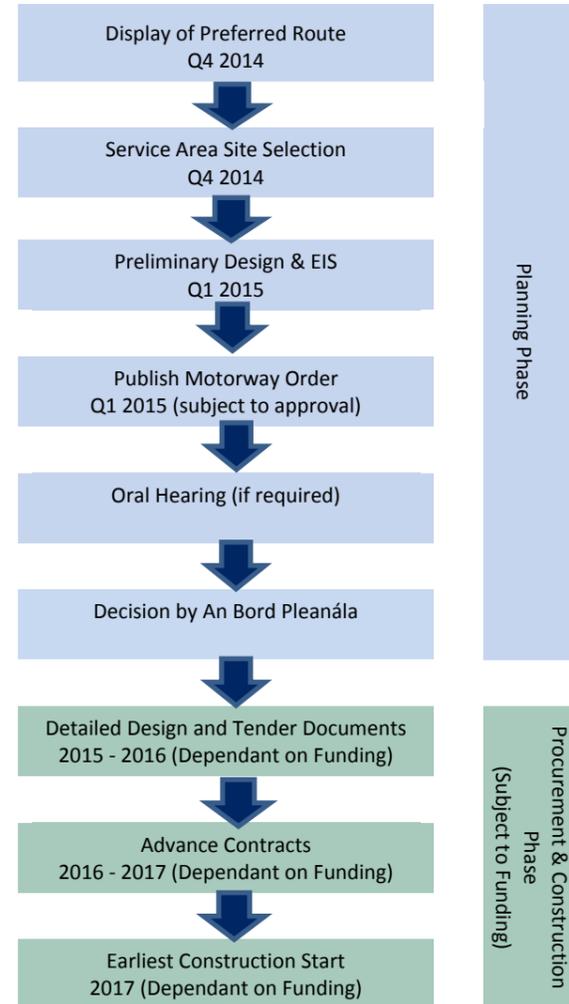
The development of the N28 Cork to Ringaskiddy Upgrade Scheme is being developed by the National Roads Authority in association with Cork County Council. The Consulting Engineers for the scheme are RPS.

For further information on this project or to offer feedback/comment, relevant details are as follows:

Project Engineer,
N28 Cork to Ringaskiddy Upgrade Scheme,
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Glanmire,
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Closing date for receipt of feedback/comment is Friday 16th January 2015.



INTRODUCTION

The N28 is a National Primary Road which links Cork City to Ringaskiddy and is situated to the south-east of Cork City.

The N28 is part of the core network of the Trans-European Transport Network (TEN-T). It is European policy that the core network will be brought to a high quality level of service by 2030. It is thus proposed to improve the existing N28 from the Bloomfield Interchange with the N40 South Ring Road to Ringaskiddy village. The improved road will have a higher quality of service and greater capacity to cater with the traffic volumes.

Ringaskiddy is also a strategic employment centre as identified in the Cork County Development Plan.

Scheme Objectives:

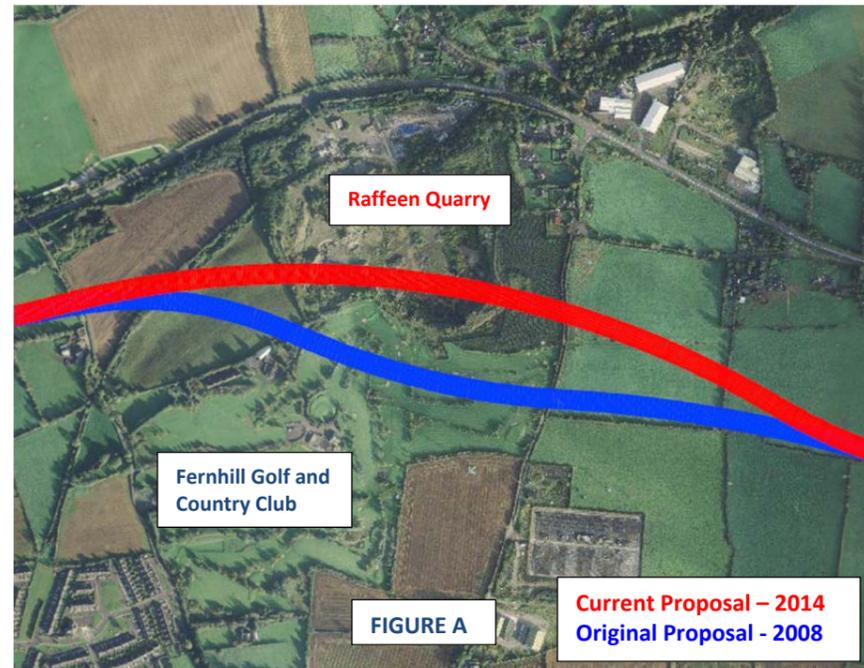
- Meet TEN-T core network level of service requirements.
- Provide a safer national road network.
- Provide enhanced access to the Port of Cork.
- Improved National Route access to support economic development.
- Reduce traffic congestion and delay on the N28 corridor.
- Better environment for communities along the N28.

The preferred route corridor, 150m wide, for the scheme is shown. A draft alignment for the scheme, which is subject to change as the design develops is also shown with amendments to the previously displayed corridor (March 2008) clearly identified.

The route selection process involved the analysis of route corridor options under a number of headings namely:

- Environment
- Safety
- Economy
- Accessibility and Social Inclusion
- Integration

No single topic was looked at in isolation during route evaluation.



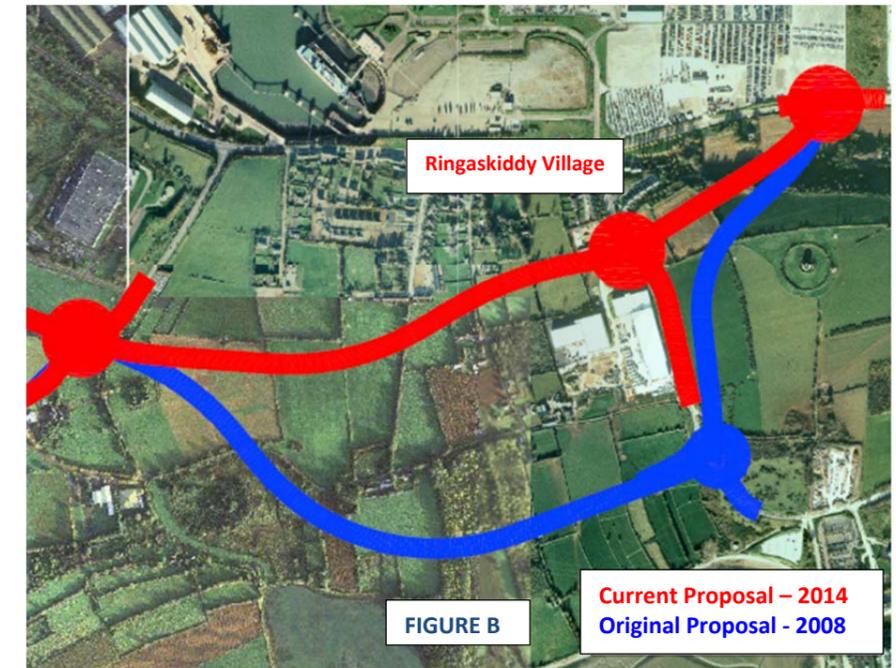
AMENDMENTS TO PREVIOUSLY PUBLISHED ROUTE CORRIDOR

A route corridor for the scheme was previously published in March 2008. There have been two significant amendments to this route. These are in the vicinity of Raffeen Quarry and Ringaskiddy Village and can be seen on Figure A (Raffeen Quarry) and Figure B (Ringaskiddy Village).

These amendments have a number of advantages over the previously published route as follows:

Raffeen Quarry

- Avoids the need to acquire Fernhill Golf & Country Club lands, which will remain intact and can continue to function as a local amenity.
- The Raffeen Quarry option will allow road building materials to be sourced and processed on site from an existing permitted quarry.
- The Raffeen Quarry option will significantly reduce the volume of road building materials to be brought to site from commercial quarries in the vicinity of the scheme. This will lead to a reduction in noise & vibrations associated with the movement of trucks along the existing road network.



Barnahely to Ringaskiddy

ADVANTAGES OF CURRENT PROPOSAL

- The current proposal provides traffic relief to Ringaskiddy village and consequent reduction in traffic nuisance. The original proposal was less direct.
- The current proposal is significantly further away from Cork Harbour SPA (Special Protection Area) than the original and avoids a recently identified feeding area for Curlew, a qualifying feature of the SPA.
- The current proposal is further away from the Lough Beg pNHA (proposed Natural Heritage Area) than the original.
- The current proposal does not require the acquisition of any dwellings, while the original proposal required the acquisition of 2 dwellings.
- A single-carriageway cross-section has sufficient capacity to cater for likely development and estimated AADT traffic volumes in the design year of 2033.
- The current proposal has fewer conflicts with existing utilities when compared with the original and it is preferred by both ESBI and Bord Gáis Networks.
- The current proposal requires less land acquisition than the original due to its reduced footprint and shorter length.
- The current proposal requires less earthworks than the original due to its reduced footprint, improved vertical alignment and shorter length.
- The current proposal offers 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 leads to lower costs for both construction and maintenance, and higher time savings for Port traffic.
- The current proposal represents better value for money.