

APPENDIX 2A

REGIONAL PLANNING AND LOCAL PLANNING POLICY CONTEXT

The following table sets out the planning policy context for the subject site and the area in which it is situated. At a regional level, the Regional Planning Guidelines for the South West Region 2010-2012 is applicable. At a sub-regional scale, the site is located within that area guided by the Cork Area Strategic Plan 2001-2020 (as updated in 2008). The Cork County Development Plan 2014-2020 which provides the county level planning policies for development in the area is also considered. The Cork City Development Plan is also referred to given the City's close proximity to the study area and linkages with the Port of Cork. On a local scale, the site is located within the Carrigaline Electoral Area and hence the Carrigaline Electoral Area Local Area Plan 2011 is of relevance. The relevant Local Area Plan for the area is currently being reviewed. The subject site falls within the draft Ballincollig-Carrigaline Municipal District Local Area Plan area.

Table 1: Planning Policy Context

Plan	Content	Relevance to Subject Site/Study Area and Commentary
<p>Regional Planning Guidelines for the South West Region 2010-2022 (South West Regional Authority)</p>	<p><u>Purpose:</u> This Plan provides a strategic framework for the development of counties Cork and Kerry, to implement the policies of the National Spatial Strategy (NSS) at regional and local level and to guide policies and provisions of county and local area plans.</p> <p><u>General:</u> The Regional Planning Guidelines for the South West Region 2010 – 2022 supports development of the strategic roads including the N28 which serves the Port of Cork facilities at Ringaskiddy. It specifically identifies the N28 servicing the major industrial developments at Ringaskiddy as a major piece of road infrastructures required to be delivered. (Section 1.3.26)</p> <p><u>Transport and Infrastructure:</u> One of the key principals underpinning the regional vision statement is the need to <i>'Deliver an integrated and cost effective transportation and infrastructure system ...throughout the region in a sustainable manner'</i>. (Section 2.1.2)</p> <p>Regional Transport and Infrastructure Strategy provides regional policy provisions with respect to transport, public transport, walking and cycling, road network, airport and ports and harbours which are detailed as follows:</p> <p>RTS – 02 seeks the development of public transport infrastructure including the reconfiguration of existing bus routes and the further development of priority bus corridors in Metropolitan Cork.</p> <p>A key issue identified within the guidelines relates to the need for significant improvement of public transport services and new walking and cycling facilities (RKI-01 Key Issues).</p>	<p><u>Purpose:</u> Sets guiding principles for plans lower down in the planning policy hierarchy and for development management processes</p> <p>Since the publication of this Plan the South West Regional Authority was dissolved in place of the Southern Regional Assembly (SRA) which took place on 1st January 2015. The SRA is required to prepare a new Regional Spatial & Economic Strategy for the region following the preparation of the National Planning Framework which will be prepared in 2017¹.</p> <p><u>General:</u> The RPGs provides support for the delivery of the proposed road project and describes it as a major piece of road infrastructure that requires to be delivered.</p> <p>The M28 project is in line with the SWRPGs as it provides an improved access to the Port of Cork which will allow the expansion of port facilities in Ringaskiddy.</p> <p><u>Transport and Infrastructure:</u> In line with Objectives RTS 02 and RTS 03 the proposed M28 Road Project will remove traffic from the existing N28, thereby facilitating the use of the existing N28 for sustainable transport models including cyclists and Pedestrians and potentially opening up the opportunity to develop this route as a green route in the future.</p> <p>The M28 will increase carrying capacity of the road network within this area and will reduce journey times which will benefit those working and living within the area particularly in Ringaskiddy, Shanbally, Carrigaline and Rochestown.</p>

¹ A Programme for a Partnership Government, May 2016.

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	<p>Objective RTS-03 encourages the development of strategies for walking and cycling that promote the goals and aspirations of Smarter Travel and the National Cycle Policy Framework. Specifically, the region's local authorities should prepare plans for improvement to the cycling and walking networks in urban areas, linking areas of population growth and employment, in a sustainable manner.</p> <p>RTS-04 which refers to the Road Network seeks to encourage the sustainable development of the strategic Motorway/National Primary, National Secondary as well as the regional road infrastructure both within the region and connecting with other regions.</p> <p>RTS-06 which refers to Ports and Harbours seeks <i>'to support the sustainable expansion of the Port of Cork in line with the targeted economic growth of the region.....It is an objective generally to support the sustainable development of ports and harbours as potential economic generators for the region'</i></p> <p><u>Economic Development:</u> As part of the Economic Development Strategy Ringaskiddy is identified as a strategic location which should be reinforced for large scale, foreign direct investment and indigenous sites.</p> <p><u>Port:</u> The Port of Cork is a key element of the regional economy and infrastructure and offers a wide range of shipping services to worldwide destinations. ... The rail network serving Cork does not provide an adequate means of collection/distribution of freight to the region and so future port facilities need to be well served by the road network (emphasis added) (Section 1.3.33)</p> <p>Recent studies undertaken by the Port of Cork regarding the potential of rail/road services for port activities have indicated that, with the exception of a limited need for niche cargos in appropriate locations, the existing rail network from Cork Harbour does not adequately support the collection/distribution of freight to/and from the port. The predominant existing and likely future mode of freight transport for port activities is by road. (emphasis added) (Section 5.5.10)</p> <p>The region is served with good port and shipping facilities with passenger ferry services to France and the UK. The Port of Cork is a key element of the regional economy and offers a wide range of shipping services to worldwide destinations. (Section 3.1.10.)</p>	<p><u>Economic Development:</u> The M28 will reduce congestion and journey times along the N28 route making the area more attractive to industry to locate within the area contributing further to the economic development of the region and nationally.</p> <p><u>Port:</u> The M28 will facilitate the relocation of the Port of Cork to Ringaskiddy as it will increase road capacity to cater for the ports expansion of facilities in line with the RPGs. This in turn will have an economic benefit nationally, regionally and locally.</p> <p>The M28 is in line with the policy of the RPGs which denotes that 'predominant existing and likely future mode of freight transport for port activities is by road'. (emphasis added) (Section 5.5.10)</p>

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	<p>RTS-06 Ports and Harbours seeks <i>'to support the sustainable expansion of the Port of Cork in line with the targeted economic growth of the region.... It is an objective generally to support the sustainable development of ports and harbours as potential economic generators for the region and support the maintenance of other facilities such as slipways and to protect them from inappropriate uses.</i></p> <p><u>Cork Harbour:</u> Cork Harbour is described as being important for economic and environmental reasons. As the largest port in Ireland outside of Dublin, it makes a strong contribution to the overall economic wellbeing of the South West Region, particularly in the manufacturing, commercial, industrial and tourism sectors. (Section 5.5.6)</p> <p>Cork Harbour is described as being of both national and regional significance as it contains the regional significant pharmachem industries at Ringaskiddy. (Section 3.3.12)</p>	<p><u>Cork Harbour:</u> As outlined above the M28 will facilitate development within the Ringaskiddy area / Port which will ensure Cork Harbour retains its importance nationally and regionally.</p>
<p>Cork Area Strategic Plan 2001-2020 (Updated 2008) (Cork City and County Councils)</p>	<p><u>Purpose:</u> The Cork Area Strategic Plan (CASP) provides a vision and strategy for the development of the Cork City-Region up to 2020.</p> <p><u>General:</u> The N28 is identified as a Major Transport Infrastructure Proposal and is described as the Port Access Route to improve access to the proposed new port facilities including a container terminal at Ringaskiddy. (Exec summary)</p> <p>The Strategy acknowledges that the port of cork is heavily reliant on HGVs and is thus strategically reliant on the provision of a high quality national road network noting the particular importance of the implementation of the N28. (P.117)</p> <p>The CASP update considers the N28 Ringaskiddy Port Access Route <i>'to be critical and essential to the growth and development of the CASP region and the achievement of the CASP goals'</i>. (p. 117)</p> <p>The upgrading of the N28 is listed as a CASP infrastructure priority in line with NDP policy. (p.148)</p> <p><u>Ringaskiddy:</u> Significant employment growth is envisaged at Ringaskiddy as a principal location for new industrial employment. The Plan notes that Ringaskiddy will continue act as a strategic employment location and should see primarily industrial employment growth based on the relocation of port activity from Docklands.(p. 34)</p>	<p><u>Purpose:</u> This strategy is of relevance given its strategic role in guiding development within the metropolitan Cork area.</p> <p><u>General:</u> The CASP strategy is supportive of the proposed road project particularly in its role of facilitating an improved access route to serve the Port of Cork expansion within the Ringaskiddy area and identifies that it will be <i>'essential to the growth and development of the CASP region and achievement of CASP goals'</i>.</p> <p><u>Ringaskiddy:</u> The Plan identifies Ringaskiddy as a centre for employment growth as a principal location for industrial employment. This would be further supported by the proposed M28 as it will increase capacity of the road network serving the area opening up development opportunities as a result.</p>

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	<p><u>Green Route:</u> In referring to Ringaskiddy as a Strategic Employment Centre the Plan notes that the development of Ringaskiddy will require the provision of a high quality green route. (p. 50)</p>	<p><u>Green Route:</u> The proposed M28 Road Project will remove traffic from the existing N28, thereby facilitating the use of the existing N28 for sustainable transport modes including cyclists and pedestrians and potentially opening up the opportunity to develop this route as a green route in the future.</p>
<p>Cork County Development Plan 2015 – 2020 (Cork County Council)</p>	<p><u>Purpose:</u> The key planning policy document for the Cork County area.</p> <p><u>Ringaskiddy:</u> Ringaskiddy peninsula identified as one of four ‘strategic employment centres’ in the county and a principal location within the employment hierarchy. (Table 6.1) CDP Objective EE 4-1 seeks to ‘<i>Promote the development of Strategic Employment Areas suitable for large scale developments at Carrigtwohill, Kilbarry, Little Island, Ringaskiddy and Whitegate where such development is compatible with relevant environment, nature and landscape protection policies as they apply around Cork Harbour. Protect lands in these areas from inappropriate development which may undermine their suitability as Strategic Employment Centres.</i>’ <i>In employment terms, the Cork region has a number of employment locations that have underpinned Cork’s economic success. These include, for example; the port related, pharmaceutical and associated industries at Ringaskiddy; (Section: 6.2.2)</i></p> <p><u>M28 Critical Infrastructure:</u> The M28 project is identified as critical infrastructure required for the following:</p> <ul style="list-style-type: none"> ▪ Required to be in place at project stage of the Shannon Park Masterplan which makes provision for a significant expansion of housing to the north of Carrigaline (Table 15.1) ▪ Required to be in place on commencement of development of the Ports primary location for future port development and port uses displaced from Cork City Centre development areas (e.g. Docklands) large scale technology based manufacturing e.g. (pharmaceutical research and employment linkages with National Maritime College of Ireland (Table 15.1) ▪ Short term objective required to serve Cork Gateway/County Metropolitan Cork Strategic Planning Area (Table 15.2) <p><u>Transportation:</u> The following Transportation objectives are specifically relevant to this project.</p> <ul style="list-style-type: none"> ▪ Transport policies including TM1-1: Transport Strategy, TM 2-1: Walking, TM 2-2: Cycling, TM 2-3 & TM 2-4: Bus Transport, TM 3 – 2 Regional & Local Roads, TM 3-3: 	<p><u>Purpose:</u> Subject site is located within the functional area of Cork County Council.</p> <p><u>Ringaskiddy:</u> The area in which the site is located is identified for continued growth and further development of large-scale industries. This is likely to result in an increase the working community within the vicinity of the site and at least maintain population levels should plans be implemented. The role of the port and its future development is also highlighted. The proposed development and the assessments undertaken in this EIS have taken due cognisance of the industrial success of the area and of the port operations.</p> <p><u>M28 Critical Infrastructure:</u> The CDP supports the M28 as a piece of critical infrastructure to serve the Port, Shannon Park masterplan area and Cork Gateway in general.</p> <p><u>Transportation:</u> The Transportation objectives of the CDP have been considered and have been taken into account in designing the proposed M28 Road Project and within the Traffic and Transportation Chapter (5) of this EIS.</p>

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	<p>Road Safety and Traffic Management and TM 5-1: Freight.</p> <ul style="list-style-type: none"> ▪ TM 3-1 which relates to the National Road Network seeks the following: <ul style="list-style-type: none"> a) <i>Support of the National Roads Authority in the implementation of the N28 (Cork – Ringaskiddy) as a major project which is critical to the delivery of Planned Development.</i> b) <i>Support and provide for improvements to the national road network, including reserving corridors for proposed routes, free of inappropriate Development, so as not to compromise future road schemes.</i> f) <i>Consider the most up to date guidance in relation to the provision of Service and Rest Areas on the National Road Network (Section 2.8 of the Department of the Environment Community Heritage and Local Government ‘Spatial Planning and National Roads Guidelines’ (2012) and ‘NRA Service Area Policy’ (August 2014).</i> g) <i>Cooperate with the National Roads Authority to identify the need for Service areas and/or rest areas for motorists along the national road network and to assist in the implementation of suitable proposals for provision, subject to normal planning considerations.</i> h) <i>Ensure that in the design of new development adjoining or near National Roads, account is taken of the need to include measures that will serve to protect the development from the adverse effects of traffic noise for the design life of the development.</i> ▪ TM 5-2 Cork and Other Ports which provides general support for appropriate road transport capacity to facilitate strategic port facilities at Ringaskiddy, the relocation of the port to Ringaskiddy and support the ports role in facilitating industry, defence, trade, marine leisure and other economic sectors. ▪ TM 6-1: Water Based Transport which seeks to ensure appropriate access (road and rail) to Cork Port, recognising its role in the provision of maritime transport, both passenger and freight. <p><u>Port of Cork:</u> The CDP states that <i>‘Cork Harbour is the most significant port in the state, outside Dublin, and has an important role in the continuing success of the marine – leisure, recreation and tourism sectors in the South West Region’.</i> (Section 4.9.2)</p> <ul style="list-style-type: none"> ▪ EE 6-2 Cork Harbour provides <i>‘Support of the upgrade of the N28 to accommodate the expansion of Ringaskiddy Port.’</i> ▪ CDP Objective EE 4-5 Locations for Port Related Industrial Development: seeks to <i>‘Ensure that land with the potential to accommodate port related development, particularly at Ringaskiddy, but also at the other ports throughout the County, is normally protected from inappropriate development that would prejudice its long term</i> 	<p><u>Port of Cork:</u> There is support throughout the CDP for the M28 project to ensure expansion of Port facilities at Ringaskiddy.</p>

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	<p><i>potential to accommodate this form of development.'</i></p> <p>Landscape: The landscape character assessment for the County is based on the Draft Landscape Strategy, 2007. According to this strategy the study area is located within 3 different character areas including the City Harbour and Estuary, Indented Estuarine Coast and Broad Fertile Lowland Valleys. Parts of the study area adjacent to Cork Harbour are designated as 'Very high sensitivity landscapes' which are described in the CDP as extra vulnerable landscapes (e.g. seascape area with national importance) which are likely to be fragile and susceptible to change (Section 13.6.5).</p> <p>Objectives GI 6-1 and GI 6-2 provide general landscape protection objectives in relation to development.</p> <p>Part of the N28 route stretching from Shanbally to Ringaskiddy forms part of scenic route S54 (to the end of the public road adjacent the Haulbowline access road). Objective GI 7 - 1 seeks to preserve the character of all important views and prospects, particularly sea views. GI 7 - 2 and GI 7 - 3 seek to preserve the character of scenic routes and of views and prospects available from scenic routes.</p> <p>N28 Route Protection: The 'Preferred Route Selected N28' is identified in Figure 10.2 and in Volume 4 of the CDP Map Browser as a route protection corridor. According to the CDP the Council, in consultation with the National Roads Authority, will protect proposed national road route corridors where the route selection process has been completed/approved and where preferred route corridors have been identified. Objective TM 3-1 as outlined above provides protection to such routes.</p> <p>Geology: Areas of geological interest within the study area include Cork Harbour, Lough Beg Section and Golden Rock in Ringaskiddy. Objective HE 2 - 6 seeks to maintain the conservation value of features or areas of geological interest.</p> <p>Built Heritage Designations: There are a number of RPS located within the study area. Such structures are protected within the plan under Objective HE 4 - 1. Furthermore Objective HE 4 - 2 provides for the protection of Structures on the NIAH and Objective HE 4 - 3 protects non-structural elements of built heritage and Objective HE 5 - 1 protects cultural heritage generally.</p> <p>Natural Heritage: There are a number of proposed National Heritage Areas (NHA) and proposed Special Protection Areas (SPA) sites in Cork Harbour. It is an objective of the plan to protect all natural heritage sites designated or proposed for designation in</p>	<p>Landscape: The landscape setting of the proposed M28 Road Project must be taken into account. The proposed design of the M28 Road Project takes due consideration to potential landscape issues. Landscape aspects such as values and sensitivities are discussed in Chapter 16 'Landscape and Visual Impact Assessment'.</p> <p>Landscape designations, including scenic routes, must be considered when assessing development proposals. Local policies in this instance inform the assessment carried out in Chapter 16 'Landscape and Visual Impact Assessment' of this EIS.</p> <p>N28 Route Protection: The N28 route protection corridor within the CDP is based on the historic route which was prepared in 2008. This route has since been updated and is identified in the Draft Carrigaline-Ballincollig Municipal LAP 2016.</p> <p>Geology: Chapter 11 on 'Soils, Geology, and Hydrogeology' discusses geological issues relevant to the M28 Road Project.</p> <p>Built Heritage Designations: Chapter 15 'Cultural Heritage including Archaeology and Architectural Heritage' assesses the potential for any impact on the designations listed within the Cork County Development Plan.</p> <p>Natural Heritage: The proposed M28 is in proximity to a number of designated areas including Loughbeg pNHA, the Douglas Estuary NHA, Cork Harbour SPA and Great Island</p>

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	<p>accordance with national and European legislation (Objectives HE 2-1 to 2 – 7). Other objectives of relevance include:</p> <ul style="list-style-type: none"> ▪ Objective HE 2 – 1 refers to the protection of sites designated for nature conservation. Furthermore, Objective HE 2 - 3 seeks to minimise the impacts of development outside of the protected sites on important habitats and features of natural interest. ▪ CDP Objective HE 2-2: provides protection to species listed in the Flora Protection Order 1990, on Annexes of the Habitats and Birds Directives, and to animal species protected under the Wildlife Acts in accordance with relevant legal requirements. ▪ CDP Objective HE 2-5: which refers to trees and woodlands seeks to protect mature trees/groups of mature trees and mature hedgerows that are not formally protected under Tree Preservation Orders where appropriate. ▪ CDP Objective HE 2-7 seeks to control the spread of invasive plant and animal species within the county. <p><u>Seveso</u>: There are a number of Seveso II establishments within the Ringaskiddy area (including Hovione Ltd. in Lough beg, the Pfizer Ringaskiddy API Plant, Novartis in Ringaskiddy and GSK in Currabinny). [It is understood that Carbon Chemicals in Ringaskiddy is also a Seveso site which is not on this list] CDP Objective ZU 5-3 requires development within HSA consultation distances to consult with the HSA and comply with the requirements of the Major Accidents Directive (Seveso II). It also requires proposed developments adjacent to existing establishments to ensure that adequate space is provided for expansion of these sites and to ensure that any proposed new developments would not attract large numbers of the public to these areas.</p> <p><u>Tourism</u>: The CDP Objectives TO 1-1 and TO 1-2 promote sustainable tourism and tourism opportunities within the county.</p> <p><u>Motorway Service Areas</u>: Section 10.3.5 of the CDP states that the “NRA Service Area Policy” (August 2014) sets out the policy basis on which service areas will be provided to meet the needs of road users on the national road network. In relation to offline facilities it states that provided offline facilities are in close proximity to the roadway and of sufficient standard, the NRA will take these locations into account when evaluating the level of provision and prioritisation of development for online NRA service areas.</p> <p><u>Greenways</u>: The proposed greenway routes within the CDP include the development of a high quality walking and cycling route from Passage West to Carrigaline. A spur from Raffeen to Ringaskiddy forms part of those proposals assessed for that route in a</p>	<p>Channel SAC. Given the site’s location within the vicinity of protected sites, the necessary assessments have been carried out as part of this EIS and through the Appropriate Assessment procedures. Chapter 12 ‘Terrestrial Ecology and Chapter 10 Aquatic Ecology’ and the NIS in Volume 3 are of direct relevance.</p> <p><u>Seveso</u>: The Seveso establishments within the Ringaskiddy area have been considered within the Health Study in Appendix 1C in Volume 4 of this EIS. The proposed works will not hinder the expansion of the Hovione Ltd. facility.</p> <p><u>Tourism</u>: The proposed M28 will improve carrying capacity and journey times along the proposed route which will serve tourists visiting the area particularly through the Ferry Terminal in Ringaskiddy.</p> <p><u>Motorway Service Areas</u>: Consideration to the NRA’s Service Area Policy has been given to the design and location of the proposed motorway service area.</p> <p><u>Greenways</u>: The proposed M28 Road Project will remove traffic from the existing N28, thereby facilitating the use of the existing N28 for sustainable transport models including</p>

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	<p>feasibility study. CDP Objective TO 7-1: Walking/Cycling and Greenways seeks to <i>"Promote the development of walking and cycling routes throughout the County as an activity for both international visitors and local tourists in a manner that is compatible with nature conservation and other environmental policies.</i></p>	<p>cyclists and Pedestrians and potentially opening up the opportunity to develop this route as a green route in the future. The design of the road project also takes the planned greenway from Passage to Carrigaline into consideration which will be accommodated via Rock Road.</p>
<p>Cork City Development Plan 2014 - 2020</p>	<p><u>Purpose:</u> The key planning policy document for the Cork City area.</p> <p>The Cork City Development Plan places increased emphasis on the renewal and development of the City Centre as the employment, social and cultural heart of the city and the region. In doing so it supports the gradual expansion of the City Centre eastwards through the creation of sustainable neighbourhoods into the Docklands area (including Tivoli) which is currently occupied by the Port of Cork.</p> <p>Section 13.94 of the City Plan states that the <i>'The relocation of the Port and SEVESO site'</i> as a critical step that needs to be undertaken to facilitate and encourage the redevelopment of Docklands.</p> <p>The City Plan identifies the 'N28 Cork Ringaskiddy route upgrading' as one of the <i>'key strategic road priorities for the city'</i>. (Section 5.30)</p> <p>The <i>'N28 Cork Ringaskiddy route upgrading'</i> is identified as a strategic road infrastructure objective of the City Plan under Objective 5.18.</p> <p>The City Plan identifies the redevelopment of the North and South Docks as a major new mixed use quarter and as the most significant sustainable development opportunity for the City Region. The overall strategy for Docklands is set out in Chapter 13 and the South Docks Local Area Plan 2008 – 2018 (SDLAP) contains the detailed planning strategy for the South Docks area. The City Plan states that the <i>'delivery of Docklands development is critical to the city achieving its population and employment targets and to the implementation of the CASP update strategy as a whole'</i>. (Section 2.2.3)</p> <p>Section 13.79 of the City Plan acknowledges the importance of the development of the South Docks and its dependence on the relocation of the Port of Cork. It states: <i>'With appropriate investment, the South Docks area is capable of supporting a large residential and working population, however the achievement of this will be dependent on the relocation of the Port of Cork.'</i></p>	<p><u>Purpose:</u> The Cork City Development Plan sets the planning policy context for Cork City which adjoins the study area to the north. The N28 connects to the south link road which connects the study area to Cork City.</p> <p>The City Plan sets the policy context outlining the importance of the relocation of the Port of Cork to Ringaskiddy from the City's quays in order to facilitate the expansion of the City centre eastwards. The City Development Plan specifically notes that the delivery of the docklands is critical to achieving the city's population and employment targets which is reliant on the relocation of the port from the city.</p>

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	<p>The City Plan intends to prepare a new Local Area Plan for the redevelopment of the Tivoli Docklands area as a new residential quarter with complementary employment uses. Section 2.27 of the City Plan states that the <i>planned relocation of the Port of Cork container operations from Tivoli creates the potential to consider the future development of this area for alternative more intensive uses</i>. It states that <i>'it will be important to ensure that the mix of uses and timing of development of Tivoli does not take away from the potential of the City Centre and North and South Docklands for economic development and employment generating uses.'</i> A local area plan will be prepared in co-operation with key stakeholders including the Port of Cork to determine the appropriate mix of uses, access and extent and timing of development. The City Plan states that <i>'The timing of the preparation of a local area plan will be linked to the need to prepare for the relocation and to facilitate lands becoming available for redevelopment.'</i> (Section 2.27)</p>	
<p>Carrigaline Electoral Area Local Area Plan 2011 (As Amended, Second Edition - 2015) (Cork County Council)</p>	<p><u>Purpose:</u> To provide detailed local policy guidance for the future development of the Carrigaline Electoral Area.</p> <p><u>General:</u> The LAP provides support for the proposed road project throughout and includes the following statement:</p> <ul style="list-style-type: none"> ▪ <i>'The upgrading of the N28 is essential to the future development of the Carrigaline Electoral Area.'</i> (p.16) ▪ <i>The improved road will have a greater capacity particularly for freight vehicles making journeys to and from the port and this will substantially improve the standard of the existing N28. It is critical that the N28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork and them South-West region.</i> (Section: 2.2.19) ▪ Section 4.1.2 of the Plan acknowledges that <i>'There are advanced proposals to upgrade the N28 to motorway standards.'</i> <p><u>Settlement Strategies:</u></p> <p><u>Carrigaline:</u> The strategic aim for Carrigaline is to consolidate the rapid growth of recent years. The town is earmarked for moderate growth up to 2020 and is noted as being</p>	<p><u>Purpose:</u> This is the relevant statutory land use plan for the entire area of the M28 project. This plan includes 4 No. amendments including zoning changes within Carrigaline, the Douglas Land Use and Transportation Strategy (DLUTS), housing density changes and incorporation of the Shannonpark Masterplan Framework Study.</p> <p><u>General:</u> There is very strong policy support within the LAP for the M28 project to allow the future development of the area and Ringaskiddy in particular and to facilitate the expansion of the port. The LAP also refers to the proposed road project as being of 'motorway standard'.</p> <p><u>Carrigaline:</u> Consideration has been given to the development strategies of Carrigaline including the</p>

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	<p>heavily car dependant. It has been designated as a 'Developing Area' and is anticipated to receive a degree of priority for future infrastructure investment as a result of this designation. (Sections 1.1 and 1.2.25). The plan contains specific objectives for an Outer Western Relief Road to alleviate traffic within the town under Objective U-04 and a pedestrian walkway along the old railway line from the river north towards Ballyhemiken under Objective U-05.</p> <p><u>Shannonpark Masterplan:</u> A key objective for the Plan is to encourage the development of the Shannonpark Framework Masterplan Study. This mixed use site is located on the northern periphery of the town and will include phased development for up to 1,000 residential units, a 'Park and Share' facility, recreation and amenity areas including integrated sporting facilities, a primary school and a neighbourhood centre development which will include an office and retail component. (Section 1.1.4) A number of road improvements are required within this area in order to facilitate development. The Plan specifically states that the development of between 200 and 500 houses will require 'A <i>planning application for the upgrade of the Shannonpark roundabout or M28 junction improvement at Shannonpark</i>'. (Section 1.4.20)</p> <p><u>South Environs:</u> The southern environs include the southern suburban areas of the city including Douglas and Rochestown (amongst others). With regard to Douglas the LAP incorporates the recommendations of the DLUTS which aim to improve the transport network within the DLUTS area. The strategic aim for the South Environs is for consolidation of the suburbs within the existing development boundary. (Section 2.1) It estimates a net requirement of 2,051 new houses within the area to 2020. (Table 2.4) Douglas is identified as a District Centre which should develop as a mixed use urban centre, progressively extending its range of comparison shopping so that it can rival new suburban centres such as Mahon Point. Two large residential zonings are located on either side of the N-28 (Objectives R-06 and R-08).</p> <p><u>Ringaskiddy:</u> The strategic aim for Ringaskiddy is to reaffirm its strategic industrial and port related roles and seek to promote its potential for large-scale stand-alone industry (Section 4.1). Section 4.2.3. of the LAP acknowledges the role of Ringaskiddy as the largest direct investment employment centre in Ireland outside of the GDA due to the presence of world leading pharmaceutical and vast amount of IDA industrial zoned land available.</p> <p>Section 2.2.9. of the LAP which sets out the strategy for the area states that '<i>Ringaskiddy will continue to act as a strategic employment location and indeed should see primarily industrial employment growth based on the relocation of port activity from the Docklands.</i></p>	<p>Shannonpark masterplan site, Ringaskiddy and the South Environs as part of the traffic impact assessment within Chapter 5 of this EIS and Chapter 7 of the EIS which deals with socio economic impacts. Consideration has been given to the objectives for an Outer Western Relief Road and pedestrian walkway to the east of Shannonpark roundabout as part of the design of the subject road project.</p> <p><u>Shannonpark Masterplan Area:</u> The Carrigaline Electoral Area Local Area Plan was amended in January 2016 to include Amendment No. 4 relating to the Shannonpark Framework Masterplan Study 2015 (X-01 lands). Consideration of this masterplan study has been given with respect to the design of the proposed road project and also in relation to traffic figures as outlined in Chapter 5 of this EIS which refers to Traffic and Transportation.</p> <p><u>South Environs:</u> The proposed road project has had consideration for the proposals within the DLUTS and the development strategy for this area.</p> <p><u>Ringaskiddy:</u> The proposed M28 project will support the expansion of Ringaskiddy as the largest foreign direct investment employment centre outside of the GDA by opening up capacity of the road network to serve the port and serving this area which includes extensive industrially zoned lands. As outlined in the consultation document the proposed M28 project will provide opportunities to implement the sustainable transport strategy along the existing N28 to increase and promote modal shift between</p>

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	<p><i>In this regard the delivery of a high quality public transport network to Ringaskiddy is essential.</i> Ringaskiddy is also recognised as one of the fastest growing employment areas in the County. (Section 2.2.26)</p> <p>It is recognised that the Carrigaline Electoral Area has been a popular location for general manufacturing, large –scale pharmaceuticals, international traded services and commercial uses. It is envisaged that Ringaskiddy will continue to adequately meet the needs of the pharmaceutical industry and other large stand alone activities. (Section: 2.2.23)</p> <p><u>Marine Tourism:</u> Cork Harbour is recognised for its role as a traditional port, extensive maritime and military history as a strong tourism product e.g. Spike Island, enhanced by the cruise liner terminal facilities in Cobh. This is captured in the ‘Marine Leisure Infrastructure Strategy for the Southern Division of Cork County Council 2010-2020’, which promotes high quality infrastructure and improvement to key access points. (Section 2.2.40 and 2.2.41)</p> <p><u>Seveso:</u> Table 2.7 identifies Novartis and Pfizer Ireland Pharmaceuticals in Ringaskiddy and Smithkline Beecham Cork Limited located in Ringaskiddy/Curraghbinny as Seveso sites that have exclusion zones of 1,000m. [Other Seveso sites not mentioned include Hovione Ltd. and Carbon Group which are both located in Ringaskiddy].</p> <p><u>Landscape:</u> The landscape designations within the plan are based on the CDP 2009 and associated draft Cork County Landscape Strategy 2007. It states that Ringaskiddy lies within the landscape type ‘City Harbour and Estuary’, an area of very high landscape value, very high sensitivity and an area of national importance. Its character area is designated as ‘Cork City and Harbour’.</p> <p>Section 4.2.34 outlines that S54 which forms part of the R610 regional road, local road and N28 national primary route between Passage West and Ringaskiddy is a scenic route. This route is considered scenic due its views of Cork Harbour. It states that it is an objective of the CDP ‘to preserve the character of those views and prospects Obtainable from scenic routes....’</p> <p><u>Flooding/Surface Water:</u> The LAPs include a series of indicative maps showing areas that could be at risk from flooding including two main areas of flood risk ‘Zone A’ – High probability of flooding and ‘Zone B’ - Moderate probability of flooding. Policies FD 1-1 to</p>	<p>Ringaskiddy and Carrigaline including a possible bus / cycle route along the existing N28 route.</p> <p><u>Marine Tourism:</u> The proposed M28 will improve access, carrying capacity and journey times for visitors travelling on the proposed route which will serve both tourists visiting the Harbour area and the Ferry Terminal in Ringaskiddy.</p> <p><u>Seveso:</u> The Seveso establishments within the Ringaskiddy area have been considered within the Health Study in Appendix 1C in Volume 4 of this EIS. The proposed works will not hinder the expansion of the Hovione Ltd. facility.</p> <p><u>Landscape:</u> The landscape setting of the proposed road project must be taken into account. The proposed design of the road project takes due consideration to potential landscape issues. Landscape aspects such as values and sensitivities are discussed in Chapter 16 ‘Landscape and Visual Impact Assessment’.</p> <p>Landscape designations, including scenic routes, must be considered when assessing development proposals. Local policies in this instance inform the assessment carried out in Chapter 16 ‘Landscape and Visual Impact Assessment’ of this EIS.</p> <p><u>Flooding/Surface Water:</u> Consideration will be given to surface water issues within Chapter 12 of this EIS which deals with Water, Hydrology and Drainage.</p>

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	<p>FD 1-6 outline the Councils overall approach to Flood Risk. (Section 1.8) The plan acknowledges that surface water flooding takes place within low lying areas of Ringaskiddy during times of heavy rainfall. It states in Section 4.2.23. that <i>'All new development should include attenuation measures in accordance with Sustainable Drainage Systems (SuDS).'</i></p> <p><u>Heritage:</u> In terms of built heritage, each settlement chapter refers to protected structures and architectural conservation areas and other unique aspects of a settlements built and natural heritage where relevant. The plan identifies that there are two RPS structures within the development boundary of Ringaskiddy including Castlewarren Stronghouse in Barnahely (RPS I.D.01260) and the Martello Tower Ringaskiddy (RPS I.D.) 00575.</p> <p><u>Natural Heritage:</u> The Plan acknowledges that there are two conservation designations which directly impact on Ringaskiddy, namely, Cork Harbour Special Protection Area (SPA-004030) and the Monkstown Creek proposed Natural Heritage Area (pNHA 001979) (4.2.36.). It notes that the Cork Harbour Special Protection Area (SPA-004030) is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, which is of particular note as it supports an internationally important population of Redshank (4.2.38.). Environment Objectives LAS 2-2, LAS 2-3 and LAS 2-4 of the LAP provide protection for natural heritage and protected species, ecological corridors, areas of geological and biodiversity value and refer to the requirement to undertake EIA and AA.</p>	<p><u>Heritage:</u> While the LAP only refers to built heritage designations within particular settlements Chapter 16 'Cultural Heritage including Archaeology and Architectural Heritage' assesses the potential for any impact on the designations along the entire route.</p> <p><u>Natural Heritage:</u> The proposed M28 is in proximity to a number of designated areas including Loughbeg pNHA, the Douglas Estuary NHA, Cork Harbour SPA and Great Island Channel SAC. Given the site's location within the vicinity of protected sites, the necessary assessments have been carried out as part of this EIS and through the Appropriate Assessment procedures. Chapter 19 'Terrestrial Ecology and Chapter 10 Aquatic Ecology' and the AA NIS in Volume 3 are of direct relevance.</p>
<p>Draft Ballincollig - Carrigaline Municipal District LAP November 2016</p>	<p><u>Purpose:</u> Cork County Council have prepared a draft LAP for the Ballincollig - Carrigaline Municipal District (hereafter referred to as the draft LAP) which was published in November 2016 and Amendments to this plan went on public display in May 2017. The draft LAP sets out the detail of the planning strategy and land use zoning as appropriate for each town and village within the Municipal District including Ringaskiddy (including Shanbally), Carrigaline and the south environs (including Douglas and Rochestown) which are all situated along the proposed route. The draft LAP sets out proposals for the delivery of the physical, social and environmental infrastructure necessary to sustain the communities of the area into the future.</p> <p><u>General:</u> The LAP provides support for the M28 throughout and specifically mentions the following:</p> <ul style="list-style-type: none"> ▪ Objective CL-GO-05 which relates to Traffic and Transportation seeks to: <i>'Support the timely delivery of the M28 motorway by safeguarding the route corridor from inappropriate development'</i>. 	<p><u>Purpose:</u> The Ballincollig - Carrigaline Municipal District LAP will replace the existing Carrigaline Electoral Local Area Plan 2015 on or before August 2017 and will thereafter be the relevant statutory land use plan for the entire area of the M28 project.</p> <p><u>General:</u> There is very strong policy support within the draft LAP for the proposed M28 project to allow the future development of the area and Ringaskiddy in particular and to facilitate the expansion of the port. The draft LAP also includes the updated alignment of the proposed M28</p>

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	<ul style="list-style-type: none"> ▪ Section 3.7.37 of the draft LAP states that it <i>'is critical that the M28 project be finalised as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area.'</i> ▪ The draft LAP sets out that the new motorway will have a greater capacity particularly for freight vehicles making journeys to and from the port. (Section 3.7.37 and 3.4.22) ▪ The plan identifies opportunities for sustainable transport within the area as a result of the proposed scheme. (Section 3.7.39) ▪ Objective RY-U-02 which relates to the M-28 Cork to Ringaskiddy Motorway Scheme seeks; <i>'Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.'</i> ▪ The draft LAP proposes to facilitate the proposed road development and protect the route corridor from inappropriate development and provides an indicative alignment of the roadway within the Ringaskiddy area. (Objective RY-GO-04). <p><u>Settlement Strategy:</u> The Settlement Strategy sets out the overall strategy for the Municipal District as a whole including growth and population targets and the settlement structure. In addition it provides the planning objectives including land zoning maps for the lands located along the route including settlements of Ringaskiddy (including Shanbally), Carrigaline, and the South Environs (including Douglas and Rochestown).</p> <p>Provision for the preparation of nine Framework Master Plans was made in the Electoral Area Local Area Plans (LAP) 2011. The first tranche of these included Shannonpark in Carrigaline which was prepared in 2014/2015 and adopted as an Amendment to the 2011 LAP in December 2015. (Section 1.5.8)</p> <p>The Draft LAP identifies the need to provide new Strategic Land Reserves (SLRs) in order to ensure that sufficient lands are zoned for residential development going forward. As part of this process two sites have been put forward in the vicinity of the M28. These are located in Castletreasure and at Oldcourt in upper Rochestown (adjacent to Garyduff Sports Centre). (Section 1.5.31 to 1.5.44)</p> <p><u>Carrigaline:</u> Recognises capacity issues on the national road network together with high levels of commuter-based travel in the town which creates queuing at peak times at Shannonpark roundabout. (Section 3.4.18) The draft LAP notes that approx. 20% of the Ringaskiddy workforce reside in Carrigaline and currently transportation linkages between</p>	<p>project.</p> <p><u>Settlement Strategy:</u> The Strategic Land Reserves are currently under consideration by the Planning Authority. These sites have not been put forward within the draft LAP and associated amendments for zoning. These sites will be required to undergo various assessments including review including strategic environmental assessment and appropriate assessment before the plan is adopted.</p> <p><u>Carrigaline:</u> Consideration has been given to the development strategies of Carrigaline including the Shannonpark masterplan site, Ringaskiddy and the South Environs as part of the traffic impact assessment within</p>

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	<p>the two settlements are poor, with access between the two settlements primarily by private car, although Ringaskiddy is served by a frequent public bus (223) but this bus does not serve Carrigaline. It notes that <i>'The M28 will offer scope to modify the exiting N28 to offer dedicated bus and cycle lanes and provide increased footpath provision which in turn will help increase connectivity along the Ringaskiddy, Carrigaline and Passage West access.'</i> (Sections 3.7.38 and 3.7.39)</p> <p>There are a number of general objectives relating to Carrigaline including objectives for an Inner Relief Road and Outer Western Relief Road, pedestrian walkway along old railway line from the river north towards Ballyhemiken, new public transport facility to the south of the Shannonpark roundabout, educational campus to the south west of the Shannonpark roundabout, upgrade of Rock Road from the site to the junction with the N28 and works will include traffic management at the Junction with the N28 and implementation of the Greenway project (disused railway line to Carrigaline). (Section 3.4.2)</p> <p>Whilst the proposed M28 Route is located outside of the settlement boundary of Carrigaline the draft LAP contains a specific general objective in support of the timely delivery of the road project as follows:</p> <ul style="list-style-type: none"> ▪ <i>Objective CL-GO-05: Traffic and Transportation: Support the timely delivery of the M28 motorway by safeguarding the route corridor from inappropriate development'.</i> ▪ <i>Objective CL-U-13 seeks the 'Implementation of the Greenway project (disused railway line to Carrigaline) where practicable.'</i> This relates to the greenway project which will link Carrigaline with the passage west greenway project. <p><u>Shannonpark</u>: As outlined above Shannonpark is identified as an Urban Expansion Area within the draft LAP located mainly to the north of the town along the main Cork Road (R611) and is adjacent to the Shannonpark Roundabout and the N28 road to Ringaskiddy. A small portion of the land in the north will be cut by the proposed re-alignment of the N28 motorway to Ringaskiddy. (Section 3.4.44)</p> <p>The draft LAP includes a number of provisions relating to the M28 which are set out within the following objectives:</p> <ul style="list-style-type: none"> ▪ Objective CL-R-13 which relates to the Shannonpark urban expansion area states that <i>'Construction of Phase 1b cannot commence until the following infrastructure is put in place: Upgrade of Shannonpark roundabout or M28 junction improvement at Shannonpark.'</i> ▪ Objective CL-R-16 states that <i>'if Phase 3 is developed independently the following</i> 	<p>Chapter 5 of this EIS and Chapter 7 which refers to socio-economic impacts of the proposed road project. Consideration has been given to the development objectives for Carrigaline including proposals for the outer and inner relief roads, pedestrian walkways and greenway project. This is discussed in Chapter 7 of this EIS which refers to the socio-economic impacts of the project.</p> <p><u>Shannonpark</u>: Consideration of this urban expansion area has been given with respect to the design of the proposed road project and also in relation to traffic figures as outlined in Chapter 5 of this EIS which refers to traffic and transportation.</p>

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	<p><i>infrastructure is required;</i></p> <ul style="list-style-type: none"> ▪ <i>A two lane approach to the Shannonpark roundabout from Ringaskiddy. This additional lane of around 70m will serve both left turning and right turning traffic and;</i> ▪ <i>Provision of two exiting northbound lanes to Cork that merge prior to the L6469 local road.</i> <p><u>City South Environs:</u> The City's south environs includes the suburban areas of Douglas incorporating Rochestown, Frankfield and Grange. The draft LAP sets out the guiding principles and associated zoning in respect this area noting that population growth and residential development will continue to be centred at this location. Issues relating to congestion associated with the Douglas area are noted and recommendations of the DLUTS are provided as a result. Two large residential zonings are located on either side of the proposed M28 (Objectives SE-R-06 and SE-R-08) which have followed through from the Carrigaline EALAP 2011. It is a proposed amendment to the draft LAP to increase the size of SE-R-08 located to the east of the M28 within the Maryborough Ridge residential area.</p> <p><u>Ringaskiddy:</u> The strategic aim for Ringaskiddy is to reaffirm Ringaskiddy's function as a strategic employment centre within the County Metropolitan Cork Strategic Planning Area and has developed into one of the most significant employment areas of the county. (Section 3.7.1). The LAP supports the port of Cork's proposals to expand its facilities in Ringaskiddy so that port centred operations and logistics can become more efficient through the accommodation of larger ships and so that port traffic can directly access the National Road Network without passing through the city centre. (Section 3.7.63)</p> <p>The draft LAP acknowledges that Cork Harbour is the second most significant port in the state. It is critical to the economic success of the south west region. The draft LAP notes that the Port of Cork is identified in National ports policy (NPP) as a port of National significance (Tier 1) and is proposed for inclusion in the TEN - T (North Sea - Mediterranean priority corridor in the European Union's Trans European Network – Transport). For inclusion in the core network, ports must enjoy significant volumes of freight and/or passenger traffic, have a high level of international connectivity and by 2030 be connected to the core European rail and road network. (Section 3.7.61) The draft LAP states that <i>one of the ambitions of this network is that interconnectivity – in the North and West of the corridor where accessibility from the island regions is the critical issue, there is a need to develop motorways of the Sea and to improve hinterland connections at the seaports.</i> (Section 3.7.62)</p>	<p><u>City South Environs:</u> The proposed road project has had consideration for the proposals within the DLUTS and the development strategy for this area.</p> <p><u>Ringaskiddy:</u> The proposed M28 will support the expansion of Ringaskiddy as the largest foreign direct investment employment centre outside of the GDA by opening up capacity of the road network to serve the port and serving this area which includes extensive industrially zoned lands. The proposed M28 will provide opportunities to implement the sustainable transport strategy along the existing N28 to increase and promote modal shift between Ringaskiddy and Carrigaline including a possible bus / cycle route along the existing N28 route.</p>

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	<p>Section 3.7.8 of the draft LAP notes that <i>‘the N28 is a critical piece of infrastructure and is sub-standard and is in need of upgrading. It also notes the consequences of the failure to upgrade the N28 will have severe competitive and economic implications’.</i></p> <p>Section 3.7.37 of the draft LAP notes the strategic importance of the N28. This section also notes that the new motorway will provide a greater capacity particularly for freight vehicles to and from the Port of Cork. The draft LAP identifies the importance of finalising the M28 project <i>as quickly as possible in order to bring certainty and assurance of commitment to existing and future investment in the Ringaskiddy area. This planned upgrade represents an important catalyst for the economic development of Cork And the South-West Region.</i></p> <p>Section 3.7.40 recommends exploring the feasibility of a new ferry service within Cork Harbour between Cobh and Ringaskiddy to reduce congestion within the South Environs.</p> <p>The following objectives of relevance relate to Ringaskiddy:-</p> <ul style="list-style-type: none"> ▪ <i>Objective RY-GO-01: Strategic Employment Area - Reaffirm Ringaskiddy’s focus on industrial and port related roles which reflects its status as a Strategic Employment Area.</i> ▪ <i>Objective RY-GO-03: Port of Cork - Facilitate the relocation of the Port of Cork’s container and bulk goods facilities to Ringaskiddy.....</i> ▪ <i>Objective RY-GO-04: Transport and Transportation - Facilitate the proposed M28 and protect the route corridor from inappropriate development.</i> ▪ <i>Objective RY-GO-05: Transport and Transportation - Upon completion of the M28, upgrade the existing N28 to facilitate the installation of bus priority and that a network of designated walking and cycling routes shall be established to provide safe, convenient and pleasant routes throughout the settlement and connecting to Carrigaline.</i> ▪ Objective RY-I-18: relates to a 92.67 hectare which is zoned for Port Facilities and Port Related Industrial Activities. This zoned land incorporates the Port of Cork and also the Proposed M28 Service Area. ▪ Objective RY-U-02 which relates to the M-28 Cork to Ringaskiddy Motorway Scheme seeks; <i>‘Finalisation of this route and development of the road will be subject to Environmental Impact Assessment and where necessary a Habitats Directive Assessment. Regard will be had in the design of the route to avoiding and mitigating impacts on sensitive environmental and heritage resources, as well as impacts on communities.’</i> ▪ At amendment stage of the draft LAP, a new zoning was included under RY-C-01 for 	

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	<p>the 'Provision of Primary School' (1.2 ha) at Barnahely in Ringaskiddy. It is intended that this zoning will facilitate the relocation of the Ringaskiddy National School currently located at Loughbeg.</p> <p><u>Seveso:</u> Section 3.7.35 of the draft LAP identifies Novartis Ringaskiddy Ltd., Pfizer Ireland Pharmaceuticals in Ringaskiddy and Smithkline Beecham (Cork) Ltd. located in Ringaskiddy/Curraghbinny as Seveso sites. [Other Seveso sites not mentioned include Hovione Ltd. and Carbon Group which are both located in Ringaskiddy].</p> <p><u>Landscape:</u> The landscape designations within the draft LAP are based on the CDP 2015.</p> <p><u>Flooding/Surface Water:</u> Volume 2 of the draft LAP includes a Strategic Flood Risk Assessment of the plan area and outlines the approach used in respect of flood risk management within the plan. The plan acknowledges that parts of Ringaskiddy are identified as being at risk of flooding and therefore consideration should be given to Objective RY-GO-08 and Policies FD-1 to FD-6 which relate to flooding.</p> <p><u>Heritage:</u> In terms of built heritage, each settlement chapter refers to protected structures and architectural conservation areas and other unique aspects of a settlements built and natural heritage where relevant. The plan identifies that there are two RPS structures within the development boundary of Ringaskiddy.</p> <p><u>Natural Heritage:</u> The Plan acknowledges that there are two conservation designations which directly impact on Ringaskiddy, namely, Cork Harbour Special Protection Area and the Monkstown Creek proposed Natural Heritage Area. It notes that the Cork Harbour Special Protection Area is an internationally important wetland site, regularly supporting in excess of 20,000 wintering waterfowl, which is of particular note as it supports an internationally important population of Redshank. (Sections 3.7.53 to 3.7.58) The draft LAP sets out that the Cork City Environs is situated adjacent to Cork Harbour Special Protection Area, Cork Harbour SAC and in proximity to the Great Island Channel SAC (Objective SE-GO-03) Environment Objective LAS 0-1 of the draft LAP provides protection for natural heritage and protected species, ecological corridors and refer to the requirement to undertake EIA and AA.</p>	<p><u>Seveso:</u> Seveso zones generally have exclusion zones of 1,000m. The Seveso establishments within the Ringaskiddy area have been considered within the Health Study in Volume 4 of the EIS.</p> <p><u>Landscape:</u> The landscape setting of the proposed road project must be taken into account. See section on landscape under CDP 2015 above.</p> <p><u>Flooding/Surface Water:</u> Consideration will be given to surface water issues within Chapter 9 of this EIS which deals with Hydrology and Drainage.</p> <p><u>Heritage:</u> While the draft LAP only refers to built heritage designations within particular settlements Chapter 15 'Cultural Heritage including Archaeology and Architectural Heritage' assesses the potential for any impact on the designations along the entire route.</p> <p><u>Natural Heritage:</u> The proposed M28 is in proximity to a number of designated areas. Given the site's location within the vicinity of protected sites, the necessary assessments have been carried out as part of this EIS and through the Appropriate Assessment procedures. Chapter 12 'Terrestrial Ecology and Chapter 10 Aquatic Ecology' and the NIS in Volume 3 are of direct relevance.</p>