

## 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 4<sup>th</sup> 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 4<sup>th</sup> April 2016 on the project website [www.n28cork-ringaskiddy.com](http://www.n28cork-ringaskiddy.com).

### 1.2.3 Advertising

An advert was placed in the Irish Examiner and Evening Echo newspapers on 26<sup>th</sup> March and the 2<sup>nd</sup> 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 clubs 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.

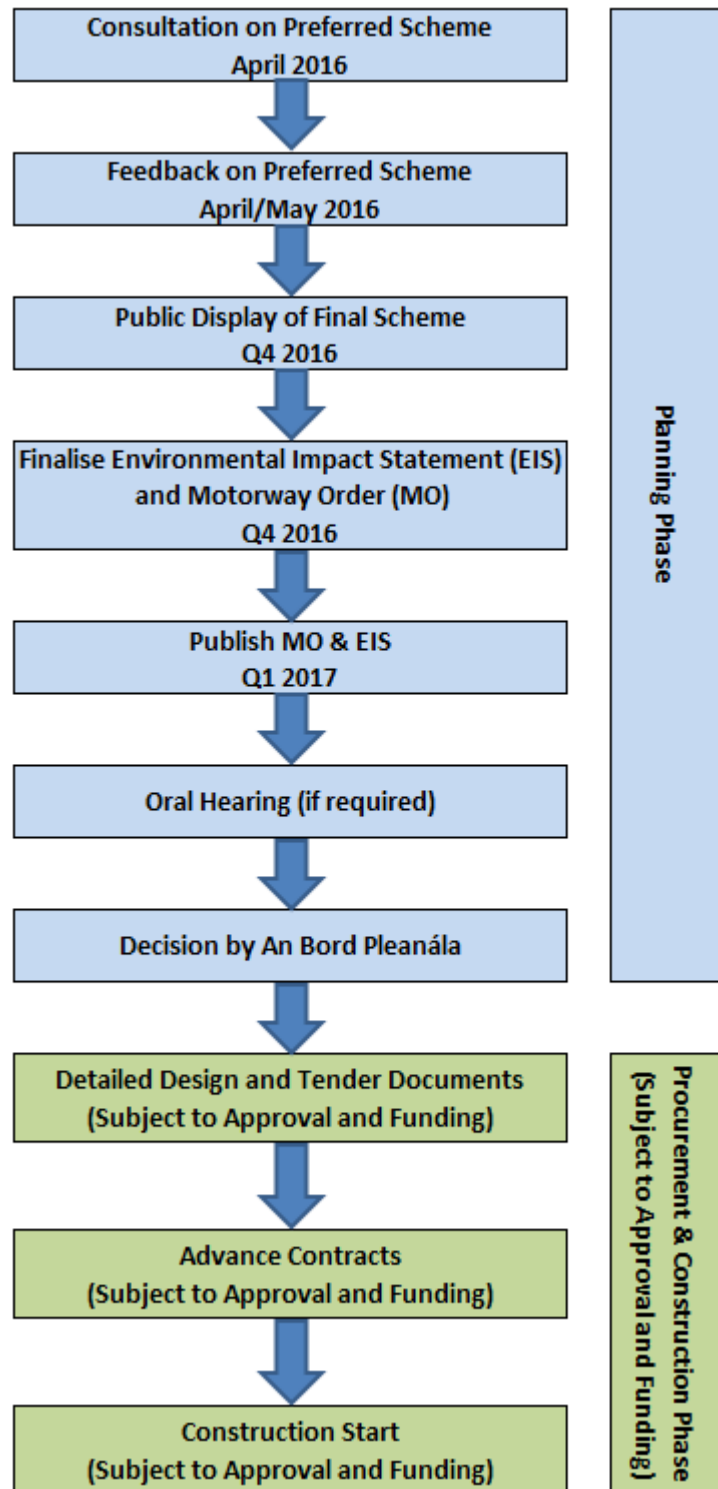
ABP may approve the scheme, approve with modifications or reject the scheme.

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 Notices



Public Notices



**CORK COUNTY COUNCIL**  
COMHAILLE CONTAE CHIRCEAL

## PUBLIC NOTICE

### M28 CORK TO RINGASKIDDY MOTORWAY SCHEME - PUBLIC CONSULTATION

The proposed M28 Cork to Ringaskiddy Motorway Scheme from Blumfield Interchange to Ringaskiddy Village is a large-scale infrastructure project and is currently at design stage.

Cork County Council, in partnership with Transport Infrastructure Ireland (formerly NRA), is holding public information days on the above project on the following dates:

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

The following information will be presented:

- The overall M28 scheme from the N40 South Ring Road to Ringaskiddy.
- The proposed junctions for the route.
- 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

MECHANICAL Maintenance Fitter required (MAMS and Pharmaceutical experience an advantage). 087-4436252

Taxi Driver needed full/part. Day/night. 087-4511190.

## Courses Section

### Courses

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## Personal Section



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Sabai Massage 28 MacCurtain St., Cork. Open 7 days. Ph: 087-3504329

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**Public Notices**



**CORK COUNTY COUNCIL**  
COMHAIRLE CONTAE CHORCAI

**PUBLIC NOTICE**

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Richmond, Glanmire, Co. Cork.  
Email: info@corkeo.ie

www.m28cork-ringaskiddy.com\*

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

**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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**Douglas GAA Club**

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**PETER BURKE**

Eng: John Russell

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Meal Dancing 4-6.30

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**Kades County**  
Gerrinstown Tel: 021-4880111

Tonight Sat

**DAVE REA 10-12.30**

SUN

**LIAM MANNERING**

9-11.30

WED

**MIDWEEK TEA DANCE 3-6**

with **DAVE REA**

NEXT SAT

**SAM O'DOHERTY**

Bus tour, anniversary or Birthday Parties with choice of menu including dancing €30

For the list of all our services visit

ARCH Ballroom Tallow. Friday 8th. Dancin' 9-12.

**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'Donovan

**TOGHER** Sun 2.30 S  
O'Driscoll v E Murray

Public Notices

Public Notices



**CORK COUNTY COUNCIL**  
COMHAILLE CONTAE CHORAL

**PUBLIC NOTICE**

**M28 CORK TO RINGASKIDDY MOTORWAY SCHEME - PUBLIC CONSULTATION**

The proposed M28 Cork to Ringaskiddy Motorway Scheme from Bloomfield Interchange to Ringaskiddy Village is a large-scale infrastructure project and is currently at design stage.

Cork County Council, in partnership with Transport Infrastructure Ireland (formerly NRA), is holding public information days on the above project on the following dates:

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

The following information will be presented:

- The overall M28 scheme from the N40 South Ring Road to Ringaskiddy.
- The proposed junctions for the route.
- 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, Glanmire, Co. Cork.  
Email: info@corkco.ie

www.n28cork-ringaskiddy.com\*

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