

volume 5a

Section 1 - Non-Technical Summary

M20 Cork - Limerick Motorway Scheme Environmental Impact Statement

transport21
progress in motion



April 2011



ARUP



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1 Non-Technical Summary

1.1 Overview

The M20 Cork – Limerick Motorway Scheme Environment Impact Statement consists of five Volumes, four of which were published in February 2010 and an additional volume, this Volume 5 *Further Information to EIS*, in April 2011. This Section 1 of Volume 5, deals with matters arising in the Non-Technical Summary, following on from correspondence received from An Bord Pleanála (ABP) dated 23rd December, 2010, whereby ABP requested alterations to the scheme and requested further information under Section 217 of the Planning and Development Act, 2000, as amended by Section 217B(4) of the Planning and Development (Strategic Infrastructure) Act, 2006 (i.e. ABP correspondence). The correspondence stated that in the consideration of the application, the Environmental Impact Statement and the submissions made at the Oral Hearing, An Bord Pleanála was invoking its power under Section 217 of the Planning and Development Act, 2000, as amended by Section 217B(4) of the Planning and Development (Strategic Infrastructure) Act, 2006 by requesting alterations to the scheme and by requesting further information to be submitted.

1.2 ABP Correspondence

A copy of the ABP correspondence is included in its entirety in Appendix 4.1.1, Volume 5b, Section 4. An extract of the main points for consideration is outlined as follows:

“The Board has considered the information submitted in the application and Environmental Impact Statement, and the submissions made at the oral hearing and in writing, and has decided to invoke the powers under section 217 of the Planning and Development Act, 2000, as amended by section 217B(4) of the Planning and Development (Strategic Infrastructure) Act, 2006, to require you to make the following alterations to the scheme and submit the following further information.:

- 1. The M20 Route does not propose a link to the town of Buttevant although a modified proposal was discussed at the oral hearing for a junction at Velvetstown, which could be provided within the existing land-take. However, the Board consider that this junction should be provided to serve Buttevant and Doneraile, and that this junction would be logically provided in the general vicinity of the intersection with the R522 regional road. Please submit a proposal for a junction with the R522 which will necessitate a full design of the junction and revisions to the EIS and to the Motorway CPO.*
- 2. The Board on the advice of its hydro-geological expert has identified two areas of particular concern, namely (a) Caherduggan North and (b) Ballynageragh. The relevant excerpt of the specific concerns of the Board are enclosed. You are required to respond to these two issues. It is considered that in relation to Caherduggan North additional investigation and site specific design measures may be necessary and in relation to Ballynageragh you are required to review available information and apply necessary revisions and mitigation measures to respond to the Boards concerns.*
- 3. In relation to noise, a number of properties adjacent to the current N20 national road are on a section of road where the existing route will be overlain by the proposed M20 motorway and where existing*

noise levels are high. The main areas impacted in this regard are south of Mourneabbey and in the vicinity of Anhid Cross. While it is acknowledged that improvements will accrue with regard to noise levels to many properties along the motorway, the Board has concerns that there should be no disimprovement to the individual properties. Please submit a full set of sectional drawings for the areas where existing properties are subject to high noise levels. You are required to submit additional analysis and mitigation measures for the worst affected houses. The noise model should be re-run incorporating low-noise surfacing and other mitigation measures.

4. While the M20 route provides a north – south bypass of Croom, it would appear that high levels of traffic will be experienced in some areas following completion of the proposed route. In particular the Board has concerns in relation to the high traffic figures submitted at the oral hearing for the link road at Caherass, north of Croom. An alternative layout for Caherass Cross involving a roundabout at this junction was raised at the oral hearing as a mitigation measure to prevent loss of trees at this location. A detailed design for the roundabout at this location and proposed traffic management measures to encourage traffic to use the realigned Croom By Pass road rather than the old N20 (Caherass Road) to reduce transferred traffic in this location is required.
5. While the Board notes that the motorway will be constructed as a Public Private Partnership additional information is required with regard to proposed deviation limits in terms of vertical and horizontal alignment of the road which would be imposed in the final design. In particular the Board has concerns that deviation would be limited in the vicinity of Mourneabbey and Anhid on line sections (as per item 3 above) and in relation to river crossings and the viaduct. Please submit proposed deviation limits.”

1.3 Introduction

This section sets out any amendments to the original text in Volume 1, Non-Technical Summary, plus any additional information to address the Board’s correspondence under the same headings as the original volume. This section follows on from Volume 1 of the M20 Cork – Limerick Motorway Scheme Environmental Impact Statement (EIS).

The following amendments are necessary to Section 0.1 Introduction arising from the ABP correspondence:

- a) Page 1, Section 0.1 (Introduction), Paragraph 1, Bullet point 1 reads:

“Nine grade separated junctions.”

This is replaced by the following text:

“Ten grade separated junctions.”

- b) Page 1, Section 0.1 (Introduction), Paragraph 2, Line 1 reads:

“The overall landtake will be c. 905 ha.”

This is replaced by the following text:

“The overall landtake will be c. 912 ha.”

1.4 Environmental Impact Assessment

No amendments are necessary to Section 0.2 Environmental Impact Assessment arising from the ABP correspondence.

1.5 Consultation

The following additional information is necessary to Section 0.3 Consultation arising from the ABP correspondence:

- a) Page 2, Section 0.3 (Consultation), Insert the following text after Paragraph 4:

“The M20 Cork – Limerick Motorway Scheme Environmental Impact Statement as published on February 25, 2010 is available at the following location:

http://www.corkrdo.ie/m20_cork_limerick_motorway_scheme_cpo.php.

An Oral Hearing was held by An Bord Pleanála in Charleville, Co. Cork in July 2010 at which the proposed scheme was discussed in a public forum. Following on from this, correspondence was received from An Bord Pleanála (ABP) dated 23rd December, 2010, Ref. 04.HA0027. Volume 5 is an additional volume to the original M20 Environmental Impact Statement and has been prepared to address the Board’s correspondence.”

1.6 Traffic

No amendments are necessary to Section 0.4 Traffic arising from the ABP correspondence.

1.7 Specialist Investigations

No amendments are necessary to Section 0.5 Specialist Investigations arising from the ABP correspondence.

1.8 Ecology

No amendments are necessary to Section 0.6 Ecology arising from the ABP correspondence.

1.9 Soils and Geology

The following amendment is necessary to Section 0.7 Soils and Geology:

- a) Page 5, Section 0.7 (Soils and Geology), Paragraph 3, second sentence:

“The material to be excavated from hillside cuttings is a natural resource and its use within the proposed road development will be maximised by utilising construction techniques that retain and/or enhance the compactibility of the material for use as fill.”

This is replaced by the following text:

“The material to be excavated from hillside cuttings is a natural resource and its use within the proposed road development will be maximised by utilising construction techniques that retain and/or enhance the compatibility of the material for use as fill.”

1.10 Groundwater

The following amendments are necessary to Section 0.8 Groundwater arising from the ABP correspondence.

1.11 Surface water

No amendments are necessary to Section 0.9 Surface Water arising from the ABP correspondence.

1.12 Climate

No amendments are necessary to Section 0.10 Climate arising from the ABP correspondence.

1.13 Socio-Economics

No amendments are necessary to Section 0.11 Socio-Economics arising from the ABP correspondence.

1.14 Landscape and Visual

The following amendments are necessary to Section 0.12 Landscape and Visual arising from the ABP correspondence:

- a) Page 9, Section 0.12 (Landscape and Visual), Paragraph 2, second sentence:

“Other significant but localised effects will occur along the length of the proposed road development, particularly in the construction of the junctions, most notably, Blarney, Rathduff, The Motorway Services Area Junction, Mallow South, Mallow East, Charleville, Bruree, Croom and Attyflin and also in terms of effects at Velvetstown; effects of the Ballyhea Viaduct; effects of the Motorway Service Area; and effects of embankments and deeper cuttings.”

This is replaced by the following text:

“Other significant but localised effects will occur along the length of the proposed road development, particularly in the construction of the junctions, most notably, Blarney, Rathduff, The Motorway Services Area Junction, Mallow South, Mallow East, Buttevant, Charleville, Bruree, Croom and Attyflin and also in terms of effects at Velvetstown; effects of the Ballyhea Viaduct; effects of the Motorway Service Area; and effects of embankments and deeper cuttings.”

- b) Page 9, Section 0.12 (Landscape and Visual), Paragraph 2, second-last sentence:

“In addition, proposed roundabouts at tie-ins to the existing N20 will also be illuminated, north of Mallow (N72 Link); south of Charleville (Charleville Link); and Bruff Line (O’Rourke’s cross Roundabout).”

This is replaced by the following text:

“In addition, proposed roundabouts at tie-ins to the existing N20 will also be illuminated, north of Mallow (N72 Link); south of Charleville (Charleville Link); Bruff Line (O’Rourke’s Cross Roundabout); and Caherass Roundabout.”

- c) Page 9, Section 0.12 (Landscape and Visual), Paragraph 3, first sentence:

“During the early operation stage before landscape mitigation has matured, significant visual effects will arise at 81 of the 574 assessed locations.”

This is replaced by the following text:

“During the early operation stage before landscape mitigation has matured, significant visual effects will arise at 86 of the 574 assessed locations.”

d) Page 9, Section 0.12 (Landscape and Visual), Paragraph 4, first sentence:

“Upon completion of the project and establishment of landscape mitigation measures the principal residual landscape and visual effects will arise east of Mallow where the proposed road development crosses the scenic Blackwater Valley; at Ballyhea where the elevated viaduct extends to over 500 metres in an open landscape and at 9 individual residential properties located along the line of the proposed road.”

This is replaced by the following text:

“Upon completion of the project and establishment of landscape mitigation measures the principal residual landscape and visual effects will arise east of Mallow where the proposed road development crosses the scenic Blackwater Valley; at Ballyhea where the elevated viaduct extends to over 500 metres in an open landscape and at 10 individual residential properties located along the line of the proposed road.”

1.15 Noise and Vibration

No amendments are necessary to Section 0.13 Noise and Vibration arising from the ABP correspondence.

1.16 Air Quality

No amendments are necessary to Section 0.14 Air Quality arising from the ABP correspondence.

1.17 Archaeology and Cultural Heritage

No amendments are necessary to Section 0.15 Archaeology and Cultural Heritage arising from the ABP correspondence.

1.18 Architectural Heritage

The following amendments are necessary to Section 0.16 Architectural Heritage arising from the ABP correspondence:

a) Page 12, Section 0.16 (Architectural Heritage), Paragraph 1 reads:

“Of the 43 sites, 17 are located fully or partially within the development boundary and will be subject to complete or partial removal, loss or severance of land, and loss of tree boundaries, screening wood belts and/or mature specimen trees. A further 26 sites or structures are located within the 50 metre buffer area and may be subject to potential construction disturbance or visual intrusion.”

This is replaced by the following text:

“Of the 43 sites, 18 are located fully or partially within the development boundary and will be subject to complete or partial removal, loss or severance of land, and loss of tree boundaries, screening wood belts and/or mature specimen trees. A further 25 sites or structures are located

within the 50 metre buffer area and may be subject to potential construction disturbance or visual intrusion.”

b) Page 12, Section 0.16 (Architectural Heritage), Paragraph 2 reads:

“Five of the 17 sites or structures within the proposed development boundary will be subject to significant effects. None of them enjoys statutory protection. Two of the 17 sites may be subject to moderate effects. Neither of these sites enjoys statutory protection.”

This is replaced by the following text:

“Six of the 18 sites or structures within the proposed development boundary will be subject to significant effects. None of them enjoys statutory protection. Two of the 18 sites may be subject to moderate effects. Neither of these sites enjoys statutory protection.”

c) Page 12, Section 0.16 (Architectural Heritage), Paragraph 3 reads:

“Six of the 17 sites will be slightly affected. None of these sites enjoys statutory protection.”

This is replaced by the following text:

“Six of the 18 sites will be slightly affected. None of these sites enjoys statutory protection.”

d) Page 12, Section 0.16 (Architectural Heritage), Paragraph 4 reads:

“Four of the 17 sites will be subject to imperceptible negative impacts. None of these sites enjoy statutory protection. A range of suitably designed mitigation measures will be effected at these sites.”

This is replaced by the following text:

“Four of the 18 sites will be subject to imperceptible negative impacts. None of these sites enjoy statutory protection. A range of suitably designed mitigation measures will be effected at these sites.”

e) Page 12, Section 0.16 (Architectural Heritage), Paragraph 5 reads:

“The 26 sites within the 50 metre buffer area, of which two enjoy statutory protection, may be subject to potential construction disturbance such as encroachment on demesne grounds or damage to boundary or curtilage walls owing to their proximity to the development boundary. In each case, precautionary measures put in place at the construction stage will prevent damage.”

This is replaced by the following text:

“The 25 sites within the 50 metre buffer area, of which two enjoy statutory protection, may be subject to potential construction disturbance such as encroachment on demesne grounds or damage to boundary or curtilage walls owing to their proximity to the development boundary. In each case, precautionary measures put in place at the construction stage will prevent damage.”

1.19 Material Assets - Agriculture

The following amendments are necessary to Section 0.17 Material Assets - Agriculture arising from the ABP correspondence:

a) Page 13, Section 0.17 (Material Assets – Agriculture), Paragraph 1 reads:

“The proposed road development will have a direct effect on 235 farms, summarised as follows: 48 farms (20.5%) Imperceptible; 41 farms (18%) Slight; 56 farms (23%) Moderate; 78 farms (33%) Significant; and

12 farms (5.5%) Profound. In total, the landtake of agricultural land will amount to 674 hectares, which is 9.2% of the directly affected area (7,316 hectares). The directly affected area is the total area of the parts of farms which are directly affected by the proposed road development. In addition to this, 111 new farm segments will be created where 93 farms are severed.”

This is replaced by the following text:

“The proposed road development will have a direct effect on 235 farms, summarised as follows: 48 farms (20.5%) Imperceptible; 38 farms (16.25%) Slight; 59 farms (25.25%) Moderate; 78 farms (33%) Significant; and 12 farms (5.5%) Profound. In total, the landtake of agricultural land will amount to 680 hectares, which is 9.3% of the directly affected area (7,316 hectares). The directly affected area is the total area of the parts of farms which are directly affected by the proposed road development. In addition to this, 110 new farm segments will be created where 92 farms are severed.”

1.20 Material Assets – Services and Non-Agriculture

The following amendments are necessary to Section 0.18 Material Assets – Services and Non-Agriculture arising from the ABP correspondence:

a) Page 13, Section 0.18 (Material Assets – Services and Non-Agriculture), Paragraph 2 reads:

“There are 146 non-agricultural properties directly affected by the proposed road development.”

This is replaced by the following text:

“There are 159 non-agricultural properties directly affected by the proposed road development.”

b) Page 14, Section 0.18 (Material Assets – Services and Non-Agriculture), Paragraph 3 reads:

“The proposed road development will require land take from 50 non-agricultural properties, including 33 residential properties, 10 commercial properties, 5 sites with planning permission, and 2 other non-agricultural properties.”

This is replaced by the following text:

“The proposed road development will require land take from 56 non-agricultural properties, including 38 residential properties, one disused forge, 10 commercial properties, 5 sites with planning permission, and 2 other non-agricultural properties.”

c) Page 14, Section 0.18 (Material Assets – Services and Non-Agriculture), Paragraph 4 reads:

“94 non-agricultural properties will have road bed purchased. Landtake of road bed only is required from 71 properties, 3 commercial properties and 1 property with planning permission. 23 properties include other lands as well as the road bed. Generally where existing access is affected, it will be reinstated or an alternative access provided.”

This is replaced by the following text:

“106 non-agricultural properties will have road bed purchased. Landtake of road bed only is required from 78 properties, 3 commercial properties and 1 property with planning permission. 28 properties include other lands as well as the road bed. Generally where existing access is affected, it will be reinstated or an alternative access provided.”

1.21 Waste Management

No amendments are necessary to Section 0.19 Waste Management arising from the ABP correspondence.

1.22 Summary of Significant Impacts

The following amendments are necessary to Section 0.20 Summary of Significant Impacts arising from the ABP correspondence:

- a) Page 15, Section 0.20 (Summary of Significant Impacts), Paragraph 1, Line 8 reads:

“Significant visual intrusion is anticipated at 9 properties.”

This is replaced by the following text:

“Significant visual intrusion is anticipated at 10 properties.”

1.23 Submissions and Oral Hearing

An application for approval of the proposed altered scheme will be made to An Bord Pleanála.

Written submissions may be made to An Bord Pleanála. Persons intent upon making a submission should refer to advertisements which will provide details of closing dates for submissions. Before making its decision on whether the proposed road development should be constructed, the Bord must consider the EIS, including the additional Volume 5 to the EIS, and any submissions made. In addition, where an oral hearing is held the Bord must consider the report and any recommendations of the Inspector holding the oral hearing.

1.24 Further Information

If you require further information about the project please contact: M20 Cork–Limerick Motorway Scheme Project Office, Mallow Business Park, Gooldshill, Mallow, Co. Cork (Phone 022-70200; Email info@n20.ie).

If you require further information about how to make a submission please contact An Bord Pleanála at: 64 Marlborough Street, Dublin 1 (Phone 1890-275175 (Lo-call) or 01-8588100; Fax 01-8722684; Email bord@pleanala.ie).

1.25 Viewing the EIS

Copies of the Environmental Impact Statement, Volumes 1 to Volume 5 are available in locations as follows:

- Cork County Hall, Carrigrohane Road, Cork;
- Limerick County Hall, Dooradoyle, Limerick;
- Cork National Road Design Office, Richmond, Glanmire, Co. Cork;
- Limerick National Road Design Office, Lissanalta House, Dooradoyle Road, Dooradoyle, Limerick;
- Blarney Area office, Tower Shopping Centre, Blarney, Co. Cork;
- M20 Design Office, Gooldshill, Mallow, Co. Cork;
- Charleville Area Office Charleville, Co. Cork; and
- Kilmallock Area Office, Kilmallock, Co. Limerick.

The EIS, Volumes 1 to Volume 5 has been made available on the following website:

www.corkrdo.ie

The EIS can be purchased on DVD for €10 or in hard copy as follows:

- Volume 1 – Non Technical Summary – €10
- Volume 2 – Main Text, Volume 3 – Figures, Volume 4 – Appendices – €400
- Volume 5a – Section 1: Non Technical Summary – €5
- Volume 5a, Section 2: Main Text, Volume 5b, Section 3: Figures and Section 4: Appendices – €100

Note: Volume 5 is available free of charge to all who already purchased a hard copy of the EIS.

For copies, please contact the Project Office (details above).

1.26 Figures to Non-Technical Summary

Figure 1.202 is replaced by Figure 1.1.202 to show inclusion of Buttevant Junction

Figure 1.204 is replaced by Figure 1.1.204 to show inclusion of Caherass Roundabout.