



N22 Baile Bhuirne - Macroom (Baile Bhuirne to Coolcour)

Environmental Impact Statement
Volume 1: Non-Technical Summary
October 2009



Cork County Council
Comhairle Chontae Chorcaí



N22 BAILE BHUIRNE – MACROOM

(Baile Bhuirne to Coolcour)

ENVIRONMENTAL IMPACT STATEMENT

VOLUME 1 NON-TECHNICAL SUMMARY

Document Title:	Environmental Impact Statement
Document Ref(s) :	NE02426/R9/1

Date	Edition/Rev	Status	Originator	Checked	Approved
October 2009	R9	Final	LC	TC	TC
			<i>LC</i>	<i>TC</i>	<i>TC</i>

This report has been prepared for Cork County Council, in association with the National Roads Authority, in accordance with the terms and conditions of appointment for consulting engineering services in connection with proposed national roads project N22 Baile Bhuirne – Macroom (Baile Bhuirne to Coolcour). McCarthy Hyder Consultants cannot accept any responsibility for any use of or reliance on the contents of this report by any third party.

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1 Introduction

1.1 General

This is the Non-Technical Summary (NTS) of the information contained within the Environmental Impact Statement (EIS) for the N22 Baile Bhuirne to Macroom (Baile Bhuirne to Coolcour) proposed road development. This NTS is divided into the following sections:

- Introduction
- Road Development Description
- Impact of the Road development
- The Way Forward

It has been prepared by McCarthy Hyder Consultants on behalf of Cork County Council and in association with the National Roads Authority (NRA).

The EIS documents the impacts that the road development would have on the environment should it proceed. This included the consideration of the effects on:

- Planning
- Socio-Economics
- Agricultural Land
- Landscape and Aesthetics
- Surface Water Quality and Drainage
- Ecology (flora, fauna and fisheries)
- Cultural Heritage
- Air Quality
- Noise and Vibration
- Non-Agricultural Land Use and Amenities
- Geology
- Hydrogeology
- Inter-relationships

1.2 The Requirement for an Environmental Impact Statement

The EIS has been prepared in accordance with the relevant national and European legislation relating to both road development and the need for the assessment of the effects of certain public and private projects on the environment. Relevant Guidelines, including the National Roads Project Management Guidelines and Environmental Planning Guidelines and the Environmental Protection Agency (EPA) Guidelines on the Information to be contained in Environmental Impact Statements (March 2002) and Advice Notes on current Practice (in the preparation of Environmental Impact Statements) (September 2003) have also been taken into consideration during the preparation of the EIS.

1.3 Public Consultation

The EIS has been prepared following consultation with statutory and non-statutory bodies, as well as local interest groups and the public. Consultation has been conducted throughout all stages of the road development from the identification of environmental constraints to the selection of the preferred route corridor and the development of the road development. The aim of the consultation was to inform the public of the extent of the Study Area and the constraints identified to date. The objective was also to give the public the opportunity to highlight aspects of local concern or special interest to be taken into account in the planning and design of the road development.

1.4 The Existing N22

The N22 is a National Primary route, which runs from Cork City to Tralee. The existing N22 route is a single carriageway passing through several towns and villages, including Macroom, Baile Mhic Íre and Baile Bhuirne. Sections of road with reduced width hard shoulders or verges are also present. The N22 is prone to congestion and traffic jams at peak hours. Along the existing N22, there are many at-grade accesses and junctions, which have reduced visibility for drivers. Overtaking opportunities along the route are limited because of landscape, traffic levels and the many curves and corners along the road.

1.5 Objectives of the Road development

In accordance with the National Development Plan and Transport 21, the main objectives of the N22 Baile Bhuirne to Macroom Road development are:

- Provide a high quality road for this strategic route.
- Provide a National Route with sufficient capacity and required level of service.
- Remove traffic congestion along the National Primary Route by removing bottlenecks.
- Reduce capacity deficiencies.
- Maintain existing roads for local traffic.
- Improve safety along the existing roads and at junctions/ accesses.
- Regulate and reduce journey times for long distance and local traffic.
- Minimise environmental and social impacts on the local residents and communities along the existing N22.

In addition, the road development will:

- Provide an adequate transport infrastructure, which will support trade, industry, & economic growth at a local, regional and national level.
- Improving the standard of the road network will enhance the reliability of the road transport system and reduce congestion and journey time variances.
- Remove national traffic from the roadside towns and villages improving the living conditions within these areas. In addition reducing high speed through traffic and noise and air pollution in these communities.
- Reduce road accident fatalities.

1.6 Development of the Road development

In 2001, MHC were commissioned to start the development of the road development by undertaking a Constraints Study and a Route Corridor Selection Study.

During the Constraints Study Stage, information was gathered on potential constraints within the Study Area, which could affect the design and location of the road development. Studies covered planning, ecology, landscape, cultural heritage, geology, surface water quality and drainage and agriculture. The studies involved consultation, desktop investigations and site visits.

Following the initial work carried out at the Constraints Stage, a number of provision concept alignment corridors were developed and a Preferred Route Corridor was identified based on an assessment of economic, engineering, environmental and operational factors.

Further to this, a Route Corridor Options Development Workshop and Public Consultations were undertaken on the recommended preferred route corridor resulting in some realignments and changes to produce the design of the road development.

Issues raised during Public Consultations and landowner meetings have been addressed during all stages of the road development.

1.7 EIA of the Road Development

The assessment of impacts, the prediction of environmental effects and the proposed mitigation measures are based on the design of the road development. The design and the environmental mitigation measures will be refined and developed during the detailed stage before construction. Strict contract requirements and close supervision will ensure that the detailed design, including environmental mitigation measures, will be of the required quality and meet the requirements set out in the EIS.

2 Project Description

2.1 Overview of the Proposed Road Development

The road development at present comprises of approximately 22km of dual carriageway with four junctions.

The proposed road development commences to the west of Baile Bhuirne, tying into the existing N22. The road development continues in an easterly direction across the Bohill River and then crossing to the south of the existing N22 in the townland of Cúil na Cathrach. The route then continues in an easterly direction south of the existing N22 until it crosses the existing N22 for a second time at Carrigaphooca. Continuing in an easterly direction the route crosses the River Foherish and passes to the north of Macroom. The road development then crosses the River Laney and River Sullane and rejoins the existing N22 south of Macroom, where it ties into a proposed roundabout at Coolcour.

The Preliminary Design will consist of:

- A total of four bridge crossings on the proposed road development: Bohill, Foherish, the Laney and the Sullane. The Foherish and the Laney crossing bridges will be clear span structures with their abutments set back a minimum of 5m from the riverbank edge. The Sullane crossing is proposed to be a two- span structure with a central pier in the river channel. The Bohill crossing will be a two span structure will no impact to the river channel. The Owengarve river will be diverted.
- Crossings of the proposed road development will be provided via road bridges and accommodation bridges. These structures will be provided as underbridges or overbridges.
- Accommodation roads will provide private means to link access points with the local road network.
- Provisions for drainage, traffic signs, road lighting (at junctions only) will be made in-line with national guidelines.

2.2 Traffic

A traffic survey and predictions of traffic levels have been undertaken for this road development. The traffic flow projections show that by 2012, traffic flows on the existing N22, to the west of Macroom and in the town of Macroom itself will grow to approximately 15,500 vehicles per day. Without the road development in place and with no improvements made to the existing N22:

- Traffic delays along the route would increase;
- Delays would result in increase in vehicle operating costs;
- The average number of annual accidents would increase;
- The increase in traffic on the existing N22 would give rise to an increase in noise and other impacts to local communities.

With the road development in place in 2012, the majority of traffic on the existing N22 will divert to the new route. In overall terms, the improvements in environmental quality in the towns and villages will be significant. The reduced

levels of traffic will particularly benefit cyclists and pedestrians. It is anticipated that when the road development opens in 2012, through-traffic flows will significantly decrease in Baile Bhuirne and Baile Mhic Íre, creating a more pleasant environment in these villages. The reduction in traffic in Macroom will improve the setting of the town and improve congestion along the main street.

3 Impacts of the Road Development

3.1 Construction

Subject to approval by An Bord Pleanála and other approvals, the construction of the road development is due to begin in 2010 and is anticipated to last approximately 2 years. During this period there will be beneficial impacts on the local economy as a result of employment and the use of local materials and facilities. There will, however, be localised temporary disruption on local communities resulting from the construction of the road, such as movement of construction vehicles, access to properties, noise and vibration from plant etc., which will be mitigated as far as possible by imposing working constraints within an Environmental Operating Plan. The Environmental Operating Plan will be put in place by the contractor before the start of the construction phase to ensure that best practise is employed for all the elements of work and to safeguard the environment. It will be the aim of the contractor to ensure no pollution or siltation occur in the crossed rivers and streams. Further impacts associated with construction activities are described within the following specific subject areas.

3.2 Plans and Policies.

The road development is in line with the relevant national and local planning strategies. These include the National Development Plan 2007 – 2013 Transforming Ireland, A Better Quality of Life for All; the National Spatial Strategy for Ireland 2002-2020: People, Places and Potential; the Department of Transport - Statement of Strategy 2005 – 2007; and, Transport 21. The road development will have a positive impact on Plans and Policies.

3.3 Socio-Economics

The overall benefit of the road development will be the increased accessibility that the road development will bring to the area. This will significantly increase the potential for further economic development, including tourism.

Macroom, Baile Bhuirne and Baile Mhic Íre are all located on the N22 National Primary Route. This has implications in terms of traffic congestion, traffic encroachment into shopping districts and residential areas, delivery problems, and noise and air pollution.

The reduction in congestion on the existing N22 will significantly improve residential and environmental amenity, improve safety and help enable further development. However, the road development is likely to have a negative impact on existing businesses, such as filling stations and restaurants, which rely significantly on passing trade. Mitigation measures such as road signage will be necessary to limit the impacts. There will be some landtake from a haulage yard at the Gurteenroe Junction. This will be a slight negative impact to the business. Overall there will be Moderate Positive socio-economic impact as a result of the road development.

3.4 Agricultural Land

The proposed road development will affect 72 farms. Of these 12 are dairy farms, 54 are Other Grazing Livestock farms, 1 is a mixed crop and livestock farm, and 4 are categorised as other farms (forestry, equestrian or dog rearing enterprises).

The agricultural land take required for the construction and operation of the road development is approximately 182 ha. The loss will not be significant at a national or county level.

Forty farms are affected by severance (56% of all farms along the proposed road development).

Temporary impacts will occur during the construction phase, including temporary noise and dust generation through earthworks activities and transportation of materials. Alterations to access arrangements during the works will be discussed with the landowner in advance. Any field drainage systems affected will be reinstated as part of the accommodation works. Construction works may temporarily affect surface water sources used for agricultural purposes. Mitigation measures for surface water sources will be carried out. If a water supply is affected during construction, an alternative water supply will be provided. The Contractor will employ measures to prevent the spread of dust and mud onto public roads.

Liaison between the Contractor and farmers during the works will also minimise difficulties caused by the restriction of access to severed land parcels.

Access tracks will provide landowners with access onto the local road network, access between multiple land parcels severed by the road development and avoid the requirement for direct access onto the road development. Access tracks will be provided where necessary to link access points with the local road network or as a means of crossing the mainline. Other small parcels of severed, landlocked land will be acquired through the Compulsory Purchase Order process.

Overall, there will be a significant negative impact on farms affected.

3.5 Landscape and Aesthetics

The road development will pass through a rural landscape with numbers of local hills, enclosed by hedges, rocky outcrops and woodland clumps and the Sullane river. The area is crossed with narrow lanes, and side roads connecting a scattered settlements. The majority of areas are of Good and Very Attractive landscape value, there is also an area designated as 'Scenic Landscape'.

The road development will, however, improve the general environmental quality of the town of Macroom and the settlements of Baile Mhic Íre and Baile Bhuirne by reducing traffic volumes passing through these areas.

There will be 66 residential groups receptors that will experience a significant adverse visual effect due to the potential daytime effects of the road development. The majority of property groups (249) are considered to receive only minor or no impacts as a result of the road development on opening. The level of the impact will be reduced as the proposed landscape planting becomes established.

As a result of the proposed road development lighting and vehicle headlights along the road development, there will be an impact to 68 property groups on road opening. This impact will also be reduced as proposed landscape planting becomes established.

3.6 Surface Water Quality and Drainage

There are a number of surface water features within the study area of very high water quality. The Rivers Foherish, Laney, Sullane, Bohill and Owengarve are the main watercourses to be affected. Any impacts on waterbodies during construction will generally be temporary. Impacts on the water quality of the main rivers can be mitigated such that the residual impact is judged to be of low significance. The strict mitigation measures will be put in place to control water quality impact with the diversion of the Owengarve River.

There will be an overall minor beneficial impact on water quality as a result of the proposed road development. This is because no measures to treat run off from the existing N22 and as the majority of traffic will divert to the road development there will be less pollutants and less risk to the watercourses in the area.

Flood risk studies have been undertaken for these rivers and show that the road development will not significantly change the current flooding situation in the area. Strict mitigation measures will be in place to ensure to water quality impact during the construction of the road and when the road development is in operation.

There will be no significant changes in the extent of flooding as a result of the proposed road development. There will be no additional flood risk to any properties or infrastructure.

3.7 Ecology (flora, fauna and fisheries)

There are no designated sites directly impacted by the road development.

There are 25 Sites of Ecological Interest (SEIs) ranging from local importance, national importance, moderate, low and high value. Of national importance are the River Sullane, River Laney, and the Foherish River all having significantly important bankside vegetation. Local importance with moderate value includes the Sullane Delta wetland area with habitats for waterfowl with riparian woodland and deciduous woodland. Local importance with high value including the Glanarig Woodlands with semi-natural habits with Sessile Oak.

As well as direct impacts in terms of habitat loss and resultant habitat fragmentation, there is potential for indirect impacts outside the land take area of the proposed road development. The most likely indirect impacts of the proposed road development on ecological features are air pollution impacts and hydrological impacts. It is possible that indirect hydrological impacts, in the form of alterations to surface water patterns, may have impacts on wet grassland areas outside the land take of the road development in these areas.

There is one bat roost identified as being demolished as a result of the road development. This is a roost of approximately 5 brown long-eared bats in an agricultural shed at chainage 1,900, which will be demolished. The study area is of considerable importance to a range of bat species, including lesser horseshoe bats and seven other species of bats. Measures will be implemented to safeguard any bats roosting within trees and to mitigate for loss of roost sites, foraging habitat and flight paths. Compensatory planting of hedgerows and tree lines has been incorporated into the landscape proposals and will help replace flying and feeding corridors severed by the route. Bat roosting boxes will be erected in appropriate locations to compensate for the loss of roosting sites.

Other protected mammal species, which have been identified within the vicinity, include Badger; Otter; Red Deer; Red Squirrel, Sika deer; Hedgehog; Pygmy shrew and Irish (mountain) hare. Potential impacts of these mammal species include, habitat loss; increased risk of road casualty; habitat fragmentation; the loss of holts, potential holt sites, couches and food resources; disturbance; and effects resulting from deterioration in water quality. Mitigation measures for the three badger setts that will directly be affected include exclusion of impacted setts, provision of underpasses and badger fencing where appropriate. Culverts and bridges are designed and constructed in such a way that otters are not deterred from passing along watercourse that path beneath the proposed road development. Otter-proof and deer fencing is provided to deter or prevent these mammals from gaining access to the road carriageway.

The following bird species are those recorded in the vicinity of the road development that are of high conservation concern: Hen Harrier; Barn Owl, Merlin; Lapwing; Curlew, Black-headed Gull and Kingfisher. Wherever these birds are present, suitable mitigations measures will be implemented to prevent any impact upon the population.

Surveys have shown that Cascade Wood and the area of the road development to the north of Ballyvourney supports a large number of the European protected Kerry slug species. Mitigation measures will be undertaken to minimise the impact to the species.

There will be a direct loss or impact on aquatic and riparian habitat at watercourse crossing points during the construction phase. The road development is within the catchment of the River Sullane. The rivers Laney, Foherish and Bohill will be crossed by bridges. The bridges will be clear span and there will be no construction works in the river. The crossing of the River Sullane will require a bridge with a pier and so in stream works will be undertaken. Other impacts to water bodies include a diversion of the Owengarve River, a crossing of the Inishcarra Reservoir and a number of other minor watercourse crossings as part of the road development. The water quality of the area is very high and supports salmon, trout and a wide range of species including the Freshwater Pearl Mussel,

which is European protected and an endangered species. Any works affecting water bodies will be strictly controlled to minimise the impact to the water quality of the area.

The ecological and fisheries value of the watercourses will be maintained through sensitive design and construction methods. The Contractor will prepare and maintain an Environmental Operating Plan (EOP) in-line with the NRA guidelines. All works will be conducted in consultation with the relevant Fisheries Boards including South Western Regional Fisheries Board. This will assist in preventing, managing and/or minimising significant environmental impacts during the construction phase. A number of compensation measures have been suggested to minimise the overall impact of the proposed road development.

3.8 Cultural Heritage

There are a total of 12 recorded (RMP) sites that will be adversely impacted on by the proposed road development. There are two recorded (RMP) sites (possible ringfort AH 8 and fulacht fiadh AH 12) that will be directly impacted on by the road development. (A possible souterrain may also be directly impacted).

Located in the townland of Bealick (AH 34), there is a stone row, thought to mark the spot of a 10th century battle involving Brian Boru. The row will not be physically impacted on by the proposed road development and the area has been subject to archaeological testing; nothing of archaeological significance was discovered.

Within the area adjacent to the road development, there are 2 sites classed as National Monuments in State Care (Carrigaphoooca Castle AH 21 and stone circle AH 22). The castle itself is located over 200m to the south of the route and the stone circle is also located over 150m from the proposed route. The impact to the setting of these sites will be minimised as far as possible with appropriate landscape planting.

During the course of this assessment, Areas of Archaeological Potential and Sites of Archaeological Potential were identified. These are sites and areas that are not recorded but have been identified by the assessment team. Based on the assessment, appropriate mitigation measures have been proposed for these sites.

The IRA ambush site occupies a position either side of the existing N22 within the townland of Cúil na Cathrach. The site consists for the most part of rocky outcrops looking down onto the existing N22. The proposed route will impact on the western edge of the site, passing to the west of the monument that was erected to commemorate the battle and avoiding the main area of engagement. To mitigate against the adverse impact that the route will have on the site, it has been recommended that a full metal detector survey be undertaken within the ambush area, along with a topographical survey, to map the various outcrops. The metal detector survey should be carried out under licence to the Department of Environment, Heritage and Local Government, in consultation with the National Museum of Ireland and the Project Archaeologist.

There are 35 Built Heritage sites located in or partially within the proposed CPO of the route. None of these directly affected sites are listed within the Record of Protected Structures for County Cork or have statutory protection.

Mitigation measures, both at pre-construction and construction phase, will be undertaken as directed by the Architectural Advisory Unit of the Department of the Environment, Heritage and Local Government, in compliance with national policy guidance and statutory provision for the protection of the architectural, archaeological and cultural heritage.

3.9 Air Quality

The main impact on air quality during construction is dust generation. The construction activities are classified as major and there are 211 properties identified within 100m of the road development that may have significant dust impacts, in the absence of mitigation measures. The extent of any construction air quality impacts will be limited to the duration that any section of the road is being constructed.

The impact on air quality due to emissions from heavy vehicles associated with the construction work is unlikely to cause a significant deterioration of ambient air quality.

The proposed road development will not result in any significant air quality impacts. All levels are within the standards set by Air Quality Standards Regulations. As traffic will divert from the existing N22 to the proposed road development, there will be an improvement in air quality for a large number of properties. There will, therefore, be an overall improvement in air quality following the development of the road development.

3.10 Noise and Vibration

Baseline monitoring surveys have shown that properties that front the existing N22 are currently exposed to high traffic noise levels. This is due to their close proximity to the road and the traffic flows. The proposed road development will remove the majority of traffic from the existing N22 and will have a beneficial impact on these properties.

All construction noise will comply with appropriate guidelines and mitigation measures, as detailed in the Environmental Operating Plan (such as selection of appropriate plant, phasing of construction activities, use of screens and enclosures around noisy activities, restrictions on working hours etc.) will be implemented. By the nature of the works this impact will be temporary.

Due to ground conditions there may be some use of explosives during the ground excavation/construction process. In general, the use of explosives is liable to give rise to vibration. A number of sensitive properties have been identified and these will be surveyed prior to construction.

A total of 16 residential properties will require noise mitigation. Based on the current road design and likely noise mitigation measures there will be 2 properties that will exceed the noise levels set out by the NRA for national road schemes. Of the 162 properties assessed, 98 will experience a positive impact in terms of a quieter noise environment.

3.11 Non-Agricultural Land Use and Amenities

The Preliminary Design has minimised the requirement to demolish property. However, it will require the acquisition of one derelict property and one non-residential agricultural property used for storage, resulting in a moderate adverse impact. Two inhabited properties will be acquired and will result a severe adverse impact.

There will be moderate adverse impacts to 6 residential properties, with 35 residential properties experiencing minor adverse impacts. The Preliminary Design has largely avoided land- take from commercial property. Only one yard used by a haulage company will be impacted by the road development. Community, recreation and amenity areas are unaffected.

Four local roads are to be severed by the proposed road development and alternative routes will be provided.

During the construction phase access will be maintained to properties. Landowners will be consulted and informed on the timing of works. A Construction Management Plan and Environmental Operating Plan will be in place for the construction works and phasing to ensure minimum disruption to traffic on existing roads.

Where access to residential properties from public roads is affected by the Preliminary Design, alternative access arrangements will be provided at an appropriate location.

Overall there will be a minor adverse impact to non-agricultural land use and amenities.

3.12 Geology

The existing geology, soil conditions and the geo- environmental setting of the existing highway boundary and the study area have been considered.

There are no known sites of potential geological heritage or protected geological areas in the vicinity of the route. There are a number of possible sources of contamination within the study area. These include the former Shanakill landfill that is situated to the south-east of Macroom along the existing N22 and the Macroom Iron Foundry that was located behind Bealick Mill.

The overall environmental value (sensitivity) of the various geological attributes within the study area is considered low and the magnitude of impact or degree of change due to the road development on the attribute is considered to be 'negligible'. The overall significance of the road development on geology is considered to be neutral.

3.13 Hydrogeology

Overall, the proposed road development has a negative impact on the local groundwater conditions. Adverse impacts of the proposed road development may result during the construction of road cuttings, from temporary dewatering works, drainage design and from contamination during construction. However, as the bedrock aquifer is not a principal aquifer unit in Ireland, small local impacts may be tolerated assuming the residual impacts on groundwater receptors are minimised. Although groundwater quality can be adversely impacted by many aspects of the road development, this can be mitigated for by use of appropriate pollution control measures.

3.14 Inter-relationships

Any significant development in terms of scale or geography has the potential to affect a wide range of environmental factors, many of which are inter-related. In terms of the road development there are numerous interactions between the various subject areas. These interactions have been incorporated into the mitigation measures.

3.15 Mitigation Commitments

During the EIA process extensive mitigation measures have been developed to minimise potential impacts of the construction and operation of the road development. The mitigation measures cover all subject areas discussed above. The mitigation ranges from further investigation during the Detailed Design stage, to ecological checks immediately prior to construction phase, fencing requirements, dust control measures during construction, and mitigation such as landscaping and drainage for the operation of the road development.

3.16 Summary

Overall, the Environmental Impact Assessment (EIA) process has determined that the road development will not have a major adverse impact on the existing environment. Where potential impacts have been identified as significant, appropriate mitigation measures will be employed in order to eliminate or minimise adverse effects. Mitigation measures will be developed further and finalised as part of the Detailed Design stage.

4 The Way Forward

4.1 Objections and the Oral Hearing

An application for approval of the proposed development will be made to An Bord Pleanála under Section 51 of the Roads Act, 1993 (as amended by the Planning and Development Act 2000).

Written submissions may be made to An Bord Pleanála and objections must be made within 6 weeks of the publication date of the EIS and CPO. Before making its decision on whether the proposed road development should be constructed, the Bord must consider 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.

4.2 Further Information

If you require further information about the project please contact the N22 Baile Bhuirne to Macroom Project Engineer at:

Cork County Council
National Roads Office
Glanmire
Cork
Tel: 021 4821046

If you require further information about how to make an objection or information on the oral hearing please contact An Bord Pleanála at:

64 Marlborough Street,
Dublin 1.

Phone: 1890 275 175 (Lo-call) or (01) 858 8100

Fax: (01) 872 2684

Email: bord@pleanala.ie

4.3 Viewing the EIS

Copies of the Environmental Impact Statement will be made available in local locations as follows:

- Cork County Council, County Hall, Carrigrohane Road, Cork;
- Cork County Council National Roads Office, Richmond, Glanmire, County Cork
- Cork County Council, Macroom Area Office, Town Hall, Macroom, County Cork

(All on working days between the hours of 9.30 and 1.00pm and between 2.00pm and 4.30pm)

The EIS will also be made available at Leabharlann Baile Bhuirne, Baile Mhic Ire, Contae Chorcaí, during the following opening hours:

Tuesday 10.00am to 1.00pm and 2.00pm to 6.00pm

Thursday 2.00pm to 7.00pm

Friday 10.00am to 1.00pm and 2.00pm to 6.00pm

Saturday 10.00am to 1.00pm

(Closed on Saturday of bank holiday weekends)

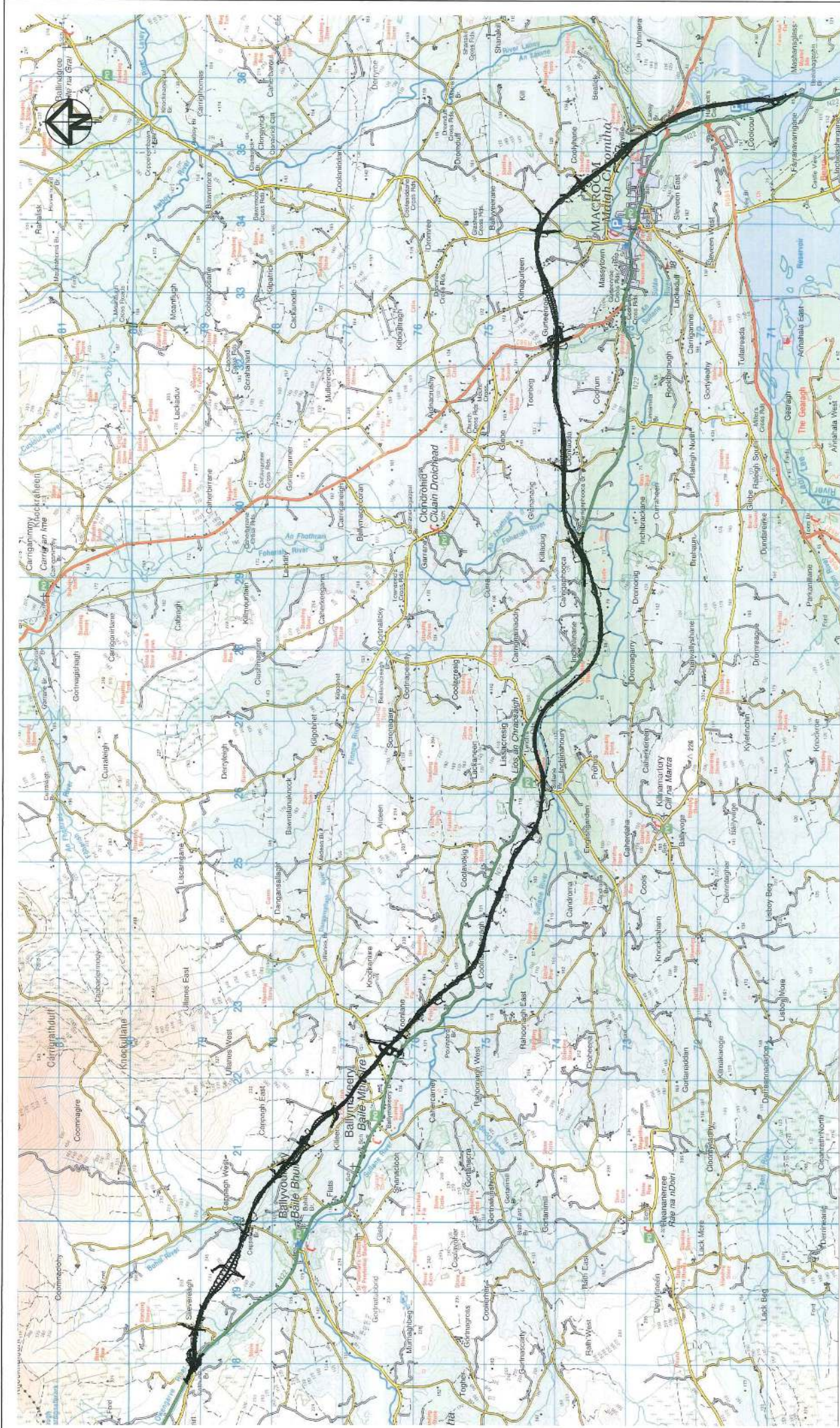
The EIS will be made available on the Cork County Council website.

The EIS are can be purchased on CD for €5 or in hard copy as follows:

- Volume 1 – Non Technical Summary – €10
- Volume 2 – Main Text – €55
- Volume 3 – Drawings – €350
- Volume 4 – Technical Reports – €250

For copies, please contact:

The N22 Baile Bhuirne to Macroom Project Engineer
Cork County Council
National Roads Office
Glanmire
Cork



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DATE: 15/05/2014
 SCALE: 1:50000
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**N22 DAILE BHUIRNE - MACROOM
 (BAILE BHUIRNE TO COOLCLOYER)**

FIGURE 1.1
 LOCATION PLAN

DATE	BY	REVISION
11/05/14	SP/TL	FINAL ISSUE
13/05/14	CF/PL	FOR TENDERS
14/05/14	CF/PL	FOR TENDERS

NRA
 National Roads Authority

NDP
 National Development Plan - 2013-2017

CORK COUNTY COUNCIL
 County Hall
 Cork

West Cork Area, Co. Cork, K12 2R2
 County Council

Department of Transport
 Air Route Network

transpore21
 progress in motion

PROPOSED SCHEME

PERMANENT FENCING