

October 2023

Rev. 1.2

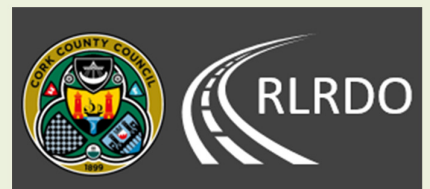
Part 8 Planning Report



Project Title:

L2473 Ballinrea Cross Roundabout

Planning & Development Act 2000 (as amended) - Part XI
Planning & Development Regulations 2001 (as amended) - Part 8



**Regional & Local Roads
Design Office**

Document Info Sheet

Project Title	L2473 Ballinrea Cross Roundabout
Document Title	Part 8 Planning Report
Filename	2023_P8_00_00_10_Planning Report_Rev1.1.docx

Document Revision History

Revision	Date	Originator	Checker	Approver	Description
Rev 1.0	16/08/2023	AL	-	-	First Draft
Rev 1.1	02/10/2023	AL	-	-	Rev 1
Rev 1.2	05/10/2023	AL	-	-	Rev 2

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¹ Contents in accordance with the requirements of the Planning and Development Act 2000 Part XI S.179(3)b

1. Introduction

Ballinrea Cross Junction is located on the outskirts of Carrigaline, Co Cork approximately, 2 kilometres northwest of Carrigaline town centre and 9 kilometers southeast of Cork City Centre. The junction connects Ballinrea Road and the L2473. The Ballinrea Road is a local commuter route from Donnybrook in Cork City to Carrigaline. The L2473 is a loop Road that provides local access around Carrigaline's northwestern community. The junction is currently in a rural environment and is surrounded by Greenfield sites the low population area.

The proposed scheme aims to enhance safety and address issue of poor visibility on the approach to the junction. The preferred option for Ballinrea Junction has been designed in accordance with the relevant standards; this report has been prepared in accordance with DN-GEO-03030 Guidance on Minor Improvements to National Roads and approval is sought to proceed to Phase 4 - Statutory Processes.

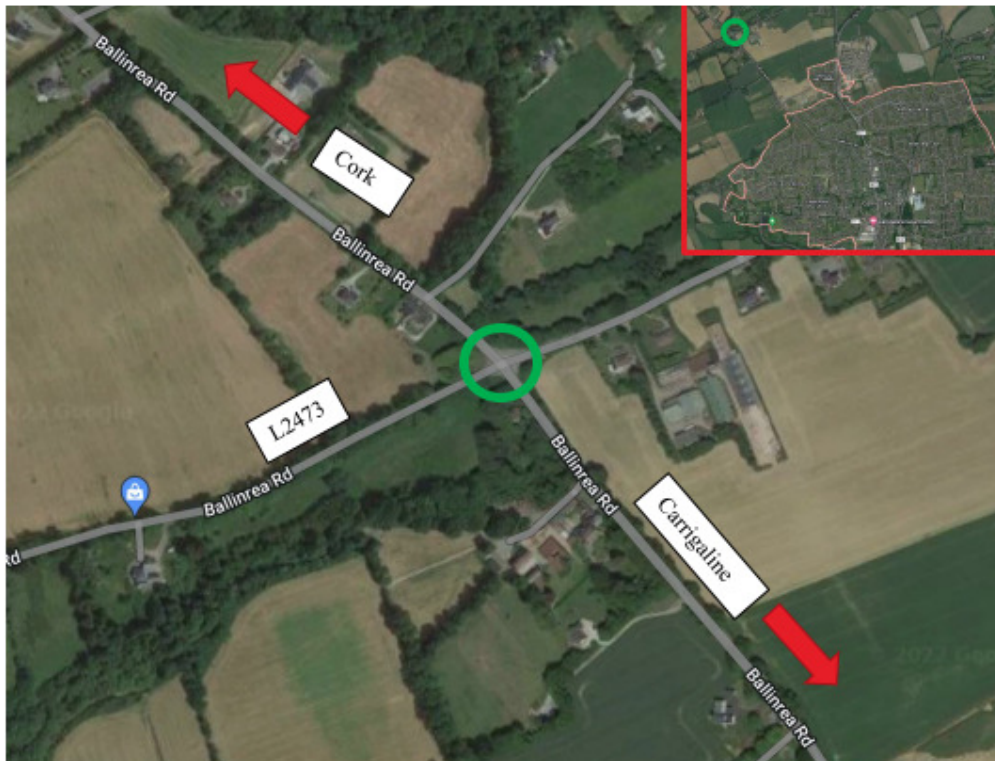


Figure 1 Location Map

This report will discuss the following aspects:

- Identify specific objectives of the proposed scheme
- Describe the existing conditions in terms of traffic volumes and geometry
- Analysis of potential environmental and archaeological impacts
- Description of the main geometric features of the proposed scheme and constraints
- Provide preliminary design drawings layouts

1.1 Scheme Objectives

The primary objective of this scheme is to enhance visibility as vehicles approach the junction leading to improved safety for road users. Junction visibility is a particular concern for vehicles traveling from Carrigaline (Southern Approach) and from the western approach to the existing junction drivers traveling from the southern direction face limited visibility to their left due to elevated road and the lack of a verge. Similarly, vehicles approaching from the West experience limited visibility because of a substandard vertical alignment.

1.2 Collision History

From 2000 to 2017 seven minor collisions and three cases of serious injury were recorded at the junction. No deaths occurred at the scheme in the range of time analyzed. Upon reviewing the collision data it is evident that the majority of incidents resulted in material damage.

2. Part 8 Planning Process

Section 179 of Part XI of the Planning and Development Act 2000, (as amended); and Part 8 of the Planning and Development Regulations 2001, (as amended) set out the requirements in respect of certain classes of development by or on behalf of local authorities. Part 8 of the Regulations comprises 7 Articles – 79 to 85. Article 80(1) lists the type of Developments to which Part 8 is required. The proposed road development is covered under the above article.

2.1 Site Notices

In accordance with the Article 81 the Local Authority shall:

- (a) give notice of proposed development in a newspaper;
- (b) erect site notices on the land on which the proposed development would be situated.

Cork County Council Published a notice of the proposals in the **Irish Examiner** on **Friday 6 October 2023**.

Two site notices were erected at two locations in the study area and will be maintained for the duration of the submission period. A copy of the Advertisement/Site Notice is attached (Appendix A).

2.2 Planning Consultations

Article 82(3) prescribes Statutory and Non-Statutory bodies to which a local authority should send notice of proposed development. These are summarised in the Appendix B: Notification of Statutory Consultees.

2.3 Part 8 Planning Documents

The following is the list of Part 8 Planning documents contained in this application:

- Part 8 Planning Report (this document);
- Senior Planners Report;
- Report for the Appropriate Assessment Screening Report and Determination (Appendix C); and
- Preliminary Design Drawings (as listed below, and Appendix D);

Drawing Number	Drawing Title	Revision
L2473-LM-01	Location Map	D1
288984-ARP-O-XX-H-CH-000001	Plan and Profile – Ballinrea Cross Roundabout – Sheet 1	P-02
288984-ARP-O-XX-H-CH-000002	Plan and Profile – Ballinrea Cross Roundabout – Sheet 2	P-02
288984-ARP-O-XX-H-CH-000003	Typical Cross Section	P-02

2.4 Submission Process

Cork County Council is required to make **full plans and particulars** of the proposed development available for inspection. These will be available from **Friday, 6th October** until **Friday, 10th November 2023** online **at the Planning section** on Cork County Council website (www.corkcoco.ie) and also at the following locations:

- County Hall, Carrigrohane Road, Cork, T12 R2NC;
- Carrigaline Municipal District Office, Church Road, Carrigaline, Co Cork, P43 E281.

Alternatively, a hard copy of the documents will be posted on request by emailing part8.rlrdo@corkcoco.ie or by writing to: Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335.

Submissions or Observations can be made:

1. Using an **online submission form** at www.yourcouncil.ie; or
2. By sending an email to part8.rlrdo@corkcoco.ie; or
3. By sending a letter to **Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335.**

All emails and letters must reach the Senior Engineer **on or before 4pm on 24th November 2023.**

All submissions must include a contact name and address. Submissions made as part of the process are to be accessible at the request.

Any submissions or observations received by the Council are considered in the Part 8 Chief Executive's Report which is prepared and presented to the Councillors for adoption. The Chief Executive's Report lists those who made a submission together with the summary of their points made in the respective submission. The Report addresses each point and forms the local authority's response.

Arising from consideration of the representations, the Chief Executive's Report sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal. It is then a matter for the members of the Council (i.e. the Councillors) to grant or refuse planning.

3. Nature and Extent of Proposed Development

3.1 Project Context and Existing Conditions

Both Ballinrea Road and the L2473 have a posted speed limit of 80km/hr each. However, as drivers approach the junction, the speed limit is reduced to 60km/hr on both roads.

The available survey information confirms that both Ballinrea Road and L2473, have sub-standard horizontal and vertical alignment.

North – South Approaches: When traveling from South to North, the horizontal geometry of the Ballinrea Road at the junction location features an approximate left-hand side horizontal radius of 180m with relatively flat vertical alignment with a 2% gradient on the approach to the junction and 5% in junction area. On the northern approach to the existing junction, the horizontal alignment is straight or nearly straight. However, the vertical alignment is steep, with a 6% gradient on the approach to the junction and approximately a 3.5% gradient at the junction location.

West – East Approaches: The L2473 horizontal alignment includes an approximate radius of 255m on the Western approach to the junction. The vertical geometry of Western approach to the L2473 consists of a 6% gradient sloping towards the junction followed by a crest curve of 300m. It further has 600m crest curve on its approach which appears to be sub-standard and does not meet the visibility criteria. On the Eastern approach to the junction the existing road is nearly straight. The vertical alignment on the Eastern approach has a gradient of 1% at the junction followed by a vertical sag curve of an approximately 500m radius.

The current cross section of the Ballinrea Road consists of a single carriageway without hard shoulders. The width of the carriageway ranges between 5.5m and 6m. Similarly, the cross section of the L2473 is approximately 5m to 6m wide. There are ditches on along both roads, for over the edge drainage. The road boundary is not marked and adjoins agricultural land and properties.

The existing crossfall on the Ballinrea Road varies between 2.5% and 5%, while on the L2473 road, it varies from 1% to 3%. The available survey does not identify any superelevated areas on any of the approaches to the existing junction.

On the Ballinrea Road, North-South approaches, the desirable Stopping Sight Distance (SSD) of 90 m as per DN-GEO-03031 is achieved.

On the L2473, Western Approach, the visibility does not achieve the desirable minimum requirement as per DN-GEO-03031 due to the vertical crest at the junction.

3.2 Project Objectives

The purpose of the scheme is to enhance visibility as vehicles approach the junction, leading to improved safety for road users. Junction visibility is a particular concern for vehicles travelling from Carrigaline (Southern Approach) and from the western approach to the existing junction drivers traveling from the southern direction face limited visibility to their left due to the elevated road and the lack of a verge. Similarly, vehicles approaching from the west experience limited visibility because of a substandard vertical alignment.

3.3 Project Specific Proposals

Based on the assessment undertaken in Ballinrea Cross Roundabout Design Options report, the preferred geometric design solution was carried forward as the preferred scheme option. The design development has been implemented in accordance with the following design standards:

- TII Publications Cross Sections and Headroom (DN-GEO-03036);
- Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated, and compact grade separated junctions) (DN-GEO-03060); and
- Rural Road Link Design (DN-GEO-03031).

3.3.1 Roundabout Design

The roundabout design has an inscribed circle diameter (ICD) of 31m. The central island is 16.15m wide. A central overrun area of 1.8m in width has been provided to allow a turning movement of the articulated design vehicle.

The circular carriageway has a constant width and four arms with entry and exit points. The design parameters for each arm are described in Table 3-1: Roundabout Arm Parameters. Channelising islands are provide on each arm to direct traffic entering and existing the roundabout. The islands shall be raised and kerbed.

- Table 3-1: Roundabout Arm Parameters

Design Parameter	Desired value	Achieved values			
		North Approach	East Approach	South Approach	West Approach
Entry Angle	20 to 60 DEG	47	46	46	44
Entry Path Radius	Less than 100 m	86.3	40.7	81.5	37.4
Entry Width	4.5m	4.5	4.5	4.5	4.5
Exit Width	2.5m	4.5	4.5	4.5	4.5
Entry Kerb Radius	More than 10 m	15	15	21	15
Exit Kerb Radius	Min 15 m	15	23	16	26

The proposed typical cross section on approach to the roundabout will be a minimum 6m single carriageway with no hard shoulder and hard strip and a 2.5 m verge. The cross section of the roundabout circulatory carriageway is 5.4m with 2.5 m verge. See Appendix D for typical cross section details. The proposed cross sections of realigned approaches are Type 3 Single Carriageway as defined in Table 4.2 of DN-GEO-03036, albeit without the inclusion of a hard strip. The absence of the hard strip allows to provide driving environment consistent with the rest of the road on all approaches to the proposed roundabout. This exclusion of the hard strip is a departure from standards (see Note 2, Table 4.2 - DN-GEO-03036). See 288984-ARP-S0-XX-DR-CH-00003 in Appendix D for drawing details.

3.3.2 Crossfall

There is normal crossfall (2.5%) from the centreline of both the Ballinrea Road and the L2473 on approach to the junction.

The crossfall of the circular carriageway 2.5% with a crown line located 3.6m from the internal kerb line.

3.3.3 Facilities for Vulnerable Road Users

There are currently no footpaths or off-road cycling provisions leading up to this junction. As a result, the design does not incorporate any crossing amenities for vulnerable users. Nevertheless, the proposed scheme introduces 2.5m verges on all approaches to the roundabout. These verges are intended to accommodate potential facilities for pedestrians, cyclists, and other vulnerable users in the future.

3.3.4 Accesses

The existing agricultural access on the Northern approach at chainage Ch 0+50 (see 288984-ARP-S0-XX-DR-CH-000001 in Appendix D for reference) shall be maintained subject to further consultation with landowner, John Fitzpatrick and Nora Fitzpatrick. At Southern approach, the agricultural access at chainage Ch 0+10 shall be relocated as per new scheme development. The private pedestrian access at chainage Ch 0+057 and the agricultural entrance at chainage Ch 0+40 shall be maintained subject to further consultation with the relevant landowner (see 288984-ARP-S0-XX-DR-CH-000001 in Appendix D for reference).

3.3.5 Visibility, Sightlines and Design Speed

The Design Speed applied to the entire scheme is 60km/h and the Design Vehicle adopted is 16.5m long Articulated Heavy Goods Vehicle. The necessary swept path analysis was carried out to ensure that the design vehicle and emergency services vehicles can enter/exit and negotiate the circulatory carriageway of the proposed roundabout.

The Stopping Sight Distance (SSD) for each approach achieves the desirable minimum of 90 m as per DN-GEO-03031.

The Roundabout Minimum Visibility Distance (a) for a 31m ICD is achieved for the whole junction as per DN-GEO-03060.

3.3.6 Drainage

Based on the on-site survey, the existing drainage is over the edge drainage (OTE), with the ditch running parallel to the carriageway and emptying into a stream via existing culverts at the southern approach to the roundabout. At this location, there are three concrete pipe culverts that discharges into an existing stream.

The existing OTE system shall be replaced with a positive drainage system to comply with current regulations (TII Section 7, and CCC Section 5.15 & 5.21). Surface water will be collected through kerb and gullies which will discharge to a proposed pipe network system and conveyed to a bypass petrol interceptor prior to out-falling to the stream via the existing culverts.

According to CCC Section 5.15, the additional hardstanding areas associated with the scheme must be attenuated to achieve the greenfield runoff rates (QBAR). Therefore, allowable discharge rates can be assumed as a combination of a flow associated to a 1 in 5-years return period for the existing

areas plus QBAR for the additional hardstanding areas. The additional flow shall be attenuated in the system with oversized pipe and flow control chamber.

3.3.7 Design Constraints

The proposed pavement shall be designed for a 40-year Design Life. A traffic survey shall be procured to calculate the Design Traffic. The Design Traffic is essential for the pavement design.

The ground conditions shall be assessed to identify whether permanent improvement is required and to allow for the design of the pavement foundation.

Both vertical and horizontal alignments at tie in points shall be checked to ensure appropriate transition joint details. The project consists of the total realignment of the junction to a roundabout.

The construction make-up of the existing pavement at tie in points shall be assessed to ensure appropriate transition joint details and inform on the most appropriate pavement structure type selection (i.e. fully flexible or flexible composite, continuity of surface course material).

The condition of the existing pavement at tie in points shall be assessed to identify the most appropriate tie in location. The proposed pavement shall only tie into structurally sound pavement.

The volume, nature and quality of the existing pavement materials to be removed shall be assessed for potential recycling or disposal if not appropriate for recycling.

The vertical and horizontal location of drainage and utility assets shall be checked so as to ensure they will not be detrimental to the long-term performances of the pavement and will be easy to access for maintenance.

3.3.8 Pavement Design

Due to the change in road layout to a roundabout, it is proposed for the pavement to be fully reconstructed.

The new pavement design shall prioritise sustainable materials such as local products, cold (LEBM) or warm bituminous mixtures and mixtures recycling the excavated materials for example and as appropriate.

3.3.9 Road Safety Audit

A Stage 1 Road Safety Audit of the proposed scheme has been undertaken by PMCE on behalf of Cork County Council. As part of the Road Safety Audit, the Audit Team examined issues within the design which relate directly to road safety. Six minor problems were identified by the Audit Team. All recommendations were accepted by the Design Team and will be addressed and incorporated into the design drawings at detailed design stage.

4. Planning and Policy Context

4.1 Planning Context

4.1.1 Planning for the Roundabout

The proposed junction improvement works is to improve safety for users, this will be achieved by the construction of a roundabout, thus increasing visibility at each approach to the junction.

An Options Report 'Ballinrea Cross and Ashgrove Roundabout Junction Upgrades' was carried out by AECOM in May 2018. This report recommended a single lane entry roundabout for Ballinrea Junction.

4.1.2 Project Funding

The funding for that project will be provided by Cork County Council – Internal Funding.

4.2 Planning Policy Compliance

The study area is located in Carrigaline, a town 15km south of Cork City, within the administrative area of Cork County Council. Carrigaline is located close to the N28 National Primary which links major industry and the ferry terminal in nearby Ringaskiddy to Cork City and beyond.

4.2.1 Project Ireland 2040

The national strategic outcomes and strategic investment priorities of Project Ireland 2040 include:

- Compact growth;
- Sustainable mobility;
- Transition to a low carbon and climate resilient society.

The Road Safety Strategy 2013-2020 seeks to reduce the number of fatalities and injuries on roads through education, enforcement and engineering.

4.2.2 Cork County Council Development Plan

Under Cork County Council's Cork County Development Plan (2022 – 2028), Carrigaline is defined as one of the nine metropolitan towns of "critical population growth, service and employment centres within the within the Cork Gateway", providing high levels of community facilities and amenities with infrastructure capacity, high quality and integrated public transport connections (and) should be the location of choice for most people especially those with an urban employment".

The strategic aim for Carrigaline is to consolidate the rapid growth of recent years broadly within the town's existing development boundary, protecting its important green belt setting while maintaining its distinctiveness as a self-contained Metropolitan Town with improvements to its town centre and residential amenities.

The County Development Plan 2022 sets out detailed objectives under TM 12-8 e) to 'Promote road safety measures throughout the county, including traffic calming, road signage and parking'.

5 Environmental Assessment of the Scheme

5.1 Screening for Appropriate Assessment (Habitats Directive)

A report for the purposes of Appropriate Assessment Screening was carried out for the Project by DixonBrosnan on behalf of Cork County Council. It provides information on and assesses the potential for the proposed Ballinrea Cross Roundabout, Ballinrea, Carrigaline, Co. Cork, to impact on any European sites within its likely zone of impact.

The aims of this report were as follows:

- Determine whether the proposed development is directly connected with, or necessary to, the conservation management of any European sites;
- Provide information on, and assess the potential for the proposed development to significantly effect on European sites (also known as Natura 2000 sites); and
- Determine whether the proposed development, alone or in combination with other projects, is likely to have significant effects on European sites in view of their conservation objectives.

It has been objectively concluded by DixonBrosnan that:

- The proposed development is not directly connected with, or necessary to the conservation management of any Natura 2000 sites.
- The proposed development, alone or in combination with other projects, is not likely to have significant effects on Natura 2000 sites in view of their conservation objectives.

It has been determined by DixonBrosnan that there is no likelihood of significant effects on any European Sites, individually or in combination with any other plans or projects, considering their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required.

In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (on or before **Friday, 3rd October 2023**), apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

5.2 Ecological Assessment

An ecological assessment was carried out by DixonBrosnan on behalf of Cork County Council. DixonBrosnan Environmental Consultants were commissioned to assess the potential impacts of the proposed Ballinrea Cross Roundabout and all associated site works, on terrestrial and aquatic flora and fauna.

Overall, the development will impact primarily on habitats of lower to higher local importance. There will also be a loss of common habitats which have which are used as foraging grounds for common bird and mammal species. Sections of treelines on the approach to the road junction will be removed to facilitate sightlines. These have been identified as providing low local foraging value for bats and low to negligible roosting value. The removal of these habitats will

have a negative, moderate and long-term impact on local bat populations. Impacts on birds and other local fauna are predicted to be negative, slight and long-term impact at a local level.

During construction, there will be increased noise and disturbance which could potentially impact on birds and mammals. However, the impact will short term and will not be significant. Given the availability of alternative habitat in the vicinity, the impact on birds, mammals and other wildlife is likely to be slight and short-term.

Design measures and mitigation measures to protect water quality will ensure that no adverse impact on aquatic ecology. An invasive species management plan has been submitted with this application to ensure there will be no risk of the spread of invasive species during construction works.

No significant impacts on European sites (SAC/cSAC/SPA) have been identified. No significant impacts on National sites (NHA/pNHA) have been identified.

5.3 Archaeological Constraints

An archaeological assessment was carried out by Maurice F. Hurley (D.Litt., Ma, FSA, MIAI) on behalf of Cork County Council.

There is no known Recorded Monument or archaeological sites within the boundary of the proposal and no feature or anomaly of potential archaeological significance was identified in the course of the site inspection and field walking.

The risk of inadvertent impact on hitherto unknown buried archaeological material can be mitigated by archaeological monitoring of any significant areas of ground disturbance, including topsoil stripping and drainage etc. Such a requirement for monitoring is advisable and might be included in any contract documents.

6 Conclusion

The proposals which are the subject of this Part 8 Planning process provide a unique opportunity to deliver a project that will create a safer junction than what currently exists at Ballinrea Cross.


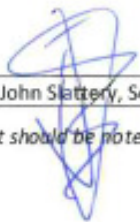
Land acquisition is required from seven different owners in order to deliver this scheme.

The proposed works are consistent with proper planning and sustainable development of the area.

7 Appendices

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7.1 Appendix A: Site Notice

 <h1 style="text-align: center;">SITE NOTICE</h1> <p style="text-align: center;">CORK COUNTY COUNCIL PLANNING & DEVELOPMENT ACT 2000 (as amended) - Part XI PLANNING & DEVELOPMENT REGULATIONS 2001 (as amended) - Part 8</p>		
<p>Notice is hereby given, pursuant to the provisions of Part XI, Section 179 of the Planning & Development Act, 2000 (as amended) and in accordance with the requirements of Part 8, Article 81 and Article 83 of the Planning & Development Regulations, 2001 (as amended) that Cork County Council proposes to carry out the following development:</p> <p style="text-align: center;">Project Title: Ballinrea Junction Upgrade Works.</p>		
LOCATION	NATURE & EXTENT OF DEVELOPMENT	LOCATIONS and OFFICES AT WHICH PLANS AND PARTICULARS MAY BE INSPECTED
<p>Location: L2473 Ballinrea Junction</p> <p>Project Area - Townlands: Ballinrea, Carrigaline</p>	<p><i>An overview of the proposed development includes the following elements:</i></p> <p><i>Installation of a new roundabout to replace the existing junction at Ballinrea Junction. The works include realigned roadways on all four approaches and all ancillary works as required to deliver the proposed scheme.</i></p> <p><i>The land acquisition is necessary from private landowners.</i></p>	<ol style="list-style-type: none"> 1. The proposed scheme plans and particulars are available to view on the Cork County Council website by going to the planning section at www.corkcoco.ie. 2. Carrigaline Municipal District Office, Church Road, Carrigaline, Co Cork, P43 E281 021 4371800 3. Planning Department Floor 1, County Hall, Carrigrohane Road, Cork, T12 R2NC 021 4276891 part8.rldo@corkcoco.ie
<p>Plans and full particulars of the proposed development may be inspected <u>online</u> or at the locations detailed above (during opening hours and by prior appointment only) from Friday 6th October 2023 until Friday 10th November 2023.</p> <p>Submissions or Observations with respect to the proposed development, dealing with proper planning and sustainable development of the area in which the development will be situated, may be made using the online submission form on www.yourcouncil.ie or, in writing to Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335 or emailed to part8.rldo@corkcoco.ie and must reach the Senior Engineer on or before 4pm on Friday 24th November 2023.</p> <p>As per Article 81 of the Planning and Development Regulations 2001 (as amended) an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an EIA Report is not required. In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (on or before 10th November 2023), apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.</p> <p>All submissions or observations should be clearly marked: Project Title: "Ballinrea Junction Upgrade Works Part 8".</p>		
 _____ John Slattery, Senior Engineer		_____ 6 th October 2023
<p><i>It should be noted that the Freedom of Information Act applies to all records held by Cork County Council.</i></p>		

7.2 Appendix B: Notification of Statutory Consultees

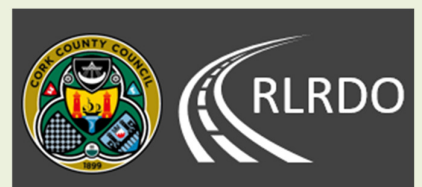
Prescribed Bodies	Non-Prescribed Bodies	Consultees at the Design Stage
Arts Council	National Roads Design Office (NRDO)	Bord Gáis
Fáilte Ireland	Garda Síochána	BT Ireland
An Taisce	Bus Éireann	Chorus NTL
The Heritage Council	Office of Public Works (OPW)	Eir
South Western Regional Fisheries Board		ESB
Transport Infrastructure Ireland (TII)		Aurora Telecom
National Transport Authority (NTA)		Smart Telecom
Environmental Protection Agency (EPA)		E-net
Health Services Executive - Southern Area		EuNetworks
Irish Water		Sky
		Virgin

7.3 Appendix C: Report for the Screening of Appropriate Assessment

Refer to Attached Screening Report
Dixon Brosnan Environmental Consultants June 2023

7.4 Appendix D: Part 8 Planning Drawings

Drawing Number	Drawing Title	Revision
L2473-LM-01	Location Map	D1
288984-ARP-O-XX-H-CH-000001	Plan and Profile – Ballinrea Cross Roundabout – Sheet 1	P-02
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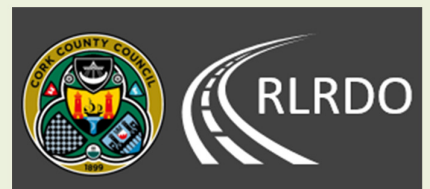
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Filename	2023_P8_00_00_10_Planning Report_Rev1.1.docx

Document Revision History

Revision	Date	Originator	Checker	Approver	Description
Rev 1.0	16/08/2023	AL	-	-	First Draft
Rev 1.1	02/10/2023	AL	-	-	Rev 1
Rev 1.2	05/10/2023	AL	-	-	Rev 2

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¹ Contents in accordance with the requirements of the Planning and Development Act 2000 Part XI S.179(3)b

1. Introduction

Ballinrea Cross Junction is located on the outskirts of Carrigaline, Co Cork approximately, 2 kilometres northwest of Carrigaline town centre and 9 kilometers southeast of Cork City Centre. The junction connects Ballinrea Road and the L2473. The Ballinrea Road is a local commuter route from Donnybrook in Cork City to Carrigaline. The L2473 is a loop Road that provides local access around Carrigaline's northwestern community. The junction is currently in a rural environment and is surrounded by Greenfield sites the low population area.

The proposed scheme aims to enhance safety and address issue of poor visibility on the approach to the junction. The preferred option for Ballinrea Junction has been designed in accordance with the relevant standards; this report has been prepared in accordance with DN-GEO-03030 Guidance on Minor Improvements to National Roads and approval is sought to proceed to Phase 4 - Statutory Processes.

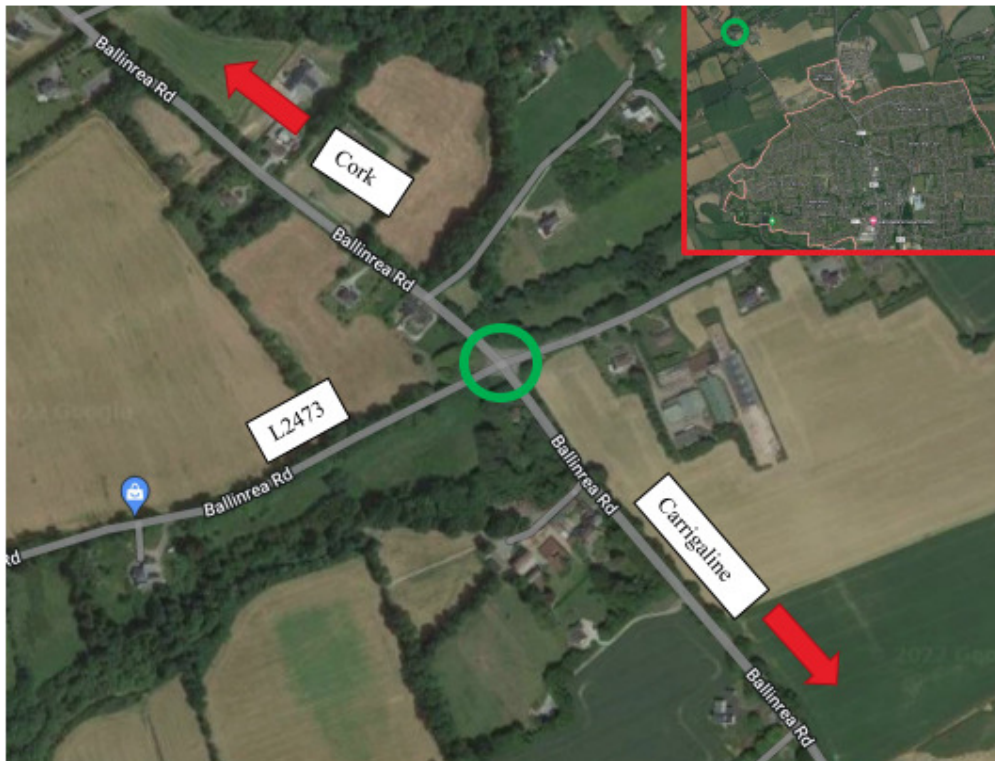


Figure 1 Location Map

This report will discuss the following aspects:

- Identify specific objectives of the proposed scheme
- Describe the existing conditions in terms of traffic volumes and geometry
- Analysis of potential environmental and archaeological impacts
- Description of the main geometric features of the proposed scheme and constraints
- Provide preliminary design drawings layouts

1.1 Scheme Objectives

The primary objective of this scheme is to enhance visibility as vehicles approach the junction leading to improved safety for road users. Junction visibility is a particular concern for vehicles traveling from Carrigaline (Southern Approach) and from the western approach to the existing junction drivers traveling from the southern direction face limited visibility to their left due to elevated road and the lack of a verge. Similarly, vehicles approaching from the West experience limited visibility because of a substandard vertical alignment.

1.2 Collision History

From 2000 to 2017 seven minor collisions and three cases of serious injury were recorded at the junction. No deaths occurred at the scheme in the range of time analyzed. Upon reviewing the collision data it is evident that the majority of incidents resulted in material damage.

2. Part 8 Planning Process

Section 179 of Part XI of the Planning and Development Act 2000, (as amended); and Part 8 of the Planning and Development Regulations 2001, (as amended) set out the requirements in respect of certain classes of development by or on behalf of local authorities. Part 8 of the Regulations comprises 7 Articles – 79 to 85. Article 80(1) lists the type of Developments to which Part 8 is required. The proposed road development is covered under the above article.

2.1 Site Notices

In accordance with the Article 81 the Local Authority shall:

- (a) give notice of proposed development in a newspaper;
- (b) erect site notices on the land on which the proposed development would be situated.

Cork County Council Published a notice of the proposals in the **Irish Examiner** on **Friday 6 October 2023**.

Two site notices were erected at two locations in the study area and will be maintained for the duration of the submission period. A copy of the Advertisement/Site Notice is attached (Appendix A).

2.2 Planning Consultations

Article 82(3) prescribes Statutory and Non-Statutory bodies to which a local authority should send notice of proposed development. These are summarised in the Appendix B: Notification of Statutory Consultees.

2.3 Part 8 Planning Documents

The following is the list of Part 8 Planning documents contained in this application:

- Part 8 Planning Report (this document);
- Senior Planners Report;
- Report for the Appropriate Assessment Screening Report and Determination (Appendix C); and
- Preliminary Design Drawings (as listed below, and Appendix D);

Drawing Number	Drawing Title	Revision
L2473-LM-01	Location Map	D1
288984-ARP-O-XX-H-CH-000001	Plan and Profile – Ballinrea Cross Roundabout – Sheet 1	P-02
288984-ARP-O-XX-H-CH-000002	Plan and Profile – Ballinrea Cross Roundabout – Sheet 2	P-02
288984-ARP-O-XX-H-CH-000003	Typical Cross Section	P-02

2.4 Submission Process

Cork County Council is required to make **full plans and particulars** of the proposed development available for inspection. These will be available from **Friday, 6th October** until **Friday, 10th November 2023** online **at the Planning section** on Cork County Council website (www.corkcoco.ie) and also at the following locations:

- County Hall, Carrigrohane Road, Cork, T12 R2NC;
- Carrigaline Municipal District Office, Church Road, Carrigaline, Co Cork, P43 E281.

Alternatively, a hard copy of the documents will be posted on request by emailing part8.rlrdo@corkcoco.ie or by writing to: Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335.

Submissions or Observations can be made:

1. Using an **online submission form** at www.yourcouncil.ie; or
2. By sending an email to part8.rlrdo@corkcoco.ie; or
3. By sending a letter to **Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335.**

All emails and letters must reach the Senior Engineer **on or before 4pm on 24th November 2023.**

All submissions must include a contact name and address. Submissions made as part of the process are to be accessible at the request.

Any submissions or observations received by the Council are considered in the Part 8 Chief Executive's Report which is prepared and presented to the Councillors for adoption. The Chief Executive's Report lists those who made a submission together with the summary of their points made in the respective submission. The Report addresses each point and forms the local authority's response.

Arising from consideration of the representations, the Chief Executive's Report sets out whether or not it is proposed to proceed as originally planned or to proceed with a modified proposal. It is then a matter for the members of the Council (i.e. the Councillors) to grant or refuse planning.

3. Nature and Extent of Proposed Development

3.1 Project Context and Existing Conditions

Both Ballinrea Road and the L2473 have a posted speed limit of 80km/hr each. However, as drivers approach the junction, the speed limit is reduced to 60km/hr on both roads.

The available survey information confirms that both Ballinrea Road and L2473, have sub-standard horizontal and vertical alignment.

North – South Approaches: When traveling from South to North, the horizontal geometry of the Ballinrea Road at the junction location features an approximate left-hand side horizontal radius of 180m with relatively flat vertical alignment with a 2% gradient on the approach to the junction and 5% in junction area. On the northern approach to the existing junction, the horizontal alignment is straight or nearly straight. However, the vertical alignment is steep, with a 6% gradient on the approach to the junction and approximately a 3.5% gradient at the junction location.

West – East Approaches: The L2473 horizontal alignment includes an approximate radius of 255m on the Western approach to the junction. The vertical geometry of Western approach to the L2473 consists of a 6% gradient sloping towards the junction followed by a crest curve of 300m. It further has 600m crest curve on its approach which appears to be sub-standard and does not meet the visibility criteria. On the Eastern approach to the junction the existing road is nearly straight. The vertical alignment on the Eastern approach has a gradient of 1% at the junction followed by a vertical sag curve of an approximately 500m radius.

The current cross section of the Ballinrea Road consists of a single carriageway without hard shoulders. The width of the carriageway ranges between 5.5m and 6m. Similarly, the cross section of the L2473 is approximately 5m to 6m wide. There are ditches on along both roads, for over the edge drainage. The road boundary is not marked and adjoins agricultural land and properties.

The existing crossfall on the Ballinrea Road varies between 2.5% and 5%, while on the L2473 road, it varies from 1% to 3%. The available survey does not identify any superelevated areas on any of the approaches to the existing junction.

On the Ballinrea Road, North-South approaches, the desirable Stopping Sight Distance (SSD) of 90 m as per DN-GEO-03031 is achieved.

On the L2473, Western Approach, the visibility does not achieve the desirable minimum requirement as per DN-GEO-03031 due to the vertical crest at the junction.

3.2 Project Objectives

The purpose of the scheme is to enhance visibility as vehicles approach the junction, leading to improved safety for road users. Junction visibility is a particular concern for vehicles travelling from Carrigaline (Southern Approach) and from the western approach to the existing junction drivers traveling from the southern direction face limited visibility to their left due to the elevated road and the lack of a verge. Similarly, vehicles approaching from the west experience limited visibility because of a substandard vertical alignment.

3.3 Project Specific Proposals

Based on the assessment undertaken in Ballinrea Cross Roundabout Design Options report, the preferred geometric design solution was carried forward as the preferred scheme option. The design development has been implemented in accordance with the following design standards:

- TII Publications Cross Sections and Headroom (DN-GEO-03036);
- Geometric Design of Junctions (priority junctions, direct accesses, roundabouts, grade separated, and compact grade separated junctions) (DN-GEO-03060); and
- Rural Road Link Design (DN-GEO-03031).

3.3.1 Roundabout Design

The roundabout design has an inscribed circle diameter (ICD) of 31m. The central island is 16.15m wide. A central overrun area of 1.8m in width has been provided to allow a turning movement of the articulated design vehicle.

The circular carriageway has a constant width and four arms with entry and exit points. The design parameters for each arm are described in Table 3-1: Roundabout Arm Parameters. Channelising islands are provide on each arm to direct traffic entering and existing the roundabout. The islands shall be raised and kerbed.

- Table 3-1: Roundabout Arm Parameters

Design Parameter	Desired value	Achieved values			
		North Approach	East Approach	South Approach	West Approach
Entry Angle	20 to 60 DEG	47	46	46	44
Entry Path Radius	Less than 100 m	86.3	40.7	81.5	37.4
Entry Width	4.5m	4.5	4.5	4.5	4.5
Exit Width	2.5m	4.5	4.5	4.5	4.5
Entry Kerb Radius	More than 10 m	15	15	21	15
Exit Kerb Radius	Min 15 m	15	23	16	26

The proposed typical cross section on approach to the roundabout will be a minimum 6m single carriageway with no hard shoulder and hard strip and a 2.5 m verge. The cross section of the roundabout circulatory carriageway is 5.4m with 2.5 m verge. See Appendix D for typical cross section details. The proposed cross sections of realigned approaches are Type 3 Single Carriageway as defined in Table 4.2 of DN-GEO-03036, albeit without the inclusion of a hard strip. The absence of the hard strip allows to provide driving environment consistent with the rest of the road on all approaches to the proposed roundabout. This exclusion of the hard strip is a departure from standards (see Note 2, Table 4.2 - DN-GEO-03036). See 288984-ARP-S0-XX-DR-CH-00003 in Appendix D for drawing details.

3.3.2 Crossfall

There is normal crossfall (2.5%) from the centreline of both the Ballinrea Road and the L2473 on approach to the junction.

The crossfall of the circular carriageway 2.5% with a crown line located 3.6m from the internal kerb line.

3.3.3 Facilities for Vulnerable Road Users

There are currently no footpaths or off-road cycling provisions leading up to this junction. As a result, the design does not incorporate any crossing amenities for vulnerable users. Nevertheless, the proposed scheme introduces 2.5m verges on all approaches to the roundabout. These verges are intended to accommodate potential facilities for pedestrians, cyclists, and other vulnerable users in the future.

3.3.4 Accesses

The existing agricultural access on the Northern approach at chainage Ch 0+50 (see 288984-ARP-S0-XX-DR-CH-000001 in Appendix D for reference) shall be maintained subject to further consultation with landowner, John Fitzpatrick and Nora Fitzpatrick. At Southern approach, the agricultural access at chainage Ch 0+10 shall be relocated as per new scheme development. The private pedestrian access at chainage Ch 0+057 and the agricultural entrance at chainage Ch 0+40 shall be maintained subject to further consultation with the relevant landowner (see 288984-ARP-S0-XX-DR-CH-000001 in Appendix D for reference).

3.3.5 Visibility, Sightlines and Design Speed

The Design Speed applied to the entire scheme is 60km/h and the Design Vehicle adopted is 16.5m long Articulated Heavy Goods Vehicle. The necessary swept path analysis was carried out to ensure that the design vehicle and emergency services vehicles can enter/exit and negotiate the circulatory carriageway of the proposed roundabout.

The Stopping Sight Distance (SSD) for each approach achieves the desirable minimum of 90 m as per DN-GEO-03031.

The Roundabout Minimum Visibility Distance (a) for a 31m ICD is achieved for the whole junction as per DN-GEO-03060.

3.3.6 Drainage

Based on the on-site survey, the existing drainage is over the edge drainage (OTE), with the ditch running parallel to the carriageway and emptying into a stream via existing culverts at the southern approach to the roundabout. At this location, there are three concrete pipe culverts that discharges into an existing stream.

The existing OTE system shall be replaced with a positive drainage system to comply with current regulations (TII Section 7, and CCC Section 5.15 & 5.21). Surface water will be collected through kerb and gullies which will discharge to a proposed pipe network system and conveyed to a bypass petrol interceptor prior to out-falling to the stream via the existing culverts.

According to CCC Section 5.15, the additional hardstanding areas associated with the scheme must be attenuated to achieve the greenfield runoff rates (QBAR). Therefore, allowable discharge rates can be assumed as a combination of a flow associated to a 1 in 5-years return period for the existing

areas plus QBAR for the additional hardstanding areas. The additional flow shall be attenuated in the system with oversized pipe and flow control chamber.

3.3.7 Design Constraints

The proposed pavement shall be designed for a 40-year Design Life. A traffic survey shall be procured to calculate the Design Traffic. The Design Traffic is essential for the pavement design.

The ground conditions shall be assessed to identify whether permanent improvement is required and to allow for the design of the pavement foundation.

Both vertical and horizontal alignments at tie in points shall be checked to ensure appropriate transition joint details. The project consists of the total realignment of the junction to a roundabout.

The construction make-up of the existing pavement at tie in points shall be assessed to ensure appropriate transition joint details and inform on the most appropriate pavement structure type selection (i.e. fully flexible or flexible composite, continuity of surface course material).

The condition of the existing pavement at tie in points shall be assessed to identify the most appropriate tie in location. The proposed pavement shall only tie into structurally sound pavement.

The volume, nature and quality of the existing pavement materials to be removed shall be assessed for potential recycling or disposal if not appropriate for recycling.

The vertical and horizontal location of drainage and utility assets shall be checked so as to ensure they will not be detrimental to the long-term performances of the pavement and will be easy to access for maintenance.

3.3.8 Pavement Design

Due to the change in road layout to a roundabout, it is proposed for the pavement to be fully reconstructed.

The new pavement design shall prioritise sustainable materials such as local products, cold (LEBM) or warm bituminous mixtures and mixtures recycling the excavated materials for example and as appropriate.

3.3.9 Road Safety Audit

A Stage 1 Road Safety Audit of the proposed scheme has been undertaken by PMCE on behalf of Cork County Council. As part of the Road Safety Audit, the Audit Team examined issues within the design which relate directly to road safety. Six minor problems were identified by the Audit Team. All recommendations were accepted by the Design Team and will be addressed and incorporated into the design drawings at detailed design stage.

4. Planning and Policy Context

4.1 Planning Context

4.1.1 Planning for the Roundabout

The proposed junction improvement works is to improve safety for users, this will be achieved by the construction of a roundabout, thus increasing visibility at each approach to the junction.

An Options Report 'Ballinrea Cross and Ashgrove Roundabout Junction Upgrades' was carried out by AECOM in May 2018. This report recommended a single lane entry roundabout for Ballinrea Junction.

4.1.2 Project Funding

The funding for that project will be provided by Cork County Council – Internal Funding.

4.2 Planning Policy Compliance

The study area is located in Carrigaline, a town 15km south of Cork City, within the administrative area of Cork County Council. Carrigaline is located close to the N28 National Primary which links major industry and the ferry terminal in nearby Ringaskiddy to Cork City and beyond.

4.2.1 Project Ireland 2040

The national strategic outcomes and strategic investment priorities of Project Ireland 2040 include:

- Compact growth;
- Sustainable mobility;
- Transition to a low carbon and climate resilient society.

The Road Safety Strategy 2013-2020 seeks to reduce the number of fatalities and injuries on roads through education, enforcement and engineering.

4.2.2 Cork County Council Development Plan

Under Cork County Council's Cork County Development Plan (2022 – 2028), Carrigaline is defined as one of the nine metropolitan towns of "critical population growth, service and employment centres within the within the Cork Gateway", providing high levels of community facilities and amenities with infrastructure capacity, high quality and integrated public transport connections (and) should be the location of choice for most people especially those with an urban employment".

The strategic aim for Carrigaline is to consolidate the rapid growth of recent years broadly within the town's existing development boundary, protecting its important green belt setting while maintaining its distinctiveness as a self-contained Metropolitan Town with improvements to its town centre and residential amenities.

The County Development Plan 2022 sets out detailed objectives under TM 12-8 e) to 'Promote road safety measures throughout the county, including traffic calming, road signage and parking'.

5 Environmental Assessment of the Scheme

5.1 Screening for Appropriate Assessment (Habitats Directive)

A report for the purposes of Appropriate Assessment Screening was carried out for the Project by DixonBrosnan on behalf of Cork County Council. It provides information on and assesses the potential for the proposed Ballinrea Cross Roundabout, Ballinrea, Carrigaline, Co. Cork, to impact on any European sites within its likely zone of impact.

The aims of this report were as follows:

- Determine whether the proposed development is directly connected with, or necessary to, the conservation management of any European sites;
- Provide information on, and assess the potential for the proposed development to significantly effect on European sites (also known as Natura 2000 sites); and
- Determine whether the proposed development, alone or in combination with other projects, is likely to have significant effects on European sites in view of their conservation objectives.

It has been objectively concluded by DixonBrosnan that:

- The proposed development is not directly connected with, or necessary to the conservation management of any Natura 2000 sites.
- The proposed development, alone or in combination with other projects, is not likely to have significant effects on Natura 2000 sites in view of their conservation objectives.

It has been determined by DixonBrosnan that there is no likelihood of significant effects on any European Sites, individually or in combination with any other plans or projects, considering their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required.

In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks from the date of this notice (on or before **Friday, 3rd October 2023**), apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

5.2 Ecological Assessment

An ecological assessment was carried out by DixonBrosnan on behalf of Cork County Council. DixonBrosnan Environmental Consultants were commissioned to assess the potential impacts of the proposed Ballinrea Cross Roundabout and all associated site works, on terrestrial and aquatic flora and fauna.

Overall, the development will impact primarily on habitats of lower to higher local importance. There will also be a loss of common habitats which have which are used as foraging grounds for common bird and mammal species. Sections of treelines on the approach to the road junction will be removed to facilitate sightlines. These have been identified as providing low local foraging value for bats and low to negligible roosting value. The removal of these habitats will

have a negative, moderate and long-term impact on local bat populations. Impacts on birds and other local fauna are predicted to be negative, slight and long-term impact at a local level.

During construction, there will be increased noise and disturbance which could potentially impact on birds and mammals. However, the impact will short term and will not be significant. Given the availability of alternative habitat in the vicinity, the impact on birds, mammals and other wildlife is likely to be slight and short-term.

Design measures and mitigation measures to protect water quality will ensure that no adverse impact on aquatic ecology. An invasive species management plan has been submitted with this application to ensure there will be no risk of the spread of invasive species during construction works.

No significant impacts on European sites (SAC/cSAC/SPA) have been identified. No significant impacts on National sites (NHA/pNHA) have been identified.

5.3 Archaeological Constraints

An archaeological assessment was carried out by Maurice F. Hurley (D.Litt., Ma, FSA, MIAI) on behalf of Cork County Council.

There is no known Recorded Monument or archaeological sites within the boundary of the proposal and no feature or anomaly of potential archaeological significance was identified in the course of the site inspection and field walking.

The risk of inadvertent impact on hitherto unknown buried archaeological material can be mitigated by archaeological monitoring of any significant areas of ground disturbance, including topsoil stripping and drainage etc. Such a requirement for monitoring is advisable and might be included in any contract documents.

6 Conclusion

The proposals which are the subject of this Part 8 Planning process provide a unique opportunity to deliver a project that will create a safer junction than what currently exists at Ballinrea Cross.


Land acquisition is required from seven different owners in order to deliver this scheme.

The proposed works are consistent with proper planning and sustainable development of the area.

7 Appendices

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7.2 APPENDIX B: NOTIFICATION OF STATUTORY CONSULTEES.....	18
7.3 APPENDIX C: REPORT FOR THE SCREENING OF APPROPRIATE ASSESSMENT	19
7.4 APPENDIX D: PART 8 PLANNING DRAWINGS.....	20

7.1 Appendix A: Site Notice

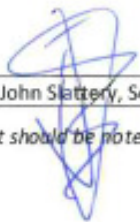
 <h1 style="text-align: center;">SITE NOTICE</h1> <p style="text-align: center;">CORK COUNTY COUNCIL PLANNING & DEVELOPMENT ACT 2000 (as amended) - Part XI PLANNING & DEVELOPMENT REGULATIONS 2001 (as amended) - Part 8</p> <p>Notice is hereby given, pursuant to the provisions of Part XI, Section 179 of the Planning & Development Act, 2000 (as amended) and in accordance with the requirements of Part 8, Article 81 and Article 83 of the Planning & Development Regulations, 2001 (as amended) that Cork County Council proposes to carry out the following development:</p> <p style="text-align: center;">Project Title: Ballinrea Junction Upgrade Works.</p>		
LOCATION	NATURE & EXTENT OF DEVELOPMENT	LOCATIONS and OFFICES AT WHICH PLANS AND PARTICULARS MAY BE INSPECTED
<p>Location: L2473 Ballinrea Junction</p> <p>Project Area - Townlands: Ballinrea, Carrigaline</p>	<p><i>An overview of the proposed development includes the following elements:</i></p> <p><i>Installation of a new roundabout to replace the existing junction at Ballinrea Junction. The works include realigned roadways on all four approaches and all ancillary works as required to deliver the proposed scheme.</i></p> <p><i>The land acquisition is necessary from private landowners.</i></p>	<ol style="list-style-type: none"> The proposed scheme plans and particulars are available to view on the Cork County Council website by going to the planning section at www.corkcoco.ie. Carrigaline Municipal District Office, Church Road, Carrigaline, Co Cork, P43 E281 021 4371800 Planning Department Floor 1, County Hall, Carrigrohane Road, Cork, T12 R2NC 021 4276891 part8.rldo@corkcoco.ie

Plans and full particulars of the proposed development may be inspected online or at the locations detailed above (during opening hours and by prior appointment only) from Friday 6th October 2023 until Friday 10th November 2023.

Submissions or Observations with respect to the proposed development, dealing with proper planning and sustainable development of the area in which the development will be situated, may be made using the **online submission form** on www.yourcouncil.ie or, in writing to **Senior Engineer, Cork County Council, Regional & Local Roads Design Office, Floor 3, County Library Building, Carrigrohane Road, Cork, T12 K335** or emailed to part8.rldo@corkcoco.ie and must reach the Senior Engineer **on or before 4pm on Friday 24th November 2023.**

As per Article 81 of the Planning and Development Regulations 2001 (as amended) an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an **EIA Report is not required.** In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, **within 4 weeks** from the date of this notice (on or before **10th November 2023**), apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin, 1.

All submissions or observations should be clearly marked:
 Project Title: "Ballinrea Junction Upgrade Works Part 8".



 John Slattery, Senior Engineer

 6th October 2023

It should be noted that the Freedom of Information Act applies to all records held by Cork County Council.

7.2 Appendix B: Notification of Statutory Consultees

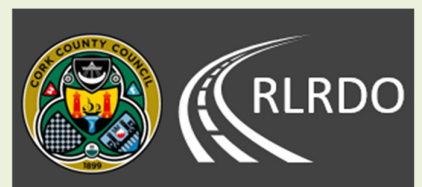
Prescribed Bodies	Non-Prescribed Bodies	Consultees at the Design Stage
Arts Council	National Roads Design Office (NRDO)	Bord Gáis
Fáilte Ireland	Garda Síochána	BT Ireland
An Taisce	Bus Éireann	Chorus NTL
The Heritage Council	Office of Public Works (OPW)	Eir
South Western Regional Fisheries Board		ESB
Transport Infrastructure Ireland (TII)		Aurora Telecom
National Transport Authority (NTA)		Smart Telecom
Environmental Protection Agency (EPA)		E-net
Health Services Executive - Southern Area		EuNetworks
Irish Water		Sky
		Virgin

7.3 Appendix C: Report for the Screening of Appropriate Assessment

Refer to Attached Screening Report
Dixon Brosnan Environmental Consultants June 2023

7.4 Appendix D: Part 8 Planning Drawings

Drawing Number	Drawing Title	Revision
L2473-LM-01	Location Map	D1
288984-ARP-O-XX-H-CH-000001	Plan and Profile – Ballinrea Cross Roundabout – Sheet 1	P-02
288984-ARP-O-XX-H-CH-000002	Plan and Profile – Ballinrea Cross Roundabout – Sheet 2	P-02
288984-ARP-O-XX-H-CH-000003	Typical Cross Section	P-02



**Regional & Local Roads
Design Office**