

Appendix 1D: Ballyhea Village Community Group Meetings

Table 1D.A: Ballyhea Village Community Group Meeting 3rd December 2019

Ballyhea Village Community Group Meeting 3 rd December 2019	
Issues Raised	Response/Where this is addressed
<p>XC211 Newtown – Residents expressed opposition to the proposed road from XC211 Newtown to the back of the Beechwood Estate on the basis that this proposal would introduce additional traffic. The provision of a pedestrian/cycle path on the same route was suggested as an acceptable alternative.</p>	<p>The concerns expressed by the local residents were taken into consideration by the Project Team and as a consequence of the community engagement process the route of the solution for XC211 Newtown was changed from the 'Green Route' to the 'Blue Route' (See Volume 2, Chapter 2: Project Need and Alternatives).</p> <p>A further consultation exercise was undertaken from 10th February – 6th March 2020 as a result of this engagement and is summarised at section 1.4.3 of Volume 2, Chapter 1: Introduction and Volume 5, Appendix 1E). The outcome of the further consultation was broad support for the 'Blue Route' as is now proposed.</p>
<p>XC212 Ballycoskery – Concerns raised in regard to the proximity of the proposed bridge to the houses at the front of the Beechwood Estate. Issues such noise, visual impact, light and overshadowing were raised</p>	<p>The proposed Project removes traffic to around 50m further to the south of the Beechwood Housing Estate (currently around 10m to the nearest dwelling), it removes traffic to around 40m further to the south of the Ballyhea National School (currently less than 10m) and generally away from the majority of sensitive receptors.</p> <p>Noise impacts have been assessed at Volume 3, Chapter 10: Noise and vibration. The assessment found that are noise sensitive receptors within 300m of the sites which are likely to experience an increase in noise/vibration levels during construction and there is potential for temporary noise and vibration impacts during the construction phase. To reduce the potential for significant adverse noise effects a range of mitigation measures including noise screening has been proposed. It is not possible to quantify the reduction in noise and vibration levels as a result of the mitigation measures, but the recommendations are put in place then noise and vibration effects could be reduced as much as is reasonably practicable. No significant noise/vibration effects were predicted during the operational phase therefore no mitigation is required.</p> <p>Visual impacts have been considered at Volume 3, Chapter 13: Landscape and Visual. Three representative viewpoints have been selected for the purposes of the visual impact appraisal VP1 is situated to the front of Beechwood Drive residential estate on the western side of the Dublin-Cork Railway Line corridor whilst both VP2 (front of the Ballyhea National School) and VP3 (just east of the cross roads) are situated to the east of the railway corridor.</p> <p>The assessment proposed a range of mitigation measures including retention of existing planting, where possible, new planting including street trees and hedging. Post mitigation the assessment found the significant of visual impact post</p>

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Issues Raised	Response/Where this is addressed
	<p>mitigation for VP1 to be moderate- slight, for VP2 to be Moderate and for VP3 to be slight.</p> <p>The proposed Project includes street lighting. This will be of a similar specification and spacing as that on the existing public road at present. It is considered that there will be no unacceptable levels of light pollution as a result of the proposed Project.</p> <p>Given the separation distances from the proposed to the nearest property (as outlined above) It is considered unlikely that there would be any unacceptable level of overshadowing of nearby properties.</p>
XC212 Ballycoskery – The condition and adequacy of the existing footpath from the Beechwood Estate to the Church was also raised.	New footpath to tie-in with existing. Upgrade of existing footpath is outside of the scope of the proposed Project
XC212 Ballycoskery – The residents indicated a preference for the both the Blue and Red routes over the proposed Green route but there was no consensus.	<p>The Red Route was not taken forward as it included the construction of an underbridge. This option produced safety concerns, increased land take and disruption during construction. In the options assessment it included significant disadvantages over other options when compared against geotechnical, structures and cost considerations. The Blue Route included significant disadvantages over other options due to land take and some disadvantages over other options due to geometry, ecology, water/flood risk and landscape impacts. See Volume 2, Chapter 2: Project Need and Alternatives for a summary of the consideration.</p> <p>The Green Route was taken forward due to the significant advantages over other options particularly in regard to cost and structures considerations however, it also displayed broad advantages over other options in regard to the three primary criteria of economy, engineering and environment.</p> <p>The Green Route was also selected due to the following:</p> <ol style="list-style-type: none"> 1) Unlike the Red Route, it removes traffic further to the south and away from the majority of sensitive receptors. Concerns raised by the local community included fears regarding impacts upon their amenity. If the Red Route was taken forward it would have potentially a greater impact upon their amenity given its proximity; 2) Concerns were raised regarding walking to the local Church and Ballyhea National School. The proposed Project provides a reduced walking journey in comparison with the Blue Route; and 3) It includes less infrastructure/roads in comparison with the Blue Route.

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Table 1D.B: Ballyhea Village Community Group Meetings 4th and 17th December 2020

Ballyhea Village Community Group Meeting 4th December 2020	
Issues Raised	Response/Where this is addressed
<p>4th December 2020 Meetings</p> <p>The project team met with key landowners/stakeholders for the following sites and updated them on the status of the proposed Project as well as the latest proposals for same:</p> <p>XC209 Ballyhay XC201 Thomastown XC211 Newtown XC212 Ballycoskery XC215 Shinanagh XC219 Buttevant</p> <p>Some issues were raised in regard to the location of proposed infrastructure, proximity to dwellings, impacts upon amenity (noise and visual impacts), concerns regarding increased traffic and potential drainage issues. In addition, the legality of the proposed Project was questioned, the potential for a cattle underpass at XC215 and concerns regarding the movement of cattle were also raised.</p>	<p>The proposed Project has been subject to a Feasibility Study and multi criteria analysis to help determine the proposed solution at each project location. Furthermore, an Environmental Impact Assessment (EIA) has been undertaken which assesses each project site for potential impacts upon the environment and amenity. The consultation process has also helped to shape the design/location of the proposed Project.</p> <p>Issues such as noise has been assessed at Volume 3, Chapter 10: Noise and Vibration and a landscape visual impact assessment has been undertaken as part of Volume 3, Chapter 13: Landscape and Visual. Traffic considerations have been assessed at Volume 3: Chapter 11: Traffic and Transport and drainage at Volume 3, Chapter 9: Water. Severance issues have been considered at Volume 3, Chapter 6; Population and Human Health.</p> <p>In regard to legality of the proposed Project, the application is being made by CIÉ to An Bord Pleanála (ABP) for a Railway Order (RO) under the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) ('the 2001 Act'). CIÉ is entitled to make a Railway Order application under this legislation.</p>
<p>17th December 2020 Meeting (XC212 Ballycoskery)</p> <p>The Project Team met with a local councilor, the local Monsignor and a landowner.</p> <p>Queries were raised regarding the proximity of the over bridge and there were concerns regarding visual impact and noise. The level of consultation was also questioned as well as potential for property devaluation and potential impacts from the proposed M20.</p>	<p>As set out above, the proposed Project has been subject to a Feasibility Study and multi criteria analysis to help determine the proposed solution at each project location. Furthermore, an Environmental Impact Assessment (EIA) has been undertaken which assesses each project site for potential impacts upon the environment and amenity. Issues such as noise has been assessed at Volume 3, Chapter 10: Noise and Vibration and a landscape visual impact assessment has been undertaken as part of Volume 3, Chapter 13: Landscape and Visual.</p> <p>A consultation process has been undertaken and has helped to shape the design/location of the proposed Project as set out in Volume 2, Chapter 1: Introduction.</p> <p>No evidence was presented to demonstrate the proposed Project would devalue property. Property valuation is outside the scope of this EIA.</p> <p>The Project Team has met with the M20 Project Team and no significant issues were raised by either team.</p>