Waltham Abbey Bus Stop/Stand (Terminal)

Environmental Impact Assessment Screening Report

National Transport Authority

Project number: 60729129

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Quality information

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1 Introduction

1.1 Purpose of the Report

This Environmental Impact Assessment (EIA) Screening Report, to help inform an EIA Screening Determination, has been prepared by AECOM Ireland Limited (AECOM) on behalf of the National Transport Authority (hereafter referred to as the 'Applicant' or 'NTA') for the construction of one bus stop and other ancillary works (hereafter referred to as the 'Proposed Development') located along Old Fort Road, beyond the entrance for Waltham Abbey residential development, within the Electoral Division (ED) of Ballincollig in the administrative area of Cork City Council (CCC). The extent of the location of the Proposed Development is hereafter referred to as the 'site'.

This Screening report, to help inform the EIA Screening Determination, aims to establish whether the Proposed Development necessitates the undertaking of a full EIA and subsequent publication of an Environmental Impact Assessment Report (EIAR) as required under Directive 2014/52/EU (the "EIA Directive") and considers the Proposed Development under Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended).

This Screening report contains:

a) A plan sufficient to identify the land;

b) A description of the Proposed Development, including in particular:

   i. a description of the physical characteristics of the Proposed Development and, where relevant, of demolition works;

   ii. a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

c) A description of the aspects of the environment likely to be significantly affected by the Proposed Development;

d) To the extent the information is available, a description of any likely significant effects of the Proposed Development on the environment resulting from:

   i. the expected residues and emissions and the production of waste, where relevant; and

   ii. the use of natural resources, in particular soil, land, water and biodiversity.

e) Such other information or representations as the person making the request may wish to provide or make, including any features of the Proposed Development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

2 Legislation and Guidance

2.1 Legislation

EIA requirements derive from Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment as amended by Council Directive 97/11/EC of 3 March 1997, Directive 2003/35/EC of 26 May 2003 and Directive 2009/31/EC of 23 April 2009, which were codified in Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment. Directive 2011/92/EU was subsequently amended by Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014. Together these comprise the EIA Directive.

The EIA Directive had direct effect in Ireland from May 2017 and was transposed into Irish planning law in September 2018 in the form of the European Union (EU) (Planning and Development) (Environmental Impact Assessment) Regulations 2018. The regulation sets out the amendments made to a number of Irish acts and regulations in line with the EIA Directive (as transposed into Irish legislation). This includes amendments to the Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended). The Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended) provide guidance as to the specific requirements for both public and private projects to assess their potential effects on the environment and the steps to be undertaken in relation to whether a full EIA is required.

Under the Planning and Development Regulations 2001 (as amended), EIA development fall into two Schedules. EIA is mandatory for developments listed within Schedule 5, Part 1, while Schedule 5, Part 2 developments require EIA if they are a development of a type set out in Part 2 of Schedule 5 which equal or exceed, a limit specified within Schedule 5 Part 2 in respect of the relevant class of development.

Criteria to evaluate whether significant impacts on the receiving environment will arise from a proposed development are listed under Schedule 7 of the Planning and Development Regulations 2001 (as amended). A list of the relevant information to be provided by an applicant or developer for the purposes of sub-threshold EIA Screening is presented in Schedule 7A of the Regulations.

Additionally, the Roads Act 1993 (as amended) sets out EIA requirements for roads projects and has been amended to take account of the requirements of the EIA Directive in line with the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019. Annex III of the EIA Directive is specifically referenced in Section 50(1)(e) of the Roads Act 1993, as amended, to be considered when identifying any potential likely significant environmental effects of a project.

2.2 Relevant Guidance

This Screening report is cognisant of the following guidelines:

- Section 3.2 of the Environmental Protection Agency (EPA), *'Guidelines on the Information to be Contained in Environmental Impact Assessment Reports' (EPA, 2022)*;
- Office of the Planning Regulator (OPR) (2021), *'OPR Practice Note PN02 Environmental Impact Assessment Screening'*;
- Department of Housing, Local Government and Heritage (DHLGH) (2020), *'Guidance for Consent Authorities Regarding Sub-threshold Development'*;
- DHLGH (2018), *'Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment'*; and
- European Commission (EC) (2017), *'Environmental Impact Assessment of Projects: Guidance on Screening'*.

3 Methodology

There are three key steps when carrying out an EIA screening for a proposed development, as follows:

- **Step 1** is to determine if the proposed works represent a development as understood by the EIA Directive and if a mandatory EIAR is required. Such developments are defined in Article 4 of the EIA Directive and set out Annex I and II of the Directive, Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended) where applicable.
- **Step 2** is to determine whether the development exceeds a specific threshold as set out in the Planning and Development Regulations 2001 (as amended) Schedule 5, Part 2 – Development for the purposes of Part 10 (the only type of development to which thresholds do not apply are those considered to always be likely to have significant environmental effects and therefore require an EIAR).
- **Step 3** is to determine if the development is likely to have significant effects on the receiving environment. There are no exacting rules as to what constitutes “significant” in terms of environmental effects. The responsibility is on Planning Authorities to carefully examine every aspect of the development in the context of characterisation of the development, location of the development and type and characteristics of potential effects. It is generally not necessary to provide specialist studies or technical reports to complete this EIA screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

4 Site

4.1 Site Location

The Proposed Development has an area of approximately 0.307 hectares (ha) and is located along the Old Fort Road (L2263), beyond the entrance to Waltham Abbey, in built-up residential and commercial area on the outskirts of Cork City, under the administrative area of CCC. The location and context of the surrounding environs of the Proposed Development site are illustrated in Figure 4.1.

Figure 4.1: Waltham Abbey Bus Stop - Proposed Development Site Location

4.2 Site Description and Surroundings

The site comprises mostly hardstanding surfaces with road verge separating the road from the public walkway. The immediate surrounding of the site comprises commercial areas to the south and east, and residential areas to the north. Immediately west of the site is a significant parcel of vegetation. There is a public walkway that flanks both sides of Old Fort Road. The wider surroundings include recreational, residential and health facilities within the Metropolitan Town of Ballincollig to the north, industrial areas further east, recreational facilities to the west and more residential properties to the south.

5 Proposed Development

5.1 Overview

The bus network in Cork has been comprehensively re-designed as part of the BusConnects Cork programme. The re-design work was carried out in partnership with CCoC, CCC, and other county councils to ensure full integration with local, regional, and national policy. There was extensive engagement with the public and with stakeholders during the development of the re-designed network.

The new bus network will provide over 50% more services than currently exist, representing an unprecedented investment in County Cork's public transport. More areas will be served, more people will be within walking distance of a high frequency stop, and there will be more 24-hour operation. It is planned to deliver these benefits during 2025 and 2026. Certain infrastructure is required to allow the new bus network to be operated. A detailed operational review of the new bus network has identified the shorter-term stop and terminus alterations needed to support the introduction of the new bus system. The Proposed Development aims to respond to this need, providing the infrastructure required to allow the new BusConnects Cork network to be operated.

The Proposed Development extends over an area of approximately 0.307ha (refer to Figure 5-1) and includes the following elements:

- Proposed bus layby to be created in the existing verge;
- Accessible kerbing to be provided along the length of the eastbound and westbound boarding area;
- Uncontrolled crossing with tactile paving to be installed at the existing crossing point across Castlewest Shopping Centre access;
- Existing centreline to be adjusted to allow for a minimum of 3.2m wide lane widths;
- Drainage gullies to be installed within the proposed layby;
- Existing road verge to be tired-in with new levels;
- Existing coach set down sign to be relocated and erected east of the proposed bus stop;
- Four existing trees to be removed / felled;
- Proposed three seated bench to be constructed from the rear of the existing footway;
- New TFI branded bus pole with flag mounted in RS60 socket to be installed.
- Renewal/replacement of other road drainage, road signage and road markings as might be necessary;
- All other associated ancillary site works.

The Proposed Development has been designed in accordance with the Department of Transport's *"Design Manual for Urban Roads and Streets"* (DMURS) (2013) and, where relevant, the Transport Infrastructure Ireland (TII) *"Design Manual for Roads and Bridges"* (DMRB) (2011).

Detailed drawings of the Proposed Development layout are included in Appendix B of this Screening report. All layouts and details are indicative and may be subject to change during the detailed design phase.

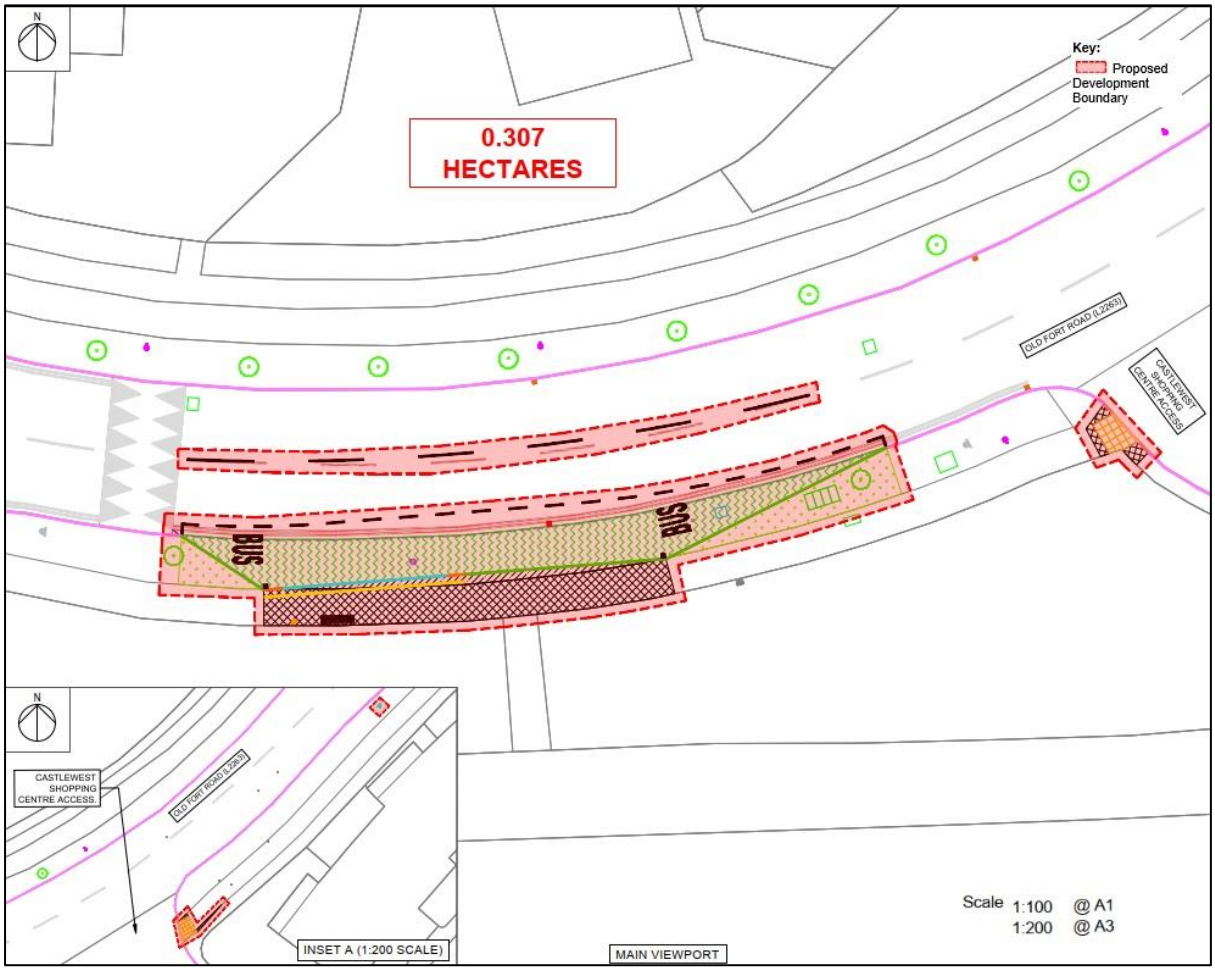

Figure 5.1: Waltham Abbey Bus Stop - Proposed Development Layout

5.2 Drainage

Two new gullies are to be installed within the proposed layby and connect to the existing drainage system. Full details of the proposed changes to the existing drainage network will be confirmed at the detailed design phase.

5.3 Utilities

No utility surveys / information has been completed to date; this will be undertaken at the detailed design phase.

Disruption of services, such as electricity outages and water supply interruptions, are not anticipated during the construction works. Nonetheless, utility surveys will be carried out ahead of the commencement of the construction works to identity any local services. In the event that disruptions become necessary, these would be temporary, whilst local residents and businesses would be notified in advance of the works.

5.4 Construction Phase

Construction phase activities include, amongst others, trimming of overhanging vegetation, removal of road markings, kerbs and existing gullies, provision of a bus pole, footways, road markings, and other elements of the road network. The duration of the construction phase is currently uncertain; however, given the type of works proposed, it is anticipated to be short in duration.

By way of standard operating practice, a key mechanism for managing potential noise and vibration impacts during the construction phase will be through adherence to site working hours as agreed with CCC, which are anticipated to be:

- 07:00 – 19:00 Monday to Friday;

- 08:00 – 14:00 Saturday; and
- No noisy works to take place on Sundays or bank holidays.

Where especially noisy works are to take place, the appointed contractor (hereafter referred to as the 'Contractor') will contact CCC and local residents who may be affected by noise and vibration to inform them of the intended location and duration of the works.

Again, by way of standard operating practice for the construction phase, the construction works will be undertaken in accordance with safeguards included in a Construction Environmental Management Plan (CEMP) which will ensure that construction adopts industry best practices. The CEMP will set out a range of measures to avoid and mitigate potential adverse environmental effects associated with the construction phase of the Proposed Development. Such measures will be in accordance with relevant standards and specifications, as well as best practice pollution prevention guidance and monitoring techniques. The CEMP will include measures such as controls over the routing of construction vehicles, construction noise levels, drainage, and the handling and disposal of potentially contaminated soil and materials. The Contractor will be responsible for preparing, implementing, and reviewing the CEMP throughout the construction phase of the Proposed Development.

Waste and materials management during the construction phase will be managed in accordance with a Resource and Waste Management Plan (RWMP) prepared by the Contractor, which will form a sub-plan of the CEMP. The RWMP will include consideration of opportunities to design-out waste and improve materials efficiency, with efforts made to maximise on-site reuse and off-site recycling and recovery of any waste construction material generated. The Contractor will be responsible for preparing, implementing, and reviewing the RWMP through the construction phase, including the management of all suppliers and sub-contractors.

A Construction Traffic Management Plan (CTMP) will also be prepared by the Contractor as a sub-plan to their CEMP and agreed with CCC. The CTMP will adhere to relevant guidelines and requirements, such as the Department of Transport's *'Traffic Signs Manual Chapter 8: Temporary Traffic Measures and Sign Roadworks'* (2019) and Safety, Health & Welfare at Work legislation including the 2005 Act, the Safety, Health and Welfare (Construction) Regulations 2013, and any amendment to them (the Construction Regulations).

5.5 Operational Phase

The Proposed Development will become a permanent addition to the local road network that supports a vital increase in sustainable transport with a 50% increase in the bus network service as part of the BusConnects Cork programme.

Throughout the operational lifetime of the Proposed Development, maintenance activities will be carried out as required (e.g., re-painting of road markings). The Proposed Development will be designed to reduce operational impacts by incorporating appropriate control measures. The Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise, and air emissions.

The potential environmental effects associated with the Proposed Development's operational phase maintenance activities will be similar in nature, but smaller in scale and shorter in duration, compared to those of the construction phase. As such, the environmental effects of the Proposed Development operational phase maintenance activities are not considered separately herein.

5.6 Decommissioning Phase

The decommissioning phase is not considered as part of this EIA Screening Report as the Proposed Development is envisioned to become a permanent addition to the local road network.

6 EIA Screening

It is necessary to determine whether the Proposed Development constitutes EIA development under the Planning and Development Regulations 2001 (as amended) or the Roads Act 1993 (as amended).

6.1 Roads Act 1993 (as amended), Section 50

As the Proposed Development is not a type of development listed within Table 6-1, an EIA culminating in the preparation of an EIAR is not required as per the requirements of the Roads Act 1993 (as amended).

Table 6-1: Screening Criteria under the Roads Act 1993 (as amended)

Criteria	Comment	Is EIA Required on this Basis?
S. 50.- (1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:		
(i) Construction of a motorway	The Proposed Development does not include the construction of a motorway.	**No**
(ii) Construction of a busway[1]	The Proposed Development does not include the construction of a busway.	**No**
(iii) Construction of a service area	The Proposed Development does not include the construction of a service area.	**No**
The prescribed types are given in Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a)(iv) of the Roads Act 1993 (as amended) as:		
a) The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area	The Proposed Development does not include the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes.	**No**
(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.	The Proposed Development does not include the construction of a bridge or tunnel.	**No**
S. 50. – (1) (b) to (d) require that any road development or road improvement project which would be likely to have significant effects on the environment, including projects located on ecologically protected sites, shall be subject to EIA.	The potential for likely significant effects has been considered further under Section 6.4 of this report.	**No**

6.2 Planning and Development Regulations 2001 (as amended)

The following elements should be considered in determining whether the Proposed Development constitutes EIA development under the Planning and Development Regulations 2001 (as amended):

- If the proposed development is of a type listed in Schedule 5, Part 1;
- If not, whether:
  - it is listed in Schedule 5, Part 2; and
  - any part of it is located within a sensitive area; or
  - it meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2; and/or

[1] *"A busway means a public road or proposed public road specified to be a busway in a busway scheme approved by the Minister under section 49."* Source: Roads Act 1993 (as amended), Part 4, 44(1).

– it would be likely to have significant effects on the environment.

6.2.1 Schedule 5, Part 1

EIA is mandatory for developments listed in Schedule 5, Part 1 of the EIA Regulations. Schedule 5, Part 1 developments are large scale developments for which significant environmental effects would be expected and comprise developments such as new airports and power stations.

The Proposed Development is not a type listed in Schedule 5, Part 1.

6.2.2 Schedule 5, Part 2

Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended) sets out specified limits for proposed developments for which an EIA culminating in the preparation of an EIAR is required, should a proposed development exceed the specified limits.

The screening of the Proposed Development against Part 2 of the Planning and Development Regulations 2001 (as amended) is contained in Table 6-2.

Table 6-2: Screening Against Relevant Thresholds under Schedule 5, Part 2

Criteria	Regulatory Reference	Comment	Is EIA Required on this Basis?
Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. *(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)*	Schedule 5, Part 2, 10 (b)(iv) of the Planning and Development Regulations 2001 (as amended).	The area of Proposed Development is approximately 0.307ha.	**No**
Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7	Schedule 5, Part 2, 15 of the Planning and Development Regulations 2001 (as amended).	The potential for likely significant environmental effects has been considered in Section 6.4 of this report.	**No** Refer to Section 6.4 of this report.

Source: Planning and Development Regulations 2001 (as amended)

As the Proposed Development is not a type of development identified in Schedule 5 Part 1 or Part 2 of the Planning and Development Regulations 2001 (as amended), there is no automatic requirement under the EIA Directive for the Proposed Development to be subjected to EIA. Notwithstanding this, the Applicant is a responsible developer and is committed to demonstrating that the Proposed Development will not result in significant effects on the environment. As such, this EIA Screening Report has been prepared to determine whether there are likely significant environmental effects from the Proposed Development on the receiving environment with regard to Schedule 7 of the Planning and Development Regulations 2001 (as amended).

6.3 Selection Criteria for Screening Schedule 5 Development

Schedule 7 of the Planning and Development Regulations 2001 (as amended) sets out the selection criteria for screening Schedule 5 developments. These relate to specific matters, including:

1. The characteristics of the development (discussed under Section 6.4.1 of this report);
2. The location of the development (discussed under Section 6.4.2 of this report); and
3. The characteristics of the potential impact (discussed under Section 6.4.3 of this report).

These factors need to be taken into account as part of the Screening process and are set out below.

6.3.1 Characteristics of Proposed Development

The characteristics of developments must be considered, with particular regard to:

a) *The size and design of the whole development;*

b) *Cumulation with other existing development and/or approved development;*

c) *The nature of any associated demolition works;*

d) *The use of natural resources, in particular land, soil, water and biodiversity;*

e) *The production of waste;*

f) *Pollution and nuisances;*

g) *The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge; and*

h) *The risks to human health.*

6.3.2 Location of Proposed Development

The environmental sensitivity of geographical areas likely to be affected by developments must be considered, with particular regard to:

a) *The existing and approved land use;*

b) *The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;*

c) *The absorption capacity of the natural environment, paying particular attention to the following areas:*

   i. *wetlands, riparian areas, river mouths;*

   ii. *coastal zones and the marine environment;*

   iii. *mountain and forest areas;*

   iv. *nature reserves and parks;*

   v. *areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;*

   vi. *areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the development, or in which it is considered that there is such a failure;*

   vii. *densely populated areas; and*

   viii. *landscapes and sites of historical, cultural or archaeological significance.*

6.3.3 Types and Characteristics of Potential Impacts

The likely significant effects on the environment of a proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the development on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Planning and Development Act 2000 (as amended), take into account:

a) *The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected);*

b) *The nature of the impact;*

c) *The transboundary nature of the impact;*

d) The intensity and complexity of the impact;

e) The probability of the impact;

f) The expected onset, duration, frequency and reversibility of the impact;

g) The cumulation of the impact with the impact of other existing and/ or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/ or development the subject of any development consent for the purposes of the EIA Directive by or under any other enactment; and

h) The possibility of effectively reducing the impact.

The following section sets out a review of the above criteria and requirements specifically addressing the Proposed Development.

6.4 Schedule 7 Criteria Table

6.4.1 Characteristics of the Proposed Development

Table 6-3: Characteristics of the Proposed Development

Criteria	Proposed Development
(a) the size and design of the whole of the proposed development	
Will the size and design of the whole project be considered significant?	The area of Proposed Development is approximately 0.307ha and is not significant within the residential and industrial setting of the surrounding environs.
(b) cumulation with other existing development	
Will other existing project and/ or approved project be able to affect the project?	A desktop search of proposed and existing planning applications was carried out on the 4 June January 2025 (refer to Appendix C). The search used publicly-available data from the MyPlan.ie's 'National Planning Application' database, An Bord Pleanála's (ABP) database, and CCC's Planning Portal. The scope of the search was based within a 1 kilometre (km) radius from the approximate centre point of the Proposed Development site and limited to committed developments which have been approved by CCC or ABP within the last five years or are currently pending determination of planning decision. The majority of developments identified are small scale in nature (e.g., developments such as single residential properties and retention projects) or are considered to be a sufficient distance from the Proposed Development site so as not to warrant further consideration. Only reasonably foreseeable developments have been considered. The identified relevant planning applications include: - **Ref no. 2341760**: Permission for the construction of a temporary car park for four years, to serve a HSE Enhanced Community Facility granted under Cork County Council Ref. No. 2241092 and all ancillary development works. - **Ref no. 2039380:** Permission for installation of a 0.50m x 0.87m x 1.62m (LxWxH) above ground enclosure, to house a new natural gas District Regulating Installation including a 3m high 'lamp post' style relief vent stack with all ancillary services and associated site works to replace the existing below ground natural gas regulating unit. - **Ref no. 2139822**: Permission for the construction of a residential development containing 16 no. apartments at Bakers Street, Ballincollig, Cork, comprising eight no. 1 bedroom apartments and eight no. 2 bedroom duplex units in a three block arrangement of three no. storeys as follows: (A) 3 storey apartment Block A to contain 8 units comprising 4 no. 1 bedroom apartments and 4 no. 2 bedroom duplex apartments (B) 3 storey Apartment Block B to contain 4 units comprising 2 no. 1 bedroom apartments and 2 no. 2 bedroom duplex apartments, (C) 3 storey Apartment Block C to contain 4 units comprising 2 no. 1 bedroom apartments and 2 no. 2 bedroom duplex apartments with all apartments in the proposed scheme all with their own private external balcony/terrace, (D) New site vehicular and pedestrian entrances off Baker Street with circulation roadway and footpaths and 10 no. car parking spaces, (E) External bikes parking and enclosed bin storage area, (F) Hard and soft landscaping including open space and boundary treatments and all associated site drainage, utilities and site services and associated site works. - **Ref no. 2140554:** Permission for the construction of a residential development at Old Fort Gate, Ballincollig, Cork, comprising 16 no.

Criteria	Proposed Development
	apartments (10 no. 1 bedroom apartments and 6 no. 2 bedroom apartments) in a four-storey building and all associated site development works including car parking, bicycle and bin storage, drainage, public lighting, landscaping and amenity areas. The development will have access via Old Fort Gate and Powdermills Road and a pedestrian crossing will also be provided on Powdermills Road.
(c) the nature of any associated demolition works	
Will the construction of the project include any significant demolition works?	The Proposed Development will require the breakout of existing hardstanding surfaces and kerbs to accommodate the proposed alterations. No significant demolition works, such as the demolition of buildings, are required.
(d) the use of natural resources, in particular land, soil, water and biodiversity	
Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	Materials required for the Proposed Development will likely include pre-cast kerbs, paving, stone, aggregate, asphalt, and paint. Exact quantities of materials required will be identified at the detailed design stage, however, these are unlikely to be significant given the scale and nature of the works. It has been assumed that all materials will be sourced locally to minimise transportation distances. Materials shall be re-used where possible on-site in line with waste regulations. A water supply will be required during the construction phase. It has been assumed that if water mains are utilised, all relevant permissions will be sought prior to the works commencing, such as written agreement from Uisce Éireann and relevant stakeholders. At no point will water be abstracted from rivers or streams. The Proposed Development will require the existing road verge to be re-graded to tie in with new levels. In addition, 4no. existing trees will be felled and all localised vegetation overhanging will be trimmed back where appropriate and crown fitted to suitable height. During the operational phase, the use of materials will be similar to that of the construction phase, but limited to maintenance works as necessary. Taking into consideration the size, scale, and type of Proposed Development, the use of natural resources is not considered to be significant.
(e) the production of waste	
Will the project produce wastes during construction or operation or decommissioning?	Construction waste will be kept to a minimum with contaminated waste (should it occur) and demolition waste being removed off site. Non-hazardous and hazardous waste generated during the construction phase will potentially comprise (but not be limited to) soil, concrete, asphalt, and associated sub-base, tar and tar products, metal, cardboard and plastic packaging, and paint. Prior to construction of the Proposed Development, the Contractor will prepare a RWMP which will include measures to segregate all construction waste into recyclable, biodegradable, and residual wastes, including any litter arising during the construction phase of the Proposed Development. Where waste is produced, it will be managed in accordance with relevant Irish waste management legislation and guidance and, in particular, any materials that cannot be re-used (e.g., any contaminated soils identified on-site) will only be transported by hauliers holding a valid collection permit to waste management sites which hold the necessary license, permit, certification, or exemption. Waste stored on-site will be located away from any sensitive receptors within appropriate waste receptacles. During the operational phase, waste generated will be similar to that of the construction phase, but limited to maintenance works as necessary. Taking into consideration the preparation and implementation of the RWMP by the Contractor, and given the scale and type of Proposed Development, it is unlikely that the Proposed Development will result in significant quantities of waste.
(f) pollution and nuisances	
Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	During the construction phase of the Proposed Development, there is potential for increased dust and exhaust emissions to air as a result of construction machinery/activities. These will be temporary, mostly limited to the construction phase, and likely minor given the scale of the works. In addition, these emissions will be managed through adherence to the Contractor's CEMP which will include measures to reduce air emissions; for example, plant and equipment will be maintained and turned off when not in use. During any maintenance works required during the operational phase, dust and exhaust emissions will be similar to those of the construction phase but limited to the duration of the maintenance works and appropriately mitigated such that effects will not be significant. In addition, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and air emissions.

Criteria	Proposed Development
Will the project cause:	
Noise and vibration	Construction activities will produce noise and vibration which may result in an adverse impact on nearby sensitive receptors, such as residential receptors and employment areas adjacent to the site. Construction activities will be short in duration and programmed to reduce potential noise impacts on nearby receptors. In addition, construction mitigation measures set out in the Contractor's CEMP will include noise and vibration limits as per best management practices. During any maintenance works required during the operational phase, noise and vibration emissions will be similar to those of the construction phase but limited to the duration of the maintenance works and appropriately mitigated such that effects will not be significant. In addition, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and noise emissions.
Release of light	The Proposed Development will retain the 4no existing lighting columns that are at the site. Details of the lux level and connection will be determined during the detail design stage. However, the retention of these columns will mean the lux level will not change.
Heat	The Proposed Development will not cause release of heat.
Energy	The Proposed Development will not cause release of energy.
Electromagnetic radiation	The Proposed Development will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?	The Proposed Development site extends over the Lee Valley Gravels (ID: IE_SW_G_094) ground waterbody, with the bedrock underneath described as a 'Regionally Important Aquifer', and an area categorised as having 'Extreme' vulnerability with an area north of the Proposed Development categorised as having 'High' vulnerability to groundwater Contamination (EPA. 2024a). In addition, there is one surface waterbody (Lee (Cork)_090, ID: IE_SW_19L030800) located approximately 630m north of the Proposed Development. It flows in an easterly direction, discharging into Cork Harbour approximately 10.9km east of the Proposed Development. During the construction phase, potential pollution pathways and nuisances for consideration include, but are not limited to: • Leaks and spills of materials used which contain hydrocarbons; and • Potential runoff of material. As the Old Fort Road is currently in use, there is potential for existing surface contamination associated with vehicle use of roads (e.g., drips and spills of hydrocarbons) to extend to areas of the Proposed Development where breakout/excavation will be required. While there have been no reports of potential ground contamination at the site, any contaminated soils identified on-site will need to be managed in accordance with the RWMP. The Contractor's CEMP will include an emergency response procedure for any leaks and spills that may occur during the construction phase, as well as best practice measures to avoid or manage the risk of pollutants entering exposed soils or the existing drainage network. However, the potential for accidents or incidents causing oil and chemical spillages is limited. No likely significant environmental effects are anticipated during the construction phase with the adoption of site-specific risk management and remediation measures, as detailed in the CEMP. The Proposed Development will be designed to ensure the collection and disposal of effluent and run-off which is appropriately isolated from unmade ground and porous surfaces so that the risk of a pollution incident is very low during the operational phase. Taking the above into consideration as well as the nature, location and scale of the Proposed Development, the risk of significant pollution incidents is considered to be low.
(g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanoes, and tsunamis are unlikely to occur. While wildfires and landslides occur in some areas, they are not relevant to the Proposed Development site. Flooding, however, is experienced throughout Ireland on a regular basis. A review of the Office of Public Works (OPW) Flood Maps shows that the Proposed Development site is not located within a Catchment Flood Risk Assessment Management (CFRAM) river or coastal flood extent, nor within National Indicative Fluvial Mapping (NIFM) flood extents. No records of past flood events have been identified on the site. Additionally, a review of Geological Survey Ireland's (GSI) Groundwater Flooding Data Viewer shows that the site is not located within areas

Criteria	Proposed Development
	prone to groundwater flooding. The closest such areas are located approximately 550m north and correspond to past flooding events recorded therein. Taking into consideration the distance from the site to these areas, the short duration of the construction phase (less than 2 months), and the type of Proposed Development, the risk of major accidents or disasters associated with flood events is considered to be low. During the operation of the Proposed Development, CCC will be required to implement an emergency response and a contingency and maintenance plan for the Proposed Development.
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	There are no reports of landslide events occurring at the location of the Proposed Development. The location is not susceptible to earthquakes, subsidence, or landslides. There is no record of karst features, mineral localities, or active quarries in the surrounding area (GSI, 2025b). According to CCC's *'Climate Change Risk Assessment – Part of the Cork City Climate Action Plan 2024–2029'* (2024b), Cork City is susceptible to severe winds (e.g., Violent Storm Ellen in 2020), heatwaves (such as those experienced in 2018), and heavy snowfall (e.g., Storm Emma in 2018). Proposed Development construction will be undertaken in accordance with the Contractor's CEMP, which will include, for example, measures to monitor weather conditions and alerts, and stop work and secure the site in the event of unsafe working conditions linked to severe weather alerts. Similar safety measures will be implemented during the operational phase when maintenance works are carried out when necessary. Taking this into consideration, as well as the nature of the Proposed Development, the risk of major accidents or disasters associated with severe weather events is considered to be low.
(h) the risks to human health (for example, due to water contamination or air pollution)	
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	The Proposed Development is located within Ballincollig ED. According to the 2022 Census, approximately 87% of the population within this ED consider themselves to be in 'Very Good' or 'Good' health, while approximately 1% of the residents considered themselves to be in 'Bad' or 'Very Bad' health. Additionally, Cork City has an Air Quality Index for Health (AQIH) rating of '2-Good' and there were no exceedances in EU legal limit values for pollutants monitored under the CAFÉ Directive during 2023 (EPA, 2024b and 2024c). The Old Fort Road is not a Regional Road and therefore there is no noise level data available. However, the R608 which the Old Fort Road joins experiences noise levels ranging between 55 to 69 decibels (dB) (EPA, 2024). During the construction phase of the Proposed Development, there is potential for temporary increase in noise levels associated with construction activities and machinery. However, the Contractor's CEMP will include measures to mitigate and reduce construction noise, such as requiring machinery to be turned off when not in use and adhering to site workings hours as agreed with CCC. In addition, a CTMP will be prepared and agreed with CCC to reduce traffic disruption. Therefore, no likely significant human health effects are anticipated with the adoption of site-specific risk management and remediation measures, as appropriate, during construction. Given the scale and type of Proposed Development, the anticipated short duration of the construction phase, and with the implementation of the Contractor's CEMP, no significant effects on construction workers, residents, or the environment are likely to result from the Proposed Development. During the operational phase, risks to human health will be similar to those of the construction phase, but limited to maintenance works as necessary. In addition, the Proposed Development will be designed to reduce operational impacts by incorporating appropriate control measures. The Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise, and air emissions.

Table 6-3 illustrates that, given the characteristics of the Proposed Development, it will not constitute EIA development. Given the limited extent of the Proposed Development, in the context of the surrounding land uses, the limited likely use of natural resources, the low volume of waste likely to arise, the preparation and adoption of a CEMP, CTMP, and RWMP to mitigate the effects of construction activities, the Proposed Development is not likely to give rise to significant environmental effects during its construction. Similarly, given the characteristics of the Proposed Development, its operation is not anticipated to give rise to significant environmental effects, noting that Proposed Development will result in positive effects by improving public transport services, which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise, and air emissions.

6.4.2 Location of the Proposed Development

Table 6-4: Location of the Proposed Development

Criteria	Commentary
(a) the existing and approved land use	
Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?	The Proposed Development is located within the administrative area of CCC and mostly comprised of hardstanding surfaces within the existing road network, in addition to a limited grassland area. According to CCC's, "Cork City Development Plan 2022-2028" (hereafter referred to as the 'CDP'), the Proposed Development site does not have any land zoned for use. The Proposed Development will result in minor changes to the existing road network and will introduce minor structures such as a bus stop pole, and a three-seated bench. These changes will not result in change of land use zoning. In addition, by approving public transport in the area, the Proposed Development is in line with objectives associated with providing local services. There is potential for increased or diverted traffic during the construction phase, which will be temporary and reversible upon the completion of the works. Access to nearby properties (residential or otherwise) will be maintained and throughout the construction phase, whilst potential impacts will be managed through the Contractor's CEMP and CTMP. In the event that temporary road closures are required, the Contractor will obtain the necessary consent from the relevant authorities. In all cases, unless the road is closed by special order, free passage for all vehicular traffic and pedestrians along the roads will be maintained, together with vehicular and pedestrian access to all properties fronting such roads. No disruptions to utility services are envisioned; however, should suspensions be required, these will be carefully planned so their duration is minimised, and reasonable prior notice given to the local residents and stakeholders.
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	
Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?	The Proposed Development site is mostly within the existing road curtilage and a limited area of road verge. 4no. existing trees are to be felled and localised overhanging vegetation to be trimmed back where appropriate. The Lee Valley Gravels ground waterbody has a 'Good' status but is 'At risk' of not meeting Water Framework Directive (WFD) objectives. No water abstraction or major excavations are required for completion of the works. Additionally, the risk of contamination to this waterbody will be avoided by the Contractor's CEMP, including emergency response procedures for any leaks and spills. It is anticipated that required construction material for the Proposed Development will be sourced locally during the construction phase. Importation of fill and materials will be sourced from local suppliers where practicable. Materials will comply with vetting requirements. Materials should be re-used where possible in accordance with all relevant legislation and guidance. During the operational phase, the use of materials will be limited to maintenance works carried out when necessary.
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
(i) Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?	The closest surface waterbody identified in the EPA maps is the Lee (Cork)_090 river waterbody located approximately 550m north of the Proposed Development. This waterbody has a 'Good' Ecological Status and its WFD Risk status is 'Not at risk'. The closest sites identified in the Wetland Surveys Ireland Online Mapper is the Knockanemore Quarry Lakes (WMI_CO294) located approximately 3.32km to the west of the Proposed Development and the Ballymah Pond (WMI_CO316) located approximately 4.2km southeast of the Proposed Development. The proposed works will be limited to the existing road curtilage and involve no major excavations or installations. In addition, the Contractor' CEMP will include measures, such as emergency response procedures for any leaks and spills, to avoid or reduce the risk of pollution events that could impact these waterbodies. Taking this into consideration as well as the location, scale and type of Proposed Development, the risk of a significant pollution event is considered low. During the operational phase, the potential for impact on inland surface waterbodies will be similar to that of the construction phase, but limited to maintenance works as necessary. Taking the above into consideration, no likely significant effects are anticipated on the absorption capacity of the natural environment related to wetlands, riparian areas, and river mouths as a result of the Proposed Development.

Criteria	Commentary
(ii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?	The nearest coastal zone and marine environment is Cork Harbour (ID: IE_SW_060_0000), approximately 10.9km southeast. Taking into consideration its distance from the Proposed Development site, the scale and type of Proposed Development, and the implementation of mitigation measures such as those outlined within the Contractor's CEMP, the risk of a pollution event impacting the Cork Harbour is considered low. During the operational phase, the potential for impact on coastal waterbodies will be similar to that of the construction phase, but limited to maintenance works as necessary. Taking into consideration the location, scale and type of Proposed Development, no likely significant effects are anticipated on the absorption capacity of the natural environment related to coastal zone and marine environments as a result of the Proposed Development.
(iii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?	There are vegetated areas that form parcels a copse to the west of the Proposed Development site, further along the Old Fort Road. Coolyduff is a forest area located approximately 600m north of the Proposed Development site adjacent to the River Lee. This forest area is classified as a Long-established Woodland. 4no existing trees will need to be felled to allow implementation of the Proposed Development. Taking this into consideration, as well as the size and type of the Proposed Development, and the distance from the site to the closest mountain or Ancient/Long-established Woodlands, significant impacts on mountains and forest areas are unlikely to occur.
(iv) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to nature reserves and parks?	The closest nature reserve or park is the Gearagh Nature Reserve which is approximately 25km west. Taking into consideration the size and type of the Proposed Development, and the distance from the Proposed Development site to the closest nature reserve or park, significant impacts on nature reserves or parks are unlikely to occur.
(v) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive?	The site is not located within any European site, and the Proposed Development is not connected with or necessary to the management of any European site. The closest European site is the Cork Harbour SPA located approximately 10.9km east of the Proposed Development. An Appropriate Assessment (AA) Screening was prepared for the Proposed Development in February 2025. The report concludes that: *"On the basis of objective scientific information, and in light of the conservation objectives of relevant European sites, that the Proposed Development, either individually or in-combination with other plans or projects, could not have likely significant effects on any European Sites.* *Based on the information provided in this Report, it is AECOM'S opinion that there is no requirement to proceed to the next stage of AA or for a Natura Impact Statement (NIS) to be produced".* Construction will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP, which will include, for example, emergency response procedures for any leaks and spills, to avoid or reduce the risk of pollution events that could impact these areas. Taking this into consideration, as well as the conclusion of the AA Screening as stated above, and the type and size of Proposed Development, no significant impacts on the absorption capacity of the natural environment relating to areas classified or protected under the legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive, are likely to occur.
(vi) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure?	The River Lee is located approximately 650m north of the site. It is 'Not at Risk' of not meeting the WFD objectives and has 'Good' Ecological status or potential. During the construction phase, potential pollution pathways and nuisances for consideration include, but are not limited to, leaks and spills of materials used which contain hydrocarbons, and potential runoff of material to nearby waterbodies. The Contractor's CEMP will include an emergency response procedure for any spills that may occur during the construction phase. The Proposed Development would be designed to ensure that the collection and disposal of effluent and run-off is appropriately isolated from unmade ground and porous surfaces so that the risk of a pollution incident is very low. However, the potential for accidents or incidents causing oil and chemical spillages is limited. No likely significant effects are anticipated with the adoption of site-specific risk management and remediation measures, as appropriate, during construction.

Criteria	Commentary
(vii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	The Proposed Development is not located within a densely populated area but is north of a large industrial area and involves minor works to include a bus stop. Therefore, no significant impacts are likely to occur. In addition, during the operational phase, the Proposed Development has the potential to result in positive impacts by improving the public transport facilities for workers travelling to and from this area.
(viii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or archaeological significance?	**Landscape** The Proposed Development is not located within a High Value Landscape or along any Scenic Route. The site is located within an existing road network and does not constitute a large-scale development that "*should generally be supported by a visual impact assessment"* as per requirements of the CDP. Impacts associated with construction works, such as the presence of construction vehicles, will be temporary and reversible upon the completion of the works. There will be a minor loss of road verge and 4no existing trees will be felled. During the operational phase, the Proposed Development will result in minor landscape changes from the introduction of proposed structures and felling of 4no. existing trees. Therefore, significant effects on the landscape as a result of the construction or operational phases of the Proposed Development are unlikely to occur. **Cultural Heritage** According to the Heritage Maps and the CDP, there are no assets in the Sites & Monuments Record (SMR) with associated Zones of Notification (ZoN) or Record of Protected Structures (RPS) within 500m of the site. The closest SMR is a Mill – gunpowder (ID: CO073-043) located approximately 750m north-west of the Proposed Development site. There are multiple National Inventory of Architectural Heritage (NIAH) sites within 500m of the site, the closest being an outbuilding (ID: 20842012) with a regional rating located approximately 230m south-east of the site. All locations of the NIAH sites are not visible from the Proposed Development site due to intervening elements in the surrounding environs. Taking this into consideration as well as the nature of the works and the proposed structures, no likely significant impacts on these cultural heritage assets are anticipated to occur. There are no Architectural Conservation Areas (ACA) within 500m of the site.

Table 6-4 illustrates that, given the location of the Proposed Development, it does not constitute EIA development. The Proposed Development will be located within the existing road curtilage, whilst the proposed works will be in keeping with the approved land uses for the area. Given the existing use of the land in the immediate area surrounding the Proposed Development, there are limited natural resources in terms of soil, land, and water that could be affected by the Proposed Development during the construction or operational phases. With suitable control measures in place (as relevant during construction or operation), significant environmental effects are not likely to occur.

6.4.3 Types and Characteristics of Potential Impacts

Table 6-5: Types and Characteristics of Potential Impacts

Criteria	Commentary
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	The spatial extent of the Proposed Development is approximately 0.307ha. Direct adverse impacts associated with the construction phase are likely to be limited to the site boundary and the Old Fort Road in proximity to the works where traffic delays may occur. The population affected, for example by construction noise, will include receptors using the Castlewest Shopping Centre. Due to the nature of the proposed works and with implementation of the Contractor's CEMP, RWMP, and CTMP to be approved by CCC, it is unlikely that the local population will be significantly affected by the Proposed Development.
(b) the nature of the impact	
Outline the nature of the impact	During the construction phase of the Proposed Development, there is potential for negative impacts associated with construction activities, such as: • Disruption and/or disturbance to the local community, pedestrians, cyclists, and road users associated with restricted movement resulting from diversions and/ or stop-go systems. • Noise and vibration associated with construction activities.

Criteria	Commentary
	• Dust and air quality impacts resulting from construction activities and construction vehicles. • Leaks or spills of contaminants during the construction phase • Contamination of disturbed soils. However, with implementation of the control measures included in the Contractor's CEMP, RWMP, and CTMP, it is unlikely that impacts would give rise to significant environmental effects. No cultural heritage assets, designated sites, watercourses, protected views and prospects, or protected trees are located within the Proposed Development site. The Proposed Development will be designed to reduce operational impacts by incorporating control measures. During the operational phase, the Proposed Development has the potential to result in positive impacts by improving the available public transport network, which aims to encourage a modal shift from private vehicles to public transport.
(c) the transboundary nature of the impact	
Is the project likely to lead to transboundary effects?	Given the location of the site and the nature of the works, there are no likely transboundary effects.
(d) the intensity and complexity of the impact	
Outline the intensity and complexity of the impact	The impacts identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area.
(e) the probability of the impact	
Outline the probability of the impact	Significant environmental impacts on the receiving environment resulting from the Proposed Development are unlikely to occur given the type, size and scale of the Proposed Development, and the characteristics of the surrounding environs.
(f) the expected onset, duration, frequency and reversibility of the impact	
Outline the expected onset, duration, frequency and reversibility of the impact	The majority of potential impacts identified will occur during the construction phase of the Proposed Development. The expected duration is unknown at this stage. It is anticipated that any potential impacts would be temporary and short-term in duration, and reversible upon completion of works. Potential impacts associated with the operational phase will also be temporary and limited to maintenance works. The frequency and duration of potential impacts will vary depending on the activities being carried out; however, they are not anticipated to result in likely significant effects.
(g) the cumulation of the impact with the impact of other existing and/or development	
Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	There is potential for short-term cumulative effects with other plans or developments identified in the desktop search of proposed and existing planning applications carried out on 27th January 2025, e.g., effects from construction noise and dust. Under the assumption that call construction projects would be carried out in line with inherent environmental controls, regulatory controls, and best practice measures, and given that larger projects will have carried out environmental assessments for the respective developments, no significant cumulative effects are anticipated to occur. During the operational phase, taking into consideration the nature of the Proposed Development and that operational phase works will be limited to maintenance activities only, no significant cumulative effects are anticipated to occur.
(h) the possibility of effectively reducing the impact	
What measures can be adopted to avoid, reduce, repair or compensate the impact?	The Proposed Development is unlikely to result in any significant effects. Where effects are likely to occur, they will be temporary and short-term, mostly limited to the construction phase only, and would be localised to the Proposed Development and local environs. During construction, the impact of the proposed works would be reduced through the implementation of the Contractor's CEMP, RWMP and CTMP. During operation, potential impacts would be reduced by the inclusion of design measures and operational control plans.

Table 6-4 illustrates that, based on an assessment of the types and characteristics of the potential impacts likely to arise due to the Proposed Development, it will not constitute EIA development. With the implementation of the control measures included in the Contractor's CEMP, RWMP, and CTMP, as well as appropriate Proposed Development design, significant environmental effects on the receiving environment resulting from the Proposed Development are unlikely to occur during its construction and operation. Should any construction impacts arise, they will be temporary and restricted to the Proposed Development site and a limited area in proximity to the site. During operation, the Proposed Development will result in positive effects by improving public transport services

which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and noise and air emissions.

7 Conclusion

The prescribed classes of development and thresholds that trigger a full EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001 (as amended). A review of the project types listed in the aforementioned Schedule 5 (as amended) has been carried out, using the steps set out in Section 3 of this report.

The Proposed Development is not a type of development listed in Schedule 5, Part 1 and as the Proposed Development does not equal or exceed a development of a type listed in Part 2 of Schedule 5, an EIA culminating in the preparation of an EIAR is not required. In addition, the Proposed Development is not a type of development requiring a mandatory EIA under the Roads Act 1993 (as amended).

The Proposed Development is of a class set out in Schedule 5, Part 2 (Schedule 5, Part 2, 10 (b)(iv)), but does not meet or exceed the relevant threshold. The Proposed Development has been screened for EIA in line with Schedule 7 and 7A of the Planning and Development Regulations 2001 (as amended). No likely significant effects have been identified during the screening process and as such an EIA culminating in the preparation of an EIAR is not required.

A screening checklist is included in Appendix A of this report.

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