CLANDILLON
CIVIL CONSULTING

SCOIL OILIBÉIR ROAD SAFETY IMPROVEMENT SCHEME

Environmental Impact Assessment Screening Report

SORS-CCC-EN-S10-RP-EIA-0001



Client: Cork City Council
Date: 29/09/2026

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1. Introduction

Cork City Council (CCC) have appointed Clandillon Civil Consulting to deliver a Road Safety Improvement Scheme (RSIS) in Ballyvolane, Cork City. In satisfying the requirement, CCC have undertaken a screening assessment to inform on the need for an Environmental Impact Assessment (EIA) Report for the Road Safety Improvement Scheme at Scoil Oilibhéir, (the proposed scheme).

The assessment provides information to allow the competent authority, CCC, to ascertain whether a development requires an EIAR. The purpose of this Report is to establish the likely significant effects of the proposed scheme on the environment and advise if an EIAR is required or not. The Report is set out as follows:

- Introduction;
- Alignment with National, Regional and Local Policies
- Environmental Impact Assessment Legislative Context and Guidance;
- Description of the Size, Design and Location of the Scheme
- EIA Screening Evaluation;
- EIA Screening Conclusions.

1.1 Alignment of Proposed Development with National and Regional Strategies

The delivery of safe cycling infrastructure to encourage more people to cycle as a regular mode of transport is strongly supported by a number of national policies and plans including:

- Project Ireland 2040
- The National Sustainable Mobility Policy
- The Rural Development Policy
- National Investment Framework for Transport Infrastructure (NIFTI)
- The National Physical Activity Plan
- The Climate Action Plan
- National Outdoor Recreation Strategy
- National Cycle Network

The documents invariably refer to the benefits associated with increased active travel journeys, which can include health benefits, improved connectivity and accessibility, improved safety of vulnerable roads users and reduction of carbon emissions associated with transport.

Project Ireland 2040

Project Ireland 2040 is the Governments long-term overarching strategy to improve quality of life in Ireland and build a more resilient and sustainable future. The strategy aligns investment plans with the stated National Strategic Objectives for 2040 and comprises the National Planning Framework (NPF) and the National Development Plan (NDP) 2021-2030. The NPF is a high-level strategic plan, which sets out the vision and strategy for development to 2040, while the NDP provides a roadmap for investment to implement the strategies outlined in the NPF. The NDP outlines departmental allocations to 2025 and a total public investment of €165 billion over the period 2021-2030.

National Investment Framework for Transport Infrastructure (NIFTI)

The National Investment Framework for Transport in Ireland (NIFTI) is the Department of Transport's framework for prioritising future investment in the land transport network to support the delivery of the National Strategic Outcomes.

NIFTI commits to investing in the delivery of "a safe and sustainable land transport network which supports prosperous communities, promotes balanced development and helps to realise our climate change goals."

To cater for rising travel demand while decarbonising the transport sector, NIFTI commits to investing in sustainable mobility which includes improved access to sustainable mobility in our towns and rural areas, and major investment in cycling and walking throughout the country. NIFTI identifies decarbonising the transport sector as an urgent priority in the context of our climate change targets and commits to extending the reach of sustainable mobility in rural areas.

This new framework replaces the previous Strategic Investment Framework for Land Transport (SIFLT), which was published by the DoT in 2015. NIFTI establishes four strategic investment priorities to address the transport challenges ahead. These priorities, which have equal weighting in the framework, include:

- Decarbonisation
- Protection and Renewal
- Enhance Regional and Rural Connectivity
- Mobility of People and Goods in Urban Areas

Because NIFTI is closely aligned Project Ireland 2040 (comprising the NPF and the NDP), the proposed RSIS scheme also aligns closely with NIFTI's key strategic investment priorities as outlined below. In particular, under the 'Mobility of People and Goods in Urban Areas' priority area, the proposed scheme in Cork City has the potential to reduce traffic volumes in the town centre, particularly around school drop-off and pick up times, and create a more attractive urban environment and streetscape.

The NIFTI Investment Priorities represent the key objectives of transport investment that new projects must align with in the years ahead. They are supplemented by two principle-based hierarchies which will ensure that the most sustainable intervention or transport solution is given consideration ahead of less sustainable options.

The modal hierarchy will ensure future transport investments will prioritise sustainable modes of transport options where possible. Active travel will be top of the hierarchy followed by public transport and private car travel. The NIFTI Modal Hierarchy is as follows;

- Active Travel
- Public Transport
- Private Vehicle

NIFTI sets out 4 categories of intervention in the NIFTI Intervention Hierarchy, listed below:

1) Maintain - referring to measures which protect the existing transport network, and keep it at the standard or capability at which it was designed

2) Optimise - referring to measures which are targeted at increasing levels of service of transport infrastructure through enabling and encouraging more efficient behaviour and sustainable use of the network.

3) Improve - referring to measures which increase the capability of existing infrastructure, through increasing the standards of that infrastructure, or measures which shift existing capacity to more sustainable modes.

4) New - referring to all measures which entail significant increases to transport infrastructure capacity.

The goal of the intervention hierarchy is to prioritise transport investment decisions that make the best use of the nation's existing transport assets ahead of the construction of new infrastructure. Maintaining the existing transport network will be given priority, followed by maximising the value of the network through optimising its use. Infrastructural investments will only be considered after these two categories have been assessed as inappropriate for the identified problem, with upgrades to existing infrastructure to be considered before new infrastructure.

The proposed scheme has potential to provide improved pedestrian and cycle connectivity, allowing for a modal shift away from the car and associated decarbonisation.

Climate Action Plan

The CAP 2023 is the second annual update to Ireland's CAP 2019. This plan is the first to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021, and following the introduction, in December 2022, of economy-wide carbon budgets and sectoral emissions ceilings.

The CAP is a principal component in the National Development Plan (2021-2030). It provides a framework for achieving tangible climate goals and ultimate reducing greenhouse gas emissions in Ireland by 51% before 2030 and to reach net-zero emissions by no later than 2050, as committed to in the Programme for Government and set out in the Climate Act 2021. Transport, agriculture and energy, are at the focus of the CAP as being the sectors that require the most reform, in order to achieve its overarching objectives. These sectors in particular are responsible for the largest share of the national emissions. The plan establishes key actions that can be undertaken to achieve a reform in these sectors and provides indicative ranges of reductions in emissions to be achieved with respect to each sector of the economy.

The CAP aligns with several key national policy plans that overlap in their objectives, including Project Ireland 2040, (the NPF and the NDP), the National Remote Work Strategy, the National Adaptation Framework, Our Rural Future – Rural Development Policy 2021-2025, and the National Sustainable Mobility Policy. These plans support changes such as increased cohesion between developments that have potential to improve public transport, as well as safer, longer, and better-connected walking and cycling networks to support a shift towards active travel.

The CAP recognises that without significant changes in travel patterns, the current transport sector will ultimately diminish our national competitiveness, quality of life, and decarbonisation goals. The proposed pathway to reduce emissions from transport is focused on accelerating the electrification of road transport, the use of biofuels, and a modal shift to transport modes with lower energy consumption (e.g. public and active transport). It promotes cleaner, safer, and more sustainable mobility as critical for climate policy, and it also represents an opportunity to improve our health, boost the quality of our lives, meet the needs of our growing urban centres, and connect our rural, urban, and suburban communities. The Plan targets an additional 500,000 (14%) public transport and active travel journeys per day by 2030 and it calls improved planning and radical redesign to shift our built environment from being "vehicle centred" to being "people centered".

The CAP's "Annex of Actions" (Transport Section) outlines the primary actions to be undertaken to reduce emissions in the transport sector. Investment in the development of the Scoil Oilibhéir RSIS in Cork City has the potential to align with a number of these prescribed actions, specifically:

Action 231: Continue the improvement and expansion of the Active Travel Network

Action 233: Construct an additional 1,000km of cycling and walking infrastructure

Action 234: Encourage an increased level of modal shift towards Active Travel (walking and cycling) and away from private car use.

1.2 Alignment of Proposed Development with County and Local Plans

The proposed scheme is in Ballyvolane, Cork City. The area and the scheme fall within the remit of the Cork City Development Plan (2022-2028) and the Cork Metropolitan Area Transport Strategy (2040). The plans have integrated their aims and policies to provide a comprehensive roadmap for the delivery of transport and infrastructural objectives in Cork City. Table 1 below set out the relevant policies and objectives taken from the plans.

Table 1. Excerpts from Cork City Development Plan 2022-2028, relevant to the proposal.

Cork City Development Plan 2022 – 2028	
Strategies and objectives	
SO3 – Transport & Mobility	Integrate land-use and transportation planning to increase active travel (walking and cycling) and public transport usage. Enable the key transport projects in the Cork Metropolitan Area Transport Strategy (CMATS) delivering multi-modal usage and smart mobility, accessible for all.
Objective 2.10	To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.
Objective 2.14	New development shall be designed to make positive additions to their neighbourhoods, towns and communities by: f. Being well-connected with easy access to public transport and active travel
Objective 4.4	To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city. To support the 15-minute city concept and walkable neighbourhoods with adequate walking and cycling infrastructure connected to high-quality public realm elements, including wayfinding and supporting amenities (benches, water fountains, bike stands). To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electric bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme.
Objective 10.70	During the lifetime of the Plan, Cork City Council in consultation with relevant stakeholders will prepare and implement a Framework Plan to identify short-, medium- and long-term regeneration objectives to provide a distinctive town centre for Glanmire. These objectives will prioritise a vibrant, distinctive, welcoming and accessible town centre with a focus on sustainable and active travel, place making and nature-based solutions. The framework will coordinate provision of services, infrastructure, land use, travel, urban design and development.

Table 2. Cork Metropolitan Transport Study

Cork Metropolitan Area Transport Strategy	
Pedestrian and Cycle Wayfinding	There are a number of existing behavioural change initiatives across the CMA supported by the NTA and other sources. These include the following: • Green Schools Travel;
School Travel Strategy	There are a number of land use planning and transport planning considerations relevant to the provision of new schools and the retrospective provision of walking and cycling infrastructure within the catchment of existing schools: • Review and targeted improvements to walking and cycling conditions in the vicinity of existing schools; • Identification of drop off areas for parents and school buses within walking distance of the school to facilitate Park and Stride campaigns or 'Walking Buses'; • Implementation of vehicle-restricted areas in the immediate vicinity of schools; • Implementation of 'No idling' areas in the immediate vicinity of schools to reduce emissions created by stationary vehicles with engines running; • A significant uplift in cycle parking provision in primary and secondary schools.

2. Environmental Impact Assessment Legislation and Guidance: Pre-Screening Examination

This section comprises a pre-screening examination and considers the key European and national environmental legislation as it pertains to EIA requirements. The aim of this section is to demonstrate whether the proposal requires an EIA screening determination or a mandatory EIAR. The conclusion is a decision matrix summarising the relevant stipulations and thresholds set out in the Planning and Development Regulations (Part 1 and 2 of Schedule 5) and the Roads Act (Section 50).

If the proposed development is not listed in Schedule 5 of the Regulations or if a prescribed threshold is not met or exceeded (sub-threshold development), a screening report should, in line with Schedule 7 and 7A of the Regulations, justify whether there are likely to significant effects on the environment as a result of the proposed development. It must do this by considering prescribed criteria set out in the Schedule 5 of the Regulations (addressed below). It must also provide relevant information on the proposed development, a review of local and county development plans, an Appropriate Assessment screening of the study area and a description of the aspects of the environment likely to be significantly affected (Schedule 7, 7A information). The local authority must then carry out a screening determination, based on the information contained in this report, as to whether there is likelihood of significant impacts on the environment as a result of the proposed development.

Key legislation and guidance to be considered, with specific reference to the proposed development:

- EIA Directive
- Planning and Development Act, 2000
- Schedule 7 and 7A of the Planning and Development Regulation
- Roads Act, 1993

- Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA, 2022)
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment
- Environmental Impact Assessment Screening, OPR Practice Note PN02 (2021)
- NTA Guidance on EIA and AA Screening for Active Travel Schemes (2023)
- NTA School Streets Guidance (2025)

The current requirements for EIA for projects are set out by the European Union in Council Directive 2011/92/EU on the Assessment of the Effects of Certain Public and Private Projects on the Environment as amended by Directive 2014/52/EU.

Section 172 of the Planning and Development Acts 2000 to 2022 sets out the requirement for EIA whilst the prescribed classes of development and thresholds that trigger a mandatory EIA are set out in Schedule 5 of the Planning and Development Regulations 2001 to 2022 and Section 50 of the Roads Act 1993, as amended. Further details are provided in Section 3.2 below.

Section 103 of the Planning and Development Regulations 2001 to 2022 and Section 50(1)(b) and 50(1)(c) of the Roads Act 1993, as amended, sets out the requirements for screening a sub-threshold development for EIA. Finally, the information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA is set out in Schedules 7 and 7A of the Planning and Development Regulations 2001 to 2022.

2.1 EIA Directive

Environmental Impact Assessment (EIA) is the process of examining the anticipated environmental effects of a proposed project. EIA usually commences at the project design stage, where it is decided whether EIA is required, via the production of an EIA screening assessment, where the competent authority will use the contents of this report to make a determination. EIA Directive 2014/52/EU provides criteria that are applied in the screening phase to determine if a development is likely to have a significant effect on the environment. The criteria are as follows:

- the **Characteristics of the Projects**, which must be considered having regard, in particular, to the size and design of the whole Project, the cumulation with other existing and/or approved Projects, the use of natural resources, the production of waste, pollution and nuisances, and the risk of major accidents and/or disasters and the risks posed to human health.
- the **Location of the Projects**, so that the environmental sensitivity of geographic areas likely to be affected by Projects must be considered, having regards to the existing and approved land use, the relative abundance, availability, quality and regenerative capacity of natural resources and the absorption capacity of the natural environment in particular.
- **Type and Characteristics** of the potential impact with regards to the impact of the Project on the environmental factors specified in Article 3(1).

The characteristics of the project, its location and potential impact are described and assessed in Chapters 3 - 8 of this report.

2.2 Planning and Development Act

In the context of planning, the EIA Directive is given effect in Ireland through the Planning and Development Act 2000 (as amended). Ireland transposed Directive 2014/52/EU into Irish law, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, came into operation on 1st September 2018. A strengthened screening procedure was one of the key changes introduced by the 2014 Directive. It sets out new information requirements for the

developer (Annex IIA) and new selection criteria to be used by the competent authority in making their screening determination (Annex III).

Cork City Council has obligations under Article 129 the Planning and Development Act 2000, as amended to undertake mandatory EIA for specified classes of development and Appropriate Assessment (AA) and Environmental Impact Assessment (EIA) screening for sub-threshold development for local authority own development.

Where there is a possibility that the development may significantly affect the environment, Cork City Council must prepare information on the development specified under Annex II and Annex III of the EIA Directive and transposed into Irish legislation under schedule 7A of the Planning and Development Regulations which is the appropriate information necessary to undertake an EIA Screening. This is the information which would typically be presented in a report to inform EIA Screening.

2.2.1 Mandatory EIA

Every project listed in Part 1 of Schedule 5 of the Planning and Development Regulations must be subject to an EIA if the stated threshold set out within that Schedule has been met or exceeded or where no thresholds are set, and accordingly, an EIAR must be submitted to the competent authority with an application for development consent in this regard.

No development types listed in Schedule 5 Part 1 are applicable to the proposed scheme. Accordingly, the project is not subject to a mandatory EIA.

2.2.2 Sub-Threshold EIA

An examination of Parts 1 and 2 of the Schedule 5 of the Planning and Development Regulations indicates that the nature and scale of the proposed scheme is such that it would not trigger a mandatory EIA under these Regulations.

The proposed scheme has been examined against Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended). For the purposes of this screening, the scheme has been assessed as sub-threshold development under Class 10(b)(iv) (urban development), as the works area falls well below the 10-hectare threshold applicable to built-up areas outside a business district. The scheme has therefore been screened against the criteria set out in Schedule 7.

2.3 Schedule 7 and Schedule 7A of the Planning and Development Regulations

Article 120 of the Planning and Development Regulations 2001 Regulations states the following:

'Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development'.

Schedule 7A of the Planning and Development Regulations 2001 'Information to be provided by the Applicant or Developer for the purposes of Screening Sub-Threshold Development for the Environmental Impact Assessment'. The requirements include:

- A description of the proposed development, including the physical characteristics of the whole development and, where relevant, of demolition works, and its location, with particular regard to the environmental sensitivity of areas likely to be affected;
- A description of the aspects of the environment likely to be significantly affected by the proposed development;

- A description of any likely significant effects on the environment resulting from the expected residues and emissions and the production of waste, where relevant, and the use of natural resources, in particular soil, land, water and biodiversity;
- The compilation of this information shall take into account, where relevant, the criteria set out in Schedule 7, and the available results of other relevant assessments of the effects on the environment.

The nature, size and location of the development is described in Section 3 of this report, while a description of potential environmental impacts is outlined in Section 5.

2.4 Roads Act, 1993

Section 50 of the Roads Act (1993 to 2015) sets out the types of roads projects for which mandatory EIA is required. The classes of proposed road development automatically subject to EIA is set out below:

Table 3: Screening Matrix for Mandatory EIA for Road Projects

Screening Matrix for Mandatory EIA for Road Projects		
Mandatory Threshold	Regulatory Reference	Assessment
Construction of a Motorway	S. 50(1)(a)(i) of the Roads Act, 1993, as amended	The proposed development is not a Motorway. **Mandatory threshold not reached.**
Construction of a Busway	S. 50(1)(a)(ii) of the Roads Act, 1993, as amended	The proposed development is not a Busway. **Mandatory threshold not reached.**
Construction of a Service Area	S. 50(1)(a)(iii) of the Roads Act, 1993, as amended	The proposed development is not a Service Area and does not incorporate a Service Area. **Mandatory threshold not reached.**
Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely: • 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 construction of a new bridge or tunnel which would be 100 metres	Article 8 of the Roads Regulations, 1994 (prescribed type of road development for the purposes of S. 50(1)(a)(iv) of Section 50 of the Act	Neither the existing road nor the proposed realigned roads include four or more lanes. **Mandatory threshold not reached.** The proposed development does not involve the construction of a bridge or a tunnel of more than 100m in length. **Mandatory threshold not reached.**

None of the development types set out in Section 50(1)(a)(i) to (iv) of the Roads Act are applicable to the proposed scheme. Accordingly, the project is not subject to a mandatory EIA.

2.5 EIA Guidance

2.5.1 Guidelines on the Information to be contained in Environmental Impact Assessment Report (EPA, May 2022)

The stated primary objective of the guidelines is to improve 'the quality of EIARs with a view to facilitating compliance (with the Directive). By doing so they contribute to a high level of protection for the environment through better informed decision-making processes.' According to the guidelines the start of the EIA process involves making a decision about whether an EIAR needs to be prepared or not. The guidelines note that the decision-making process begins by examining the regulations and if this does not provide a clear answer then the nature and extent of the project, the site and the types of potential effects are examined.

2.5.2 Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) have transposed Directive 2014/52/EU and are incorporated into the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (the Guidelines). Chapter 3 of these Guidelines deals with the EIA Screening process.

As referred to in Section 3.5 of the Guidelines, the EIA Screening process is based on professional expertise and experience, having due regard to the 'Source – Pathway – Target' (SPT) model, which identifies the source of likely significant impacts, if any, the environmental factors (target) which will potentially be affected, and the route (pathway) along which those impacts may be transferred from the source to the receiving environment.

As per Section 3.1 of the Guidelines, the screening determination *"is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative".*

The EIA Screening process must also have regard to the European Court ruling that the EIA Directive has a "wide scope and a broad purpose" when determining if an EIAR is required.

The Chapter 3 Guidelines have been considered in developing the assessments and conclusions outlined in Chapters 5 - 8 of this report.

2.5.3 Environmental Impact Assessment Screening OPR Practice Note PN02 (2021)

This Practice Note was published in June 2021 by the Office of the Planning Regulator (OPR) and provides information and guidance on screening for EIA by planning authorities. It includes useful templates and addresses issues that commonly arise. The OPR Practice Note does not have the status of Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000, but are issued for general information purposes only, in accordance with the OPR's statutory remit to engage in education, training and research activities.

2.5.4 NTA Guidelines for EIA and AA Screening (2023)

The NTA have developed and provided input to this high-level guidance document on the matters that must be considered when pursuing any Active Travel Initiative and in determining whether any screening for Environmental Impact Assessment (EIA) and/or screening for Appropriate Assessment (AA) is required. This document assists Local Authorities and their consultants in the carrying out of EIA and AA Screening of active travel initiatives.

2.6 Other Supporting Assessments

Other supporting documents not included in this report but prepared to inform the appropriate development of the scheme includes an Appropriate Assessment Screening Report, prepared by environmental consultants at Clandillon Civil Consulting. The AA Screening Report can be found in **document SORS-CCC-S10-RP-AA-0001.**

The AA Screening concluded that:

"...the proposed scheme is not foreseen to have any likelihood of significant effects on any Natura 2000 sites, alone or in combination with other plans or projects – and therefore any potential for significant effects on any European site as a result of the proposed scheme can be ruled out. "

3. Description of the Proposed Development

Details of the footprint of the proposed scheme and infrastructure required for the proposed measures are outlined in this chapter, and detailed drawings are included in Appendix A of this report. In summary, the proposed development involves the modification of the school front and school routes at Scoil Oilibhéir, Cork City.

The scheme will be developed wholly within the footprint of the existing infrastructure. Modifications to the school area will improve safety for school commuters travelling via foot or bike and will increase the uptake of active travel modes for school commuters.

3.1 General Overview

The road safety improvement scheme in the context of a National School aims to satisfy demand for support for schools to increase walking and cycling to school. The aims of this project is to improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access routes to school by improving walking and cycling infrastructure and increase the number of students who cycle to school by expanding the amount of cycle parking. The works are categorised into two groups: front of school measures and routes to school measures and can include visibility improvements in the School Zone and Gateway Areas, new/upgraded walking and cycling infrastructure, safer pedestrian crossing points, junction treatments, upgrades to existing school entrances, and improvements to permeability links.

Scheme Objectives include the following measures:

Front of School measures – to include the provision of School Gateway and School Zone areas on approach to each of the schools. This will include coloured road surfacing and line markings, signage, banners and placemaking

Routes to School measures – to include provision of new and upgraded walking and cycling paths, provision of safer crossing points (controlled/uncontrolled), pedestrian crossings, junction upgrades and tightening measures, provision of segregated access into school grounds, and identification of potential permeability links.

These proposed scheme focuses on prioritising the student walking and cycling to school, by the following potential measures:

- Improving the visibility of the School Zone and Gateway Areas
- New and upgraded walking and cycling infrastructure
- Safer pedestrian crossing points
- Junction treatments
- Upgrading existing entrances to schools
- Improving permeability links

3.2 Scheme Location

Scoil Oilibhéir is situated in the townland of Ballyvolane (Baile Uí Mhaoláin), on the Ballincollie Road, in the northern suburbs of Cork City, approximately 3km north of Cork City Centre. Ballyvolane is identified in the Cork City Development Plan 2022–2028 as a key suburban area, with the Ballyvolane Urban Expansion Area (UEA) designated as the main area for future growth within this part of the city, through a mix of housing, employment, and commercial uses. The scheme involves the modification of the school fronts and general area surrounding the school. Figure 1 below shows the scheme location.

3.3 Scheme Design

Drawings of the scheme design are contained in Appendix A.

The proposed works will include the provision of cycling/walking paths on roads adjoining to the school, junction and pavement improvements to a pedestrian-friendly standard, road signs and markings indicating school entrance and the presence of cyclists/pedestrians, ramp accesses, road surface changes to slow traffic, (controlled and uncontrolled) crossing facilities, appropriate parking at school, bollards and raised tables at front of school. The scheme will also incorporate green spaces, where possible, into designs. The level of intervention at each of the schools will vary.

The following measures are proposed for Scoil Oilibhéir:

- Upgrade of existing uncontrolled crossing to a raised controlled pedestrian crossing
- Inclusion of gateway element road markings to warn drivers of approaching school

4. Receiving Environment

This chapter describes the receiving environment and evaluates the absorption capacity of the scheme's surroundings. This chapter is informed by other supporting assessments (i.e. AA Screening Report **- SORS-CCC-S10-RP-AA-0001**), primary information from in-field surveys and an extensive desktop survey. This chapter, in tandem with Chapter 5 comprises the EIA screening evaluation, which ultimately informs the conclusion of this screening exercise.

4.1 Population and Human Health

4.1.1 Demographic Structure

The 2022 census indicates that the population of County Cork is 584,156, of which 222,526 persons lived in Cork City (CSO, 2022).

It is anticipated that the proposed road safety improvements will positively affect human health by improving recreational access to the outdoors. It is also believed there will be health benefits brought about by improving safety nearby the school within this scheme.

4.1.2 Health

In considering the potential impacts of the proposed scheme on human health, the location and distribution of sensitive receptors to potential impacts should be identified. Sensitive receptors to impacts such as noise, air pollution, road collision/accident risk etc. have been identified as the following:

- Residential areas

- Community facilities
- Educational institutions
- Heritage Sites
- Places of worship
- Local enterprise
- Healthcare facilities
- Commercial/retail outlets

As well as vulnerabilities, there are also a number of opportunities to positively impact human health. The demographic structure of the town and hinterlands suggests that the local populations would stand to benefit from the provision of safe commuting infrastructure for school-goers. Providing an option to children and families to incorporate sustainable commuting into their daily utility trips has the potential to positively impact on the physical health of the local population.

4.2 Biodiversity

4.2.1 Protected Sites

Scoil Oilibhéir is located proximate to a number of protected sites, the nearest site being Cork Harbour SPA (004030), located approximately 3.9km from the school. There are a further two Natura 2000 designated sites within the study area. Table 4 below lists Natura 2000 Sites proximate to the proposed scheme.

Table 4: Natura 2000 Sites proximate to the proposed scheme

Site Name & Designation	Code	Distance from Scheme	Connection to Scheme
Cork Harbour SPA	004030	3.9km	No Connection
Great Island Channel SAC	001058	8km	No connection
Blackwater River (Cork / Waterford) SAC	002170	12.5km	No connection

There are no Natural Heritage Areas (NHAs) protected under Ireland's Wildlife Acts (1976, 2000, as amended) within the study area of the proposed scheme. There are nineteen proposed Natural Heritage Areas (pNHAs) within 15km of the site; however, these are offered no statutory protection. Table 5 below lists sites protected under Irish legislation proximate to the scheme.

Table 5. Other protected sites proximate to the scheme.

Site Name / Code	Designation	Distance from Scheme	Connection to Scheme
Blarney Lake (001798)	pNHA (non-statutory)	7.3km	No connection
Blarney Bog (001857)	pNHA (non-statutory)	4.8km	No connection
Cork Lough (004031)	pNHA (non-statutory)	3.8km	No connection
Lee Valley (000094)	pNHA (non-statutory)	5km	No connection

Site Name / Code	Designation	Distance from Scheme	Connection to Scheme
Ballincollig Cave (001249)	pNHA (non-statutory)	10.5km	No connection
Shournagh Valley (000103)	pNHA (non-statutory)	9.4km	No connection
Blarney Castle Woods (001039)	pNHA (non-statutory)	7.2km	No connection
Ardamadane Wood (001799)	pNHA (non-statutory)	7km	No connection
Bride/Bunaglanna Valley (000079)	pNHA (non-statutory)	14.5km	No connection
Leamlara Wood (001064)	pNHA (non-statutory)	14.6km	No connection
Glanmire Wood (001054)	pNHA (non-statutory)	3.9km	No connection
Douglas River Estuary (001046)	pNHA (non-statutory)	4.4km	No connection
Great Island Channel (001058)	pNHA (non-statutory)	7.5km	No connection
Monkstown Creek (001979)	pNHA (non-statutory)	11.4km	No connection
Owenboy River (001990)	pNHA (non-statutory)	13.1km	No connection
Lough Beg (Cork) (001066)	pNHA (non-statutory)	14km	No connection
Dunkettle Shore (001082)	pNHA (non-statutory)	4.6km	No connection
Rockfarm Quarry, Little Island (001074)	pNHA (non-statutory)	7.8km	No connection
Cuskinny Marsh (001987)	pNHA (non-statutory)	14km	No connection

Given that no Natura 2000 sites are directly connected to or adjacent to the proposed scheme, and all listed sites have no connection to the scheme, no further AA screening of individual sites is required. None of the Natura 2000 or pNHA sites listed above are hydrologically or otherwise connected to the proposed scheme.

4.2.2 Key Habitats and Species

A desktop survey was conducted to assess baseline environmental conditions, identify habitat types adjacent to the scheme, and record evidence for the presence of key species.

- Habitats identified within the surrounds of the scheme:
- Buildings and artificial surfaces (BL3)
- Treelines (WL2)
- Amenity grassland (GA2)
- Scattered trees and parkland (WD5)
- Dry meadows and grassy verges (GS2)

NBDC records of the 1km grid square W6874 surrounding the school were assessed to identify records of flora and fauna. The location of the schools in a heavily trafficked suburban area suggests that mammalian habitats in the direct vicinity are low in abundance, although there is agricultural land in the wider hinterlands. Mammals such as shrews and badgers may occur within hedges and shrubs on roadsides adjacent to grassland and patches of trees. Red squirrel (*Sciurus vulgaris*) has been noted in the NBDC records.

No bats have been identified within the NBDC records; however, the area has an overall bat suitability index of 35.44, with higher suitability (47-51) for *Pipistrellus pygmaeus, Plecotus auritus, Pipistrellus pipistrellus, Nyctalus leisleri* and *Myotis mystacinus.* Bats commonly use trees and stonework to roost, and are thus sensitive to vegetation removal, and noise and vibrational disturbances. There is suitable habitat in the location of the scheme, in old buildings and mature trees, however, given the location of the school in an urban area, any bat species are likely habituated to a degree of disturbance. The scheme is unlikely to have any significant effect on bat species, as a rapid implementation scheme involving minor works all within the existing footprint, and no vegetation removal or habitat destruction. Common Frog (*Rana temporaria*) is the only amphibian identified proximate to the scheme. The scheme does not have any direct interactions with watercourses. There are no records of ecologically significant invertebrate species in this study area.

Japanese Knotweed (*Fallopia japonica*) and Greater White-toothed Shrew (*Crocidura russula*) are the two invasive species identified proximate to the scheme. The Japanese Knotweed is located within a 100m grid square (W685746) approximately 200m from the scheme extents and is not expected to be disturbed by the scheme. According to the Regulation of the European Parliament and of the Council on the prevention and management of the introduction and spread of invasive alien species (No. 1143/2014), it is illegal to intentionally keep, breed, transport to, and or, from the European Union, place on the market, use or exchange, reproduce, grow, cultivate, or release invasive species into the environment. This is particularly relevant to species listed on the First Schedule of the EU (Invasive Alien Species) Regulations 2024 (S.I. No. 374 of 2024). Violation of the regulations could result in a conviction leading to a fine and/or a term of imprisonment. If during subsequent site visits, or during construction etc., invasive alien species are recorded, appropriate treatments should be applied, under the guidance of an expert.

Low abundances of breeding birds are typically found in built up environments, particularly along heavily trafficked road corridors and urban centres, such as the site of proposed development. The following species have been identified in the NBDC records, likely in the wider area:

- Blackbird (*Turdus merula*)
- Buzzard (*Buteo buteo*)
- Goldfinch (*Carduelis carduelis*)
- House Sparrow (*Passer domesticus*)
- Magpie *(Pica pica*)

- Robin (*Erithacus rubecula*)
- Starling (*Sturnus vulgaris*)
- Woodpigeon (*Columba palumbus*)

4.3 Land and Soil

Given the nature of the proposed development taking place within an existing urban road corridor, and due to the proposed works, there will be no deep excavation and therefore there is no impact expected on land and soils.

4.4 Hydrology

The scheme is located in the Kiln sub catchment (SC_010, ID: 19_1), within the larger Lee, Cork Harbour and Youghal Bay catchment (ID: 19). The catchment encompasses the area drained by the River Lee all streams entering tidal water in Cork Harbour and Youghal Bay and between Knockaverry and Templebreedy Battery, Co. Cork, draining a total of 2153 km2. This catchment underlies Cork City and includes key urban centres including Ballincollig, Macroom, Carrigaline, Crosshaven, Blarney, Glanmire, Midleton, Carrigtwohill, Cobh and Passage West.

4.4.1 Water Quality

Assessments of water quality and risk of not meeting environmental objectives are obligated to be undertaken on inland, transitional, and coastal surface waters, and groundwaters, under the Water Framework Directive (2000/60/EC). The latest quality and risk assessments for the waterbodies in vicinity of the scheme are summarised in Table 6 below.

Table 6. Summary of water quality and contamination of watercourses adjacent to the scheme

Water Framework Directive – Surface and Ground Waters Status and Risk				
Watercourse	Type	Quality Status	Risk	Pressure type
BRIDE (Cork City) _020 (IE_SW_19B140300)	River	Poor	At Risk	Nutrients, Organic
GLENNAMOUGHT TRIB BRIDE_010	River	Moderate	Under Review	Unknown
GLASHABOY (LOUGH MAHON)_030	River	Good	Not at risk	N/A
Lee (Cork) Estuary Upper	Transitional Waterbody	Moderate	At Risk	Nutrients, Organic
Lee (Cork) Estuary Lower	Transitional Waterbody	Poor	At Risk	Nutrients, Organic
Ballinhassig East (IE_SW_G_004)	Groundwater aquifer	Good	Not at risk	N/A

4.4.2 Flood Risk

Fluvial flooding is the principal source of flood risk in the area, however, only the surrounding riverbanks the Glen River is at risk of flooding. An area along the North Ring Road (R635), ca. 850m south of the school, experiences recurring flooding, following periods of heavy rainfall causing the River Glen to overflow. Moreover, there is no proximate coastal flood risk modelled by national flood risk programmes (National Indicative Flood Mapping, Catchment Flood Risk Assessment and Management (CFRAM).

A review of the Strategic Flood Risk Assessment (SFRA) prepared for the Cork City Development Plan did not identify Ballyvolane as an area at risk of significant flooding. NIFM models flood risk in a number of scenarios: present day scenario, low risk future scenario, moderate risk future scenario and high-risk future scenario. The present-day scenario models a moderate (AEP 1% = Annual Exceedance Probability, or 1-in-100-year chance of occurrence) flood risk from fluvial flooding of the Glen River, however, the extent of this is localised to the area surrounding the river. Figure 1 shows flood extents modelled by NIFM.

Figure 1. Watercourses and modelled flood risk surrounding the scheme.



4.5 Air Quality and Climate

The EPA records daily levels of air-borne particulate matter (PM2.5, PM10) in Cork Lower Glanmire road (Station No. 104), located approximately 1.7km from the proposed site. The overall rating for the area is '2 – Good'. 24 hour mean values of particulate matter range from 3µg/m3 PM2.5 and 6.8µg/m3 PM10.

4.6 Noise and Vibration

Receptors that are, or have the potential to be, particularly sensitive to noise and/or vibration have been identified. The school area is located in an urban area, and therefore, the area is already subject to a high degree of noise pollution. Identified receptors to noise and vibration include places of worship, residences, local enterprise, commercial and retail outlets, and healthcare and community facilities.

4.7 Landscape

The National Landscape Strategy (2015-2025) strives to protect the cultural, ecological, and recreational value of Irelands landscapes, with respect to development. The proposed works are located entirely on existing roads and footways and are unlikely to have any significant negative impact on the local landscape.

4.8 Material Assets

Material Assets in the vicinity of the scheme include standard suburban utilities such as electricity poles, overhead cables and public lighting.

4.9 Cultural Heritage

Buildings and monuments of architectural significance are listed in the National Inventory of Architectural Heritage (NIAH). This database is compiled by the National Built Heritage Service, a division of the Department of Housing, Local Government and Heritage. The NIAH provides the basis for the recommendations of the Minister for the DEHLGH to the planning authority for the inclusion of particular structures in their Record of Protected Structures. Section 12 of the National Monuments Act (1930-2004), as amended, sets out the requirements when a development takes place on or near a protected structure. The Act requires that any works within a zone of notification must first be brought before the Minister for Arts, Heritage and Gaeltacht, 2 months prior to the commencement of development. Table 7 below lists architectural sites proximate to the scheme and Table 8 lists archaeologically significant sites proximate to the scheme.

Figure 2. Cultural Heritage Sites proximate to the scheme



Table 7. Architectural sites proximate to the scheme

NIAH Reg No.	Type / Date	Description	Distance from Scheme
20859002	Church/chapel 1990 - 1995	Freestanding hexagonal-plan Roman Catholic church, dated 1992, with splayed south gable, gable-fronted porch, sacristy and parish offices to east of nave and enclosed glazed area to west. Artificial slate roof with concrete barge, copper-clad spire to roof apex at gable front with metal cross. Pre-cast concrete wall panels with upper glazed panels to south elevation having aluminium mullions. Splayed single-storey porch with two sets of double-leaf timber doors having tripartite stained glass overlights. Square-headed door openings to east and west elevations with timber double-leaf doors and overlights.	Adjacent
20859001	Monument 1940 - 1950	Freestanding carved limestone Celtic Revival high cross, erected c.1945, with stepped limestone base and plinth. Interlacing strapwork to cross and Celtic lettering to base and plinth. Surrounded by rendered walls, with square profile piers and railing set on plinth to north elevation.	430m
20858008	Bridge 1840 - 1850	Single-span railway bridge built c.1845, to carry Great Southern & Western Railway line to Cork over Dublin Hill. Rock-faced ashlar limestone piers with dressed	745m

NIAH Reg No.	Type / Date	Description	Distance from Scheme
		limestone string course and coping supporting cast-iron deck. Later piers constructed immediately in front of bridge piers supporting height restricting barrier. Recent metal railing to parapet.	

Table 8: Archaeological sites proximate to the scheme

SMR ID No.	Description	Distance from Scheme*
CO074-172----	Fulacht fia - Reported as a 'spread of dark soil with small heat-shattered stones 5m E-W x 6m N-S' Reported as a 'spread of dark soil with small heat-shattered stones 5m E-W x 6m N-S'	570m
CO074-131----	Burnt mound - In tillage, on a S-facing slope. An oval spread (c. 22m N-S; c. 18m E-W) of heat-shattered stones and charcoal-enriched soil. Another possible burnt mound (CO074-132----) lies c. 160m to the NE.	570m
CO074-132----	Burnt mound - In tillage, on a natural rise, on a break in a S-facing slope. An oval spread (min. dims. c. 22m N-S; c. 16m E-W) of heat-shattered stones and charcoal-enriched soil. A waterlogged area adjacent to a field boundary, c. 26m to the N of the centre of the spread may indicate the existence of a spring well. Another possible burnt mound	710m
CO074-061----	Country house - In N suburbs of Cork City. House described by Bence-Jones (1978, 28) as a 'handsome, 3 storey gable ended early Georgian house, fronted by a forecourt with imposing gate piers'. Gate piers described in 1840s (Coleman 1909, 43) as dated 1641. Cromwell is supposed to have excused the proable builder, Stephen Coppinger, from forfeit and to have spent Christmas 1649 there.	470m

5. Characteristics of Potential Impacts

This chapter considers potential environmental impacts that could arise from the proposed development, how likely they are to arise, and whether or not they would be significant. Schedule 7 Part 3 sets out the criteria for determining the characteristics of potential impacts, as follows:

- The extent of the impact (geographical area and size of the affected population)
- The transboundary nature of the impact
- The magnitude and complexity of the impact
- The probability of the impact
- The duration, frequency and reversibility of the impact

5.1 Population and Human Health

The construction phase of the proposed scheme will potentially produce noise, and visual impacts to nearby sensitive receptors (e.g. residential, healthcare and educational receptors). However, given the size, type, and scale of the proposed Rapid Implementation Scheme, and with the implementation of mitigation measures during construction as outlined within a Contractors CEMP,

the risks to human health (for example, due to water contamination or air pollution) is considered low. No significant negative effects are considered likely to occur as a result of the construction of the proposed scheme.

During operation, the proposed scheme will result in a positive and long-term impact on the local population by encouraging active modes of travel for school journeys by providing safer and more accessible alternatives to single vehicle journeys. These measures have the potential to improve the health of the local population, particularly for school children, by means of physical exercise and reduction of the use of private vehicles, potentially resulting in a local reduction in emissions from vehicular traffic and improvement of air quality in the local area. Therefore, no significant negative effects are considered likely to occur as a result of the operation of the proposed scheme.

5.1.1 The risk of major accidents and / or disasters

The scheme will be designed, constructed and operated in accordance with the following health and safety regulations and guidelines (or as updated):

- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2021 (S.I. No. 528 of 2021);
- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2020 (S.I. No. 102 of 2020);
- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2019 (S.I. No. 129 of 2019);
- Safety, Health and Welfare at Work (Construction) (Amendment) Regulations 2013 (S.I. No. 291 of 2013);
- Safety, Health & Welfare at Work (Construction) Regulations 2006 to 2013; and
- Safety, Health & Welfare at Work Act 2005.

The construction methodology has not yet been determined for the proposed scheme. The construction method would be considered standard, with no novel construction methodologies. Therefore, the risk of accidents occurring during construction are considered to be low. The appointed Contractor shall be responsible for producing a Traffic Management Plan and this will mitigate risk associated with construction traffic.

- There are a number of vulnerabilities which may potentially impact development including:
- Proximity to Seveso (COMAH) establishments.
- Road traffic accidents and disruption to operations.
- Site Subject to Flood Risk; and
- Site Subject to extreme weather events.

There are no Seveso (COMAH) sites near the proposed scheme. The school area is not located in a flood risk zone. This is discussed further in section 5.4 below.

5.2 Biodiversity

Impacts to biodiversity arising from the proposed scheme are not considered to be significant. The scheme is located in a heavily modified urban area, embedded within the existing road network, where ecological features are largely ornamental in nature or already subject to a degree of disturbance from traffic and construction activities. Species in close proximity to the scheme are likely habituated to a level of human disturbance given the urban context.

There will be no loss, fragmentation or destruction of habitat as a result of the proposed works. The scope of works is minor in nature and will not involve heavy plant or machinery for deep excavation. The construction phase will be short-term and localised, and the potential for the scheme to generate noise or vibrational disturbance sufficient to significantly impact local ecological receptors is low.

Where vegetation removal is required, there is potential for disturbance to nesting birds and bats. No vegetation removal should be undertaken during the breeding season (March – August, inclusive). Should nesting birds be observed at any stage during construction, bird boxes can be installed in the nearest suitable tree. The same protocols should apply to bat species, and removal of mature trees should be avoided where possible.

No First Schedule invasive species were recorded in the vicinity of the scheme and therefore no mitigation measures in this regard are required.

The nearest Natura 2000 designated sites are Cork Harbour SPA (004030), located approximately 3.9km from the scheme, and Great Island Channel SAC (001058), located approximately 8km from the scheme. There is no hydrological or pathway connection between the proposed scheme and these sites. Given the minor nature and scale of the works, the likelihood of significant effects on any Natura 2000 site is ruled out. The AA Screening Report provides more detailed rationale behind this conclusion and is contained in document SORS-CCC-S10-RP-AA-0001.

5.3 Land and Soil

The scheme involves the repurposing of existing developed land to accommodate the new measures in and around the school area, and therefore, land will not be changed from its current use. The extent of potential impacts to land and soils will be limited to the immediate receiving environment of the proposed scheme. The works will be largely contained within the existing infrastructural footprint. The design of the proposed scheme will avoid demolition and repurposes existing infrastructure in the area.

The proposed scheme requires materials for the new layout, and it is anticipated that all material will be imported for the construction. Exact quantities have not been generated at this time, but the quantities are small due to the scale and size of the proposed scheme.

There will be no impact on soils arising excavation, given that the scheme is a Rapid Implementation Scheme and doesn't require deep excavation. Underlying soils and aquifer may be at risk from accidental spillages of oils and chemicals that could contaminate soils and groundwater. Given the use of appropriate secondary containment for the storage of fuels, oils, paints and other potentially hazardous materials on the site during the construction phase, the risk of accidental release of these compounds to the soil environment will be greatly reduced. With the consideration of mitigation measures and the nature of the scheme being rapid build, the impacts to soils and groundwater are considered negligible.

Any waste produced as part of the project will be dealt with in full accordance with the requirements of the Waste Management Act 1996. The production of any waste associated with the development will not cause unusual, significant or adverse effects of a type that would, singly or in combination, require an Environmental Impact Assessment.

5.4 Hydrology

Water will be required during the construction phase of the scheme in volumes less than what is typically required for normal construction methods. The quantities are not considered significant given the scale and nature of the development. Water will be sourced from the existing water mains connections. There will be no requirement for water use in the operation phase. The proposed scheme does not require instream or banks works.

Given the shallow nature of the works involved in modifying the school fronts, taken together with the development of the scheme being entirely within the footprint of the existing corridor, the potential for the release of pollutants is considered low.

The proposed scheme is for the modification of the school front and approach areas and largely involves the installation of crossings and designated walking/cycling facilities. In this regard, additional run-off as a result of the scheme is not foreseen, and there is minimal potential for hydrocarbon contamination in the run-off during operation.

All surface water during construction will be subject to sediment control prior to discharge during construction. Appropriate mitigation measures are outlined in Section 6.4 below.

5.5 Air Quality and Climate

Air quality impacts are most commonly associated with dust generation during site preparation and construction works. In addition to this, fugitive emissions of airborne particulate matter are readily produced through the action of abrasive forces on materials and therefore a wide range of site preparation and construction activities have the potential to generate this type of emission, including:

- Land clearing and demolition;
- Earthworks;
- Equipment movements and materials transport;
- Vehicular transport;
- Construction activities; and
- Windblown dust from temporary unpaved surfaces.

However, the project is to be delivered as a Rapid Implementation Scheme, and therefore, many of these activities do not apply. There is no predicted impact on air quality or climate arising from the proposed scheme. Nonetheless, it is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines, and codes of practice appropriate to the proposed scheme during the construction phase. The implementation of appropriate mitigation measures and best practice measures will reduce the generation of dust during this phase. With the adoption of these measures, it is anticipated that the dust produced would not cause a significant effect on the environment. Due to proximity to potentially sensitive receptors such as residences and other amenities (local shops, businesses, filling station), further consultation should be undertaken prior to any construction works to identify whether additional mitigation measures are required.

Climatic impacts typically arise from minor emissions of GHG to the atmosphere from equipment and vehicular movements and the operation of site construction equipment. No significant negative effects in relation to climate are considered likely to occur given the size and scale of the proposed scheme, particularly given that no heavy machinery will be required to carry out excavation/earth works. The use of carbon-intensive materials forms a larger proportion of GHG emissions. Where possible, lower carbon alternatives will be used, and materials that can be repurposed will be utilised instead of new material.

Additionally, the operational phase of the proposed scheme will provide new infrastructure to encourage active travel for school commuters in the area with a potential reduction in emissions owing to a reduction in the use of private vehicles.

5.6 Noise and Vibration

In terms of noise, the construction phase may lead to a temporary increase in background noise levels. However, the magnitude of this impact is expected to be low, given that no excavation or earthworks are required to accommodate the scheme.

There will be no resultant emissions to noise from the operation of the proposed scheme. Traffic levels are not predicted to increase due to the proposed scheme. The design has potential to reduce traffic volumes in the surrounding area, during peak drop off and pick up times. This would reduce traffic related noise in the area, resulting in a slight positive impact to noise on receptors.

5.7 Landscape

It is not anticipated that there will be any landscape and visual effects resulting from the implementation of the proposed scheme. Given that the scheme is being delivered as a Rapid Build scheme, no excavation or earthworks are involved, and thus, no heavy machinery will be present on site. Works relating to any landscaping or public realm enhancements will not result in long term effects on the landscape, although temporarily may impact the visual amenity of the area.

The proposed scheme will involve the modification of the school fronts and approach areas. No land take is required. In landscape and visual terms, it is anticipated that potential localised visual effects resulting from the scheme will be limited to the immediate surroundings and occur during the construction phase only. However, no earth works or heavy machinery are involved in this scheme, and therefore, impacts are unlikely. Moreover, the works will be carried out largely within the existing infrastructural footprint.

The existing landscape character will not change as it is already defined by the urban nature of the surroundings. The proposed scheme will therefore integrate into the existing setting resulting in no change to the landscape character.

Due to the location, nature, and size of the proposed scheme, no impacts are expected to result on scenic views and prospects of places of natural beauty or interest located in the surrounding environs as a consequence of the activities of the construction phase or during the operational phase.

In conclusion, significant visual effects will be temporary and arise during the construction phase only. At operation, landscape and visual effects are considered to be imperceptible as the proposed scheme will remain similar to the existing base-line scenario. While the introduction of signage will be clearly recognisable, it will be similar to the nature, character, and visual appearance of the existing infrastructure. It is concluded that no further landscape and visual impact assessment is required as residual landscape and visual effects during the operational phase will not be significant.

5.8 Material Assets

The addition of utilities will be required to accommodate the proposed works, particularly the electricity connection for the tabletop crossing. Should service suspensions be required during the construction phase, reasonable prior notice will be given to the impacted businesses, institutions and residents in the area. The disruption to services or outages will be carefully planned so the duration is minimised. The timing of local domestic connections will be addressed between the Contractor and the local community at the detailed design stage.

No buildings are located within the footprint of the proposed scheme; therefore, there will be no requirement for demolition works.

No significant effects are anticipated as a result of works carried out during the construction phases of the project. Additionally, it is anticipated that the scheme will have a positive effect on this area through the improvement of infrastructure for safe school commuting.

5.9 Cultural Heritage

The scheme is located in a heavily modified urban environment. This area has undergone previous development which will have impacted any sub-surface archaeological remains which may have been present. There is no requirement for previously undeveloped ground to be excavated to accommodate the proposed scheme, therefore there is limited potential to encounter undiscovered sub-surface remains. The scheme will be developed fully within the existing infrastructural footprint, and there is no requirement for deep excavation. There is no significant effect expected on recovered protected sites, monuments or structures, as a result of the proposed scheme, given its nature, scale and location.

5.10 The probability, expected onset, duration, frequency and reversibility of the impact

The probability of impacts on the receiving environment has been assessed and is considered to be low. Localised impacts such as dust generation, noise nuisance and temporary traffic management during construction of the scheme are probable but these will have a temporary impact. The proposed scheme will have a long-term beneficial effect on the population of the wider area by encouraging modal shift in line with the Cork City Development Plan (2022-2028).

The construction phase for the proposed scheme is anticipated to last for a period of 6-12 months and is temporary in nature. The duration and frequency of any effects will be carried out in accordance with construction work best practice to ensure that no significant effects on the environment arise. The operational change will be positive, long-term and continuous in nature. The onset of this impact will coincide with the end of construction and start of the operational phase.

The majority of the impacts arising from the proposed scheme will be associated with the construction phase. It has been concluded that construction impacts are likely to be once off and temporary in nature. By using standard construction methodologies, best practice construction management measures and implementation of a Health and Safety Plan, impacts will be effectively reduced.

5.11 Transboundary nature of the impact and potential cumulative impacts

There are no transboundary impacts foreseen as a result of the proposed scheme.

A review of the National Planning Application Database was conducted to identify other developments within the study area. Projects ranged from small scale use changes, addition of signage and lighting systems, to demolition and construction of new buildings.

Cumulative impacts can be either additive or synergistic and could arise from multiple insignificant impacts that can become significant due to their proximity in time and space. Moreover, a cumulative impact may have more indirect effects, by making habitats and species more vulnerable to change over time. In Cork City, where a suite of developments are underway or in planning stages, the potential for cumulative impacts must be considered. The nature and scale of the proposed project is such that no cumulative impacts with other projects are anticipated. Nonetheless, long term cumulative impacts on the receiving environment are expected to be positive, given the improvement to the safety and sustainability of the school commuter network.

6. Potential Measures to Avoid, Prevent, Reduce or Offset Likely Significant Impacts

While not a mandatory requirement, EIA screenings can contain mitigation measures which might reduce any significant adverse impacts on the environment. These measures can inform the screening determination.

6.1 Population and Human Health

This screening exercise concludes that there is no likelihood of significant effects on the local population or human health. The scheme has the potential to increase opportunities for physical activity among the local population, particularly for school children. Indirectly, the scheme also has potential to improve environmental conditions slightly; by reducing the need for single vehicle journeys and ultimately reducing congestion, air quality and noise may be positively impacted. No mitigation measures are required, given that no likely adverse impacts were identified.

6.2 Biodiversity

If vegetation removal is required, operations should be carried out outside of the breeding season (March – August, inclusive). Should nesting birds be observed at any stage during construction, operations should stop immediately and a qualified ecologist should be contacted to propose next steps. Removal of mature trees should be avoided. Replacement planting should take place where other vegetation needs to be removed.

Specific activities during construction of the scheme that may produce considerable noise or vibration, should be carried out outside of the breeding season, to minimise the potential for impacts on breeding or nesting birds proximate to the scheme.

No First Schedule invasive species are recorded in the area, therefore no mitigation measures are required. If during construction, any observations of invasive species are made, caution should be taken not to touch or spread any part of the plant. Even when dead, the seeds of some species may remain dormant and can still be spread to previously un-invaded areas. If any invasive species require removal to accommodate the scheme, appropriate measures should be taken to safely remove the species, in line with invasive species treatments and management guidelines. Experts should be consulted prior to interaction with any invasive species.

6.3 Land and Soil

A Waste Management Plan (WMP) should be prepared by the contractor. It will outline methods to achieve waste prevention, maximum reuse, recycling and recovery of waste and provides recommendations for the management of the various anticipated waste streams. It will include source segregation, storage and collection of any/all wastes generated during the course of the construction phase of the proposed scheme. The WMP will provide guidance on collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (e.g., contamination of soil or water resources). It is considered there will be no significant effects on the environment given the implementation of the WMP.

Best practice construction techniques, and adherence to the standard construction mitigation measures outlined below, will prevent pollutant releases to land and soils during the construction phase.

- A WMP will be implemented for the project which will set out measures for prevention, maximum reuse, recycling and recovery of waste as well as provide recommendations for the management of the various anticipated waste streams. It will include source segregation, storage and collection of all wastes arising during the construction phase of the proposed scheme. The plan will also provide guidance on collection and transport of waste to prevent issues associated with litter or more serious environmental pollution (e.g., contamination of soil or water resources).

- Where appropriate, secondary containment for the storage of fuels, oils, paints and other potentially hazardous materials on the site will be provided. Fuelling of plant is not anticipated to be required, given that the scheme will not involves any excavation or significant earthworks.

With the inclusion of the above mitigation and the consideration of the nature of the scheme, no significant effects are anticipated on soils or groundwater from the construction or operation of the proposed scheme.

6.4 Hydrology

The following measures can be implemented to effectively reduce or prevent the identified impacts on hydrology:

- Industry best practice pollution prevention measures shall be applied by the Contractor during the construction phase of the works in order to control the risk of pollution to surface waters. Of relevance is the CIRIA guidance document C532 Control of water pollution from construction sites. Inland Fisheries Ireland also outlines requirements for best practice in the guidance document Requirements for the Protection of Fisheries Habitat during Construction and Development Works and Development Sites. Moreover, all works associated with instream works will be undertaken in accordance with the Inland Fisheries Ireland (IFI) Guidelines on the Protection of Fisheries during Construction Works and Adjacent to Waters.
- The surface water drainage system shall be maintained in good working order and in a good state of repair to ensure appropriate operation of the system and that matter liable to block or obstruct the drainage system is prevented from entering.
- Wet concrete operations will be carried out in dry conditions. Run-off from waste waters or contaminated surface water run-off will be directed to construction phase surface water drainage system.
- All hazardous materials must be stored in appropriate containers, must be indelibly and legibly labelled to identify the contents, hazards and precautions required. In addition, appropriate management and storage fuel and fuelling activity will be implemented, and fuelling activity near watercourses will be avoided.

6.5 Air Quality and Climate

There is no predicted impact on air quality or climate arising from the proposed scheme. Nonetheless, it is anticipated the Contractor will comply with all relevant environmental legislation, published standards, accepted industry practice, national guidelines, and codes of practice appropriate to the proposed scheme during the construction phase.

Climatic impacts typically arise from minor emissions of GHG to the atmosphere from equipment and vehicular movements and the operation of site construction equipment. No significant negative effects in relation to climate are considered likely to occur given the size and scale of the proposed scheme, particularly given that no heavy machinery will be required to carry out excavation/earth works. The use of carbon-intensive materials forms a larger proportion of GHG emissions. Where possible, lower carbon alternatives will be used, and materials that can be repurposed will be utilised instead of new material.

Additionally, the operational phase of the proposed scheme will provide new infrastructure to encourage active travel for school commuters in the area with a potential reduction in emissions owing to a reduction in the use of private vehicles.

6.6 Noise and Vibration

Measures will include operating hours, limiting construction to agreed daytime periods. No work shall be planned for outside the agreed hours including weekend or Public Holidays. Working hours will be decided in conjunction with the local council. Vulnerable receptors to noise during construction, i.e., schools and residential areas will be consulted in this process.

Adherence to noise and vibration limits will be required at all times during the construction phase of the proposed scheme. It is recommended that a Contractors CEMP be produced for the proposed scheme. Noise and vibration limits will be outlined within the Contractors CEMP which will also include any other mitigation measures required to reduce any potential impacts and associated effects of noise and vibration on sensitive receptors, such as those described in the NRA's 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014).

The Contractor shall employ the best practical means to minimise noise produced by his activities and shall comply with the contents and recommendations of BS 5228: Code of Practice for Noise Control on Construction and Open Sites and European Communities (Construction Plant and Equipment) Permissible Noise Regulations 1988.

With the inclusion of the above mitigation, any residual impacts are temporary, and no significant effects are anticipated on noise from the construction or operation of the proposed scheme.

6.7 Landscape

This screening exercise did not identify likely significant effects on the landscape of visual amenity of the area surrounding the proposed scheme, as a result of either the construction or operational phase. Therefore, no mitigation measures are required.

6.8 Material Assets

This screening exercise did not identify likely significant effects on material assets in the locality proposed scheme, as a result of either the construction or operational phase. The scheme is to be developed wholly within the existing infrastructural footprint and therefore, no mitigation measures are required.

6.9 Cultural Heritage

There are no likely significant effects on the area's cultural heritage, as a result of the proposed scheme, given the distance from listed sites and the nature and scale of the works involved. Therefore, no mitigation measures are required.

6.10 Summary of Proposed Mitigation Measures

All mitigation measures proposed should be summarised in a table at the end of the chapter, as shown below.

Table 9. Summary of proposed mitigation measures

Summary of proposed mitigation measures to effectively avoid, reduce, prevent or offset impacts			
Impact	Proposed Measure	Mitigation Type	Implementation
Surface run-off	No wet concrete operations during wet weather conditions	Preventative	During construction

Summary of proposed mitigation measures to effectively avoid, reduce, prevent or offset impacts

Impact	Proposed Measure	Mitigation Type	Implementation
Water, air and soil Pollution	Produce CEMP and WMP	Preventative	Pre-construction
Vegetation removal	No vegetation removal during breeding/nesting season (March – August, inclusive)	Impact reduction/avoidance	During construction
Noise pollution	Liaise with local authorities to ensure no work outside of defined hours	Impact reduction	During construction

7. EIA Screening Conclusion

This EIA Screening Report has been completed to provide Cork City Council, as the competent authority, with the supporting information to allow a determination to be made on whether the proposed scheme is likely to have significant effects on the environment or not.

This Report provides an assessment of whether the development would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended).

The Report has concluded that the proposed scheme would not be likely to have significant effects on the environment for the following reasons:

- the nature and scale of the proposed scheme, which has been assessed under sub-threshold development of Class 10(b)(iv) of Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended), and is not a class of development listed in Part 1 of Schedule 5;
- the scheme is to be delivered as a Rapid Implementation Scheme, and the design will be incorporated entirely into the existing carriageway;
- The nature of the scheme location within the local road network and built environment;
- despite its proximity, the site is not located in a Natura 2000 site or national designated site;
- appropriate mitigation measures have been proposed and in addition, a CEMP and WMP will be prepared which will prevent /minimise impacts on the environment.

This Environmental Impact Assessment Screening Report therefore concludes that the Road Safety Improvement Scheme at Scoil Oilibhéir, Ballyvolane, Cork City, when taken individually and cumulatively with associated existing and approved development, will not result in the potential for significant impacts to arise on the environmental receptors as a result of the proposed scheme.

In view of best scientific knowledge, and with regard for European and Irish legislative requirements, it is concluded that the preparation and submission of an EIAR is not required.

8. References

Table 10. Materials referenced in this report

Environmental Inputs	
Population and Human Health	Central Statistics Office (CSO.ie) County/Local plans and initiatives
Biodiversity	National Parks and Wildlife Service (Site viewer and conservation docs) National Biodiversity Data Centre Local area plans
Land and Soil	Geological Survey Ireland Teagasc (national soil survey) CORINE 2018 satellite imagery (land cover)
Hydrology and Hydrogeology	Geological Survey Ireland Catchments.ie EPA maps OPW Flood risk maps Inland Fisheries Ireland (IFI Guidance docs)
Air Quality and Climate	EPA air quality maps
Noise and Vibration	EPA Noise maps
Landscape	County development plans (landscape character assessment)
Material Assets	Land Direct (state-owned assets) Google Maps County Development Plans and Local Area Plans
Cultural Heritage	Historic Environments Viewer Record of Monuments and Places (RMP, local/county plans) Local documentation/published knowledge

Table 11. Legislative documents referenced in above screening report

Legislation/Guidelines/Policy Documents
EIA Directive (2014/52/EU)
Habitats Directive (92/43/EEC)
Birds Directive (2009/147/EC)
National Monuments Act, 1930

Legislation/Guidelines/Policy Documents
Irish Wildlife Acts (1976, 2000)
Forestry Act, 2014
Planning and Development Act, 2000
Planning and Development Regulations, 2001
Roads Act, 1993
Road Traffic Act, 1994
Guidelines on the Information to be contained in Environmental Impact Assessment Reports (EPA, 2022)
Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment
Environmental Impact Assessment Screening, OPR Practice Note PN02 (2021)
TII: Environmental Planning of National Road and Greenway Projects (RE-ENV-07008) (2023)
NTA Guidance on EIA and AA Screening for Active Travel Schemes (2023)

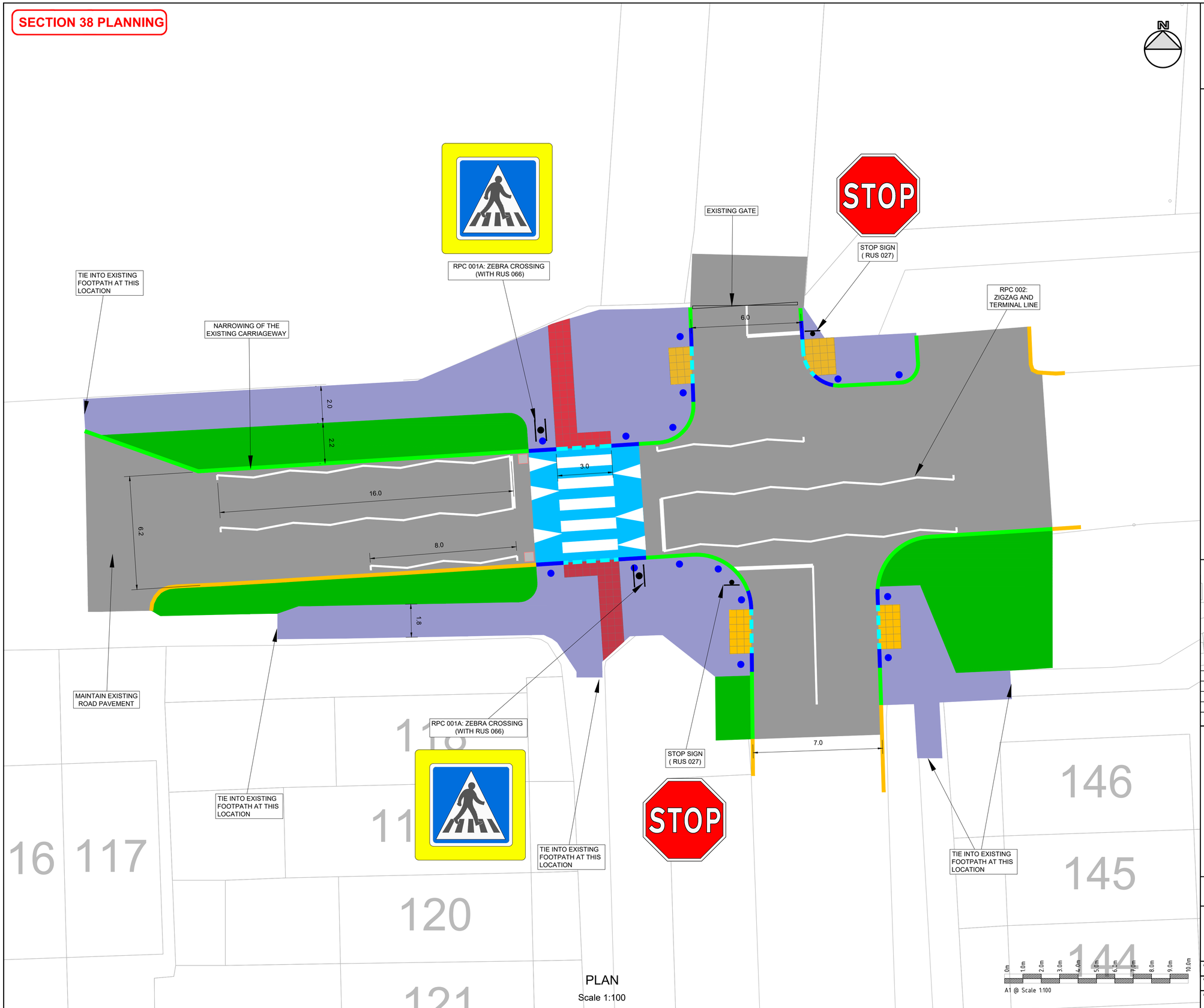
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APPENDIX A - SCHEME DRAWINGS



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SECTION 38 PLANNING



PLAN
Scale 1:100

NOTES

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LEGEND

- EXISTING KERB TO BE RETAINED
- KERB HALF BATTERED
- KERB TRANSITION
- KERB (DROP 0-6mm)
- CARRIAGEWAY
- FOOTPATH
- PROPOSED SOFT LANDSCAPING
- TACTILE PAVING TO TII-SCD SCD-05136
- TACTILE PAVING TO TII-SCD SCD-05137
- RAISED UNCONTROLLED CROSSING
- IPL PENCIL BOLLARDS
- PROPOSED NEW GULLY
- PROPOSED SINGLE SIGN PLATE
- DOUBLED SIDED SIGN PLATE

KEY PLAN



REV	DATE	DESCRIPTION	BY	CHK	APD
P01	23/07/2026	FOR INFORMATION	CL	IOS	TM
P00	15/06/2026	FOR INFORMATION	CL	IOS	TM

CLIENT / CONSULTANT

Comhairle Chorcaí Cheantar Cork City Council

CLANDILLON
CIVIL CONSULTING

PROJECT

SCOIL OILIBHÉIR ROAD SAFETY SCHEME

DRAWING TITLE

GENERAL ARRANGEMENT
SCOIL OILIBHEIR
SHEET 1 OF 1

PURPOSE OF ISSUE	STATUS/SUITABILITY	
SECTION 38 PLANNING	S3 - SUITABLE FOR REVIEW AND COMMENT	
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REVISION

P01

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