

AtkinsRéalis



N40 Junction 1 Improvement Scheme EIA Screening

Transport Infrastructure Ireland and Cork City
Council

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5207356DG1155

N40 JUNCTION 1 IMPROVEMENT SCHEME

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1. Introduction

AtkinsRéalis has been commissioned by Transport Infrastructure Ireland and Cork City Council to prepare an Environmental Impact Assessment (EIA) Screening Report for proposed works at the N40 Poulavone Junction 1 Westbound Diverge (J01) (hereafter referred to as 'N40 Junction'), hereafter referred to as the 'Proposed Works' or the 'Site'.

These works fall under the Motorway Contracts Audit and Administration Services (MCAAS) contract; a four-year contract in which AtkinsRéalis support TII in the management of the motorway network in Ireland. Upgrades to the N40 Junction will be submitted under Part 8 of the Planning and Development Regulations 2001 (as amended) to Cork City Council.

1.1 Purpose of this Report

The purpose of this report is to determine if the Proposed Works requires the preparation of an Environmental Impact Assessment Report (EIAR). This EIA Screening Report is intended to assist Cork City Council in its capacity as component authority in this case by providing it with sufficient evidence to make a properly informed determination on whether an environmental impact assessment is required in respect of the proposed works. The project has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

2. The Proposed Works

2.1 Existing Conditions

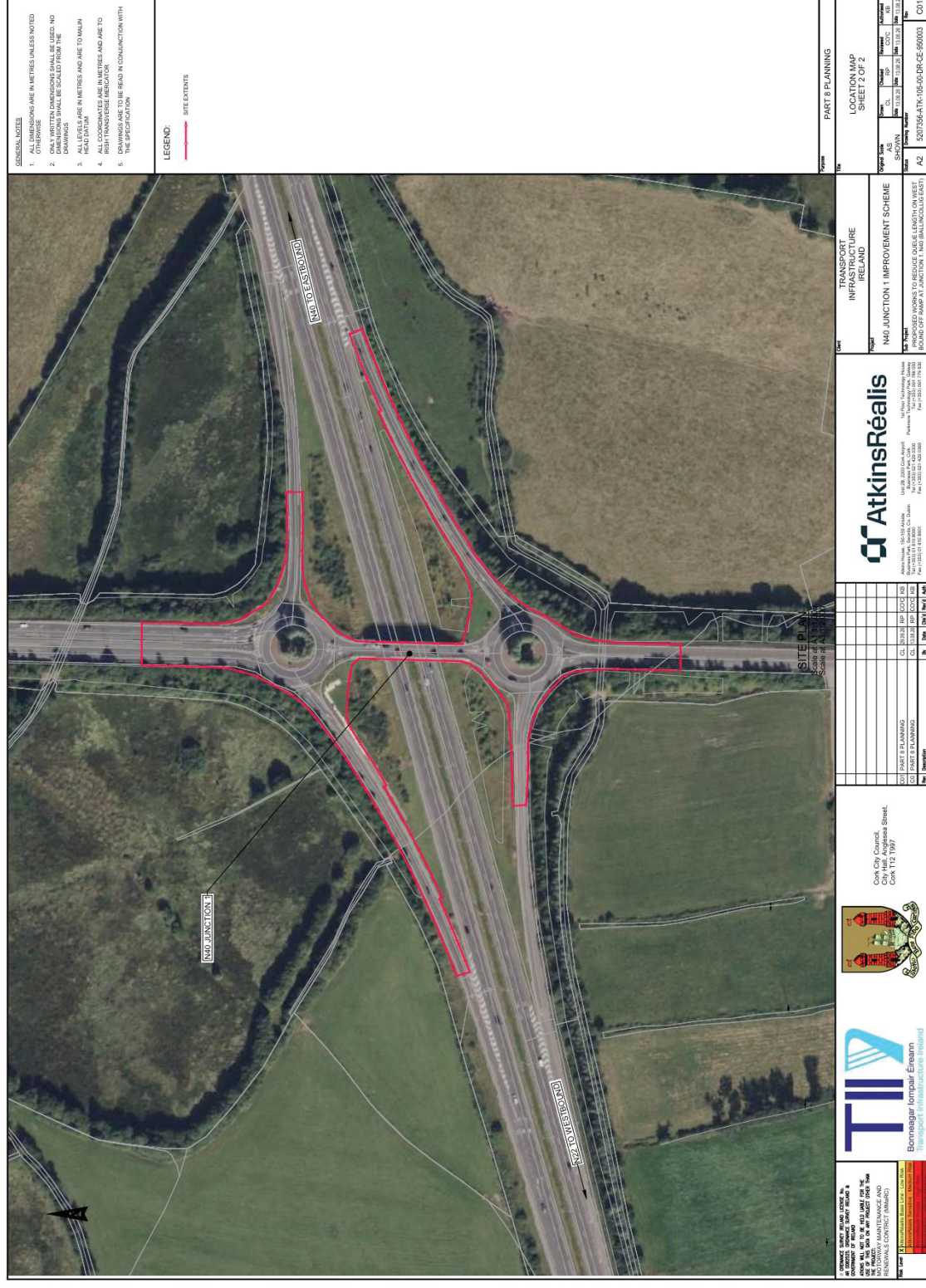
The N40 Junction (J01) comprises an at-grade-separated dumbbell junction that connects the N40 and N22, it was constructed 2004. The Junction serves Ballincollig and connects directly to the N22, Curraheen Road and Carrigrohane.

The existing ramp types on the N40 Junction do not conform with TII's Guideline DN-GEO-03060 *Geometric Design of Junctions* (updated May 2023)¹. The absence of an auxiliary lane in the existing design causes abrupt lane changes as well as having limited space available for vehicles to adjust their speed before merging. In addition, there is reduced space available for queuing.

During peak traffic times, the westbound diverge movement spills beyond the diverge taper and into the existing 2.5m hard shoulder, an issue that is dangerous for diverge and through traffic and that is anticipated to become more frequent as Ballincollig develops. The Site has been the location of a significant number of vehicular crashes in recent years; the Road Safety Authority's collision analysis 2018-2020³ reported 22 no. collisions.

¹ <https://www.tiipublications.ie/document/?id=3253>

³ https://www.rsa.ie/docs/default-source/road-safety/r2---statistics/road-collision-annual-reports/five-year-trend-analysis-of-fatalities-and-serious-injuries-2018-2022b8cf0b0e-ff0e-4638-bfa9-0f125aa0888d.pdf?Status=Master&sfvrsn=87daeacc_3



2.2 Project Description and Scope of Works

As noted in Section 1.1 above, the N40 Poulavone Junction (J01) is an at-grade-separated dumbbell junction linking the N40 and N22, serving Ballincollig and connecting to Curraheen Road and Carrigrohane. During the PM peak, westbound traffic exiting the N40 queues back onto the mainline, creating a safety risk that is expected to worsen with future development.

The proposed solution retains the existing dumbbell layout but introduces single-lane teardrop roundabouts at each ramp working in tandem across the overbridge and prevent U-turn movements around the circulatory roadway. This will reduce conflict points and preventing U-turns. Traffic signals will be added on the southbound overbridge and westbound exit ramp to further contributing to safer, more regular traffic flows. This context-sensitive design will improve operations and safety by reducing crash severity and delay. Unlike traditional roundabouts, a teardrop roundabout doesn't allow vehicles to travel completely around the circulatory roadway to make a U-turn, a driver wishing to make a U-turn in a teardrop roundabout will need to navigate between both roundabouts.

The tear drop layout optimises the performance of the junction by controlling the flow of traffic around the roundabout and prioritising the uninterrupted free flow of the traffic from the exit ramp when signals are operating. This minimises congestion and queuing on the exit ramp and reduces the risk of rear-end collision on the N40 mainline.

Overall, the scheme aims to improve safety, reduce queuing on the exit ramp, and enhance junction performance by prioritising westbound diverging traffic and minimising congestion on the N40. The Proposed Works site is illustrated in Figure 2-2 below. The full set of drawings is located within the Planning Pack accompanying this submission.

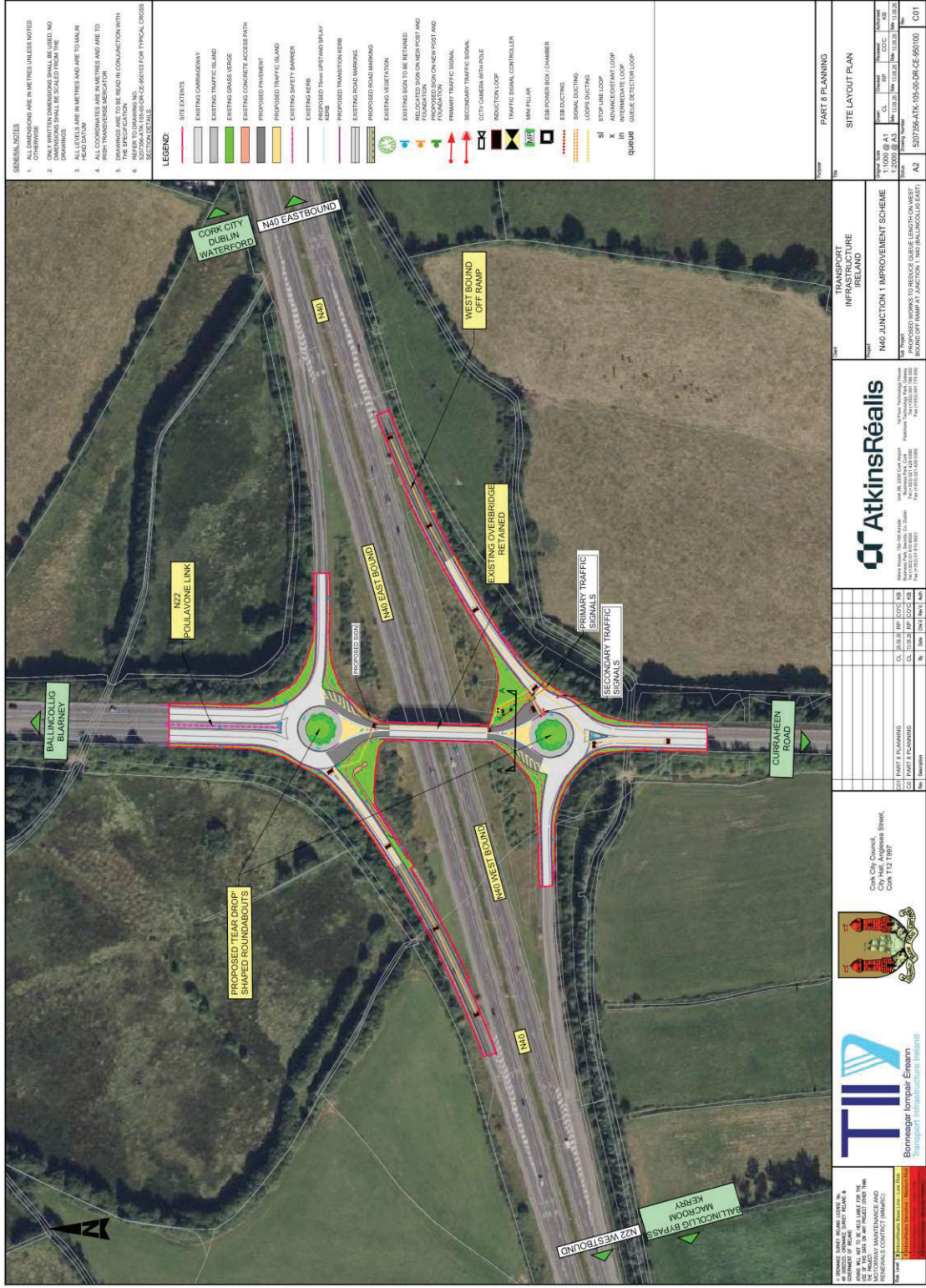


Figure 2-2 – The Proposed Works Site at the N40 Junction 1 (J01)

2.3 Description of Proposed Works

At present, no contractor has been appointed to undertake the proposed works, and therefore detailed construction methodologies are not yet available. The scope of works will be fully defined following appointment, at which point the contractor will assume responsibility for preparing and submitting all required documentation prior to commencement. This will include a comprehensive Risk Assessment and Method Statement (RAMS), which will outline the approach to each activity, identify potential hazards, and specify mitigation measures to ensure safety and compliance.

In addition, the successful contractor will be required to prepare a Construction Environmental Management Plan (CEMP) and a Resource Waste Management Plan (RWMP). The contractor will be obligated to implement the CEMP and RWMP throughout the duration of the works and to ensure that all personnel are trained and competent in their application. This approach provides assurance that, while specific methodologies cannot be confirmed at this stage, the necessary frameworks and responsibilities are in place to guarantee that the works will be carried out in a controlled, environmentally responsible, and legally compliant manner once the contractor is appointed. The following description of proposed works is informed by the set of design drawings within the Planning Pack and through discussions with the design team and the client, in this case Transport Infrastructure Ireland. The successful contractor will take onboard all works as described in the AA Screening and incorporate these into the RAMS, CEMP and RWMP where relevant.

The total site area is 1.552 hectare; this encompasses both existing roundabouts at the N40 Junction as well as the approaches from N40, L2222 and the N22 roads.

The works are contained completely in the existing footprint of the existing roads (N40, L2222, and N22) and do not require instream works or works over water. There is no requirement for clearance of scrub or tree vegetation (apart from minor excavation on grassy verge for services installation).

2.3.1 Working Hours

Construction works will be undertaken at night with an anticipated construction duration over 5 no. to 10 no. nights from 21:00 to 05:00. The junction will be closed to traffic and traffic diverted to next junction to allow works to proceed.

2.3.2 Site Compound

All proposed works are contained within the existing road boundaries. No creation of a site compound is required to facilitate the proposed works. Plant and vehicles will be contained within the existing road boundary for the duration of works and moved-off site to a Cork City Council depot during daylight hours when works are paused. Removal, movement or replacement of existing safety barriers within the site is not proposed.

2.3.3 Site Clearance and Waste Management

Proposed site clearance works involves the breaking out of the existing pavement where the proposed teardrop roundabout is to be installed, removal of signage at multiple locations within the proposed works site. Where road signs are noted to be set aside for reuse, this refers to the sign faces(s) only. The post(s) and foundations shall be taken down or up and removed to tip unless noted otherwise. Any waste will be disposed of to a licenced tip.

Pavement waste will be recycled (moved to Roadstone⁶ batch plant to be reused). Aluminium and steel of old signage will be recycled.

2.3.4 Pavements and Excavations

The proposed works will involve excavation of existing pavement at the proposed teardrop arrangement, induction loop installation locations and associated ducting and service connections. Excavations are also required along grass verge locations for laying of power and communications ducting.

2.3.4.1 Planing (Milling) of Existing Pavement

The removal of the existing pavement layer to a depth of 50mm will be carried out by cold milling (planing). This process involves mechanically removing the asphalt layer without disturbing the underlying sub-base using a Self-propelled Cold Milling Machine (Road Planer).

Volume of excavation is calculated to be 30m³ (585m² x 50mm) at the northern roundabout and 27m³ (530m² x 50mm) at the southern roundabout.

2.3.4.2 Excavation for Traffic Island Teardrop Arrangement

The excavation depth will match the total thickness of the proposed island thickness (200mm) of which 125mm is below ground and 75mm of the kerb remains above the existing road level; this ensures the finished traffic island sits correctly, relative to the surrounding carriageway.

Excavation equipment anticipated to be required for these works includes mini-excavators (1.5 ton to 5 ton) for small areas and hydraulic breaker. The volume of excavation is calculated to be 17m³ (130m² x 125mm) at the northern roundabout and 15m³ (120m² x 125mm) at the southern roundabout.

2.3.4.3 Excavation for Traffic Signal Infrastructure

Excavation works for installation of traffic signal infrastructure will include the formation of trench excavations for traffic signal ducts and cabling. Trenches will be a maximum of 625m x 400mm x 600mm (length x width x depth) with a calculated volume of 150m³. Localised excavations are required for the installation of induction loops within the existing carriageway at 13 no. locations. Loop cables will be placed via a saw-cut or narrow slot/trench within the 3m x 2m loop area, which require the minor excavation of an anticipated 0.025m³ of material per loop installed. The calculated excavation volume in total for all 13 no. loop locations is 0.4/0.5m³.

Signal pole and CCTV camera foundations and controller bases require 7 no. areas of excavation (each area 1m² x 1m, therefore a total excavation volume of 7m³).

Concrete bases for signal pole and CCTV camera will be constructed using localised excavations to the required dimensions, with formwork (shuttering) installed as needed to achieve the specific foundation profile. Concrete will be delivered either by direct discharge or small-scale pumping and poured into the shuttered excavation, then compacted and finished in situ. The approximate volume of both the CCTV camera base and each signal pole base is 1m³. The specifics on concrete works will be detailed by the appointed contractor in the RAMS and CEMP and will follow good practice guidelines from TII.

⁶ <https://www.roadstone.ie/>

2.3.4.4 Excavation Equipment and Plant

Equipment and plant listed below is anticipated to be required given the works proposed. The appointed Contractor will be cognisant of this list when completing RAMS, CEMP and RWMP documents. Minor variations in plant and equipment may occur; the appointed contractor will determine the final equipment list. Anticipated equipment and plant to be used in excavations includes: -

- Carriageway slot cutting (for induction loop installation)
 - Road saw
 - Hand-held disc cutters for precision areas
- Trench excavations (for ducting and services)
 - Mini excavators (1.5 ton to 5 ton) for urban/restricted areas.

2.3.4.5 Pavement Design

Designs for pavements ('pavement' in the case of the proposed works refers to road surface) and kerbs, footpaths and paved areas are demonstrated in Figure 2-2. The existing northern and southern traffic islands are to be retained, and several areas of existing kerb to be retained. Transition kerb will be installed in between the existing roundabout island to facilitate the installation of the new teardrop shape (kerb type C (75mm upstand) (CC-SCD-01101)⁸ will be used). These steps will be repeated across both roundabout islands where teardrop shape is to be installed. The new teardrop shape will be an extension of the existing roundabout islands with a new geometry which will require planing of existing pavement, to be replaced with 50mm Stone Mastic Asphalt (SMA) 10 on regulating course (15-40mm). These works relate only to the extended area of the teardrop location where Treatment T1 is proposed.

The new teardrop shape will be finished with 60mm red block paving, on 40mm ST4 concrete to clause 1106, on 100mm subbase granular material to clause 804 (subbase used only if level difference is more than 50mm) which will match the existing circular islands within the existing roundabouts (which are red blocked paved).

Resurfacing works will occur only within the areas adjacent to the new teardrop shapes as identified in Figure 2-2.

2.3.4.5.1 Pavement Installation

Pavement installation shall be undertaken as per the following steps:-

1. The contractor shall undertake a visual condition survey of the substrate following cold milling in accordance with Appendix 7/1 of the specification¹⁰.
2. The extent of all pavement works shall be agreed on site in advance with the employer's representative.
3. Regulation shall be used to ensure a smooth surface is achieved in accordance with clause 2.2 of series 900 of the TII specification for road works.
4. Regulation shall be constructed so as to ensure that the designated nominal thickness and regularity of the subsequent layer is achieved.
5. Provision of pavement to be in accordance with the requirements of Appendix 7/1 – permitted pavement options.

⁸ <https://cdn.tii.ie/publications/CC-SCD-01101-02.pdf>

¹⁰ <https://cdn.tii.ie/publications/CC-SPW-00700-04.pdf>

2.3.5 Machinery

As noted above, the following list is anticipated to be required given the works proposed. Minor variations in plant and equipment may occur; the appointed contractor will determine the final equipment list. Anticipated equipment and plant to be used in excavations includes: -

- Mini excavators (1.5 ton to 5 ton)
- Hydraulic breaker
- Road saw (floor saw)
- Hand-held disc cutters
- Skid steer
- Concrete mixer
- Roller compactor
- Asphalt paver

2.3.6 Landscaping

Top soil and reseeding at areas where additional ducting is provided for the proposed traffic signals will be required.

The current landscaping within the existing roundabout islands will remain as it is (no tree or vegetation removal proposed), while the extended teardrop portion will act as a traffic island with red block paving (no additional landscaping proposed here).

2.3.7 Drainage

As is outlined in sections below, there is no additional connectivity to watercourses due to proposed works as there will be no increase in impermeable surface area and the existing drainage network is to be use. The only modifications to the drainage network involve the relocation of existing gully pits within the roadway to align with the new teardrop configuration, along with adjustments to the pipe network to accommodate these changes.

2.3.7.1 Northern Roundabout

There will be no impact on the existing drainage system as a result of the proposed teardrop island. The location of the proposed island does not interfere with any existing gullies or manholes. The introduction of the teardrop island will not increase the extent of impermeable area; therefore, there will be no increase in run-off entering the existing drainage system. For clarity, the existing drainage layout has been reproduced in the drainage drawings based on the available topographical survey data¹³ and as-built records; this is provided in the drawings within the Planning Pack accompanying this submission.

2.3.7.2 Southern Roundabout

There will be minor impact of the proposed teardrop island on the southern roundabout on the existing drainage system; this is limited to existing twin gullies which will require removal or abandonment. As a result of this modification, run-off from the teardrop island will be redirected along the kerb lines to the north and south. To

¹³ Topographical survey dated 24th July 2025

accommodate this revised flow path, 4 no. new gullies are proposed to collect surface water. All proposed gullies will connect to the existing underground drainage network,. There will be no increase in the impermeable area, such that the overall volume of run-off entering the drainage system will remain as existing following the proposed works.

2.3.8 Waste Management

Any waste will be disposed of to a licenced tip. Pavement waste will be recycled (moved to Roadstone¹⁵ batch plant to be reused). Aluminium and steel of old signage will be recycled.

2.3.9 Signage and Road Markings

New signage will be installed where required throughout the proposed works area in particular at areas of new traffic lighting. Old signage will be reinstalled post works were required on new posts and foundation. Several old signs will be relocated where required. All signage will be contained within the red line boundary of the proposed works area.

New road marking will be painted at several locations including in conjunction with new traffic lights and at the roundabouts where two lanes of the N22 become one singular land to cross the existing bridge. Road marking will be painted in accordance with specifications¹⁶.

2.3.10 Site Photographs

Site photos were provided by AtkinsRéalis engineers from a site visit on the 13th October 2025.



Plate 1 - From the N40 facing up the ramp to junction J01

¹⁵ <https://www.roadstone.ie/>

¹⁶ <https://cdn.tii.ie/publications/CC-SPW-01200-04.pdf>



Plate 2 - Facing north from the south roundabout of J01.



Plate 3 - Northern roundabout facing north from existing bridge at J01



Plate 4 - View facing northeast from southern roundabout showing existing bridge



Plate 5 - Facing southwest from northern roundabout showing existing layout.



Plate 6 - South roundabout off ramp facing west.



Plate 7 - Off ramp to the northern roundabout from the eastbound carriageway of the N40

3. Receiving Environment

3.1 Hydrology

The Site is situated in the Lee, Cork Harbour and Youghal Bay catchment and the Glasheen [Corkcity]_SC_010 subcatchment. The Grange Hill stream (EPA Code: 19G86) flows ca. 40m of the Proposed Works and the Maglin (EPA Code: 19G86) flows ca. 200m west of the Proposed Works. The Drehideenaleveal stream (EPA Code: 19D62) crosses the Proposed Works in the south. The Curragheen stream (EPA Code: 19C12) is located ca. 430m east of the Proposed Works. Each of the above mentioned water courses are tributaries of the Curragheen (Cork City)_010 River. The Curragheen (Cork City)_010 River flows predominantly northeast for approximately 6.6 km before discharging into the Glasheen River. Under the Water Framework Directive (WFD) 2019–2024 classification, it is assigned a status of 'Moderate' and is considered 'At Risk' of not achieving WFD quality standards (EPA, 2026). Works will be contained above culverted watercourses on the existing carriageway.

The Glasheen River flows ca. 3.5km east of the Proposed Works and is classified as 'Poor' and is 'At Risk' under the WFD status 2019-2024 of failing to achieve WFD standards. The Glasheen River discharges into the Lee (Cork) Estuary Upper (Code: IE_SW_060_0950), the Lee (Cork) Estuary Lower (Code: IE_SW_060_0900) and Lough Mahon (Code: IE_SW_060_0750) transitional waterbodies located ca. 5km northeast of the Proposed Works and are classified as 'Moderate' and 'At Risk', 'Poor' and 'At Risk', and 'Moderate' and 'At Risk' respectively (EPA, 2026).

Refer to Figure 3-1 for visual representation of hydrological features surrounding the Proposed Works.

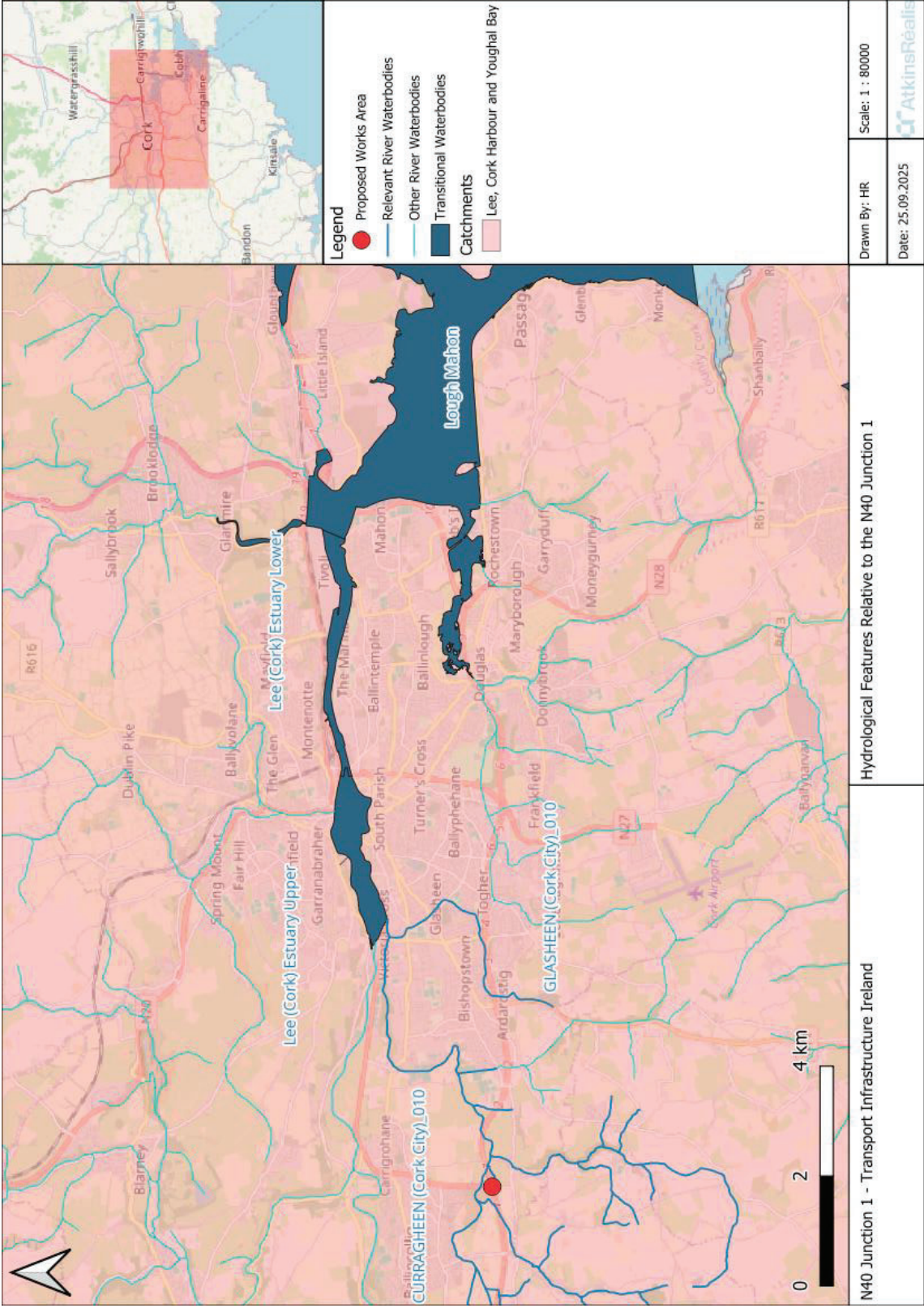


Figure 3-1 - The relevant hydrological features associated with the Site

3.2 Ecology

There are no internationally designated conservation sites within the Proposed Works area. However, there are two Natura 2000 European sites within the potential Zone of Influence (Zoi), which are shown in Figure 3-2: -

- Cork Harbour SPA (004030) located ca. 9.4km east of the Proposed Works,
- Great Island Channel SAC (001058) located ca. 16km east of the Proposed Works.

Both sites are downstream of the Currageen River (via the Lee Estuary) which lies approximately 40m south of the Proposed Works.

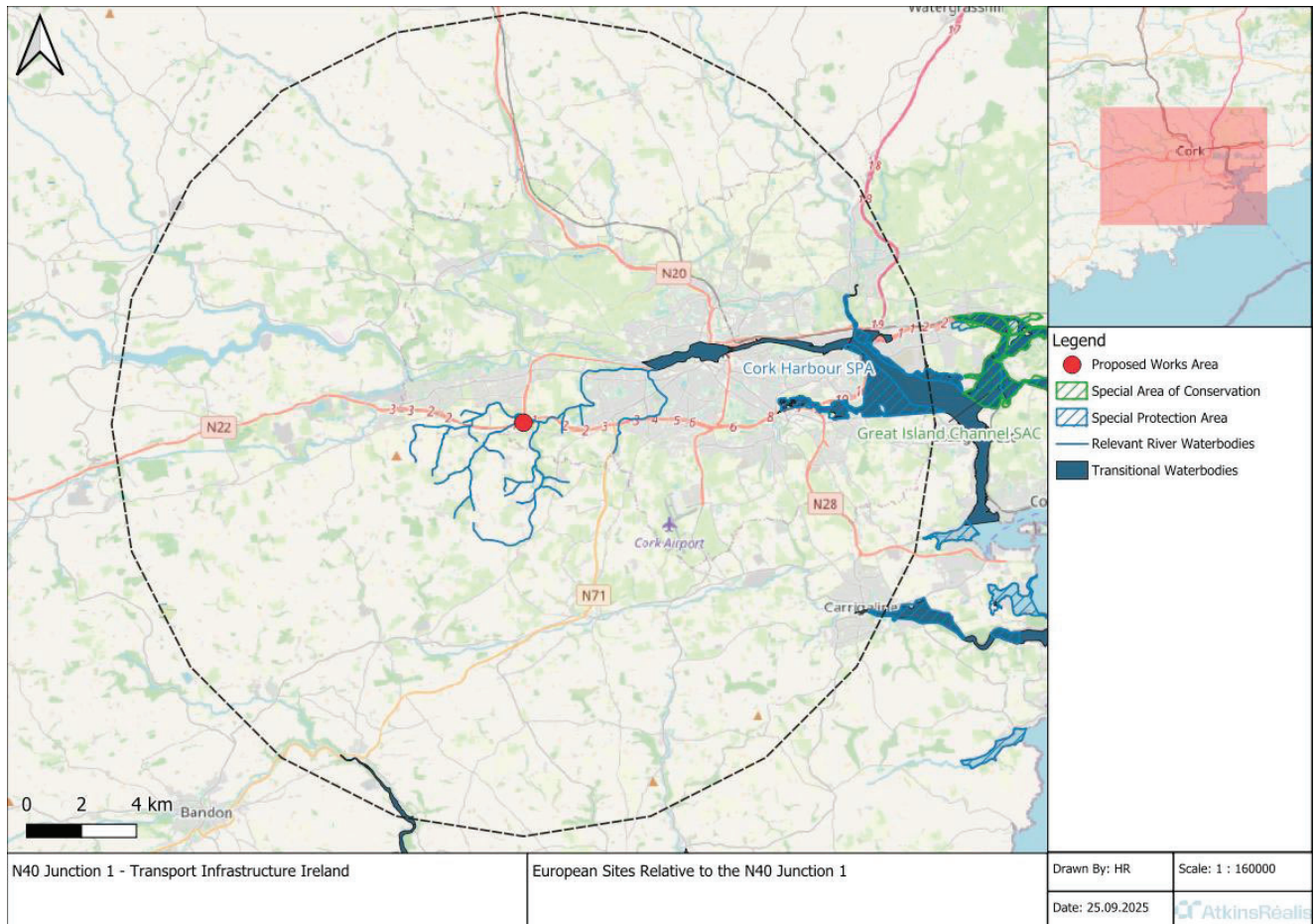


Figure 3-2 – Natura 2000 sites relative to the Site.

An Appropriate Assessment Screening was completed (AtkinsRéalis, 2026) and concluded that *'beyond reasonable scientific doubt that the proposed works will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on any Natura 2000 site, in view of its conservation objectives.'* Cork City Council will make the final determination on the findings of the AA Screening Report.

There are no pNHAs or NHAs within the Proposed Works, however there are 3no. within 3km including:

- Ballincollig Cave (Site Code: 001249) located ca. 1.7km west
- Lee Valley (Site Code: 000094) located ca. 2.7km northwest ; and,
- Shounagh Valley (Site Code: 000103) located ca. 2.8km north

There is no hydrological connectivity between any pNHAs or NHAs and the Proposed Works.

There are no wetland habitats within the Proposed Works. The closest is Carrigrohane Wetland Ponds (Site Code: MIW_CO976) located ca. 2km east of the Proposed Works. The Carrigrohane Wetland Ponds is classified as F Rated - Unknown value: survey required. There is no hydrological connectivity to this wetland site.

3.3 Hydrogeology

There are 2no. boreholes directly overlapping the Site (GSI ID: 1405NEW121 and 1405NEW127). The boreholes are reported to 100m and 50m locational accuracies respectively. There are a further eight boreholes within 500m of the Site (Table 3-1, Figure 3-3).

Table 3-1 - Boreholes within 500m of the Proposed Works (GSI, 2026)

GSI Well Name	Source Type	Depth of Hole (m)	Locational Accuracy	Source Use	Source Yield (m ³ /day)	Distance from Site
1405NEW121	Borehole	5.6	100m	Other	-	Within Site boundary
1405NEW127	Borehole	2.3	50m	Other	-	Within Site boundary
1405NEW123	Borehole	2.7	50m	Other	-	ca. 60m northwest of Proposed Works
1405NEW129	Borehole	4.0	50m	Other	-	ca. 70m northwest of Proposed Works
1405NEW120	Borehole	3.5	100m	Other	-	ca. 320m north of Proposed Works
1405NEW124	Borehole	5.4	50m	Other	-	ca. 215m west of Works
1405NEW126	Borehole	4.2	50m	Other	-	ca. 250m east of Proposed Works
1405NEW128	Borehole	4.1	50m	Other	-	ca. 442m west of Proposed Works
1405NEW130	Borehole	6.0	50m	Other	-	ca. 313.7m northwest of Proposed Works

There are no groundwater drinking water source protection areas within 5km of the Proposed Works. Grenagh Public Water Supply (PWS) is the closest drinking water protection area and is located ca. 14.4km north of the Proposed Works (GSI, 2026).

The GSI (2026) has classified the groundwater vulnerability beneath the Proposed Works as 'Moderate' indicating that groundwater is potentially shallow and vulnerable to contamination. The Site is within the Ballinhassig East and Ballincollig groundwater bodies, both of which are reported as having 'Good' WFD status for the 2019-2024 monitoring period. Both the Ballincollig and Ballinhassig East groundwater bodies are classified as 'Not at Risk' of failing to achieve WFD goals by 2027.

There are no karst features within the Proposed Works. The closest karst feature identified as a spring (Karst feature ID: 1405NEK002) is located ca. 1.3km east of the Proposed Works to within a 20m locational accuracy.

The hydrogeology surrounding the Site is illustrated in Figure 3-3.



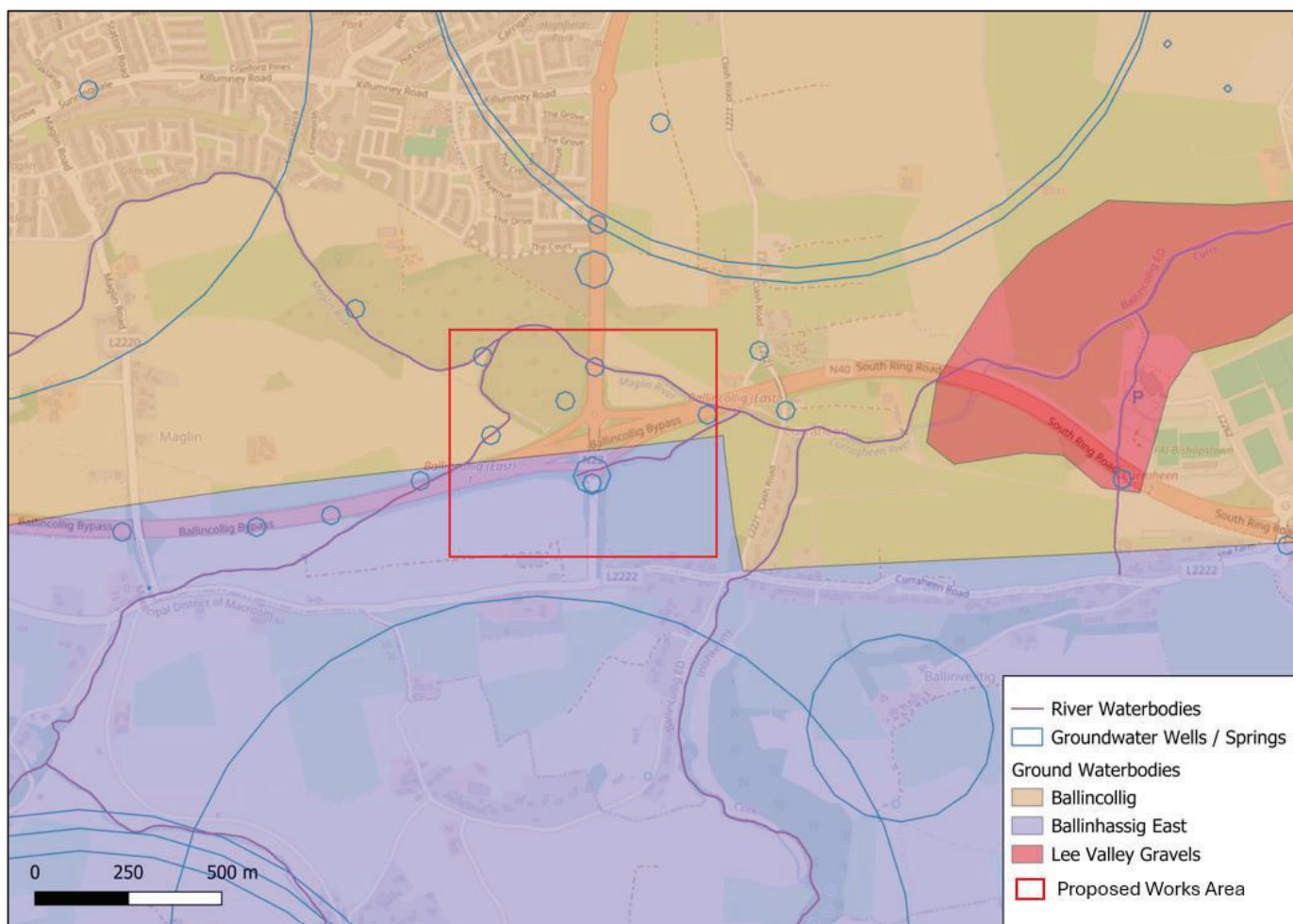


Figure 3-3 - Hydrogeological features relevant to the Site.

3.4 Geology

The bedrock aquifer underlying the Site is a combination of ‘Locally Important Aquifer – Bedrock which is Moderately Productive only in Local Zones’ and ‘Regionally Important Aquifer – Karstified (diffuse)’. A locally important gravel aquifer is located immediately south of the Proposed Works – identified as Tramore River Valley Gravel Aquifer (GSI, 2026).

The underlying bedrock geology comprises massive unbedded lime-mudstone classified under Waulsortian Limestones and flaser-bedded sandstone and mudstone of the Cuskinny Member (GSI, 2026). Teagasc soils underlying the Proposed Works are classified as tills derived chiefly from Devonian sandstones and are predominantly defined by acid brown earths and brown podzolics.

Landslide susceptibility underlying the Proposed Works is classified as ‘Low’. There are no recorded landslide events in the vicinity of the site (GSI, 2026).

There are no geological heritage sites within the Proposed Works. The closest geological heritage area is Kilmunney Moraine (Site Code: CK057) located 5.4km west of the site and described as ‘*Gently undulating topography consisting of thick accumulations of glacial sands and gravels occupying the floor of a flat valley*’. The relevant geological features in the vicinity of the Site are displayed in Figure 3-4.

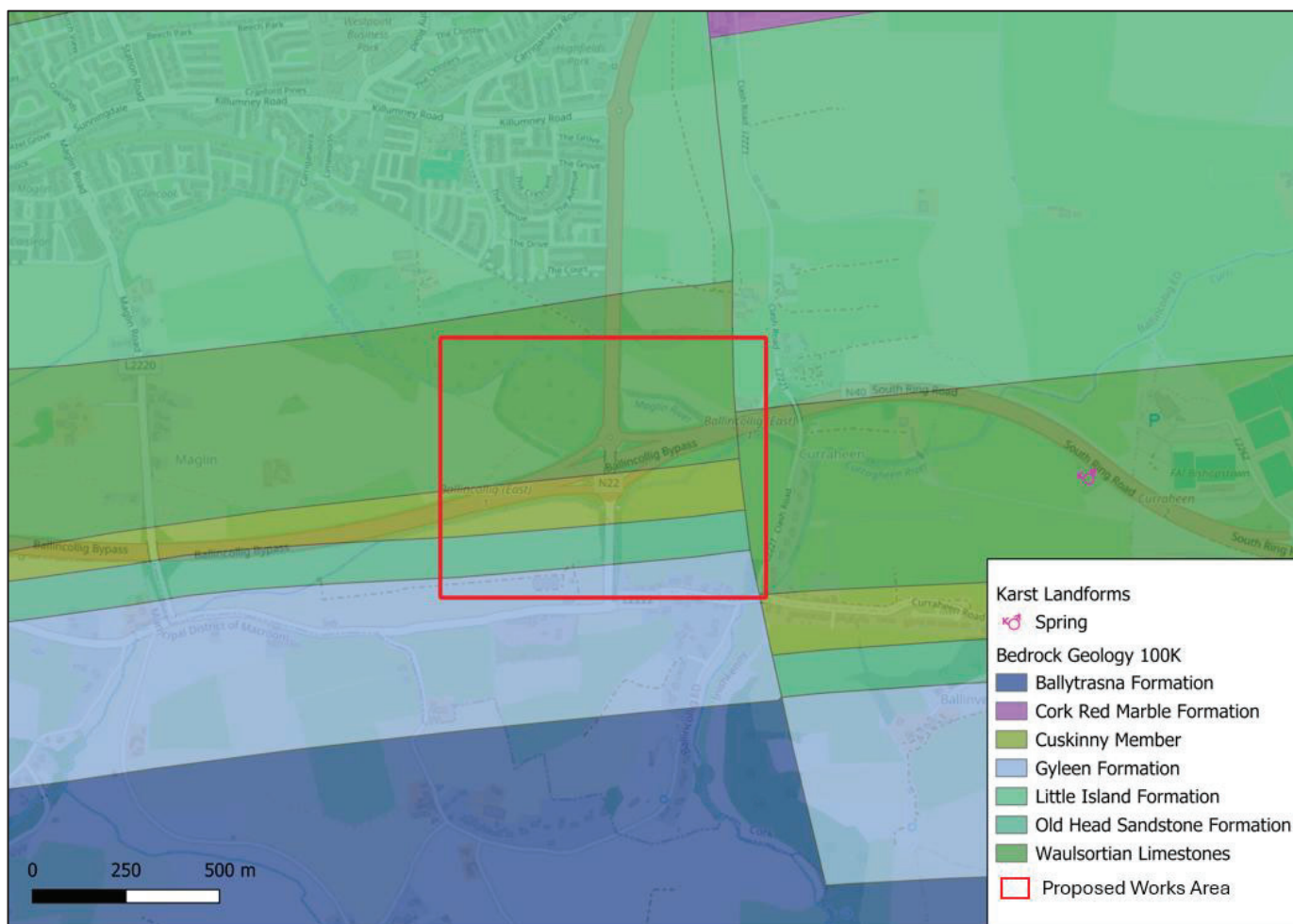


Figure 3-4 – Geology relevant to the Site.

3.5 Flood Risk

Flood mapping produced by the Office of Public Works (OPW), including the CFRAM maps and National Indicative Fluvial Maps (NIFM), has been consulted. These maps show high probability of river flooding surrounding the immediate north and south of the Proposed Works (OPW, 2026). High Probability represents a 10:1 odds of occurrence in any given year.

There are no past flood events located within the Proposed Works. The closest past flood events are located ca. 470m southeast of the Proposed Works and are identified in Table 3-2.

Table 3-2 - Past Flood Events surrounding the Proposed Works (OPW, 2026)

Flood Event	Flood Event ID	Flood Type
Curraheen River Clash Road Recurring	3859	Recurring Flood
Curraheen,Ballincollig,Co.Cork. Dec.2009 and Jan.2010	11422	Recurring Flood
Curraheen,Ballincollig,Co.Cork.Flooding 19th.Nov.2009	10941	Dated Flood Event – 19/11/2009
Curraheen, Co.Cork. 28th June 2012	11671	Dated Flood - 27/06/2012

3.6 Archaeology and Cultural Heritage

The Historic Environment Viewer¹⁸ indicates the presence of a habitation site (CO073-146----) and a Fulacht fia (CO073-134----), which were discovered during the excavation and construction of the N22 Ballincollig bypass, approximately 30m northeast of the Proposed Works. A further 9no. Sites and Monuments Records (SMR) exist within 500m of the Site as listed in Table 3-3.

The locations of the relevant SMRs are displayed in Figure 3-5.

Table 3-3 - Sites and Monuments Records (SMRs) within 500m of the Proposed Works

Site Name	Description	Distance from Proposed Works
CO073-134---- Fulacht fia	: A spread (8m N-S; 7.5m E-W; D 0.03m) of heat-shattered stones and charcoal-enriched soil was discovered during archaeological testing in advance of the construction of the N22 Ballincollig Bypass and was excavated in 2002... A subcircular pit (2.35m x 2.1m; D 0.45m) was found beneath the spread. It contained a primary fill of heat-shattered stones and charcoal-enriched soil and a secondary fill consisting of a mix of re-deposited subsoil and heat-shattered stones and charcoal-enriched soil.	Located ca. 30m southeast of the Proposed Works
CO073-146---- Habitation site	: Excavation in 2001 in advance of the construction of the N22 Ballincollig Bypass revealed a multi-phased settlement comprising two main phases of activity, the first in the Late Neolithic/Beaker period and the second in the early medieval period.	Located ca. 30m southeast of the Proposed Works
CO073-136---- Fulacht fia	: Three oval pits filled with heat-shattered stones and charcoal-enriched soil and one small deposit of heat-shattered stones and charcoal-enriched soil were identified during archaeological monitoring in advance of the construction of the N22 Ballincollig Bypass and were excavated in 2002.	Located ca. 40m north of the Proposed Works
CO073-135---- Fulacht fia	: A mound (L 9.4m; Wth 6m; D 0.84m) of heat-shattered stones and charcoal-enriched soil was identified during archaeological monitoring in advance of the construction of the N22 Ballincollig Bypass and was excavated in 2002.	Located ca. 100m north of the Proposed Works
CO073-137---- : Burnt mound	An oval mound (3.8m x 2.81m; D 0.1m) of heat-shattered stones and charcoal-enriched soil was discovered during archaeological monitoring in advance of the construction of the N22 Ballincollig Bypass and was partially excavated in 2002.	Located ca. 151m east of the Proposed Works
CO073-143---- Fulacht fia	: This fulacht fia was discovered during archaeological monitoring in advance of the	Located ca. 178m east of the Proposed Works

¹⁸ <https://heritagedata.maps.arcgis.com/apps/webappviewer/index.html?id=0c9eb9575b544081b0d296436d8f60f8>

		construction of the N22 Ballincollig Bypass and was excavated in 2002.	
CO073-139---- Fulacht fia	:	Four spreads of heat-shattered stones and charcoal-enriched soil, likely to have been connected to each other, were discovered during archaeological monitoring in advance of the construction of the N22 Ballincollig Bypass and were excavated in 2002.	Located ca. 172m east of the Proposed Works
CO073-140---- Burnt mound	:	An oval spread (2.4m x 1.67m; D 0.24m) of heat-shattered stones and charcoal-enriched soil was discovered during archaeological monitoring in advance of the construction of the N22 Ballincollig Bypass and was excavated in 2002.	Located ca. 195m east of the Proposed Works
CO073-141---- Fulacht fia	:	A large oval pit (7.7m x 2.9m; max. D 0.61m) containing a rectangular wooden trough and a possible hearth was discovered during archaeological monitoring in advance of the construction of the N22 Ballincollig Bypass and was excavated in 2002.	Located ca. 213m east of the Proposed Works
CO073-142---- Fulacht fia	:	This fulacht fia was discovered during archaeological monitoring in advance of the construction of the N22 Ballincollig Bypass and was excavated in 2002	Located ca. 250m east of the Proposed Works
CO073-065---- Fulacht fia	:	Archaeological test trenching was carried out to determine the extent of this fulacht fia in advance of the construction of the Ballincollig bypass. Its maximum measurements were determined as 19m E-W by 18m N-S	Located ca. 445m west of the Proposed Works

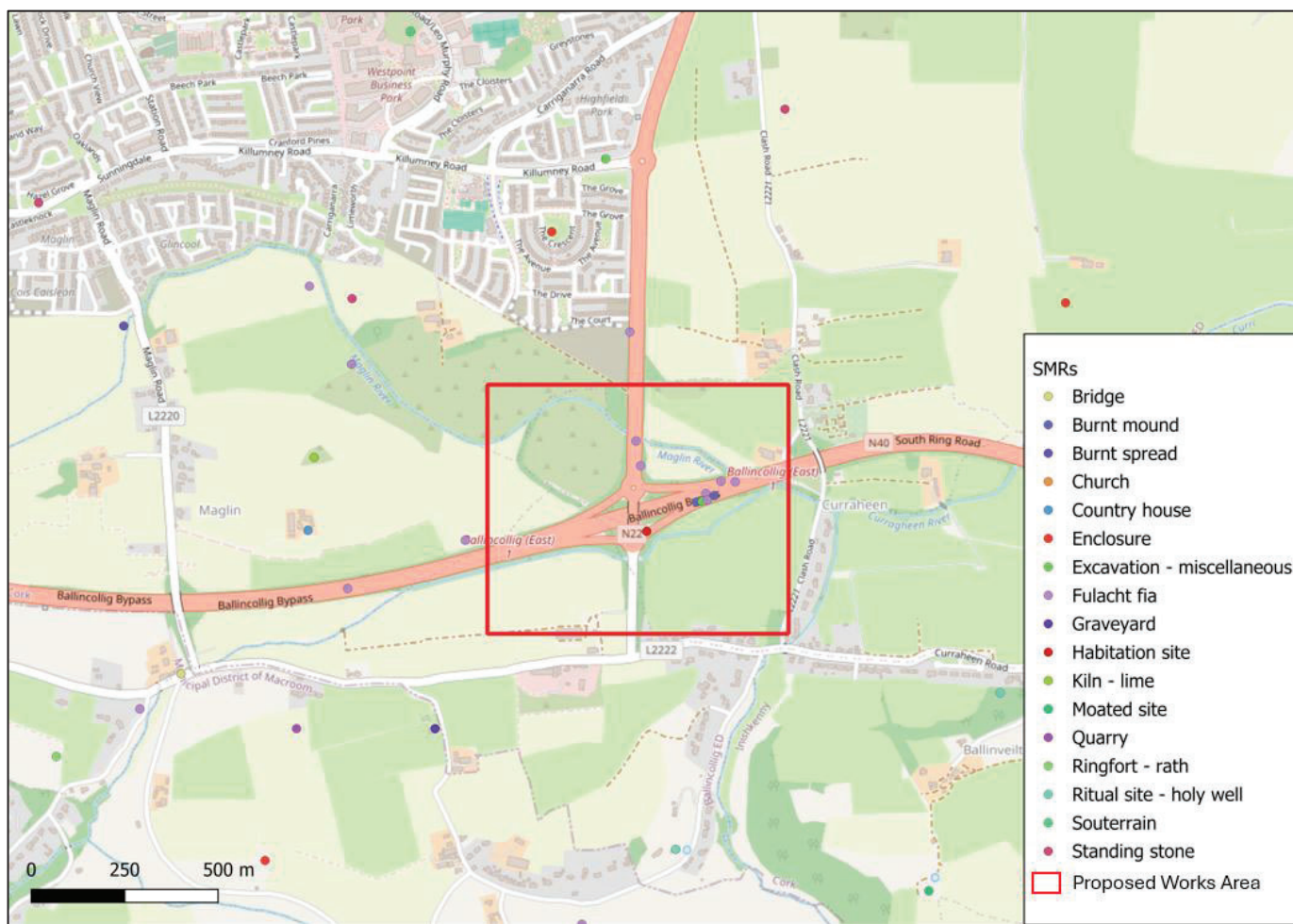


Figure 3-5 - SMRs surrounding the Proposed Works

3.7 Air Quality and Climate

According to the EPA (2026), the current baseline air quality index in the area surrounding the Site is '1-Good' for Zone B, Cork Conurbation. It is noted that the information from monitoring instruments at representative locations in the location may not reflect local incidents of air pollution. The closest monitoring station to the Site is Bishopstown MTU (station code: CK6), located approximately 2.8km to the northeast.

Sensitive receptors within the vicinity of the Proposed Works include residential dwellings and local businesses.

3.8 Landscape and Visual

Under the Cork City Development Plan (2022–2028), the site falls within 'Zoning Objective (ZO) 20 – City Hinterland', where the stated objective is to protect and improve rural amenity and provide for the development of agriculture.

There are no scenic routes or scenic views identified within the Cork City Development Plan 2022-2028 located within the vicinity of the Proposed Works, however there is a walkway/cycleway approximately 350m northeast.

3.9 Population and Human Health

The Site is located within the Inishkenny electoral division (ED). The population of Inishkenny according to CSO 2022 data is 4,862 people, as per Table 3-4. The area is a mixture of rural with small urban towns. Immediately adjacent to the Site is rural. Sensitive receptors within the vicinity of the Proposed Works include residential dwellings and businesses.

Table 3-4 - Population Growth 2016-2022 (CSO, 2022)

Area	Total Population 2016	Total Population 2022	% Change 2016 – 2022
State	4,761,865	5,149,139	+ 8.1
Cork City Council	125,622	224,004	+78%
Inishkenny ED	5,650	4,862	-14%

4. EIA Screening Process

4.1 Desk-Based Studies

In undertaking this EIA Screening Assessment Report, AtkinsRéalis completed a detailed desk-based assessment using data from the following sources. The final determination of this EIA Screening Report will be conducted by Cork City Council.

- Relevant guidance documents and legislation (listed in Section 4.3 below).
- Relevant published data from Government websites like the EPA's website (www.epa.ie), the Geological Survey of Ireland (www.gsi.ie).
- Information provided by Cork City Council on the Proposed Works.
- AtkinsRéalis Appropriate Assessment Screening (September, 2026).

The EIA Screening Assessment Report will be used by Cork City Council to prepare the EIA Screening Determination.

4.2 EIA Screening Legislation and Guidance

The requirement for Environmental Impact Assessment (EIA) derives from Directive 2011/92/EU, as amended by Directive 2014/52/EU, and is transposed into Irish Planning & Development legislation (Planning and Development Act 2000, as amended, and Planning and Development Regulations 2001, as amended) in Schedule 5 Parts 1 and Part 2, respectively.

These regulations amend the Planning and Development Regulations 2001 (S.I. No.600 of 2001); they seek to transpose EIA Directive 2014/52/EU and to give further effect to the 2011 Directive, as follows;

- An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2025), Schedule 5, Part 1.
- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to Class 2 Project Types. These projects are listed in full within the Planning & Development Regulations (2001-2025), Schedule 5, Part 2. If the proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be sub-threshold. Part 10, Article 92 of the Planning & Development Regulations, 2001 as amended states 'sub-threshold development' means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development". Any sub-threshold developments should be evaluated to determine if the project is likely to have a significant impact on the environment.

In accordance with Section 176B of the Act and Article 120 of the Regulations, where a local authority proposes to undertake a development that constitutes a sub-threshold development under Schedule 5, Part 2 of the Regulations, it must consider whether the proposed development is likely to have significant effects on the environment. This determination must be made having regard to the criteria set out in Schedule 7 of the Regulations and on the basis of the information specified in Schedule 7A. Where it is determined that the proposed development is likely to have significant effects on the environment, an Environmental Impact Assessment Report (EIAR) must be prepared and an Environmental Impact Assessment undertaken before the development can proceed.

A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations and summarised below.

1. A description of the Proposed Development, including in particular:



- a description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works; and,
- a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

2. A description of the aspects of the environment likely to be significantly affected by the Proposed Development.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the Proposed Development 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 the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

Accordingly, the Proposed Works has been screened in accordance with the following legislation: -

- EU Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment.
- Planning and Development Regulations (2001-2025), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into operation on 1st September 2018; and,
- Roads Act, 1993-2021 and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulation 2019 (S.I. No. 279 of 2019).
- Section 3.2 of the 'Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022).
- European Commission (2017), Environmental Impact Assessment of Projects, Guidance on Screening.
- DHLGH (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment
- DHLGH (2020) Guidance for Consent Authorities regarding Sub-Threshold Development
- Department of the Environment, Heritage and Local Government (2003), Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Developments; and,
- ORP Practice Note PN02 Environment Impact Assessment Screening (2021).

Figure 4-1 below provides a summary of the main steps involved in the EIA screening process.



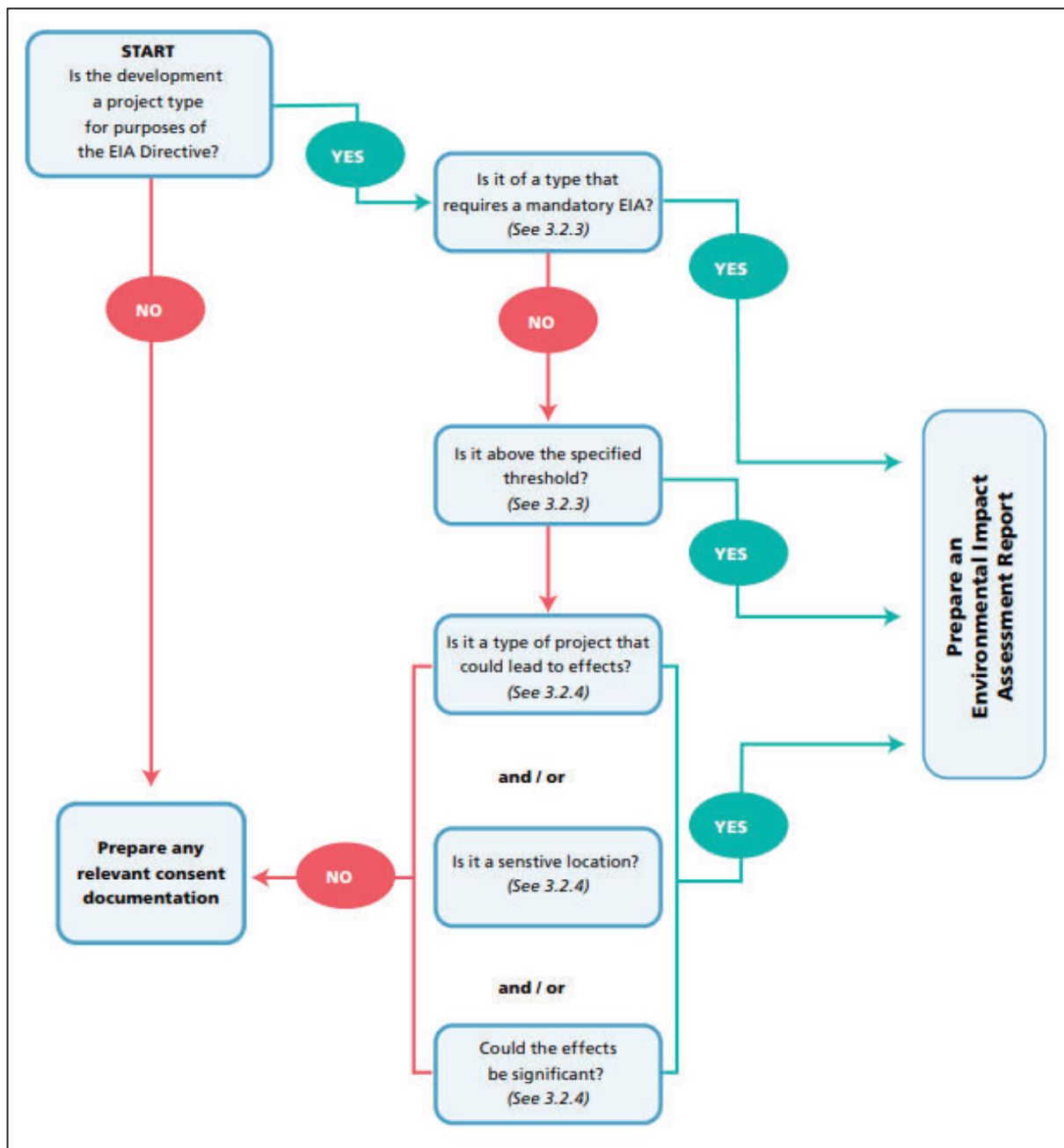


Figure 4-1 - EIA Screening Process (Source: ‘Guidelines on the Information to be contained in Environmental Impact Assessment Reports’ (EPA, 2022)).

4.3 The Planning and Development Regulations 2001, as amended - Screening

The 2011 EU EIA Directive differentiates between those projects that automatically requires an environmental impact assessment (listed as Annex I projects) and those which may require an assessment if they are likely to have significant environmental effects (Annex II projects). These project types have been transposed into Irish legislation under Parts 1 and 2 respectively of Schedule 5 of the Planning and Development Regulations 2001, as amended.

The Proposed Works was screened using the following criteria: -

- If the project is of a type listed in Schedule 5, Part 1.

- If not, whether: -
 - it is listed in Schedule 5, Part 2.
 - it meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2.
 - any part of it is located within sensitive area; or,
 - it would be likely to have significant effects on the environment.

4.3.1 Part 1 Type Projects

The project has been screened against the list of Project Types which have a high likelihood of impacting on the receiving environment and therefore require a mandatory Environmental Impact Assessment, under Schedule 5 Part 1 of the Planning and Development Regulations 2001, as amended.

This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Schedule 5 Part 1.

4.3.2 Part 2 Type Projects

The project has been screened against the types of development, various processes and activities listed in Schedule 5 Part 2 of the Planning and Development Regulations 2001-2025. The project falls within the following categories which provide that an EIA must be completed – subject to specified thresholds being met or exceeded.

Table 4-1 - Screening for Part 2 of Schedule 5

Class	Applicability	Screening
10(b) (iv)	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.	The site is ca. 1.552 (ha) in size and is located elsewhere within a rural area. The Proposed Works is below the other relevant thresholds (i.e. 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere). Hence the preparation of an EIAR is not required under Schedule 5 Part 2 (10) (b) (iv).
15.	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.	Based on the nature and scale of the Proposed Works, it is considered that there is no potential for significant effects on the environment, as detailed further in the following sections of this report. Hence the preparation of an EIAR is not required under Schedule 5 Part 2 (15).

The Proposed Works are therefore screened out for an environmental impact assessment under the Planning and Development Regulations 2001, as amended.

4.4 Sub-threshold Screening for an EIAR

Developments of a type listed in Part 2, but which are below a given threshold must be screened to see if they require an EIAR.

There are no exacting rules as to what constitutes “significant” in terms of environmental impacts. The responsibility is on the Competent Authority to carefully examine every aspect of a development in the context of: -



- characterisation of the project.
- location of the project; and,
- type and characteristics of potential impacts.

It is generally not necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate whether further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

For the purposes of screening sub-threshold developments for EIA, all the relevant information as presented within EIA Planning and Development Regulations 2001 as amended, (Schedule 7A) has been provided on behalf of the applicant, Cork City Council. The potential for the project to pose a significant effect to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001-2025 (Schedule 7).

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed project, with due regard to all relevant statutory requirements and technical guidance.



5. Environmental Impact Assessment Screening

5.1 Determining if the project is likely to have significant effect on the receiving environment

The relevant information as required under Annex III of the 2011 EIA Directive (as transposed in Schedule 7 and 7A of the Planning & Development Regs 2001 – 2025) has been provided on behalf of TII and is presented within this screening report. The potential for this project to pose a significant effect to the receiving environment has also been evaluated in accordance with these criteria and are shown in Table 5-2 to 5-4 below.

5.1.1 Characteristics of the Proposed Works

Table 5-2 below details the development characteristics criteria, as required under Schedule 7 of the Planning and Development Regulations 2001 as amended.

Table 5-1 - Characteristics of the Proposed Works

Screening Criteria	Proposed Works
Size and design of the project	
Will the size and design of the whole project be considered significant?	No. The site area is ca. 1.552ha and the scale and nature of the Proposed Works is not considered significant within the rural setting. Refer to the detailed description in Section 2 above.
Cumulative Impact with other projects	
The cumulative impact with other existing developments and/or developments the subject of consent for the purposes of Section 172(1)(A)(b) of the Act and/or development the subject of any development consent for the purpose of the Environmental Impact Assessment Directive by or under any other enactment.	A search of the Cork City Council Planning Applications, An Bord Pleanála planning portal, Uisce Éireann and Transport Infrastructure Ireland project portals has been undertaken for the applications submitted within the past 5 years in the vicinity of the site (last reviewed 29/09/2026). Some of the granted applications have already been completed and of those which are not completed, most are generally small scale in nature (i.e. residential extension works, or property improvement works). Completed or granted applications of such small scale (such as residential improvements) have not been considered further in terms of potential for cumulative impacts. There are 8no. project within a 2km radius of the Proposed Works that was considered in the assessment: ▪ 2544222 (App Refused: 2544222, Appealed: 10/09/2026) located ca. 188m west of Proposed Works - O Flynn Construction Co. Unlimited Company: For a 10-year permission for the following Large Scale Residential Development (LRD) comprising the demolition of the existing farmhouse and associated outbuildings on site, the construction of 1,150 no. residential units to include 638 no. dwelling houses (comprising a mix of 2, 3 and 4 bed detached, semi-detached and townhouse units) and 512 no. apartments/duplex units (including a mix of 1, 2 and 3 bed units in 9 no. blocks ranging in height from 3 to 5 storeys; and the restoration and refurbishment of Maglin House and the existing gate lodge to provide 3 no. apartments), 1 no. creche, 3 no. retail units, a section of the Maglin Urban Expansion Area Sustainable Access Corridor (which includes cycle lanes, footpaths, bus lanes, and road carriageway), and all associated ancillary development works including vehicular and pedestrian access, drainage,

footpaths & cycle lanes, landscaping, amenity and open space areas, boundary treatments (including landscaped berm and acoustic fence on the southern boundary adjoining the N22), bicycle and car parking, bin storage, the undergrounding of the existing 38kv overhead line currently traversing the site, public lighting and all other ancillary development at Maglin, Carrigrohane and Ballynora (townlands), Ballincollig, Cork.

- **New Application (Decision Date: 28/09/2026) – 26/44718** located ca. 493m northwest of the Proposed Works - MOS Homes Limited - Permission for a Large-Scale Residential Development (LRD) at Carriganarra & Carrigrohane (townlands), Ballincollig, Cork. The development will consist of: the demolition of existing agricultural buildings and the construction of a residential development of 300 no. residential units consisting of 128 no. dwellings houses, 172 no. apartment/duplex units, a two storey creche facility and all ancillary site development works.
- **26/44564 (Decision Date: 09/06/2026)** located ca. 350m east of the Proposed Works - Permission for the construction of; (I) A c. 72 square meter permanent single storey modular therapy building, (II) A c.42 square meter single storey temporary (for a maximum 5 year period) modular office building, and (III) Relocation of an existing rain water harvesting tank, together with associated paving and site works at the existing Field of Dreams site.
- **26/44649 (Decision Date: 15/06/2026)** located ca. 1.7km east of the Proposed Works - Permission for the installation of 661.4m² of roof mounted solar photovoltaic panels for a 150kWp System, construction of a carport including the installation of 592.6m² of roof mounted solar photovoltaic panels for a 134.4 kWp System and all ancillary works and services. This application relates to a relevant solar energy development of RED III development.
- **2342446 (Granted: 19/08/2024)** located ca. 1.6km northwest of Proposed Works – Coleman New Homes (Blarney) Limited: Permission for a Large-Scale Residential Development (LRD) of 162 no. residential units, landscaping and all ancillary site works. The proposed development will consist of: 84 no. two storey dwellings including 26 no. 4-bedroom semi-detached dwellings, 28 no. 3-bedroom semi-detached dwellings, 20 no. 3-bedroom terraced dwellings and 10 no. 2-bedroom terraced dwellings. The proposed development also contains 56 no. duplex units provided in 6 no. 2 - 3 storey buildings comprising 23 no 2-bedroom units and 33 no. 1-bedroom units and 1 no. 4-5 storey apartment building consisting of 22 no. apartment units including 17 no. 2-bedroom units and 5 no. 1-bedroom units. Access to the proposed development will be principally via the existing access road and entrance serving Cois Caisleán from Maglin Road, with additional connectivity provided via Maglin Grove. The proposed development also provides for the continuation of the permitted pedestrian and cycle path in Cois Caisleán (ABP ref. TA28.308111) along the northern, western and southern perimeter of the site and 2 no. new pedestrian access points located on the northern and western boundaries. Site development works include the regrading and integration of public open space serving Maglin Green permitted under Cork County Council ref. 17/4567/ABP ref. PL04.300861 with pedestrian link. The proposed development makes provision for cycle storage facilities, surface car parking, bin storage, boundary treatments, public lighting and surface water management features including 2 no. outfalls along the southern boundary and all other ancillary works necessary to facilitate the development.
- **2241644 (Granted: 29/01/2024)** located ca. 725m northwest of the Proposed Works - Permission for the construction of a residential development of 99 no.

residential units and all ancillary site works. The proposed development includes the construction of 75 no. dwelling houses comprising 3 no. 4 bedroom detached dwellings, 30 no. 4 bedroom semi-detached dwellings, 18 no. 3 bedroom semi-detached dwellings, 12 no. 3 bedroom townhouses and 12 no. 2 bedroom townhouses. The proposed development also includes the construction of 2 no. 3 storey buildings containing 1 no. 3 bedroom duplex unit, 12 no. 2 bedroom duplex/apartment units and 11 no. 1 bedroom apartment units with ancillary bicycle racks. Vehicular access to the proposed development will be via the existing junction from the Killumney Road serving the Heathfield residential development and the internal road network of the development permitted by Cork City Council Planning Reference 19/38923. The proposed development also provides for a shared pedestrian and cycle path to the site from the Killumney Road. The proposed development also comprises minor amendments from that previously permitted by planning reference 19/38923 to the east of site.

- **2544048 (Granted: 07/05/2026)** located ca. 2.3km west of the Proposed Works - Murnane O Shea Limited - For a 10-year planning permission for a Large-Scale Residential Development (LRD) at Greenfield, Ballincollig, Cork. The development will consist of the demolition of an existing dwelling house and farmyard with associated agricultural buildings and the construction of a mixed-use residential development of 544 no. residential units consisting of 232 no. dwelling houses, 312 no. apartment/duplex units, a two storey creche facility, commercial/retail unit and all ancillary site development works.
- **26/44475 (Decision Date: 29/04/2026)** located ca. 920m northwest of the Proposed Works - Permission for the the demolition of an existing shed and the construction of 11 no. dwelling houses consisting of 1 no. 4 bedroom townhouse, 7 no. 3 bedroom townhouses and 3 no. 2 bedroom townhouses and all ancillary site development works. Access to the proposed development will be provided via the existing junction from the Killumney Road serving the Heathfield residential development and the internal road network of the development permitted by Cork City Council Planning Reference 22/41644 to the east, which is currently under construction. The proposed development also provides for alterations to the permitted layout of Cork City Council Planning Reference 22/41644 comprising the reconfiguration of parking areas to facilitate access to the subject site. Ancillary site works include the provision of bin and bicycle stores, the decommissioning and removal of 2 no. existing septic tanks and percolation areas serving 2 no. existing dwelling houses to the north and the connection of these dwellings to the sewer network serving the proposed residential development.

Due to the distance from site and the scale and nature of the proposed Works, it is unlikely that there will be cumulative effects arising as a result of the Proposed Works.

Nature of any associated demolition works

Will the construction of the project include any significant demolition works.	No. The Proposed Works, does not require any demolition.
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Use of natural resources

Will construction or operation of the project use natural resources above or	The use of natural resources will be kept to a minimum; aggregates and soil will be re-used on site, where possible and if required.
--	--



below ground which are non-renewable or in short supply?	There will be minimal excavation along grass verges for laying of power and communications ducts, however no vegetation removal or trees will occur as a result of the works.
Production of waste	
Will the project produce wastes during construction or operation ?	Construction waste will be kept to a minimum. Any waste generated will be disposed of to a licensed tip. The following waste streams will be produced during the construction: - Waste produced by through the construction of the roundabouts and associated pavements - Pavement waste will be recycled (moved to Roadstone batch plant for reuse). - Aluminium and steel of old signage will be recycled - Generic construction waste. Waste generation will be minimal and opportunities to recycle/repurpose materials will be investigated at all stages of the project. Prior to the construction phase, the appointed Contractor will prepare a Resource and Waste Management Plan (RWMP). The RWMP will provide the segregation of all construction wastes into recyclable, biodegradable and residual wastes including any litter arising during the construction phase of the Proposed Works. Biosecurity measures are required to avoid the spread of species and diseases within the site by machinery and operatives on site. Site staff shall be familiar with areas of infestations within and adjacent to the work sites. Invasive Species In relation to 3rd Schedule species, the following general biosecurity and containment measures shall be undertaken if these species are encountered by the Contractor: - Site to be checked by Contractor's ecologist prior to the commencement of works to ensure no spread of any 3rd Schedule species to works area (in particular Japanese Knotweed and Giant Hogweed). - Identify and mark out areas of infestation close to works areas. - Fence or tape off areas of infestation in advance of and during construction of new access link. - Erect signage identifying restricted areas. - Avoid, where possible, using plant and machinery in areas of invasive alien species (IAS) infestation. - Plant and equipment used within areas if IAS infestation should be inspected post works and washed down in a contained area. - For non-3rd Schedule species, the following recommendations are given: - - Site staff should be familiarised with the identification of the above-mentioned species, so avoidance can be undertaken. - Plant and equipment should not encroach onto verges or area infested with Cherry Laurel or Montbretia. - If verges infested with any of the above listed invasives are to be excavated, the disposal of material should be undertaken with due caution to prevent accidental spread of the plant. Ideally this material should be buried to a depth of 2m minimum or removed from site and disposed of an appropriately licenced waste facility. Works are occurring within the existing footprint of the N40, N22, and L2222 roads where there will be little to no vegetation clearance to facilitate works (vegetation

	removal limited to landscaped areas within the existing roundabouts), and no works will occur within or adjacent to existing watercourses (works contained above culverted watercourses on the existing carriageway). No records for legally restricted invasive alien species or species of concern have been recorded within the footprint or in relevant proximity to the Site.
Pollution and nuisances	
Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	Regional air quality in the vicinity of the Proposed Works is 'good' (EPA, 2026). The closest monitoring station to the Proposed Works is Bishopstown MTU (Station code: CK6) located ca. 2.8km northeast of the site. Management of dust will be in line with relevant best practice measures such as those set out in 'Air Quality Assessment of Proposed National Roads – Standard (PE-ENV-01107) (TII, 2025)'. Due to the nature and scale of the project detailed in Section 2, it is anticipated that the construction works, and operation of the Proposed Works will not have a significant effect on air quality.
Will the project cause:	
Noise and vibration.	Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (TII, 2014). ▪ The construction phases will have noise barriers in place as required, to minimise / eliminate noise disturbances to sensitive receptors i.e. residential units located adjacent to the site while construction is taking place. ▪ Construction works will be undertaken at night with an anticipated construction duration over 5 no. to 10 no. nights from 21:00 to 05:00. The junction will be closed to traffic and traffic diverted to next junction to allow works to proceed Construction Contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). Due to the nature and scale of the project, detailed in Section 2 it is anticipated that the construction works, and operation of the Proposed Works will not have a significant effect with regards to noise.
Release of light.	Construction will be carried at night-time. Temporary portable lighting will be required for the duration of works. There will be no permanent lighting.
Heat.	The development will not cause release of heat.
Energy.	The development will not cause release of energy.
Electromagnetic radiation.	The 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 potential for accidents or incidents causing oil and chemical spillages are limited to the Proposed Works. With the adoption of site-specific risk management at the N40 Junction 1 and remediation measures, as appropriate, during construction, no adverse effects will arise and the residual effects on sensitive receptors will not be significant. Excavation works will be limited to the area of the carriageway and traffic island for the teardrop arrangement. This will be monitored and in the unlikely event that contaminated materials are encountered these will be segregated from

uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic) and remote from the River Maigue, sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g., Rilta Disposal Suite) before disposal. Any contaminated soils encountered during the works on the N40 will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC).

The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018) or the online HazWaste Tool. Any contaminated soils will be transported by appropriately permitted hauliers in Cork and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor.

Risk of major accidents and/or disasters relevant to the project concerned

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 volcanos, and severe weather events are rarely experienced. Flooding is experienced throughout Ireland on a regular basis.

- OPW maps show that the site ranges from high, medium to low river flooding (OPW, 2026). The areas immediately north and south of the N40 road have a high probability of flooding. High Probability represents a 10:1 odds of occurrence in any given year.
- There are no past flooding events reported by the OPW at the Site (OPW, 2026).

Possible accidents relevant to the development include vehicle collisions and fire, for both of which there will be plans in place to minimise the risk of harm caused by emissions or discharges.

The appointed Contractor will have an emergency plan in place in the event of any major accidents. This will be approved by the client prior to works commencing.

All these events will be covered by risk assessments and contingency plans which apply to the Proposed Works. In the event of accidents or fire, measures will be in place to limit emissions to land, water and air, as far as practicable.

With these arrangements in place the impact of emissions on human health and sensitive receptors in general would be mitigated such that adverse impacts would be unlikely to arise in the event of an accident.

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?

The location is not susceptible to earthquakes, subsidence, landslides, erosion, or extreme/adverse climatic conditions.

The risks to human health

Will the project present a risk to the population (having regard to

Construction will be undertaken in accordance with the commitments set out in Risk Assessment Method Statement (RAMS) prepared by the Contractor.



population density) and their human health during construction or operation ?	The Proposed Works aims to improve safety at this junction by reducing queuing on the exit ramp and thereby reduces the risk of rear-end collisions. Therefore the Proposed Works will positively impact the local population. Given the nature of the Proposed Works impacts on population during operation, from water contamination, noise and vibration, traffic or air quality and climate are not anticipated to be significant.
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5.1.2 Location of the Proposed Works

Schedule 7 of the Planning and Development Regulations 2001 as amended, requires a description of the location of the Proposed Works, with regards to the environmental sensitivity of the geographical area likely to be affected by the project. Table 5-2 below details the criteria considered and provides an assessment relating to same.

Table 5-2 - Location of the Proposed Works

Screening Criteria	Proposed Works
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 Works is located within rural lands along the existing road network of the N40. The Proposed Works is located within an area for land use zoned 'ZO21 City Hinterland' with the objective identified as <i>'to protect and improve rural amenity and provide for the development of agriculture.'</i> As the Proposed Works are occurring on an existing roadway and works are minimal in nature, land zoning use will not be impacted by the works. Construction works will be undertaken at night with an anticipated construction duration over 5 no. to 10 no. nights from 21:00 to 05:00. The junction will be closed to traffic and traffic diverted to next junction to allow works to proceed. Therefore minimal disruption to local businesses, community facilities and residential properties is expected. The Risk Assessment Method Statement prepared by the Contractor provides sufficient measures to prevent effects on land use and community facilities. The Contractor will develop and implement a Traffic Management Plan (TMP) for the construction phase. No existing, approved land uses for health, education, or community facilities in general, on, or around, the location will be affected by the Proposed Works. The construction and operation of the Proposed Works will not involve actions which will cause significant physical changes in the topography of the area.
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?	Construction material, including the road materials, will be imported for the works. The sensitive receptors surrounding the Proposed Works are local residents located on adjacent to the site. The works has taken this into consideration. As noted above, minimal excavation works are required for the Proposed Works. Construction works will be undertaken at night with an anticipated construction duration over 5 no. to 10 no. nights from 21:00 to 05:00. The junction will be closed to traffic and traffic diverted to next junction to allow works to proceed.

Therefore, because of the relative abundance, quality and regenerative capacity of the natural resources used for the Proposed Works, effects on the environment will not likely be significant.

Absorption capacity of the natural environment

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 AA Screening Report (AtkinsRéalis, 2026) confirms that there is no risk of direct or indirect impacts on any Natura 2000 site, concluding that *'beyond reasonable scientific doubt that the proposed works will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on any Natura 2000 site, in view of its conservation objectives'*

Works are occurring within the existing footprint of the N40, N22, and L2222 roads where there will be little to no vegetation clearance to facilitate works (vegetation removal limited to landscaped areas within the existing roundabouts), and no will works occur within or adjacent to existing watercourses (works contained above culverted watercourses on the existing carriageway). No records for legally restricted invasive alien species or species of concern have been recorded within the footprint or in relevant proximity to the Site.

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 Proposed Works is located inland with the closest waterbody crossing the EPA named Dreiheenaiveal watercourse to the south (flows under the L2222), a tributary of the Grange Hill watercourse. The Grange Hill watercourse (as according to EPA mapping; locally identified as the Maglin River) is located to the immediate north of the Site, flowing in an easterly direction under the N22 before connecting with the Curragheen River c. 600m downstream from where the Site is located. Works will be contained above culverted watercourses on the existing carriageway.

Given the scale of proposed works on the N40, no likely significant impacts are predicted on the qualifying interests of the Cork Harbour SPA or Great Island Channel SAC.

Therefore, it is not anticipated that it will have a significant effect on the coastal zone or marine environment due to the nature and scale of the Proposed Works.

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 no mountain or forest areas within 2km of the Proposed Works and therefore no effects on this habitat type.

Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC?

A screening for Appropriate Assessment (AA) has been prepared for the scheme (AtkinsRéalis, 2026) which investigated the potential for the Proposed Works to have significant effects on a European Site(s) either alone or in combination with other plans or developments.

The AA screening concluded that *'beyond reasonable scientific doubt that the proposed works will not, either individually or in combination with other plans or projects, give rise to any impacts which would constitute significant effects on any Natura 2000 site, in view of its conservation objectives.'*

Based on the location of the proposed scheme, there is no potential for impact on the absorption capacity of the natural environment.

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 Union legislation and relevant to the project, or in which it is considered that there is such a failure?

The absorption capacity of the natural environment is characterised as follows:

The area around the Proposed Works is rural in nature.

There are 2no. Natura 2000 sites located within the Zone of Influence.

Based on the nature, scale and location of the Proposed Works as detailed in Section 2, there is no potential for impact on the absorption capacity of the natural environment.

The Site is situated in the Lee, Cork Harbour and Youghal Bay catchment and the Glasheen [Corkcity]_SC_010 subcatchment. The Grange Hill stream (EPA Code: 19G86) flows ca. 40m of the Proposed Works and the Maglin (EPA Code: 19G86) flows ca. 200m west of the Proposed Works. The Dreiheenaaleveal stream (EPA Code: 19D62) crosses the Proposed Works in the south. The Curragheen stream (EPA Code: 19C12) is located ca. 430m east of the Proposed Works. Each of the above mentioned water courses are tributaries of the Curragheen (Cork City)_010 River. The Curragheen (Cork City)_010 River flows predominantly northeast for approximately 6.6 km before discharging into the Glasheen River. Under the Water Framework Directive (WFD) 2019–2024 classification, it is assigned a status of 'Moderate' and is considered 'At Risk' of not achieving WFD quality standards (EPA, 2026). Works will be contained above culverted watercourses on the existing carriageway.

The Glasheen River flows ca. 3.5km east of the Proposed Works and is classified as 'Poor' and is 'At Risk' under the WFD status 2019-2024 of failing to achieve WFD standards. The Glasheen River discharges into the Lee (Cork) Estuary Upper (Code: IE_SW_060_0950), the Lee (Cork) Estuary Lower (Code: IE_SW_060_0900) and Lough Mahon (Code: IE_SW_060_0750) transitional waterbodies located ca. 5km northeast of the Proposed Works and are classified as 'Moderate' and 'At Risk', 'Poor' and 'At Risk', and 'Moderate' and 'At Risk' respectively (EPA, 2026).

Contamination of this watercourse via siltation or hydrocarbon spillages, is a risk during the construction phase, however, the Risk Method Statement prepared by the Contractor will ensure that scenario will not occur.

The GSI (2026) has classified the groundwater vulnerability beneath the Proposed Works as 'Moderate' indicating that groundwater is potentially shallow and vulnerable to contamination. The Site is within the Ballinhassig East and Ballincollig groundwater bodies, both of which are reported as having 'Good' WFD status for the 2019-2024 monitoring period. Both the Ballincollig and Ballinhassig East groundwater bodies are classified as 'Not at Risk' of failing to achieve WFD goals by 2027.

Given that works will be contained above culverted watercourses on the existing carriageway potential water quality impacts such as from the accidental input of material (Concrete, asphalt) or hydrocarbons to the watercourse are unlikely.

Appropriate mitigation will be employed to prevent accidental construction material entering the watercourse.

Works will take place over a short timeframe (5-10 nights) and disturbance impacts will be temporary (limited to duration of works), with no instream works.

	Leaching of pollutants to groundwater is a risk during the construction phase, however, best practice measures as outlined in the Contractors RAMS will prevent this.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	No. There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas due to the rural location of the Proposed Works. The Proposed Works will result in a positive effect in terms of facilitating safe active travel for the population of the surrounding area.
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?	No. There is no significant effect on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or Archaeological significance. The Historic Environment Viewer indicates the presence of a habitation site (CO073-146----) and a Fulacht fia (CO073-134----), which were discovered during the excavation and construction of the N22 Ballincollig bypass, approximately 30m northeast of the Proposed Works. A further 9no. Sites and Monuments Records (SMR) exist within 500m of the Site. As this is an existing roadway, and the proposed works are minor in nature, effects on local historic and archaeological landmarks are unlikely to occur.

5.1.3 Characteristics of potential impact

Table 5-4 below details the types and characteristics of potential impacts of the Proposed Works as required under Schedule 7 of the Planning and Development Regulations 2001 as amended.

Table 5-3 - Characteristics of the Proposed Works

Screening Criteria	Proposed Works
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 Works is ca. 1.552 hectares. The expected duration of the construction works is approximately 5-10 nights. Direct effects associated with the proposed works are likely to be located within the environs of the site, chiefly associated with impacts on pedestrians and vehicular movement within the local area. Traffic management will be implemented during construction to minimise disruption to traffic flow. Due to the nature of the proposed works and the fact they will occur at night-time, it is likely that any potential impacts to the resident/commercial population would be restricted to the users of the N40 travelling roadway travelling at 21:00-05:00. Furthermore, any disturbance would be limited to the duration of proposed works, with no residual impacts predicated.
Nature of the impact	Outline the nature of the impact. Construction works will be undertaken at night with an anticipated construction duration over 5 no. to 10 no. nights from 21:00 to 05:00. The junction will be closed to traffic and traffic diverted to next junction to allow works to proceed. As works will be carried out at night-time,

	impacts associated with the construction phase are expected to be short-term and restricted to working hours. Construction activity will result in short-term additional traffic movements on the N40 and its junctions. The likelihood of carryover of material (soil and stones etc.) onto public roads is increased during the works. The proposed design will be developed to reduce operational impacts by incorporating control measures (e.g. there are no instream works or works over water associated with the proposed works. All machinery and personnel are required to follow strict biosecurity measures when on site involving the Check Clean Dry method to ensure no spread of any invasive species to site.). TII will engage with stakeholders including the adjacent residents and commercial, premises throughout the design and construction stages to address any concerns.
Transboundary nature of the impact	
Is the project likely to lead to transboundary effects?	Given the location of the site, no transboundary effects will occur.
The intensity and complexity of the impact	
Outline the intensity and complexity of the impact.	The effects identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area. The implementation of the Contractors Risk Assessment Method Statement will ensure that any temporary significant effects arising during construction will be adequately controlled e.g. there are no instream works or works over water associated with the proposed works. All machinery and personnel are required to follow strict biosecurity measures when on site involving the Check Clean Dry method to ensure no spread of any invasive species to site.) During operation, the Proposed Works will have a positive effect on human beings.
The probability of the impact	
Outline the probability of the impact.	Given the proximity of the Proposed Works to Ballincollig town and the associated residential, industrial and commercial communities within the town, it is likely that the Proposed Works will have a potential temporary effect on the environment. However, as works are due to be undertaken between 21:00 and 05:00, for a duration of 5-10no. nights, the impact is unlikely to be significant and is restricted to working hours. The Contractors RAMS will reduce the probability of impact. During construction, conventional construction and best environmental practice techniques as per the Contractors RAMS will be readily deployed. There is no significant environmental effect during the operational phase anticipated, the Proposed Works will have an overall positive effect as it will provide improvements to the existing roadway and aims to decrease the level of road incidents caused at this junction for the local population.
The expected onset, duration, frequency and reversibility of the impact	
Outline the expected onset, duration, frequency and reversibility of the impact.	It is expected that the duration of construction works will be approximately 5-10nights. Normal working hours during the construction period are expected to be Monday to Saturday 21:00-05:00

	The temporary noise and air quality impacts will peak during construction will be intermittent with a potential increase in ambient noise levels. This increase will be dependent on the construction activities. It is not expected that noise levels will be significant during the operational stage. During the construction phase there will be temporary impacts to traffic within the area. The selection and implementation of established best practice procedures as set out by the appointed Contractor will ensure potential environmental effects during the construction phase are offset.
Cumulation of the impact with the impact of other existing and/or approved development	
Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	As discussed previously, there are no approved developments in the vicinity with which cumulative impacts will arise.
Possibility of effectively reducing the impact	
What measures can be adopted to avoid, reduce, repair or compensate the impact?	The design of the Proposed Works is being developed to reduce both construction and operational effects. During construction the effects of the proposed works will be further reduced through the implementation of the Contractors RAMS. During operation, potential impacts will be reduced by the inclusion of design measures, operational control plans including TII guidance and standards.

5.1.4 Schedule 7A

Schedule 7A sets out the information which should be provided by the Applicant or Developer for the purposes of screening sub-threshold development for Environmental Impact Assessment. These factors should be taken into account as part of the screening process and are set out below in Table 5-4.

Table 5-4 - Location of Schedule 7A information

A description of the Proposed Works, including: -	
A description of the physical characteristics of the whole Proposed Works.	Refer to Table 5-1 and Section 2 of this report.
A description of the location of the Proposed Works, with particular regard to the environmental sensitivity of the geographical areas likely to be affected.	Refer to Table 5-2 and Sections 2 and 3 of this report.
A description of the aspects of the environment likely to be significantly affected by the Proposed Works.	Refer to Table 5-3.
A description of the likely significant effects, to the extent of the information available on such effects, of the Proposed Works on the environment resulting from: -	
The expected residues and emissions and the production of waste, where relevant,	Refer to Table 5-1– Production of Waste.
the use of natural resources, in particular soil, land, water and biodiversity	Refer to Table 5-1– soil, land, water and biodiversity.
The compilation of the information at paragraphs 1 to 4 shall take account, where relevant, the criteria set out in Schedule 7.	

6. Screening Conclusion

This EIA Screening Report has been carried out in accordance with the Planning and Development Regulations as amended 2001-2025 (which give effect to the requirements of Annex II of the 2011 EU Directive). The report assessed the impact of the Proposed Works in conjunction with committed developments in the surrounding area, and other reports such as the AA Screening Report (AtkinsRéalis, 2026).

- Due to the limited nature of the works, it is considered that there will be no significant cumulative impacts with other developments in the general area.
- Limited noise, vibration and dust emissions will be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant effects.
- There will be no significant effects on biodiversity, groundwater, surface water or traffic; and,
- There will be no significant impacts on recorded monuments or historic features.

In summary, no significant adverse effects to the receiving environment will arise because of the Proposed Works.

Based on all available information, and taking account of the scale, nature and location of the Proposed Works it is our opinion that the preparation of a sub-threshold EIAR is not required.



7. References

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