Rochestown College (St Francis College)

Environmental Impact Assessment Screening Report

National Transport Authority

Project number: 60729129
PTSDT-ACM-ENV_ZZ_0041_222-18_RP-ZZ-0001

October 2026

Delivering a better world

Quality information

Prepared by	Checked by	Verified by	Approved by
KM	SM	JH	LN
Environmental Intern	Senior Environmental Consultant	Technical Director	Principal Engineer

Revision History

Revision	Revision date	Details	Authorized	Name	Position
0	07/10/2026	Draft	N	LN	Principal Engineer
1	14/10/2026	Final	Y	LN	Principal Engineer

Distribution List

# Hard Copies	PDF Required	Association / Company Name
0	1	National Transport Authority

Prepared for:

National Transport Authority

Prepared by:

AECOM Ireland Limited
4th Floor
One Burlington Plaza
Burlington Road
Dublin 4
D04 RH96
T +353-1-696-6220

aecom.com

© 2026 AECOM Ireland Limited. All Rights Reserved.

This document has been prepared by AECOM Ireland Limited ("AECOM") for sole use of our client (the "Client") in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. No third party may rely upon this document without the prior and express written agreement of AECOM.

Table of Contents

1 Introduction 1
1.1 Purpose of the Report 1
2 Legislation and Guidance 2
2.1 Other Relevant Guidance 2
3 Methodology 3
4 Site 4
4.1 Site Location 4
4.2 Site Description and Surroundings 4
5 Proposed Development 6
5.1 Overview 6
5.2 Drainage 7
5.3 Utilities 7
5.4 Construction 8
5.5 Operation 8
5.6 Decommissioning ..... **Error! Bookmark not defined.**
6 EIA Screening 10
6.1 Roads Act 1993 (as amended), Section 50 10
6.2 Planning and Development Regulations 2001 (as amended) 10
6.2.1 Schedule 5 Part 1 11
6.2.2 Schedule 5 Part 2 11
6.3 Selection Criteria for Screening Schedule 5 Development 11
6.3.1 Characteristics of Proposed Development 12
6.3.2 Location of Proposed Development 12
6.3.3 Types and Characteristics of Potential Impacts 12
6.4 Schedule 7 Criteria Table 13
6.4.1 Characteristics of the Proposed Development 13
6.4.2 Location of the Proposed Development 17
6.4.3 Types and Characteristics of Potential Impacts 20
7 Conclusion 22
8 References 23
Appendix A Screening Checklist 25
Appendix B Drawings 29

Plates

Plate 4-1: Proposed Development Site Location 4
Plate 4-2: Land Zoning Designations at the Proposed Development Site and Surrounding Environs ..... **Error! Bookmark not defined.**
Plate 5-1: Proposed Development Layout 7

Tables

Table 6-1: Screening Criteria under the Roads Act 1993 (as amended) 10
Table 6-2: Screening Against Relevant Thresholds under Section 5, Part 2 11
Table 6-3: Characteristics of the Proposed Development 13
Table 6-4: Location of the Proposed Development 17

Table 6-5: Types and Characteristics of Potential Impacts 20

1 Introduction

1.1 Purpose of the Report

This Environmental Impact Assessment (EIA) Screening Report has been prepared by AECOM Ireland Limited (AECOM) on behalf of the National Transport Authority (hereafter referred to as the 'Applicant' or 'NTA') for the provision of two bus stops and all other associated ancillary site works (hereafter referred to as the 'Proposed Development') located along the L2474 Local Road (Monastery Road), in the administrative area of Cork City Council (CCC). The extent of the location of the Proposed Development is hereafter referred to as the 'site'.

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

Based on Schedule 7A of the Planning and Development Regulations 2001 (as amended), this report contains:

a) A plan sufficient to identify the land;

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

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

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

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

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

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

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

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

2 Legislation and Guidance

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

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

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

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

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

This EIA Screening Report has been prepared to assist CCC to undertake EIA Screening, i.e., to determine whether the Proposed Development meets the criteria requiring the preparation of a full EIA in the format of an EIAR.

2.1 Other Relevant Guidance

This EIA Screening Report is cognisant of the following guidelines:

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

3 Methodology

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

- **Step 1** is to determine if the proposed works represent a development as understood by the EIA Directive and if a mandatory EIAR is required. Such developments are defined in Article 4 of the EIA Directive and set out Annex I and II of the Directive, Schedule 5 of the Planning and Development Regulations 2001 (as amended) and Section 50 of the Roads Act 1993 (as amended) where applicable.
- **Step 2** is to determine whether the development exceeds a specific threshold as set out in the Planning and Development Regulations 2001 (as amended) Schedule 5, Part 2 – Development for the purposes of Part 10 (the only type of development to which thresholds do not apply are those considered to always be likely to have significant environmental effects and therefore require an EIAR).
- **Step 3** is to determine if the development is likely to have significant effects on the receiving environment taking into account the criteria listed under Schedule 7 of the Planning and Development Regulations 2001 (as amended). There are no exacting rules as to what constitutes “significant” in terms of environmental effects. The responsibility is on Planning Authorities to carefully examine every aspect of the development in the context of characterisation of the development, location of the development and type and characteristics of potential effects. It is generally not necessary to provide specialist studies or technical reports to complete this EIA screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

4 Site

4.1 Site Location

The site is located along the L2474 Local Road (also known as Monastery Road), within the administrative area of CCC (Easting 174051, Northing 068548). The site covers an area of approximately 0.15 hectares (ha) over the existing road network. The location and context of the site and the surrounding environs are illustrated in Plate 4-1.

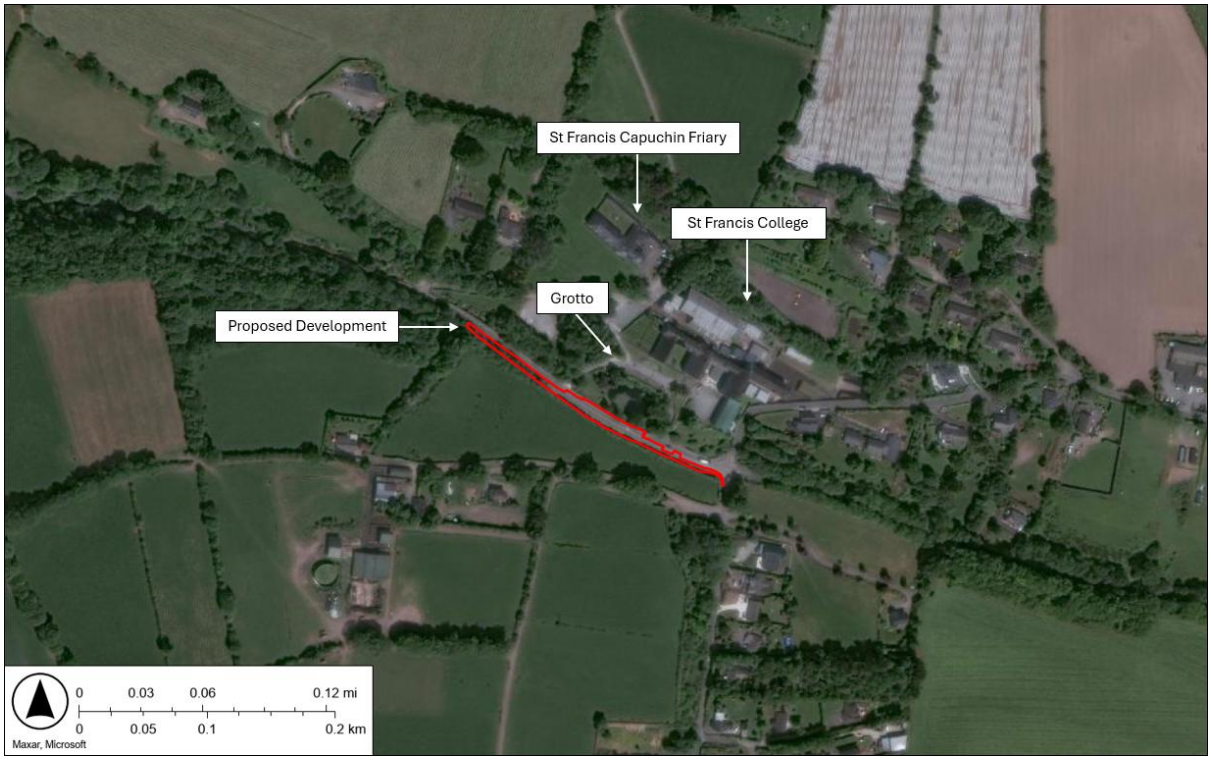


Plate 4-1: Proposed Development Site Location

4.2 Site Description and Surroundings

The Proposed Development extends over hardstanding areas along the L2474 Local Road. The area is predominantly agricultural in character, with densely populated areas within Cork City located approximately 740m to the west of the site. However, the Proposed Development is immediately south of St. Francis College and associated lands, and there are clusters of residential and some commercial properties in the surrounding environs. In addition to these, there is a grotto (i.e., Catholic Grotto to Our Lady Of Lourdes) approximately 40m to the north, St. Francis Capuchin Friary approximately 100m to the north, and two nursing homes to the east, with the closest located approximately 450m from the site.

According to CCC's *'Cork City Development Plan 2022-2028'* (2022) (hereafter referred to as the 'CDP'), the Proposed Development and surrounding environs are located in an area zoned as 'City Hinterland'. The hinterlands are described as *"a large area of mainly agricultural land that circles the built-up part of Cork City and the urban towns, and forms a number of very important planning functions"*. The hinterland *"acts as a greenbelt area that prevents the sprawl of the built-up part of the city into the surrounding countryside whilst also protecting the character and integrity of the rural area and the towns, villages, and settlements that surround the built-up parts of the City"*.

Zoning Objectives (ZOs) for the City Hinterland that are relevant to the Proposed Development include the following:

- **ZO 20:** *"To protect and improve rural amenity and provide for the development of agriculture"*;

- **ZO 20.1:** *"The primary objective of this zone is to preserve the character of the City Hinterland generally for use as agriculture, rural amenity, open space, recreational uses, green and blue infrastructure and to protect and enhance biodiversity. Rural-related business activities which have a demonstrated need for a rural location are also permissible. Any development associated with such uses should not compromise the specific function and character of the City Hinterland in the particular area"*; and
- **ZO 20.3:** *"The City Hinterland helps to maintain a clear distinction between urban areas and the countryside and avoid the harmful impacts of urban sprawl."*

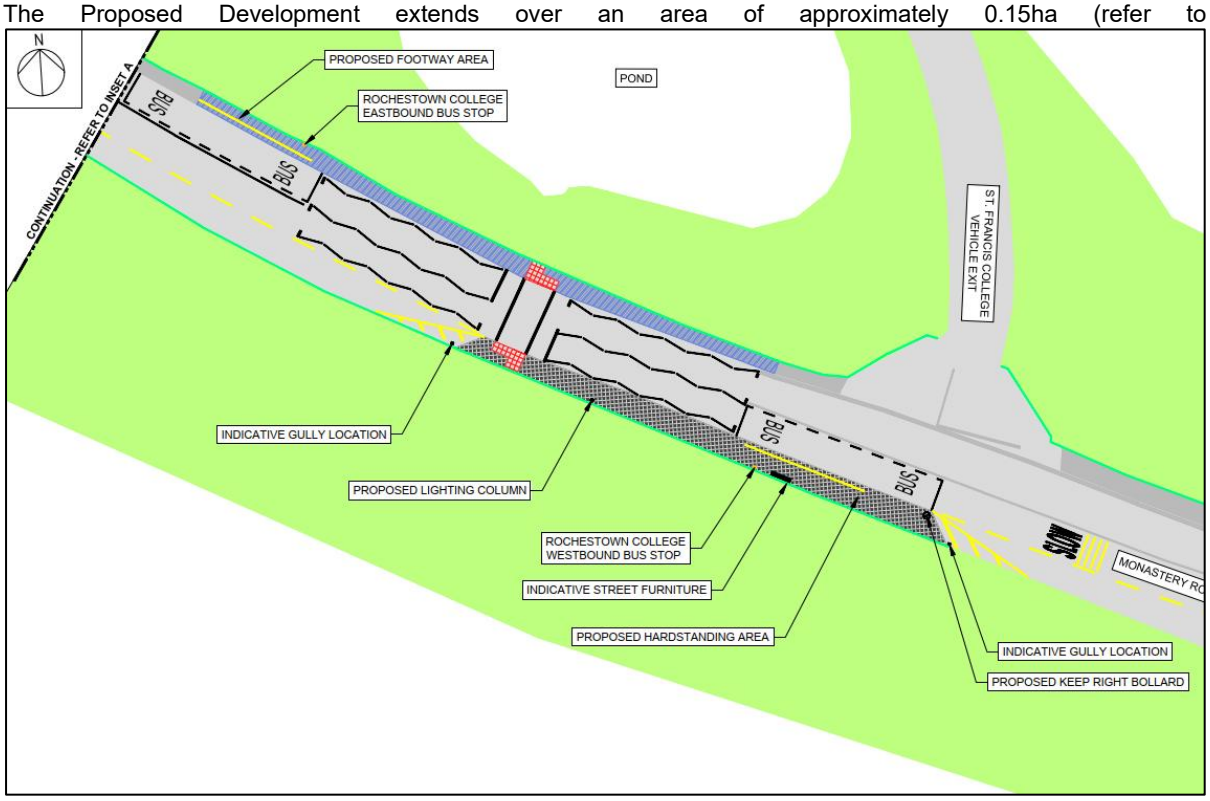
5 Proposed Development

5.1 Overview

The bus network in Cork has been comprehensively redesigned as part of the BusConnects Cork programme. The redesign work was carried out in partnership with Cork County Council (CCoC), CCC, and other County Councils to ensure full integration with local, regional, and national policy. There was extensive engagement with the public and with stakeholders during the development of the redesigned network.

The new bus network will provide over 50% more services than currently exist, representing an unprecedented investment in Cork County's public transport. More areas will be served, more people will be within walking distance of a high frequency stop, and there will be more 24-hour operation. It is planned to deliver these benefits during 2027 and 2028. Certain infrastructure is required to allow the new bus network to be operated. A detailed operational review of the new bus network has identified the shorter-term stop and terminus alterations needed to support the introduction of the new bus system. The Proposed Development aims to respond to this need, providing the infrastructure required to allow the new BusConnects Cork network to be operated.

The Proposed Development extends over an area of approximately 0.15ha (refer to



and Plate 5-2) and includes the following works:

- A proposed eastbound (EB) bus stop to be installed in the existing footway;
- A proposed westbound (WB) bus stop to be installed in a proposed hardstanding area with a bench and a new lighting column;
- Accessible kerbing to be provided along the length of both bus boarding areas;
- A signalised crossing with tactile paving and footway widening to be installed to connect St. Francis College to the WB bus stop;
- Proposed signage and a keep right bollard to be installed, and an existing sign to be relocated;
- The existing hard shoulder width is to be reduced to allow for appropriate width running lanes;
- The scheme is to be implemented in conjunction with, or after, the St. Francis College development (CCC Planning Ref. no. 2240789);

- Renewal/replacement of other road drainage, signage, and markings, as might be necessary; and
- All other associated ancillary site works.

Detailed drawings of the Proposed Development layout are included in Appendix B of this report. All layouts and details are indicative and may be subject to change during the detailed design phase. The Proposed Development has been designed in accordance with the Department of Transport's *"Design Manual for Urban Roads and Streets"* (DMURS) (2013, updated 2019, and supplemented by the 2023 Advice Notes) and, where relevant, Transport Infrastructure Ireland (TII) Publications, which superseded the National Roads Authority's (NRA) *"Design Manual for Roads and Bridges"* (DMRB).

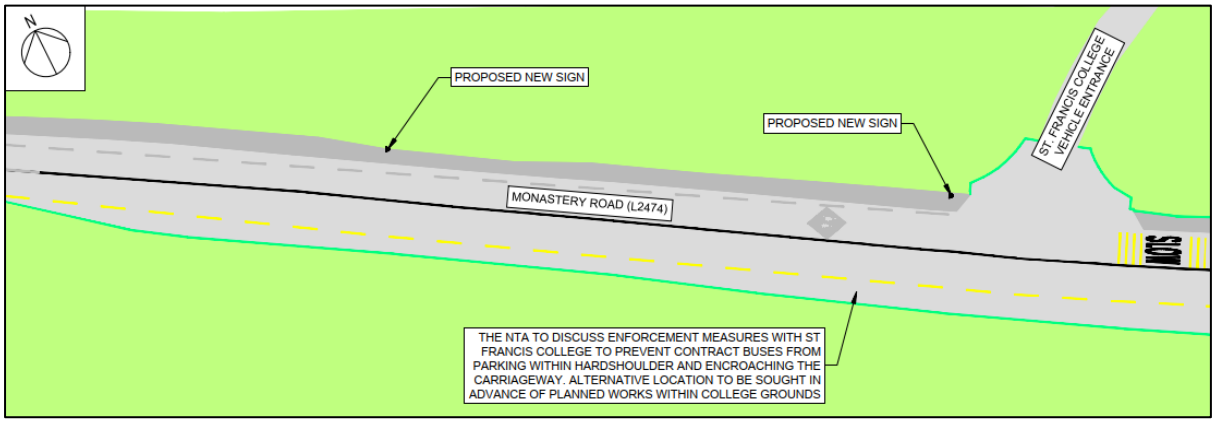


Plate 5-1: Proposed Development Layout – Section A

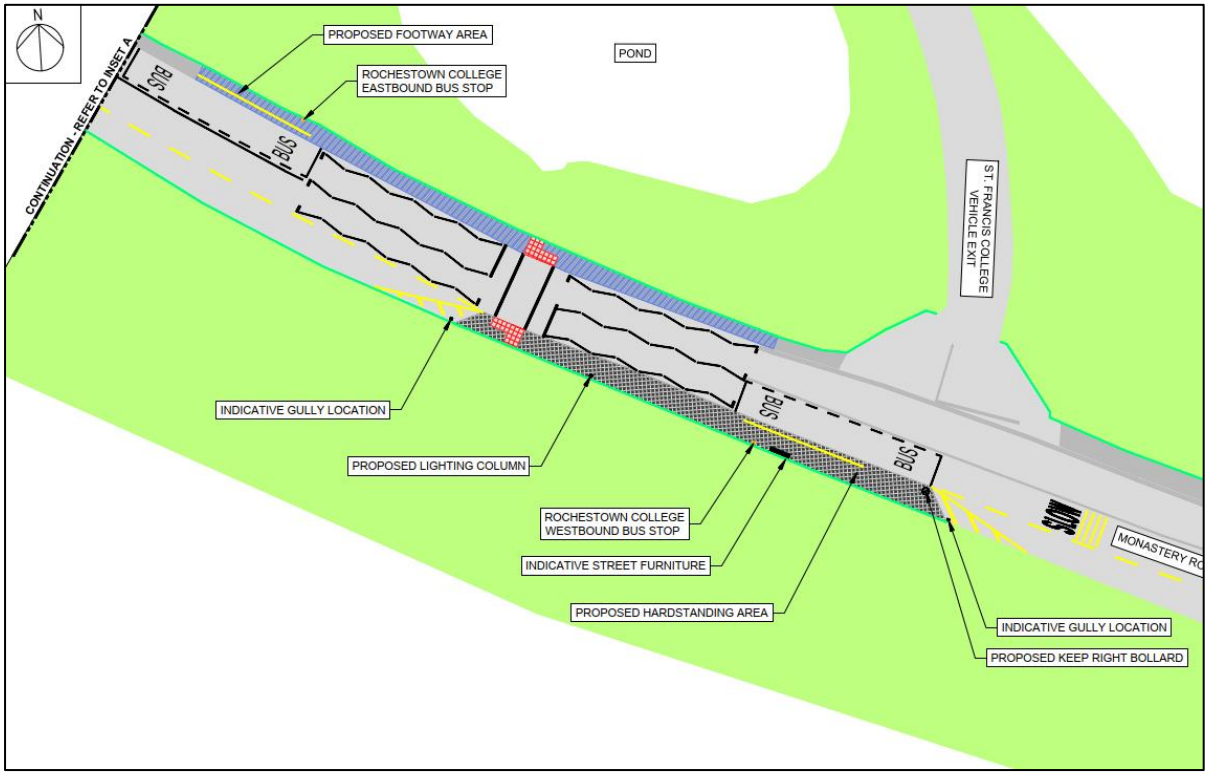


Plate 5-2: Proposed Development Layout – Section B

5.2 Drainage

Two new gullies feeding into the existing drainage system are proposed, these are located on the verges of the proposed hardstanding area at the WB bus stop as shown in Plate 5-2. Full details of the proposed changes to the existing drainage network will be confirmed at the detailed design phase.

5.3 Utilities

There are lighting columns in proximity to the boundary of the Proposed Development, all of which will be retained. In addition, a new lighting column is proposed on the southern side of the road, for the proposed WB bus stop. The exact lighting specification for the existing and proposed lights will be determined via a street lighting assessment and a subsequent street lighting design. The electrical connection will be determined at the detailed design stage.

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

5.4 Construction

Construction phase activities include, amongst others, trimming of overhanging vegetation; removal of road markings and kerbs; installation of a new bus stop with a bench and light column; and provision of footways, road markings, and other elements of the road network. The duration of the construction phase is currently uncertain; however, given the type of works proposed, it is anticipated to be short in duration (e.g., less than two months).

A key mechanism for managing potential noise and vibration impacts during the construction phase will be through adherence to site working hours as agreed with CCC, which are anticipated to be:

- 07:00 – 19:00 Monday to Friday;
- 08:00 – 14:00 Saturday; and
- No noisy works to take place on Sundays or bank holidays.

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

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

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

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

5.5 Operation

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

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

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

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

6 EIA Screening

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

6.1 Roads Act 1993 (as amended), Section 50

The screening of the Proposed Development against Section 50 of the Roads Act 1993 (as amended) is contained in Table 6-1. As the Proposed Development is not a type of development listed within Table 6-1, a mandatory EIA culminating in the preparation of an EIAR is not required as per the requirements of the Roads Act 1993 (as amended).

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

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

6.2 Planning and Development Regulations 2001 (as amended)

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

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

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

- it meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2; and/ or
- it would be likely to have significant effects on the environment.

6.2.1 Schedule 5 Part 1

EIA is mandatory for developments listed in Schedule 5, Part 1 of the Planning and Development Regulations 2001 (as amended). Schedule 5, Part 1 developments are large scale developments for which significant environmental effects would be expected and comprise developments such as new airports and power stations.

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

6.2.2 Schedule 5 Part 2

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

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

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

Criteria	Regulatory Reference	Comment	Is EIA Required on this Basis?
Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)	Schedule 5, Part 2, 10 (b)(iv) of the Planning and Development Regulations 2001 (as amended).	The area of Proposed Development is approximately 0.15ha.	**No**
Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7	Schedule 5, Part 2, 15 of the Planning and Development Regulations 2001 (as amended).	The potential for likely significant environmental effects has been considered in Section 6.4 of this report.	**No** Refer to Section 6.4 of this report.

Source: Planning and Development Regulations 2001 (as amended)

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

6.3 Selection Criteria for Screening Schedule 5 Development

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

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

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

6.3.1 Characteristics of Proposed Development

According to Schedule 7 of the Planning and Development Regulations 2001 (as amended), "*the characteristics of developments must be considered, with particular regard to:*

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

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

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

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

e) *The production of waste;*

f) *Pollution and nuisances;*

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

h) *The risks to human health."*

6.3.2 Location of Proposed Development

According to Schedule 7 of the Planning and Development Regulations 2001 (as amended), *"the environmental sensitivity of geographical areas likely to be affected by developments must be considered, with particular regard to:*

a) *The existing and approved land use;*

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

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

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

   ii. *coastal zones and the marine environment;*

   iii. *mountain and forest areas;*

   iv. *nature reserves and parks;*

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

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

   vii. *densely populated areas; and*

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

6.3.3 Types and Characteristics of Potential Impacts

According to Schedule 7 of the Planning and Development Regulations 2001 (as amended), *"the likely significant effects on the environment of a proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the development on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Planning and Development Act 2000 (as amended), take into account:*

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

b) The nature of the impact;

c) The transboundary nature of the impact;

d) The intensity and complexity of the impact;

e) The probability of the impact;

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

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

h) The possibility of effectively reducing the impact."

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

6.4 Schedule 7 Criteria Table

6.4.1 Characteristics of the Proposed Development

Table 6-3: Characteristics of the Proposed Development

Criteria	Proposed Development
(a) the size and design of the whole of the proposed development	
Will the size and design of the whole project be considered significant?	The Proposed Development involves the introduction of two new bus stops at Rochestown, along with all other ancillary works. The area of Proposed Development is approximately 0.15ha and is not significant within the setting of the surrounding environs, which is characterised by rural and low-density residential lands.
(b) cumulation with other existing development	
Will other existing project and/ or approved project be able to affect the project?	A desktop search of proposed and existing planning applications was carried out on 7th October 2026. The search used publicly available data from the MyPlan.ie's 'National Planning Application' database, An Coimisiún Pleanála's (ACP) database (formerly An Bord Pleanála) and CCC's Planning Portal. The scope of the search was based within a 1 kilometre (km) radius from the boundary of the site and limited to committed developments which have been approved by CCC or ACP within the last five years or are currently pending determination of planning decision. The majority of developments identified are of small scale in nature (e.g., developments such as single residential properties and retention projects), or are considered to be a sufficient distance from the site so as not to warrant further consideration. Only reasonably foreseeable developments have been considered. Planning applications identified as relevant are limited and involve improvements to schools, a greenway project, and a residential development (refer to Appendix C). Given the distance of these developments to the Proposed Development and the nature of the works proposed, only CCC Planning Ref. no. 2240789 and 2443339 are likely to result in cumulative effects in combination with the Proposed Development. These two applications refer to works at St. Francis College (located directly adjacent to the north of the site), including, amongst others the demolition of the existing sports hall building, alterations to the existing school building, and the construction of a partly 3-storey and partly 4-storey extension. Based on the most recent available satellite imagery, it was not possible to determine the current progress of the development since the previous screening assessment. Consequently, it could not be confirmed whether construction works have been completed. The NTA has consulted with St. Francis College to incorporate into the design of the site the changes proposed along the L2474 Local Road under Planning Ref. no. 2240789. For the purpose of this report, it has been assumed that the construction phase of the Proposed Development would commence after the works proposed along the L2474 Local Road under Planning Ref. no. 2240789 have finalised; however, should the installation of the bus stops commence prior to this, some elements of the Proposed Development might need to be redesigned to accommodate the current (rather than future) road layout. In this case, the NTA will consult with CCC for guidance as to whether a new planning permission is required.

Criteria	Proposed Development
	It is also possible that the construction phase of the Proposed Development will overlap with other works at St. Francis College associated with Planning Ref. no. 2240789 and 2443339 (excluding the changes proposed along the L2474 Local Road). In this case, there is potential for temporary cumulative environmental effects with these developments associated with noise and air emissions, traffic nuisances, and landscape and visual impacts from the presence of construction works, as well as potential runoff of contaminants from construction sites or sediments from disturbed soils. However, these applications have gone through the planning process and will, like the Proposed Development, implement standard and best practice mitigation measures to manage potential environmental impacts during their construction phases. Providing compliance with standard best practice mitigation measures on all sites, it is anticipated that the likelihood and severity of any temporary cumulative effects will be appropriately mitigated. Taking this into consideration as well as the anticipated short duration of the construction phase of the Proposed Development, no significant cumulative environmental effects are likely to occur. During the operational phase, the Proposed Development will contribute towards the sustainable development of the area by encouraging the use of public transport services as a mean of transport to this school instead of private vehicles, with the potential to reduce localised impacts associated with traffic and noise and air emissions from private vehicles. Taking this into consideration as well as the lack of significant environmental effects during the operational phase of the Proposed Development, no significant cumulative effects are likely to occur.
(c) the nature of any associated demolition works	
Will the construction of the project include any significant demolition works?	The Proposed Development will require the breakout of existing hardstanding surfaces and kerbs to accommodate the proposed alterations. No significant demolition works, such as the demolition of buildings, are required.
(d) the use of natural resources, in particular land, soil, water and biodiversity	
Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	Materials required for the Proposed Development will likely include precast kerbs, paving, stone, aggregate, asphalt, and paint. Exact quantities of materials required will be identified at the detailed design stage, however, these are unlikely to be significant given the scale and nature of the works. It has been assumed that all materials will be sourced locally to minimise transportation distances. Materials shall be reused where possible onsite in line with waste regulations. A water supply will be required during the construction phase. It has been assumed that if water mains are utilised, all relevant permissions will be sought prior to the works commencing, such as written agreement from Uisce Éireann and relevant stakeholders. At no point will water be abstracted from rivers or streams. Localised clearance of overhanging vegetation will be carried out for maintenance purposes. However, no trees/hedgerows need to be removed as part of the works during the construction or operational phases of the Proposed Development. During the operational phase, the use of materials will be similar to that of the construction phase, but limited to maintenance works as necessary. Taking into consideration the size, scale, and type of Proposed Development, the use of natural resources is not considered to be significant.
(e) the production of waste	
Will the project produce wastes during construction or operation or decommissioning?	The Proposed Development will generate waste primarily during the construction phase, with minimal waste expected during operation. Construction waste will be kept to a minimum with contaminated waste (should it occur) and demolition waste being removed off site. Non-hazardous and hazardous waste generated during the construction phase will potentially comprise (but not be limited to) soil, concrete, asphalt, and associated sub-base, tar and tar products, metal, cardboard and plastic packaging, and paint. Prior to construction of the Proposed Development, the Contractor will prepare a RWMP which will include measures to segregate all construction waste into recyclable, biodegradable, and residual wastes, including any litter arising during the construction phase. Where waste is produced, it will be managed in accordance with relevant Irish waste management legislation and guidance and, in particular, any materials that cannot be reused (e.g., contaminated soils identified on-site, if any) will only be transported by hauliers holding a valid collection permit to waste management sites which hold the necessary license, permit, certification, or exemption. Waste stored on-site will be located away from any sensitive receptors within appropriate waste receptacles. During the operational phase, the type of waste generated will be similar to that of the construction phase, but limited to maintenance works as necessary. Taking into consideration the preparation and implementation of the RWMP by the Contractor, and given the scale and type of Proposed Development, it is unlikely that the Proposed Development will result in significant quantities of waste.

Criteria	Proposed Development
(f) pollution and nuisances	
Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	During the construction phase of the Proposed Development, there is potential for increased dust and exhaust emissions to air as a result of construction machinery/ activities. These will be temporary and likely minor given the scale of the construction works. In addition, these emissions will be managed through adherence to the Contractor's CEMP which will include measures to reduce air emissions; for example, plant and equipment will be maintained and turned off when not in use. During any maintenance works required during the operational phase, dust and exhaust emissions may be similar to that during the construction phase, but limited to the duration of the maintenance works and appropriately mitigated such that effects will not be significant. In addition, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and air emissions.
Will the project cause:	
Noise and vibration	Construction activities will produce noise and vibration which may result in an adverse effect on nearby sensitive residential receptors and students/staff at St Francis College. Construction activities will be short in duration and programmed to minimise potential noise impacts on nearby receptors. In addition, construction mitigation measures set out in the Contractor's CEMP will include noise and vibration limits as per best management practices. During any maintenance works required during the operational phase, noise and vibration emissions will be similar to those of the construction phase, but limited to the duration of the maintenance works and appropriately mitigated such that effects will not be significant. In addition, there will be noise emissions associated with bus movements; however, these will be minor while the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and noise emissions.
Release of light	A new lighting column is proposed on the southern side of the road for the proposed WB bus stop, which will lead to a minor release of light and improved safety. No significant effects are likely to occur as a result.
Heat	The Proposed Development will not cause release of heat.
Energy	The Proposed Development will not cause release of energy.
Electromagnetic radiation	The Proposed Development will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?	The site extends over the Ballinhassig East ground waterbody (ID: IE_SW_G_004), described as described as 'Poorly productive bedrock', and an area categorised as having 'Extreme' vulnerability to groundwater contamination (EPA, 2026a). Lands adjacent to the west of the Proposed Development are categorised as 'rock at or near surface'. There are no surface waterbodies in close proximity to the site, with the closest being the Moneygurney_010 (ID: IE_SW_19M300900) located approximately 550m west of the Proposed Development. During the construction phase, potential pollution pathways and nuisances for consideration include, but are not limited to: • Leaks and spills of materials used which contain hydrocarbons; and • Potential runoff of material. As the road is currently in use, there is potential for existing surface contamination associated with vehicle use of roads (e.g., drips and spills of hydrocarbons) to extend to areas of the Proposed Development where breakout/ excavation will be required. While there have been no reports of potential ground contamination at the site, any contaminated soils identified on-site will need to be managed in accordance with the RWMP. The Contractor's CEMP will include an emergency response procedure for any leaks and spills that may occur during the construction phase, as well as best practice measures to avoid or manage the risk of pollutants entering exposed soils. These will include, but are not limited to, guidelines such as: • Construction Industry Research and Information Association (CIRIA) (2001), *'Control of Water Pollution from Construction Sites. Guidance for Consultants and Contractors'* (C532); • CIRIA (2006), *'Control of Water Pollution from Linear Construction Projects. Site Guide'* (C649); and • CIRIA (2006), '*Control of Water Pollution from Linear Construction Projects. Technical Guidance'* (C648D). However, the potential for accidents or incidents causing oil and chemical spillages is limited. No likely significant environmental effects are anticipated during the

Criteria	Proposed Development
	construction phase with the adoption of site-specific risk management and remediation measures, as detailed in the CEMP. Taking the above into consideration as well as the type, location, and scale of the Proposed Development, the risk of significant pollution incidents during the construction phase is considered to be low. The risk will be similar during the operational phase but limited to maintenance works.
(g) the risk of major accidents, and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanoes, and tsunamis are unlikely to occur. While landslides occur in some areas, they are not relevant to the site. Flooding, however, is experienced throughout Ireland on a regular basis. A review of the Office of Public Works (OPW) Flood Maps shows that the site is not located within a Catchment Flood Risk Assessment Management (CFRAM) river or coastal flood extent, nor within National Indicative Fluvial Mapping (NIFM) flood extents. Additionally, a review of Geological Survey Ireland's (GSI) Groundwater Flooding Data Viewer shows that the site is not located within areas prone to groundwater flooding. The closest areas susceptible to flooding are located along the Moneygurney_010 river waterbody, approximately 780m northwest of the site. However, there is one record of a past flood event along the L2474 Local Road that occurred during 2002, identified approximately 315m southwest of the site. The report associated with this event notes that a *"a large volume of gravel had gathered in three specific areas"* of the road and council workers had to clear the drains as pluvial flooding had rendered the road *"almost impassable"*. During the detailed design phase, drainage will be designed to current standards and will ensure sufficient drainage is provided taking into consideration CFRAM flood extents as well as rainfall intensities factored up by 20% to account for predicted increases due to climate change. Taking into consideration the anticipated short duration of the construction phase, the type of Proposed Development, and that the site does not extend over areas known to be susceptible to flooding, the risk of major accidents or disasters associated with flood events is considered to be low. Nonetheless, the Contractor will include measures to monitor that drains/drainage infrastructure within and in proximity to the site are kept clean and free of debris/waste. During the operation of the Proposed Development, CCC will be required to implement an emergency response plan and a contingency and maintenance plan for the Proposed Development.
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	There are no reports of landslide events occurring at the location of the Proposed Development. The location is not susceptible to earthquakes, subsidence, or landslides. There is no record of karst features, mineral localities, or active quarries in the surrounding area (GSI, 2025b). According to CCC's *'Climate Change Risk Assessment – Part of the Cork City Climate Action Plan 2024–2029'* (2024), Cork City is susceptible to severe winds (e.g., Violent Storm Ellen in 2020), heatwaves (such as those experienced in 2018), and heavy snowfall (e.g., Storm Emma in 2018). In addition, heatwaves and droughts, which may increase the risk of wildfires as well as result in damage to road surfaces, are considered "common" in terms of current frequency but "minor" in terms of impact rating on assets. The Proposed Development construction will be undertaken in accordance with the Contractor's CEMP which will include, for example, measures to monitor weather conditions and alerts, and stop work and secure the site in the event of unsafe working conditions linked to severe weather alerts. Similar safety measures will be implemented during the operational phase when maintenance works are carried out when necessary. Taking this into consideration, as well as the nature of the Proposed Development, the risk of major accidents or disasters associated with severe weather events is considered to be low.
(h) the risks to human health (for example, due to water contamination or air pollution)	
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	The Proposed Development is located within the Electoral Division (ED) of Carrigaline/ Monkstown Rural/ Douglas. According to the 2022 Census, approximately 88% of the population in this ED consider themselves to be of 'Very Good' or 'Good' health, while approximately 1% of the residents consider themselves to be in 'Bad' or 'Very Bad' health. Additionally, the Air Quality Index for Health (AQIH) rating for Cork County (including the site) generally ranges between '2-Good' and '3-Good', and there were no exceedances in EU legal limit values for pollutants monitored under the CAFE Directive during 2023 (EPA, 2024 and 2025b). During the construction phase, potential pollution pathways and nuisances for consideration include, but are not limited to, increases in dust and exhaust emissions to air as a result of construction machinery and activities, and pollution

Criteria	Proposed Development
	events impacting disturbed/ excavated soils. However, construction would be undertaken in accordance with the commitments to be set out in the Contractor's CEMP and CTMP, which will include, for example, emergency response procedures in the event of spills/ leaks of contaminants, as well as the control of dust and exhaust emissions to air. In addition, although elevated noise levels are known to occur along this road (ranging between 55 to 74 decibels (dB) Lden (EPA Maps,2026) construction noise will be temporary and managed in accordance with the CEMP. Given the scale and type of Proposed Development, the anticipated short duration of the construction phase, and with the implementation of the Contractor's CEMP, no significant effects on construction workers, residents, students/staff at St Francis College, or the environment are likely to result from the Proposed Development. During the operational phase, risks to human health will be similar to those of the construction phase, but limited to maintenance works as necessary. Operational risks will be reduced by incorporating appropriate control and design measures, e.g., additional lighting; enforcement measures to be agreed on between the NTA and St Francis College to prevent contract buses from parking within hard shoulder, encroaching the carriageway; and proposed traffic signal with pedestrian request button. In addition, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise, and air emissions.

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

6.4.2 Location of the Proposed Development

Table 6-4: Location of the Proposed Development

Criteria	Commentary
(a) the existing and approved land use	
Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?	The Proposed Development is located within the administrative area of CCC and extends over hardstanding surfaces of the road network. According to the CDP, the site and its surrounding environs are zoned as part of the 'City Hinterland', with the objective *"to protect and improve rural amenity and provide for the development of agriculture"*. The Proposed Development will result in minor changes to the existing road network, which incorporate changes proposed along the road under Planning Ref. no. 2240789 (associated with St. Francis College), and will introduce minor structures such as a lighting column and traffic signal, amongst others. Although the Proposed Development is located in the City Hinterland, the proposed changes, which are located within the existing road network, will not result in a change of land use zoning. There is potential for temporary access nuisances and increased or diverted traffic during the construction phase. Access to St. Francis College will be maintained throughout the construction phase, whilst potential impacts will be managed through the Contractor's CEMP and CTMP. In all cases, unless the road is closed by special order, free passage for all vehicular traffic and pedestrians along the roads will be maintained. In the event that temporary road closures are required, the Contractor will obtain the necessary consent from the relevant authorities. No disruptions to utility services are envisioned; however, should suspensions be required, these would be carefully planned so their duration is minimised, and reasonable prior notice given to the local residents and stakeholders. Taking the above into consideration, no significant effects on existing or approved land uses or community facilities are likely to occur as a result of the Proposed Development. In addition, there is potential for positive effects as the Proposed Development aims to encourage a modal shift to public transport, which could subsequently reduce traffic flows associated with private vehicles commuting to and from St. Francis College.

Criteria	Commentary
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	
Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?	The site is located within the existing road network; only localised clearance overhanging vegetation will be required. The site extends over the Ballinhassig East ground waterbody, which has a 'Good' Status and is 'Not at risk' of not meeting Water Framework Directive (WFD) objectives (EPA, 2026a). No water abstraction or major excavations are required for the completion of the works. Additionally, the risk of contamination of this waterbody will be avoided or minimised through adherence to best practice measures to be implemented by the Contractor's CEMP, including emergency response procedures for any leaks and spills. It is anticipated that required construction materials for the Proposed Development will be sourced locally during the construction phase. Importation of fill (if required) and materials will be sourced from local suppliers where practicable. Materials will comply with vetting requirements. Materials should be reused where possible in accordance with all relevant legislation and guidance. During the operational phase, the use of materials will be limited to maintenance works carried out when necessary.
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
(i) Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?	There are no surface waterbodies (including wetlands) in proximity to the site; the closest is the Moneygurney_010 (ID: IE_SW_19M300900) located approximately 550m west of the site. It has a 'Poor' Ecological Status or Potential while its WFD risk status is currently under review (EPA, 2026a). Taking into consideration the nature of the works proposed, the distance to the nearest surface waterbody, and with implementation of mitigation measures such as those to be outlined within the Contractor's CEMP, no significant effects on the absorption capacity of wetlands, riparian areas, and river mouths are likely to occur as a result of the Proposed Development during the construction or operational phases.
(ii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?	The nearest coastal zone and marine environment is the Cork Harbour (ID: IE_SW_060_0000), located approximately 3.5km south of the site. The Cork Harbour has a 'Good' Ecological Status or Potential and it is considered 'Not at risk' of not meeting the WFD objectives (EPA, 2026a). Taking into consideration the location and type of Proposed Development, the distance from the Cork Harbour, and the implementation of mitigation measures such as those to be outlined within the Contractor's CEMP, the risk of a pollution event impacting the Cork Harbour is considered to be low. Therefore, no significant effects on the absorption capacity of coastal zones and the marine environment are likely to occur as a result of the Proposed Development during the construction or operational phases.
(iii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?	There are no forest areas or Ancient/Long-established Woodlands in close proximity to the Proposed Development; however, vegetation along the L2474 Local Road provides an ecological corridor which connects to the Garryduff Woods, located to the west of the site. In addition, the closest mountain is Knockmealdown, located approximately 50km north-east of the site. Taking into consideration the size and type of the Proposed Development, and the distance from the site to the closest mountain or Ancient/Long-established Woodlands, no significant effects on the absorption capacity of the natural environment related to mountain and forest areas are likely to occur as a result of the Proposed Development during the construction or operational phases.
(iv) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to nature reserves and parks?	There are no Nature Reserves or National Parks in the vicinity of the site; the closest of such designation is Clochar na gCon / Bealacooan Bog Nature Reserve, located approximately 17.7km north of the site. Taking into consideration its distance to the site, as well as the size and type of Proposed Development, no significant effects on nature reserves and parks are likely to occur as a result of the Proposed Development during the construction or operational phases.
(v) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive?	There are no Natural Heritage Areas (NHA), Special Protection Areas (SPA), or Special Areas of Conservation (SACs) in close proximity to the site; the closest of these designations is the Cork Harbour SPA (ID: 004030) located approximately 890m north of the site. Cork Harbour is also designated as a Ramsar site. This area is also identified as the Douglas River Estuary proposed NHA (pNHA). The Proposed Development is not hydrologically connected to these areas. An Appropriate Assessment (AA) Screening was prepared for the Proposed Development in October 2026. The report concludes that: *"In view of best available scientific knowledge and on the basis of objective information, likely significant effects from the Development on European*

Criteria	Commentary
	sites, either alone or in-combination with other plans or projects, can be excluded." Construction will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP, which will include, for example, emergency response procedures for any leaks and spills, to avoid or reduce the risk of pollution events that could impact these areas. Taking this into consideration, as well as the conclusion of the AA Screening as stated above and the nature, location, and size of the Proposed Development, no significant effects on the absorption capacity of areas classified or protected under the legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive, are likely to occur as a result of the Proposed Development during the construction or operational phases.
(vi) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure?	The L2474 Local Road at this location is identified as a road susceptible to elevated noise levels ranging between 55 to 74dB Lden (EPA, 2026). As previously stated (refer to Table 6-3 Criteria (f)), taking into consideration the implementation of the Contractor's CEMP and the nature and duration of the works, no significant effects associated with noise emissions are likely to occur during the construction phase. Similar noise mitigation measures will also be implemented for maintenance works during the operational phase. In addition, while there will be minor noise emissions associated with bus movements, the Proposed Development has the potential to reduce local noise levels by encouraging a modal shift to public transport services. The Proposed Development is not anticipated to contribute to environmental quality standard failures, and mitigation measures will be in place to manage temporary noise emissions during the construction and operational phases.
(vii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	According to the 2022 Census, the Carrigaline / Monkstown Rural / Douglas ED has a population of 22,029 persons. Although the surrounding environs of the site are predominantly agricultural in character and population density in this area of this ED is overall low, there are existing residential areas and educational facilities adjacent or in close proximity to the site, as well as a nursing home approximately 430m east along the road. During the construction phase, there is potential for temporary nuisances and noise and dust emissions. Construction will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP and CTMP such that no significant construction effects on workers, residents, and the environment are likely to arise. Given the size and nature of the Proposed Development, the short duration of the construction phase, and with the implementation of the Contractor's CEMP, CTMP, and best practice measures on site, no significant effects are likely to occur. During the operational phase, the Proposed Development will not alter the distribution of the population in the area. In addition, as the Proposed Development aims to encourage a modal shift from private vehicles to public transport, there is potential for localised positive effects from reduced traffic and, consequently, reduced noise and air emissions.
(viii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or archaeological significance?	**Landscape** According to the CDP and CCoC's *'Cork County Development Plan 2022-2028'* (2022) (which includes landscape designations extending into the boundaries of Cork City), the site is located within an area of High Landscape Value (HLV), although there are no scenic routes in proximity. Impacts associated with the construction phase, such as the presence of construction works and vehicles, will be temporary and likely limited to areas in close proximity to the works and receptors at St. Francis College given the presence of intervening elements in the landscape (e.g., hedgerows/treelines along the road) and the changing direction of the road to the east and west of the site. During the operational phase, the Proposed Development will result in minor and permanent landscape changes from the introduction of proposed structures and minor changes to the layout of the road network. Taking the above into consideration, no significant effects on the landscape and visual aspect of the site and general area are likely to occur as a result of the construction or operation of the Proposed Development. **Cultural Heritage** According to the Heritage Maps and the CDP, there are no Architectural Conservation Areas (ACA) or cultural heritage assets identified in the Sites and Monuments Records (SMR), or the Record of Protected Structures (RPS) within 500m of the site. However, there are three assets identified in the National Inventory of Architectural Heritage (NIAH) in close proximity to the north of the site: • A post box (ID: 20987053) approximately 9m north of the site; • St Francis College church/chapel (ID: 20987052), originally and currently in use as a church / chapel, located approximately 44m north of the site; and • St Francis College (ID: 20987002), originally used as a monastery and currently in use as a school, located approximately 80m north of the site.

Criteria	Commentary
	In addition, there is the Catholic Grotto to Our Lady Of Lourdes located approximately 38m north of the road, although it is not identified as a designated cultural heritage asset. During the construction phase, the presence of construction works will result in adverse effects on the visual context of these cultural heritage assets. However, given the presence of intervening elements in the landscape (e.g., vegetation) and changing topography, views of the works are likely to be partially or fully screened out of view (depending on the asset); in addition, these effects would be minor and temporary. Therefore, no significant effects on these cultural heritage assets are likely to occur as a result of the construction or operation of the Proposed Development are likely to occur.

Table 6-4 illustrates that given the location of the Proposed Development, it does not constitute EIA development. The Proposed Development will be located within the existing road network and required no changes in land use or designation. Given the existing use of the land in the immediate area surrounding the Proposed Development, there are limited natural resources in terms of soil, land, and water that could be affected by the Proposed Development. With suitable control measures in place (as relevant during construction or operation), significant environmental effects are not likely to occur.

6.4.3 Types and Characteristics of Potential Impacts

Table 6-5: Types and Characteristics of Potential Impacts

Criteria	Commentary
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	The spatial extent of the Proposed Development is approximately 0.15ha. Direct impacts associated with the Proposed Development are likely to extend to the site boundary, receptors at St. Francis College, residential areas in close proximity to the Proposed Development, other areas of the L2474 Local Road in proximity to the works. The population affected, for example by construction noise and traffic nuisances, will include persons commuting to and from St. Francis College, residential receptors in close proximity to the site, and other road users travelling along the road (e.g., staff commuting to and from Rochestown to employment areas to the west of the site). These receptors may be affected, for example, by changes in noise levels associated with construction works during the construction phase or bus movements during the operational phase. Cultural heritage receptors in close proximity to the Proposed Development will be affected, by temporary landscape and visual changes during the operational phase. Due to the nature of the proposed works and with the implementation of the Contractor's CEMP, RWMP, and CTMP to be approved by CCC, it is unlikely that the potential receptors identified will be significantly affected by the Proposed Development.
(b) the nature of the impact	
Outline the nature of the impact	During the construction phase of the Proposed Development, there is potential for negative impacts associated with construction activities, such as: • Disruption and/or disturbance to the local community (including receptors at St. Francis College), pedestrians, cyclists, and road users associated with restricted movement resulting from diversions and/or stop-go systems; • Noise and vibration emissions associated with construction activities; • Dust and air quality impacts resulting from construction activities and construction vehicles; • Damage to vegetation located in proximity to the works; • Landscape and visual impacts from the presence of construction works; • Indirect impacts on cultural heritage assets due to adverse impacts on their visual context; • Disruption or damage to utility services and • Leeching and/or runoff of pollutants during the construction phase. Proposed Development construction phase effects will be managed and controlled via the Contractor's CEMP, RWMP, and CTMP to be approved by CCC. Operational risks will be reduced by incorporating control and design measures, such as a proposed traffic sign with pedestrian request button. During the operational phase, the Proposed Development has the potential to result in positive impacts by improving available public transport services in a rural area, which aims to encourage an alternative mode of transport to private vehicles.

Criteria	Commentary
(c) the transboundary nature of the impact	
Is the project likely to lead to transboundary effects?	Given the location of the site and the nature of the works, there are no likely transboundary impacts during Proposed Development construction and operation.
(d) the intensity and complexity of the impact	
Outline the intensity and complexity of the impact	The impacts identified are unlikely to cause significant changes in environmental conditions within the site and the surrounding area. No significant effects associated with the construction or operational phases of the Proposed Development are likely to occur.
(e) the probability of the impact	
Outline the probability of the impact	Taking into consideration the type, location, and scale of the Proposed Development, the characteristics of the surrounding environs, and the implementation of appropriate mitigation measures included in the Contractor's CEMP and CTMP, adherence to appropriate national guidelines and codes of practice, as well as appropriate Proposed Development design, no significant environmental effects on the receiving environment resulting from the Proposed Development are likely to occur during its construction and operation. The Proposed Development has the potential to result in positive effects by encouraging a modal shift to public transport and, consequently, reducing traffic, noise levels, and air emissions associated with the use of private vehicles.
(f) the expected onset, duration, frequency and reversibility of the impact	
Outline the expected onset, duration, frequency and reversibility of the impact	The majority of potential impacts identified will be temporary and mostly limited to the construction phase of the Proposed Development. Potential impacts associated with operational phase maintenance works are likely to be brief to temporary, while the frequency will vary depending on the activities being carried out; however, they are unlikely to result in significant effects. In addition, the Proposed Development aims to encourage a long-term modal shift from private vehicles to public transport during the operational phase and, as a result, localised benefits associated with reduced traffic and noise and air emissions.
(g) the cumulation of the impact with the impact of other existing and/or development	
Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	There is potential for temporary cumulative effects with developments approved in Appendix C, particularly those occurring within St. Francis College. However, taking into consideration the type, scale, and size of the Proposed Development, the short duration of the construction phase, and assuming that all construction projects will be carried out in line with inherent environmental controls, regulatory controls, and best practice measures, no significant cumulative environmental effects are likely to occur during the construction phase of the Proposed Development. During the operational phase, taking into consideration the nature of the Proposed Development and that operational phase works will be limited to maintenance activities only, no significant cumulative environmental effects are likely to occur.
(h) the possibility of effectively reducing the impact.	
What measures can be adopted to avoid, reduce, repair or compensate the impact?	The Proposed Development is unlikely to result in any significant environmental effects. Where effects are likely to occur, they will be temporary, mostly limited to the construction phase, and localised to the site and the immediate local environs. During construction, the impact of the proposed works will be reduced through the implementation of the Contractor's CEMP, RWMP, and CTMP. During the operational phase, potential environmental impacts will be reduced by the inclusion of appropriate design measures and operational control plans, whilst the Proposed Development aims to encourage a long-term modal shift from private vehicles to public transport and, as a result, localised benefits associated with reduced traffic and noise and air emissions.

Table 6-5 illustrates that, based on an assessment of the types and characteristics of the potential impacts likely to arise due to the Proposed Development, it will not constitute EIA development. With the implementation of the control measures included in the Contractor's CEMP, RWMP, and CTMP, as well as appropriate Proposed Development design, significant environmental effects on the receiving environment resulting from the Proposed Development are unlikely to occur during its construction and operation. Should any construction impacts arise, they will be temporary and restricted to the site and a limited area in proximity. During operation, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise, and air emissions.

7 Conclusion

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

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

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

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

8 References

AECOM (2026). *Rochestown College (St Francis College) – Appropriate Assessment Screening Report*.

CCC (2022). *Cork City Development Plan 2022-2028*. Available at: https://www.corkcity.ie/en/cork-city-development-plan/ [Accessed: October 2026].

CCC (2024). *Climate Change Risk Assessment – Part of the Cork City Climate Action Plan 2024–2029*. Available at: https://consult.corkcity.ie/en/system/files/materials/9791/CCC-CAP-Climate-Change-Risk-Assessment.pdf [Accessed: October 2026].

CCC (2026). *Cork City Planning Applications & Enforcement Register*. Available at: https://corkcityco.maps.arcgis.com/apps/webappviewer/index.html?id=041f0ee1d0644bd191a897e67da5334b [Accessed: October 2026].

CSO (2023). *Census Mapping*. Available at: https://visual.cso.ie/?body=entity/ima/cop/2022 [Accessed: October 2026].

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*.

DHLGH (2026). *National Inventory of Architectural Heritage*. Available at: https://www.buildingsofireland.ie/ [Accessed: October 2026].

EC (2017). *Environmental Impact Assessment of Projects: Guidance on Screening.*

EPA (2022). *Guidelines on the Information to be contained in Environmental Impact Assessment Reports*.

EPA (2024). *Air Quality in Ireland — Report 2023.* Available at: https://indd.adobe.com/view/5d24bd05-d1ac-43d1-abf6-facf243e6ad7 [Accessed: October 2026].

EPA (2026a). *EPA Maps Online Mapper*. Available at: *https://gis.epa.ie/EPAMaps/* [Accessed: October 2026].

EPA (2026b). *Air Quality.* Available at: *https://airquality.ie/* [Accessed: October 2026].

GSI (2026a). *Groundwater Flooding Data Viewer.* Available at: https://dcenr.maps.arcgis.com/apps/webappviewer/index.html?id=848f83c85799436b808652f9c735b1cc [Accessed October 2026].

GSI (2026b). *Geological Survey Ireland Spatial Resources.* Available at: https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228 [Accessed October 2026].

Government of Ireland (2026). *Historic Environment Viewer*. Available at: https://maps.archaeology.ie/HistoricEnvironment/ [Accessed: October 2026].

NPWS (2010). Ancient and Long-Established Woodland Inventory 2010. Available at: https://dahg.maps.arcgis.com/apps/webappviewer/index.html?id=e6da11a2a9804664a428315bcd105260 [Accessed: October 2026].

NPWS (2026). *Protected Sites in Ireland.* Available at: https://www.npws.ie/protected-sites [Accessed: October 2026].

OPR (2021). *OPR Practice Note PN02 Environmental Impact Assessment Screening.*

OPW (2026). *OPW Flood Mapping*. Available at: https://www.floodinfo.ie/map/floodmaps/ [Accessed: October 2026].

The Heritage Council (2026). *Heritage Maps viewer*. Available at: https://www.heritagemaps.ie/WebApps/HeritageMaps/index.html [Accessed: October 2026].

Wetland Surveys Ireland (2026). *Map of Irish Wetlands*. Available at: https://www.wetlandsurveys.ie/miw-intro [Accessed: October 2026].

Appendix A Screening Checklist

	Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
1	Will construction, operation, decommissioning or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes - the Proposed Development will introduce minor changes and structures (e.g., lighting column) to the existing road network.	No - taking into consideration the size, type, and location of the Proposed Development, no likely significant environmental effects are anticipated.
2	Will construction or the operation of the Project use natural resources such as land, water, materials, or energy, especially any resources which are non-renewable or are in short supply?	Yes - the Proposed Development will likely require materials such as concrete, stone, and asphalt. A water supply will be required during construction. Operational phase requirements will be similar to those of the construction phase, but limited to maintenance works when necessary.	No - given the size and type of Proposed Development, large amounts of natural resources are not anticipated to be required.
3	Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Yes - substances such as concrete, paint for road markings, oil, petrol, diesel, etc., will be required, mostly during the construction phase.	No - the Contractor will produce a CEMP for the Proposed Development which will include mitigation measures for the storage of chemicals and materials which have the potential to cause harm to human health and/or the environment.
4	Will the Project produce solid wastes during construction or operation or decommissioning?	Yes - most waste generated by the Proposed Development will result from the construction phase and maintenance works during the operational phase, with minor material requirements needed for operational phase maintenance works.	No - given the scale and type of Proposed Development, large quantities of waste are not anticipated to be produced. In addition, a RWMP will be produced by the Contractor for the Proposed Development and waste will be removed from the site by a licenced haulier to a licenced waste facility.
5	Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	Yes - the construction phase will produce limited air pollutants, such as greenhouse gas (GHG) emissions from construction machinery and dust. Emissions from the operational phase will be similar to those of the construction phase, but limited to maintenance works when necessary.	No - given the scale and type of Proposed Development, air emissions from construction works and machinery will not be significant. In addition, the Proposed Development has the potential to reduce local GHG emissions by encouraging a modal shift from private vehicles to public transport.
6	Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes - there is potential for noise and vibration emissions to occur during the construction phase. Emissions from the operational phase will be similar to those of the construction phase, but limited to maintenance works when necessary. The Proposed Development will also introduce an additional lighting column.	No - potential noise and vibration effects will be temporary and mostly limited to the construction phase. In addition, appropriate mitigation measures will be in place as part of the Contractor's CEMP to avoid or reduce noise and vibration effects on any nearby sensitive receptors. During the operational phase, the Proposed Development has the potential to reduce local noise emissions by encouraging a modal shift from private vehicles to public transport.
7	Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal wasters or the sea?	Yes - mostly during the construction phase.	No - with appropriate mitigation measures in place as part of the Contractor's CEMP (including emergency response procedures for any leaks and spills), no likely significant effects on sensitive receptors are anticipated.

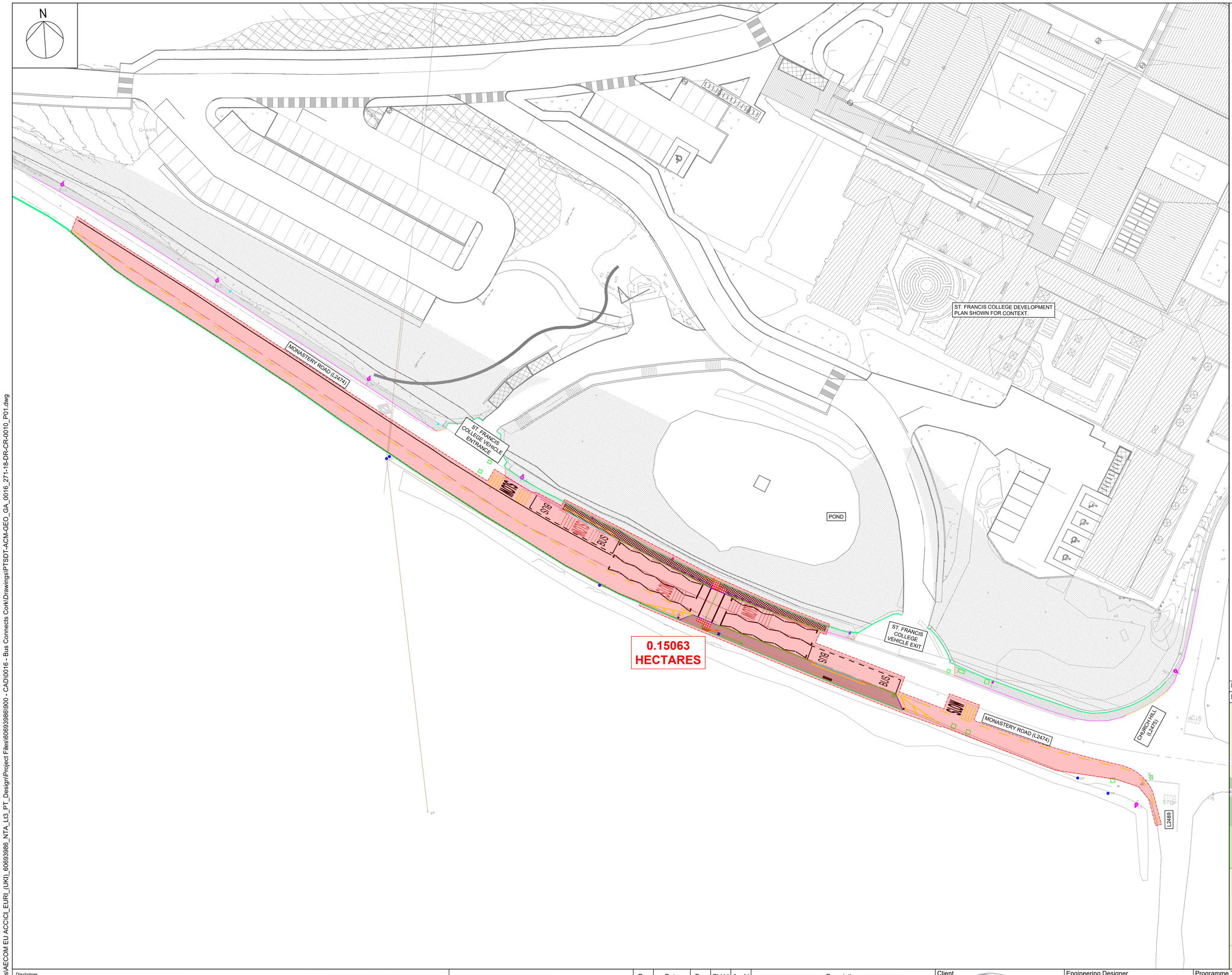
	Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
8	Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes - mostly during the construction phase.	No - the Contractor's CEMP and CTMP will include measures to avoid or reduce the risk of accidents during the construction phase. Operational risks will be reduced by incorporating appropriate control and design measures, e.g., additional lighting and proposed traffic signal with pedestrian request button.
9	Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes - the Proposed Development aims to promote the use of public transport by improving the available services in the area.	No - the Proposed Development will not result in significant social changes.
10	Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes - there is potential for temporary cumulative effects with applications identified in Appendix C of this report, particularly those occurring within St. Francis College. These are likely to be limited to traffic nuisances/delays; noise, vibration, and air emissions, and localised landscape and visual impacts.	No - cumulative impacts with other developments will be managed and minimised through the implementation of individual CEMPs and appropriate control measures. In addition, the NTA has consulted with St. Francis College to incorporate into the design of the Proposed Development the changes proposed along the L2474 Local Road under Planning Ref. no. 2240789, and it has been assumed that the construction phase of the Proposed Development will commence after these works have been completed (refer to Table 6-3 Criteria (b)).
11	Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	Yes - there are three cultural heritage assets in close proximity to the north of the site, with the closest (a post box, NIAH ID: 20987053) located approximately 9m north of the site.	No - the proposed works will be limited to the existing road network, with potential adverse effects on cultural heritage assets limited to visual impacts on their context resulting from the presence of construction works, particularly where these are visible from these assets. However, these effects would be temporary, mostly limited to the construction phase, and minor. In addition, due to the presence of intervening elements in the landscape, these assets are likely to be partially or fully screened out of view. Therefore, no significant effects on these receptors are likely to occur as a result of the Proposed Development.
12	Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	No - there are no wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, located in close proximity to the site Proposed Development.	No - taking into consideration the distance from such receptors to the site, the type and scale of Proposed Development, and the implementation of appropriate mitigation measures included in the Contractor's CEMP (including emergency response procedures for any leaks and spills), no significant effects on these receptors are likely to occur as a result of the Proposed Development.
13	Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	No – the closest protected site is the Cork Harbour SPA, located approximately 890m north of the site (also designated as a Ramsar site and identified as the Douglas River Estuary pNHA)	No - given the between the site and this receptor, the lack of hydrologically connection, and the type and scale of the Proposed Development, no significant effects are likely to occur on this receptor as a result of the Proposed Development.
14	Are there any inland, coastal, marine, or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	No – refer to Question 12.	No - refer to Answer 12.

Questions to be Considered	Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
15 Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	Yes - the Proposed Development is located within a HLV area.	No - the proposed works involve the introduction of minor structures and changes to the existing road network, and will result in no land use changes. Only localised clearance of overhanging vegetation will be required. Upon the completion of the works, the visual aspect of the site will be similar to current conditions. Therefore, no significant effects on the landscape and visual aspect of the area are likely to occur as a result of the Proposed Development.
16 Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes - the site is located along the entrance to St. Francis College.	No - access to this property (and all other properties along/in proximity to the site) will be maintained throughout construction.
17 Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	Yes - based on currently available information, congestion is not known to occur at this location. However, elevated noise levels along the L2474 Local Road indicate potential high traffic flows.	No - due to the type of Proposed Development, the anticipated short duration of the construction phase, and the implementation of the CTMP. During the operational phase, the Proposed Development aims to encourage a modal shift to public transport, which has the potential to reduce traffic movements associated with private vehicles. This could subsequently lead to a localised decrease in noise emissions associated with traffic along this road.
18 Is the Project in a location in which it is likely to be highly visible to many people?	Yes - construction activities will be visible by road users, receptors at St. Francis College, and local residents.	No - potential impacts will be limited to the construction phase which is anticipated to be short in duration given the nature of the works proposed. Impacts during the operational phase will be similar to the construction phase, but shorter in duration and limited to maintenance works.
19 Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes – refer to Question 11.	No - refer to Answer 11.
20 Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	No - the site is within the existing road network.	N/A
21 Are there existing land uses within or around the location, e.g., homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Yes – refer to Question 16.	No - refer to Answer 16.
22 Are there any plans for future land uses within or around the location that could be affected by the Project?	Yes – refer to Question 10.	No - refer to Answer 10.
23 Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	No - the Proposed Development is not located within a densely populated area; however, there is a school adjacent to the site and residential properties in the surrounding environs.	No - access to the school and all other properties in proximity to the site will be maintained throughout construction.
24 Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of	Yes – refer to Question 16.	No - refer to Answer 16.

Questions to be Considered		Yes/No/? - Briefly Describe	Is it Likely to Result in a Significant Effect? Yes/No/? - Why
	worship, community facilities, that could be affected by the Project?		
25	Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	Yes - the site extends over the Ballinhassig East ground waterbody.	No - no water abstraction or major excavations are required for the completion of the construction works. The risk of pollution events will be avoided or minimised through adherence to best practice measures to be implemented by the Contractor's CEMP, including emergency response procedures for any leaks and spills. Similar measures will be implemented during operational phase maintenance works.
26	Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	Yes - refer to Question 17.	No - refer to Answer 17.
27	Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	Yes - the site is not located within an area identified as susceptible to flooding; however, Cork City, overall, is susceptible to severe weather events, such as snowball, heatwaves, and severe winds.	No - the Contractor's CEMP will include measures to monitor weather conditions and alerts, and stop work and secure the site in the event of unsafe working conditions linked to severe weather alerts. Similar safety measures will be implemented during the operational phase.
28	Summary of features of Project and of its location indicating the need for EIA	No likely significant effects have been identified during the EIA screening process. A full EIA culminating in the preparation of an EIAR is not required.	

Source: European Commission's 'Environmental Impact Assessment of Projects: Guidance on Screening' (2017)

Appendix B Drawings



NOTES:

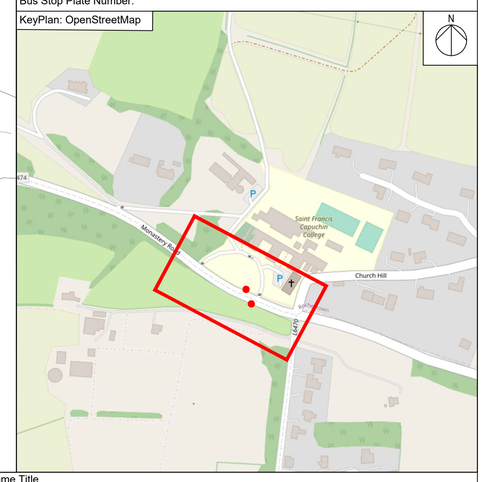
1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON MIDLETON RAILWAY MASTERPLAN DESIGN. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
8. ALL VEGETATION OVERHANGING WORKS TO BE TRIMMED BACK WHERE APPROPRIATE AND CROWN FITTED TO SUITABLE HEIGHT.
9. ALL NEW AND EXISTING GULLIES AFFECTED BY EXISTING SITE WORKS TO BE CLEARED OF DEBRIS, DIRT AND LEAVES.
10. CONTRACTOR TO CHECK LEVELS AND REQUIREMENTS FOR GULLIES TO ENSURE THERE IS NO PONDING OF SURFACE WATER ON THE CARRIAGEWAY OR FOOTWAY AREAS.

KEY:

SITE EXTENTS (1506.3 SQ.M)

Bus Stop Plate Number:

KeyPlan: OpenStreetMap



Disclaimer
a. © National Transport Authority (NTA) 2022. This drawing is confidential and the copyright in it is owned by NTA. This drawing must not be either loaned, copied or otherwise reproduced in whole or in part or used for any purpose without the prior permission of NTA.
b. This drawing is to be used for the design element identified in the titlebox. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.
c. O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number CYAL50310228 © Ordnance Survey Ireland/Government of Ireland. All elevations are in metres and relate to OSI Geoid Model (OSGM15) Malin Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.
d. Information concerning the position of apparatus shown on this drawing is based on drawings supplied by the utility owners and/or the utility works contractor, whilst every care has been taken in the preparation of this drawing, positions should be taken as approximate and are intended for general guidance only and no representation is made by the NTA as to the accuracy, completeness, sufficiency or otherwise of this drawing and the position of the apparatus.The information contained herein does not purport to be comprehensive or final as the apparatus is subject to being altered and/or superceded. Recipients should not rely on this information. Any liabilities are hereby expressly disclaimed.
e. The information contained herein has been provided by the NTA but does not purport to be comprehensive or final. Recipients should not rely on the information. Neither the NTA nor any of its directors, officers, employees, agents, stakeholders or advisers make any representation or warranty as to, or accept any liability or responsibility in relation to, the adequacy, accuracy, reasonableness or completeness of the information provided as part of this document or any matter on which the information is based (including but not limited to loss or damage arising as a result of reliance by recipients on the information or any part of it). Any liabilities are hereby expressly disclaimed.

Project Ireland 2040 Building Ireland's Future

Rev	Date	Drn	Chk'd	App'd	Description
P01	07/05/2025	HS	LN	EH	ISSUE FOR PRELIMINARY DESIGN
P02	02/10/2026	RM	CR	LN	ISSUE FOR CONSULTATION ONLY

Client: NTA Údarás Náisiúnta Iompair National Transport Authority

Engineering Designer: AECOM

Programme Title: PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES

Drawing Title: ROCHESTOWN COLLEGE EASTBOUND AND WESTBOUND RED LINE BOUNDARY

Date	Scale	Drawn	Checked	Approved
02/10/2026	1:350 @ A1, 1:700 @ A3	RM	CR	LN

Phase	Route	Stop Number
01	-	271

Drawing File Name	Sheet Number	Status	Rev
PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0010	1 of 1	S0	P02

DO NOT SCALE USE FIGURED DIMENSIONS ONLY

C:\Users\MagillRDC\ACCDocs\AECOM EU ACCICI_EURI_(UKI)_60693986_NTA_Lt3_PT_Design\Project Files\60693986900 - CAD\0016 - Bus Connects Cork\Drawings\PTSDT-ACM-GEO_GA_0016_271-18-DR-CR-0010_P01.dwg

Appendix C Cumulative Planning Search

Planning Authority	Ref. no.	Address	Summary of Development	Grant date	Distance from Site (approx.) (m)
CCC	2240789	St. Francis College, Rochestown, Cork County	Permission for: 1. The demolition of the existing sports hall building; 2. The reconfiguration of and alterations to the existing school building with link building and a new entrance canopy; 3. The construction of a partly 3-storey and partly 4-storey extension comprising classrooms, science laboratories, specialist teaching rooms, offices, PE Hall, changing rooms, fitness suite, general purpose room, special education needs base, stores, toilets, ancillary spaces, ESB substation, plant rooms, external stores, covered yard and photovoltaic panels; and 4. Site works, including widening of two existing vehicular entrances to L2474 public road, ballcourts and all weather playing pitch, roadworks, bus set-down areas, surface car parking, bicycle parking, alterations to existing boundary walls, new vehicular entrance for delivery maintenance, new gates, fencing, drainage and surface water attenuation works, landscaping, signage, and all associated site works.	27/06/2022	0
CCC	2443339	St. Francis College, Rochestown, Cork County	Permission is sought for the installation of air source heat pumps at ground level with perimeter fence gates and all associated site works to the permitted development Planning Reference no. 22/40789	17/12/2024	130
CCC	2140603	St. Marys Special School, Rochestown, Cork County	Permission for alterations to the existing school building, including new canopy, external doors, windows, roof light, photovoltaic panels, and site works associated with an energy and accessibility upgrade.	17/12/2021	810
ACP	JP28.315622	Townlands of Ballinlough, Ballinure, Monfieldstown, and Rochestown, Cork County	Passage Railway Greenway Improvement Scheme, Phase II – Mahon to Passage West, and all associated works. Phase II of the Greenway route commences on the northern side of the N40 near Bessborough, crosses the N40 Cork South Ring Road and the Douglas Estuary via bridges, traverses Harty's Quay and the R610 Rochestown Road, passes Hop Island and terminates at the Cork City boundary to the west of Passage West. The proposed development also includes improvement works to pedestrian / cycle tracks that extend from the northern section of the Greenway towards Mahon Industrial Estate and Mahon Interchange.	21/02/2024	860
CCC	2039720	Woodville, Rochestown Road, Monfieldstown, Cork County	Permission for alterations and amendments to a permitted 3-storey over basement apartment building containing 24 no. apartments, permitted by CCC Planning Reference no. 17/04566 at Woodville, Rochestown Road, Monfieldstown, Cork. The proposed alterations include the addition of a floor to the permitted building, which will facilitate an additional four apartments and the construction of a 4-storey over basement building containing 28 no. apartments and consisting of four 3-bed apartments, 16 no. 2-bed apartments, and eight 1-bed apartments. The proposed development also makes provision for elevational changes to the permitted building and internal alterations. Access to the development will be provided from Rochestown Road, via the existing access road serving Woodville, as permitted by CCC Planning Reference no. 17/04566.	22/06/2021	980

aecom.com