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Comhairle Cathrach Chorcaí
Cork City Council

Banduff Road Scheme

Preliminary Examination for Environmental
Impact Assessment

May 2023

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Banduff Road Scheme

Preliminary Examination for Environmental Impact Assessment

May 2023

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1 Introduction

1.1 Overview

Mott MacDonald Ireland Limited has been appointed by Cork City Council to provide design consultancy service and prepare a Section 38 (of the Road Traffic Act 1994) application for the provision of pedestrian and public transport infrastructure along a 1.5km section of the Banduff Road, Cork city (hereafter referred to as the “proposed development”). The proposed development extends along the Banduff Road (L2975) from its junction with the Rathcooney Road junction to the Old Youghal Road (R615) junction.

This Preliminary Examination for Environmental Impact Assessment has been prepared to ensure the fulfilment of Cork City Council’s responsibilities on the assessment for Environmental Impact Assessment in accordance with Article 120(1)(a) [Sub-threshold EIAR] of the *Planning and Development Regulations 2001, as amended*, has been undertaken. Article 120(1)(a) states:

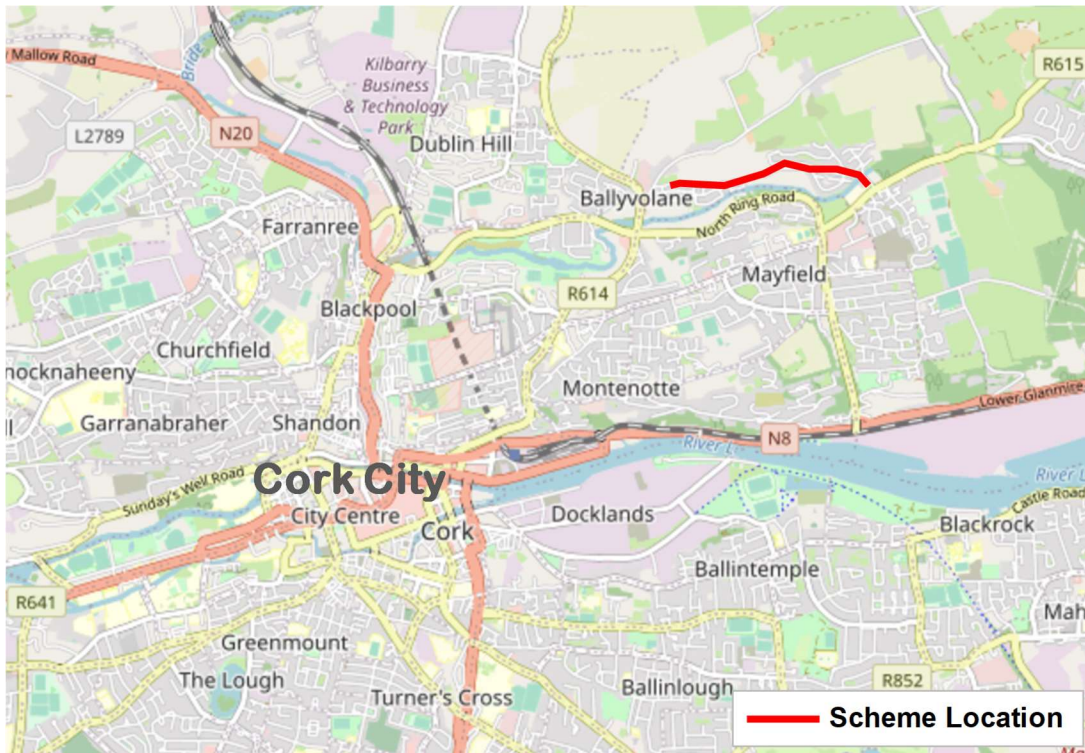
“Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.”

This preliminary examination report forms part of the Section 38 application documentation for the proposed development.

1.2 Project Background

The Banduff Road is a local road (L2975) located approximately 2km northeast of Cork city centre. It serves as a local route for residential development situated along the road to access local amenities. It also provides linkages to the surrounding regional road network, namely the R614 and R635. The location of the proposed development is illustrated in Figure 1.1.

Figure 1.1: Location of Scheme



Source: Map data from © OpenStreetMap contributors (<https://www.openstreetmap.org/copyright>)

The general area served by the Banduff Road lacks pedestrian and public transport infrastructure. At present, such infrastructure comprises of a single footpath on the south side of the road and isolated local sections of footpaths on the north side of the road. There is currently no provision of public transport linkages along Banduff Road.

The proposed development is thus required to significantly improve the pedestrian and public transport facilities and provide safe and accessible active and public transport route options, with the overall project objectives therefore comprising:

- Safe movement of pedestrians through the area
- Promoting and facilitate traffic calming and public transport facilities along the Banduff Road
- Accessibility to local services and amenities
- Improvement of road safety for vulnerable road users in the area
- Ensuring that all crossings are conspicuous to improve visibility for all users and motorists
- The creation of improved public transport links
- Increasing safety and comfort for all road users through improved pedestrian and public transport infrastructure, in line with Design Manual for Urban Road and Streets (DMURS) principles
- Provide an improved sense of place to promote walking, cycling and public transport over private motor vehicle use in the area
- Support national, regional and local policies to increase the modal share for walking, cycling and public transport use within the area and Cork city
- Providing infrastructure with an improved level of service that will facilitate and encourage walking and active travel for pedestrian and vulnerable road users in the locality

1.3 Purpose of this Report

As stated in section 1.1 above, this preliminary examination for environmental impact assessment (EIA) is required under Article 120(1)(a) of the *Planning and Development Regulations 2001, as amended*. The purpose of this report is to allow Cork City Council to conclude on one of the following;

- i. that an EIA is not required based on the preliminary examination that there is no real likelihood of significant effects on the environment;
- ii. there is significant and realistic doubt in regard to the likelihood of significant effects on the environment, and require the applicant to submit the information specified in Schedule 7A for the purposes of a screening determination, or
- iii. there is a real likelihood of significant effects on the environment arising from the proposed development and require the applicant to submit an EIAR.

Section 5 of this report represents Cork City Council's determination on the requirement for EIA for the proposed development.

1.4 Statement of Competency

Mott MacDonald is a multidisciplinary consultancy with over 20 years' experience of undertaking complex and challenging EIA Screenings and of writing environmental impact assessment reports for a wide range of projects. These include some of the Ireland's largest infrastructure, engineering and development projects.

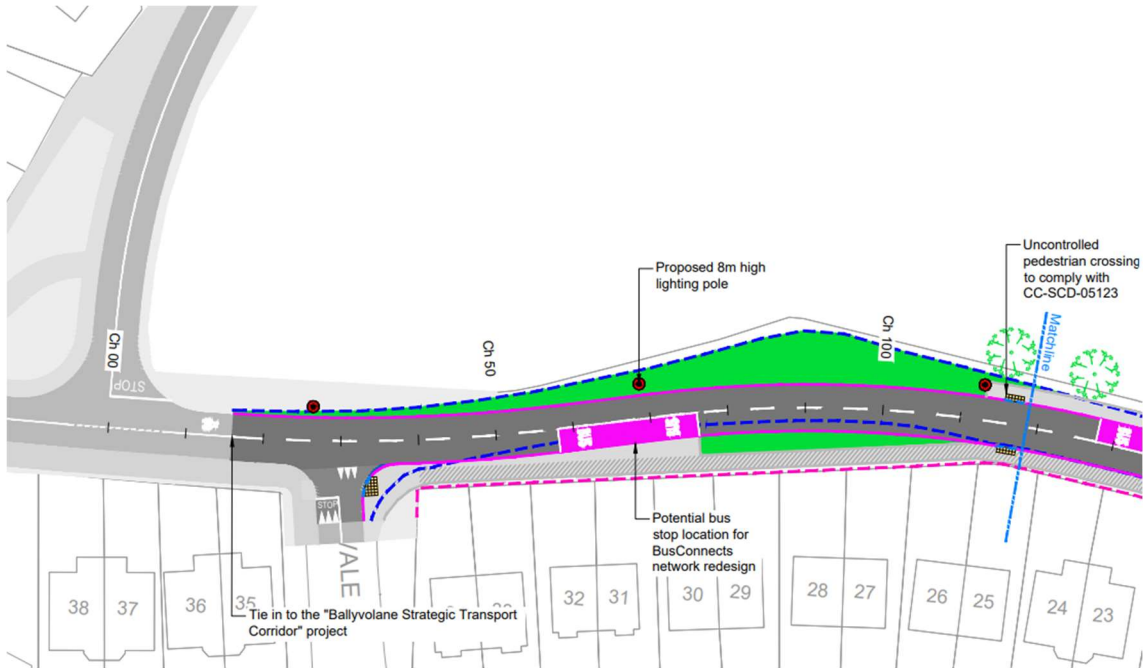
Mott MacDonald is a corporate member of the Institute of Environmental Management and Assessment and hold its EIA Quality Mark. The Quality Mark Scheme allows organisations that lead the co-ordination of statutory EIAs in the UK and Ireland to make a commitment to excellence in their EIA activities and have this commitment independently reviewed. The EIA Quality Mark is a voluntary scheme, with organisations free to choose whether they are ready to operate to its seven EIA Commitments.

2 Development Description

The proposed development is intended to deliver new and improved walking and public transport infrastructure along the Banduff Road, through various mechanisms of traffic calming and other associated improvements. The proposed development will include continuous pedestrian footpaths on both sides of the full length of the Banduff Road, along with new pedestrian crossing facilities and bus stops for new public transport links. The description of the proposed development is summarised below and is illustrated in Figure 2.1 and Figure 2.2.

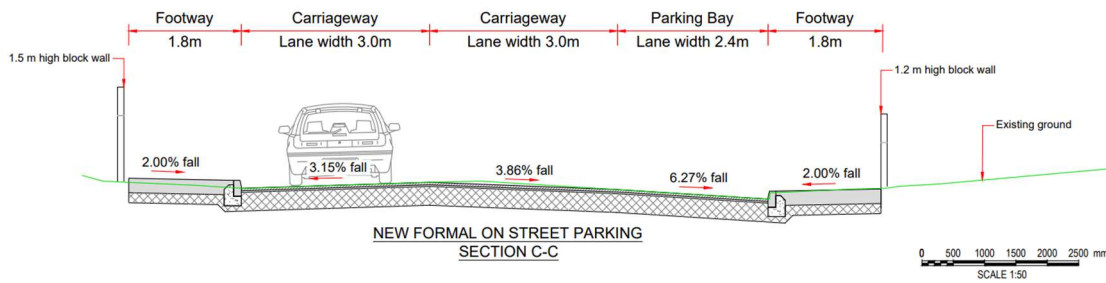
- Realignment of the extent of the existing carriageway, from approximately Ch 0+015 to Ch 1+511, a distance of approx. 1496 m.
- Provision of (8 no.) Bus Stops on Banduff Road in line with the Cork BusConnects scheme;
- New 2m wide concrete footpath on both sides of the carriageway, totalling a length of approximately 1900m;
- Upgrading of existing concrete footpath to provide a width of 2m, totalling a length of approximately 1420m
- Isolated reductions in footway width to 1.8m wide concrete footpath, totalling a length of approximately 65m at Ch 1+128 to Ch1+193;
- Isolated reductions in footway width to a minimum of 1.73m due to localised obstructions at Ch 1+165 to Ch 1+197, totalling a length of approximately 32m;
- Tie in to the "Ballyvolane Strategic Transport Corridor" project at chainage Ch 0+015;
- Provision of 14 No. Pedestrian Crossings and raised table at intersecting junctions including:
 - 3 No. uncontrolled pedestrian crossings at Ch 0+117, Ch 0+408 and Ch 1+026 to comply with CC-SCD-05123,
 - 1 No. controlled zebra crossing with flashing beacons at Ch 1+260 to comply with CC-SCD-05125,
 - 1 No. controlled puffin crossing at Ch 1+410 to comply with CC-SCD-05127,
 - 9 No. Raised table pedestrian crossings at intersecting junctions at approximate chainages Ch 0+240, Ch 0+390, Ch 0+940, Ch 1+090, Ch 1+230, Ch 1+260, Ch 1+300, Ch 1+380 and Ch 1+450.
- Upgrades to 11 junctions including the reduction of junction radii to 4.5m typically;
- 36 No. new energy efficient 8m high public lighting columns;
- The provision of 8 No. formalised parking spaces at approximate chainages Ch 1+165 to Ch 1+212;
- Improved drainage infrastructure comprising of:
 - surface water drains ranging from 225mm to 450mm diameter, where no existing formalised drainage infrastructure exists,
 - relocation of existing roadside drainage gullies to the new kerbline connecting to the existing drainage network
 - a series of new roadside drainage gullies adjacent to the new footway where no existing formalised gully network exists, connecting to the existing drainage network;
- Enhanced permeability at chainages Ch 0+488, Ch 1+047 and Ch 1+148;
- Service and utilities diversions to facilitate the improvement works; and
- All associated works to facilitate the development.

Figure 2.1: Proposed Layout – Chainage 0m to 130m



Source: Extract from Mott MacDonald Ireland Limited drawing 229101197-MMD-0000-DR-C-0001

Figure 2.2: Road Section at Chainage 175m



Source: Extract from Mott MacDonald Ireland Limited drawing 229101197-MMD-0000-DR-C-0009

3 EIA Legislative Context

3.1 Requirements under the EIA Directive

The requirement for Environmental Impact Assessment (EIA) has its origins in Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment. This Directive has been amended three times and was codified by Directive 2011/92/EU in 2011. Directive 2011/92/EU was then subsequently amended by Directive 2014/52/EU in 2014 (together, the “EIA Directive”).

The primary objective of the EIA Directive is to ensure a high level of protection of the environment and human health. This is done through the establishment of minimum requirements for environmental impact assessment (EIA), prior to development consent being awarded, of public and private developments that are likely to have significant effects on the environment.

Directive 2014/52/EU provides a definition of environmental impact assessment as being a process consisting of:

- The preparation of an environmental impact assessment report (EIAR)
- The carrying out of consultations required to inform the EIAR
- The examination by the competent authority of the information presented in the EIAR and any supplementary information provided, where necessary, by the developer and relevant information received through consultations with the public, prescribed bodies and any affected Member States
- The reasoned conclusion by the competent authority on the significant effects of the project on the environment
- The integration of the competent authority's reasoned conclusion into any development consent decision

In determining the requirement for EIA, the EIA Directive differentiates between projects that always require EIA (mandatory), and those for which an EIA may be required. These projects are listed in Annex I and Annex II of the EIA Directive, respectively.

3.2 Requirements under the Planning and Development Regulations 2001, as amended

As of the 1st of September 2018, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) transposed the requirements of the EIA Directive (Directive (2011/92/EU), as amended, by Directive 2014/52/EU (together, the “EIA Directive”), into existing Irish planning consent procedures, i.e. the Planning and Development Regulations 2001, as amended.

In determining the requirement for EIA, the Directive differentiates between projects that always require EIA and those for which an EIA may be required. These projects are listed in Schedule 5, Part 1 and Part 2 of the *Planning and Development Regulations 2001, as amended* (hereafter the P&D Regulations);

- Part 1 projects are projects which are considered as having significant effects on the environment and require a mandatory EIA
- Part 2 projects are those not included in Part 1, but which may require EIA where the proposed development is of a class specified in Part 2 and equals, or exceeds, the relevant thresholds; or, where the proposed development would be of a class specified in Part 2, but

does not equal or exceed prescribed threshold in Part 2, yet it is concluded, determined or decided, that the proposed development is likely to have a significant effect on the environment.

3.2.1 Schedule 5, Part 1 Projects

The proposed development is not a type of project identified in Part 1 of Schedule 5 of the P&D Regulations. An EIA is therefore not automatically required.

3.2.2 Schedule 5, Part 2 Projects

The proposed development can be described as an urban development project type and therefore Paragraph 10(b)(iv) of the P&D Regulations may be applicable - the provisions of which are outlined below;

“Paragraph 10 (b)(iv) [Infrastructure projects]: Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.”

The proposed development cannot be considered a business district, as this is defined in Paragraph 10 as “a district within a city or town in which the predominant land use is retail or commercial use”. This is not applicable to the proposed development as it is located in an almost exclusively residential area, with very limited retail or commercial uses present. Neither is it considered that the area relevant to the proposed development can be described as ‘built up’, as it comprises low density ribbon development along a local road. The Banduff Road is located within the administrative boundary of Cork City Council; the definition of a ‘built-up’ area is defined under Article 3(3) as “a town or city (where “city” and “town” have the meanings assigned to them by the Local Government Act, 2001) or an adjoining developed area”. The proposed development is below the threshold of 10 hectares for a built-up area and below the 20-hectare threshold for ‘elsewhere’, as it covers an area of approximately 1.75 hectares.

Paragraph 10(dd) relates to “all private roads”. As a public road development, this class is not applicable.

The proposed development is also subject to the considerations relevant to Paragraph 15, quoted below, as it has been identified as a type of project under Paragraph 10(b)(iv).

“Paragraph 15: Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.”

In accordance with the above, the likely significance of effects is outlined and determined in Section 4 of this report.

3.3 Requirements under the Roads Act 1993 as amended

The provisions of the Roads Act 1993, as amended, (Roads Act) apply to the proposed development as a ‘public’ road development.

Section 50 (1)(a) [Environmental Impact Assessment Report] of the Roads Act requires a road development, comprising any of the following road development types listed in Table 3.1 (below), to be subject to an environmental impact assessment. For clarity, Cork City Council are considered to be the ‘Road Authority’ in the subject instance for the purposes of Section 50 (1) of the Roads Act 1993, as amended.

Table 3.1: Applicability of Section 50(1) of the Roads Act 1993, as amended

Section 50(1) Roads Act reference	EIA Required on this basis?
(a)(i) Construction of a motorway	No. The proposed development consists of improvements to an existing local road.
(ii) Construction of a busway Section 44 (1) of the Roads Act 1993 as amended provides a definition of a busway; “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 of the Act.”	No. The proposed development does not include the construction of a busway.
(iii) Construction of a service area	No. The proposed development does not include any service area.
(iv) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of a public road The types of road development are prescribed under Article 8 the Roads Regulations 1994 (S.I. No. 119 of 1994), as comprising;	No. The proposed development comprises improvements to an existing public road and will not result in the widening of the road carriageway; there is realignment to be undertaken but this does not result in increasing the number of lanes, which will remain as present, with two lanes. The proposed development does not require the construction of a new bridge or tunnel.
(b) Where An Bord Pleanála (ABP) considers that a proposed road development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS	No. Determination based on the outcome of this Preliminary Examination for Environmental Impact Assessment; no determination has been requested.
(c) Where a road authority considers that a proposed road development would be likely to have significant effects on the environment it shall inform ABP in	No. No mandatory requirement for EIA based on description of development and type. Significance of effects on the

¹ Section 2 of the Roads Act 1993 (as amended), provides the following definition and interpretation of a “road” – it includes (a) any street, lane, footpath, square, court, alley or passage, (b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway, (c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channeliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and (d) any other structure or thing forming part of the road and— (i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or (ii) prescribed by the Minister;

Section 50(1) Roads Act reference

writing and where ABP concurs it shall direct the road authority to prepare an EIS

(d) Where a proposed road development would be located on certain environmental sites the road authority shall decide whether the proposed road development would be likely to have significant effects on the environment. The sites concerned are:

(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),

(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),

(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or

(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,

(v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976

The road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.

(e) Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.

EIA Required on this basis?

environment to be addressed in the preliminary examination – Section 4 - of this report.

No.

The proposed development is not within or proximate to any European Site or any site listed under the Wildlife Act. The Appropriate Assessment Screening Report prepared for this application confirms no potential for significant effects to European Sites within proximity of the proposed road development.

Sites designated under the Wildlife Act are not adversely or significantly impacted by the proposed development.

The outcome of this preliminary examination will provide a conclusion on the likely significance of effects.

The proposed development is considered to be a sub-threshold development, as it can be categorised as an urban type of development under Schedule 5, Part 2, Paragraph 10 (b)(iv) [Infrastructure projects] but does not meet any of the thresholds that would require a mandatory EIA to be prepared. As a sub-threshold development, Cork City Council must screen the proposed development by carrying out a preliminary examination of, at least, the nature, size or location of the development and come to a conclusion on whether there is a likelihood of significant effects on the environment.

3.4 Guidance

In addition to the various requirements of planning legislation, the following guidance was also considered in the preparation of this Preliminary Examination for Environmental Impact Assessment:

- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, EPA, May 2022
- Environmental Impact Screening Assessment, Practice Note 02 [PN02], Office of the Planning Regulator, June 2021
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing, Planning and Local Government, August 2018
- Guidance on EIA Screening (Directive 2011/92/EU as amended by 2014/52/EU), European Commission, 2017
- Appropriate Assessment of Plans and Projects in Ireland - Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government 2009
- EIA, Guidance for Consent Authorities regarding Sub-Threshold Development, Department of the Environment, Heritage and Local Government, 2003

4 Preliminary Examination

Table 4.1: Preliminary Examination of sub-threshold development

Criteria to be assessed	Commentary
<p>Nature of the Development Is the nature of the proposed development exceptional in the context of the existing environment?</p>	<p>No, the proposed works are not exceptional in the context of the existing environment.</p> <p>The proposed development comprises works to the existing local road network, the existing Banduff Road (L2975). The narrowing of the road and addition of new and improved footpaths will result in utilising existing grass verges which run parallel to the carriageway to provide the proposed 2m wide footpaths. To facilitate the proposed development several trees will be required to be removed, other will be retained and protected through the use of protective fencing.</p> <p>The design of the proposed development is not considered to be significant as the works are common in Cork city and county, and across Ireland and have been subject to previous assessments of impacts, such that impacts can be predicted and effective mitigation can be readily implemented to ensure that significant adverse impacts are not likely.</p>
<p>Will the development result in the production of any significant waste, or result in significant emissions or pollutants?</p>	<p>No, the proposed development will not result in the production of any significant volumes of waste. The dominant waste stream will be the removal of soils to allow the laying of concrete for the proposed footpaths. All waste generated will be handled and disposed of in compliance with the Waste Management Act 1996, as amended, and associated Regulations. This will ensure that significant adverse effects in terms of waste management can be avoided.</p> <p>The proposed construction phase will result in temporary noise which will be managed through the implementation of best practice measures. Dust emissions will be negligible as there is limited excavations along the verges of the Banduff Road to deliver the scheme. Soils requiring removal will be containerised and removed from site. There is limited requirement for excavations of existing hardstanding which require the use of pneumatic drills and therefore limited dust generation. Any concrete batching on site will not occur due to the small scale of the works, concrete will arrive pre-mixed for direct use. Any on-site mixing of cementitious material will be undertaken away from drains or watercourses to avoid contamination/pollution.</p> <p>These impacts are negative and temporary and are not considered to be significant. They can be appropriately mitigated and managed in accordance with good environmental practice e.g. CIRIA <i>Environmental Handbook for Building and Civil Engineering Projects: Part 2 Construction</i>. Mitigation measures will be outlined in the appointed Contractor's construction environmental management plan. The temporary noise and dust disturbance will not result in significant emissions or pollutants following the implementation of best practice measures.</p> <p>The construction impacts will be localised and temporary in their duration and will not result in significant effects. There is no waste, pollution or emissions from the operational phase.</p>
<p>Size of the Development Is the size of the proposed development exceptional in the context of the existing environment?</p>	<p>No, the size of the proposed development is not exceptional in the context of the existing environment, as it is limited to works along the grassed verges parallel to the existing road. The overall area covered by the works totals approximately 1.75 hectares.</p>
<p>Are there cumulative considerations having regard to other existing and/or permitted projects?</p>	<p>A review of planning applications (private, local authority own development and large-scale residential development or strategic infrastructure developments), which have been granted/approved within a 1km radius and within the last ten years, was undertaken.</p>

Criteria to be assessed	Commentary
	<p>The proposed development will tie into another road safety scheme, Ballyvolane Strategic Transport Corridor Scheme (Ballyvolane STC). This Part 8 application was approved by Cork City Council in March 2022; however, the date of construction is unknown.</p> <p>The Ballyvolane STC project comprises of improving and upgrading the existing Ballyhooly Road from North Ring Road junction to Fox & Hounds junction and onwards to Mervue Lawn. This includes improvement and upgrade works proposed for adjoining minor roads, widening and realigning of the existing Ballyvolane Road from the Banduff Road, the provision of bus lanes, continuous footpaths and cycle facilities.</p> <p>The Ballyvolane STC project will tie-into the Banduff Road scheme at the junction of Banduff Road and Rathcooney Road, where junction realignment and a change in traffic priority is proposed. The Ballyvolane STC does include the widening of the bridge across the Glen River and culvert lengthening. However, there would be no impact to the Glen River once best practice mitigation measures on surface water quality protection are employed. The EIA Screening prepared for the Ballyvolane STC concluded that there were no significant environmental impacts as a result of the scheme. The potential for cumulative impacts are limited as the nature and characteristics of both road safety schemes are similar, i.e. resulting in positive effects (for local residents in the provision of safe and healthy means of sustainable travel), neutral effects upon delivery of the project (no impacts to the environmental sensitives, namely the Glen River or European sites) and temporary effects during construction which are not deemed significant (such as noise, dust or traffic disruption).</p> <p>The majority of planning applications granted within a 1km radius of the proposed development are residential in nature and relate to extensions to existing residential properties, replacement dwellings or new residential dwellings. Some large-scale residential developments have been granted within a 1km radius, namely;</p> <ul style="list-style-type: none"> ● ABP-312076-21: 275no. residential units (205 no. houses, 70 no. apartments), creche and associated site works. Granted 25/03/2022 ● ABP-306325-20: 753no. residential units (531 no. houses, 222 no apartments), creche and associated site works. Granted 27/05/2020 ● 195326: Construction of 20 no. residential units and all ancillary site works. The proposed development represents a change of plan and increase in density from that permitted under Cork County Council Planning Reference 09/6705 as extended by Planning Reference 14/6172. Access to the site will be from Banduff Road via 2 no. proposed entrances to the neighbouring Ard na Rí Estate. Granted 04/10/2019 <p>Construction works have not commenced for any of the above listed residential developments. There will be a positive cumulative impact for these residential developments and their residents, especially planning ref. 195326 which is located along the Banduff Road, through the provision of safe active travel options. Similarly, the delivery of both the Ballyovane STC and the proposed development will provide wider community benefits as a result of improved pedestrian and cyclist safety resulting from both projects.</p> <p>Given the size, scale and location of the proposed development, it is not expected that the proposal will act in combination with these permitted residential projects or the Ballyvolane STC to cause any significant cumulative or in-combination effects.</p>
<p>Location of the Development Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?</p>	<p>No. The proposed development is located approximately 1.5km (straight line distance) east of the nearest European site, Cork Harbour Special Protection Area (Site code: 004030). The nearest Special Conservation Area (SAC) is Great Island Channel SAC (Site code: 001058) located 5.6km (straight line distance) southeast from the proposed development.</p>

Criteria to be assessed	Commentary
Does the proposed development have the potential to affect other significant environmental sensitivities in the area?	<p data-bbox="584 304 1267 645">A Report to Inform Screening of Appropriate Assessment has been prepared to accompany the application. This report concludes that there would be no potential for any effects on any European Sites from the proposed works, either alone or in-combination with other plans and/or projects, due the distance separating the Sites from the proposed development and the dispersal and dilution of any sediment / pollutants that could be released to connected waterbodies before reaching the European Sites. There is a tenuous hydrologically connectivity between the proposed development and the nearest European sites via the Glen River. However, given the distance to European sites (instream distances of 10.3km and 15.5km respectively) along the hydrological route, and the location of the downstream European sites in Cork harbour, this will not result in any impact to any European sites.</p> <p data-bbox="584 689 1267 1093">No. The Glen River and its riparian zone are considered to be ecologically sensitive areas; however, the works have been designed to minimise impacts. The Glen River is culverted under the Banduff Road immediately north of the junction with Lus Ma Meala housing estate. The proposed development will not require any works to the existing culvert. As such, the works will not encroach upon the riparian zone of the Glen River. Notwithstanding the absence of works to the culvert, due to the short separation distance to the Glen River, the proposed development will be managed in accordance with best practice guidelines for the protection of surface waters and the minimisation of pollution risk, namely, CIRIA guidance for 'Environmental Good Practice on Site' (C741) and 'Control of water pollution from linear construction project Technical guidance' (C648) and as per the Inland Fisheries Ireland guidance (2016) 'Guidelines on protection of Fisheries During Construction Works in and Adjacent to Waters'.</p> <p data-bbox="584 1137 1267 1263">There are no archaeological monuments within proximity to the proposed development. The closest monument is a ringfort-rath (CO074-020 -it is not designated a national monument) and is located in an area of amenity grass within the housing estate at Ard na Gréine, approximately 70m north of the proposed development.</p> <p data-bbox="584 1276 1267 1402">There are no Protected Structures listed in the Cork City Development Plan 2022-2028 Record of Protected Structures within a 500m radius of the proposed development. There is one structure listed on the National Inventory of Architectural Heritage (NIAH), located 280m north of the proposed development, Banduff House (NIAH Reg no. 20859003).</p> <p data-bbox="584 1415 1267 1487">There are no impacts to archaeological or cultural heritage features due to the separation distances and the limited visual impacts which will arise as a result of the proposed development.</p>

5 Conclusion

This preliminary examination fulfils Cork City Council's obligation under Article 120(1)(a) of the *Planning and Development Regulations 2001, as amended*, to “*carry out a preliminary examination of, at the least, the **nature, size or location of the development***” in relation to [EIA] sub-threshold development.

This preliminary examination conclusion represents Cork City Council's conclusion on the requirements for EIA. As discussed in Table 4.1, there are no environmental sensitivities in proximity to the proposed development. This report concludes that there is no real likelihood of significant effects on the environment arising from the proposed development due to the nature, size or location of the proposed development. There is thus no requirement for formal EIA Screening to be undertaken and an EIA is not required.

