ARUP

Cork City Council

Anglesea Street Contraflow Bus Lane

EIA Screening Report

Reference: 304272-00 EIA Screening_Issue

Issue 3| 31 October 2024

Job number 304272-00

Ove Arup & Partners Ireland Limited
One Albert Quay
Cork
T12 X8N6
Ireland
arup.com

Contents

Tables

Figures

1. Introduction

Arup was commissioned by Cork City Council to prepare an Environmental Impact Assessment (EIA) Screening Report to determine whether EIA is required for the proposed Anglesea Street Contraflow Bus Lane (hereafter referred to as '*the proposed development*') in in Cork City.

This document sets out the results of the EIA screening and provides the competent authority with the information necessary to undertake the EIA screening assessment in respect of the proposed development.

2. Legislation and Guidance

2.1 Introduction

This section describes the relevant European and national legislation and guidance for this EIA Screening.

2.2 Overview

The current requirements for EIA are set out by the European Union in Council Directive 2011/92/EU as amended by 2014/52/EU (EIA Directive). This legislation guides member states on the assessment of the effects of certain public and private projects on the environment.

The 2014 EIA Directive came into effect in May 2017 and was transposed into Irish legislation as the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018). In Ireland, the requirements for EIA in relation to planning consents are specified in Part 5 of the Planning and Development Act, 2000, as amended, and in Part 10 of the Planning and Development Regulations, 2001, as amended. A review of this legislation was undertaken for the purpose of this EIA screening report.

The following guidance and consultation documents have also been considered during the preparation of this report:

- Department of Housing, Planning, Community and Local Government (2018) *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018)*;
- Department of Housing, Planning, Community and Local Government (2017) *Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems;*
- Department of Housing, Planning, Community and Local Government (2017) *Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive): Advice on the Administrative Provisions in Advance of Transposition;*
- Department of the Environment, Heritage and Local Government (2003) *Environmental Effect Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Development*;
- Environmental Protection Agency (2022) *Guidelines on the Information to be contained in Environmental Impact Assessment Reports (May 2022)*; and
- European Commission (2017) *Guidance on EIA Screening.*

2.3 EIA Directive 2014/52/EU

A European Directive for EIA has been in force since 1985 since the adoption of Council Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment.

The EIA Directive of 1985 has been amended three times by Council Directives 97/11/EC, 2003/35/EC and 2009/31/EC. It was ultimately codified and repealed by Council Directive 2011/92/EU on 13 December 2011. This Directive was further amended in 2014 by Council Directive 2014/52/EU which sets out the

current requirements for member states on the assessment of the effects of certain public and private projects on the environment.

The EIA Directive sets out the requirements of the EIA process, including screening the need for an EIA. Projects listed in Annex I of the EIA Directive require a mandatory EIA whilst projects listed in Annex II require screening to determine as to whether an EIA is required.

Articles 4(4) and 4(5) of the EIA Directive set out the requirements for EIA screening of Annex II projects as follows:

Articles 4(4) and 4(5) of the EIA Directive:

"4(4) Where Member States decide to require a determination for projects listed in Annex II, the developer shall provide information on the characteristics of the project and its likely significant effects on the environment. The detailed list of information to be provided is specified in Annex IIA. The developer shall take into account, where relevant, the available results of other relevant assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The developer may also provide a description of any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

4(5) The competent authority shall make its determination, on the basis of the information provided by the developer in accordance with paragraph 4 taking into account, where relevant, the results of preliminary verifications or assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The determination shall be made available to the public and:

(a) where it is decided that an environmental effect assessment is required, state the main reasons for requiring such assessment with reference to the relevant criteria listed in Annex III; or

(b) where it is decided that an environmental effect assessment is not required, state the main reasons for not requiring such assessment with reference to the relevant criteria listed in Annex III, and, where proposed by the developer, state any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment."

2.4 Roads Act 1993, as amended

2.4.1 Relevant Definitions

A "*road*" is defined under Section 2 of the Roads Act (1993) as amended as:

*"(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, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channelliser, 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."

A road authority is defined under Section 2 of the Roads Act (1993), as amended as:

" "road authority", except in Part V, means the council of a county, the corporation of a county or other borough, or the council of an urban distract".

A "*public road*" is defined under Section 2 of the Roads Act (1993), as amended as:

" "public road" means a road over which a public right of way exists and the responsibility for the maintenance of which lies on a road authority.

It is the view of Arup that the proposed development could be interpreted to be a "*road*" development as defined under Section 2(a) of the Roads Act (1993), as amended. Similarly, Cork City Council (CCC) is interpreted to be a "*road authority*" and the proposed development is interpreted as works to a "public road" as defined under Section 2 of the Roads Act (1993) as amended. Therefore, it is considered appropriate to screen the project for EIA under the Roads Act 1993, as amended.

2.4.2 Requirement for EIA under the Roads Act 1993, as amended

Section 50(1) of the Roads Act (1993) (as amended by Statutory Instrument No. 279 of 2019) relates to road developments subject to Environmental Impact Assessment. The threshold for mandatory EIA of road development is set out in Section 50(1)(a) which states:

"50. (1)(a) A road development that is proposed that comprises of any of the following shall be subject to an environmental impact assessment:

i. The construction of a motorway;

ii. The construction of a busway;

iii. The construction of a service area; and

iv. Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road."

The proposed development does not include the construction of a motorway nor service area. Based on review of the Roads Act (1993), it has been interpreted that the proposed development does not fall under the category of "busway" as defined in the Roads Act (1993), as amended.

The '*prescribed types of road development*' Section 50(1)(a)(iv) are set out in Part V Environmental Impact Assessment of the Road Regulations 1994 (S.I. No. 119 of 1994) (as amended) which states the following:

"(8). The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of Section 50 of the Act shall be –

(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;

(b) the construction of a new bridge or tunnel which would be 100 metres or more in length".

The proposed development does not involve the construction of a new road of four or more lanes nor a new bridge or tunnel.

The interpretation of "*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 involves the realignment of sections of an existing three to four lane roads in an urban area, whereby a contraflow bus lane will be introduced which will include the realignment of carriageway lanes, realignment of junctions and the installation of new traffic islands and upgrading pedestrian crossings. While the proposed development will involve the realignment of an existing road, it will not result in four or more lanes (in an urban area) exceeding 500m in length.

The proposed development does not involve the construction of a new bridge or tunnel.

The proposed development does not meet the mandatory thresholds detailed in Section 50 (1) of the Roads Act (1993), as amended, nor the Road Regulations, as amended, (8a) or (8b) above. Therefore, a mandatory EIA is not required.

Thus, EIA screening is required to determine the potential for the proposed development to have significant effects on the environment as a sub-threshold development.

2.5 Content of EIA Screening under the Roads Act 1993, as amended

Under Section 50(1)(c) of the Roads Act (1993), as amended, where consideration is being given as to whether a road development would be likely to have significant effects on the environment, the relevant selection criteria specified in Annex IIA and III to the EIA Directive is taken into account.

The criteria outlined in Annex IIA of the EIA Directive (i.e. for determining the information that is required from the developer to enable the competent authority to determine the need for an EIA) have been transposed into Irish legislation through Schedule 7A of the Planning and Development (Amendment) Regulations 2001 – 2019. **Table 2.1** identifies the criteria outlined in Schedule 7A and demonstrates where these requirements have been addressed in this screening report.

Table 2.1: Criteria outlined in Schedule 7 of the Planning and Development (Amendment) Regulations 2001, as amended

Schedule 7A requirements	Relevant section of this screening report
1. A description of the proposed development, including in particular: (a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works; and (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.	Section 3
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.	Section 4
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from: (a) the expected residues and emissions and the production of waste, where relevant; and (b) the use of natural resources, in particular soil, land, water and biodiversity.	Section 4

The criteria outlined in Annex III of the EIA Directive, (i.e., for determining whether a development is likely to have significant effects on the environment) have been transposed into Irish legislation through Schedule 7 of the Planning and Development (Amendment) Regulations 2001, as amended. **Table 2.2** identifies the criteria outlined in Schedule 7.

Table 2.2: Criteria outlined in Schedule 7 of the Planning and Development (Amendment) Regulations 2001, as amended

Characteristics of proposed development
The characteristics of proposed development, in particular-
(a) the size and design of the whole of the proposed development,
(b) cumulation with other existing development 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 Environmental Impact Assessment Directive by or under any other enactment,
(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 which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge, and
(h) the risks to human health (for example, due to water contamination or air pollution).
Location of proposed development
The environmental sensitivity of geographical areas likely to be affected by the proposed development, 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 and; (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 project, or in which it is considered that there is such a failure; (vii) densely populated areas;
Type and characteristics of the potential impacts
The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in Section 171A of the Act, taking 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 Environmental Impact Assessment Directive by or under any other enactment, and
(h) the possibility of effectively reducing the impact.

For the purpose of this EIA Screening Report, the criteria outlined in Schedule 7 of the Planning and Development Regulations 2001, as amended are grouped under the following three headings, which are individually addressed in the following sections:

(i) Location of development (**Section 3**);

(ii) Characteristics of development (**Sections 3**); and

(iii) Characteristics of potential effects (**Section 4**).

3. Characteristics of the Proposed Development

3.1 Introduction

The first criterion included in Schedule 7A of the Regulations relates to a description of the whole development (and where relevant, of demolition works), and a description of the location of the proposed development with particular regard to the environmental sensitivity of the geographical areas likely to be affected (refer to Table 2.1 above). The compilation of the above information also takes into account, where relevant, the criteria set out in Schedule 7 of the Regulations (refer to Table 2.2 above).

3.2 Overview of the Proposed Development

The proposed development will consist of:

- Introduction of a Northbound contraflow bus lane on Anglesea Street between South Terrace and Old Station Road;
- Realignment of carriageway lanes from Infirmary Road at Sawmill Street to Anglesea Street/Old Station Road Junction;
- Realignment of the Anglesea Street/South Terrace Junction;
- Removal of public parking on Anglesea Street;
- Upgrading pedestrian crossings on Anglesea Street and South Terrace to toucan crossings;
- New raised crossings and footpath build-outs at Anglesea Terrace and Hibernian Road;
- Removal of existing traffic island at Anglesea Street/South Terrace Junction;
- New traffic islands at Anglesea Street/Old Station Road Junction and Anglesea Street/South Terrace Junction;
- Removal of right turn lane on Copley Street; and
- Removal of existing traffic island at Anglesea Street/Copely Street Junction together with the extension of the northern footpath on Copley street at this junction.

See Figure 3.1 for an outline of the location of the proposed development. Further details of the proposed development is presented in Section 3.4 below. Refer also to the drawings provided in the planning package.

Figure 3.1: Indicative redline boundary of the proposed development | Background Mapping © Maxar, Microsoft | not to scale

3.3 Location of the proposed development and existing land-use

The main elements of the proposed development are outlined in Section 3.2 above.

The proposed development will be located along a number of locations in Cork City including Anglesea Street, South Terrace, Old Station Road, Sawmill Street, Hibernian Road, Anglesea Terrace and Copley Street.

The area in which the proposed development will be located consists of existing publicly owned hardstanding of mostly road surface, cycle lanes and footpaths. The land use across the area of the proposed development is classified as '*artificial surfaces*' according to the EPA Corine (Coordination of Information on the Environment) land cover classification.

The proposed development is located along existing streets within an existing built-up area in the city. There are a number of commercial, office, residential and healthcare buildings located adjacent to the proposed

development, namely Anglesea Street including Anglesea Garda Station, Breast Check Southern Unit and South Infirmary Victoria University Hospital.

3.4 Description of the Proposed Development

3.4.1 Introduction

This section provides a detailed description of the proposed development along each street.

3.4.2 Anglesea Street

The elements of the proposed development along Anglesea Street from South Terrace to Old Station Road will consist of the following:

- Introduction of a Northbound contraflow bus lane. This is a proposed interim measure in advance of the Bus Connects Cork Sustainable Transport Corridor H, which proposes to introduce two-way general traffic along this street and provide an inbound bus lane. To accommodate the proposed contraflow bus lane, street parking between Anglesea Terrace and Old Station Road will be removed. The dedicated right turn lane from Anglesea Street to South terrace will also be removed.
- Street parking will be removed on the Western side of Anglesea Street between Hibernian Road and Anglesea Terrace. The remaining space inside the bus lane will turn into a loading bay;
- A new traffic island will be constructed for the bus lane at Anglesea Street/ Old Station Road junction. A new bus lane only signal will be proposed and installed on this island;
- Introduction of a new raised crossing at Anglesea Terrace will shorten the crossing distance for pedestrians. To achieve this the footway will be extended on either side of the crossing. A dropped kerb arrangement will be proposed to maintain access to John Morris Tyre Centre at this location. These arrangements will improve accessibility to the footpaths;
- A raised crossing will be introduced at Hibernian Road to improve the safety of the crossing; and
- The pedestrian and cycle crossing on Anglesea Street near Hibernian Road will be changed to a Toucan crossing.

3.4.3 Anglesea Street/South Terrace Junction

The elements of the proposed realignment of the Anglesea Street/Old Station Road Junction will consist of the following:

- Removal of one of the lanes from Infirmary Road onto South Terrace;
- Introduction of the Northbound contraflow bus lane starting at Sawmill Street;
- Removal of existing traffic island at the junction to allow for the bus lane extents;
- Proposed new traffic island west of the new bus lane. The new bus only signal will be installed on this proposed island; and
- Extension of the footway at the junction on the western side of Anglesea Street around the corner onto South Terrace. This is to facilitate a shared space between the pedestrian/cycle crossing on Anglesea Street and the pedestrian/cycle crossing on South Terrace. The crossing type on South Terrace will also be changed to a toucan crossing.

3.4.4 Copley Street

The elements of the proposed development on Copley Street will consist of the following:

- Removal of the right turn lane onto Anglesea Street. Traffic will no longer be able to make this turn; and
- Removal of existing traffic island at Anglesea Street/Copely Street Junction together with the extension of the northern footpath on Copley street at this junction. This will reduce the width of the crossing point for pedestrians and cyclist.

3.4.5 Drainage

The existing drainage network in the site boundary will be maintained. Relocation of some existing gullies will be required where the kerb lines are changing but these will tie into the existing drainage network and

ultimately enter the River Lee via the outfall at Union Quay. Areas where gullies will need to be relocated are at the proposed raised crossings at Anglesea Terrace and Hibernian Street.

3.5 Construction of the Proposed Development

It is expected that construction will commence in Q3 2025, subject to approval. The expected duration of the construction works will be approximately 3 months. These types of works are straightforward, well understood, are carried out in the city on a regular basis and can be easily undertaken.

Given that Anglesea Street is a heavily-trafficked road and that existing traffic will need to be facilitated during the works, the Contractor will be required to develop and implement a detailed Construction Traffic Management Plan (CTMP) at the outset to ensure that traffic disruption is kept to a minimum.

Construction works within the proposed development will include excavation of the street surfacing and breaking out and excavation of existing footpaths and kerbs. It is envisaged that the maximum depth of excavations on the street will be approximately 700mm for the full depth reconstruction required at the existing traffic island location. The majority of the street excavation is predicted to be resurfacing only with a depth of less than 100mm. The maximum depth of excavation on the footpaths is envisaged at approx..400mm. Footpath and kerb excavations are foreseen to only take place at the raised crossing locations where there are footpath extensions proposed at Anglesea Terrace and Hibernian Street along with the footpath extension at Anglesea Street/South Terrace Junction.

Barriers and hoardings will be installed to restrict access and to provide safety measures for workers and passers-by. Excavation works will be carried out on a phased basis to limit the impact on the activity of the street. The phasing will be set out and agreed at Construction stage along with the implementation of the Traffic Management Plan. Access to the city centre and the properties where construction works are proposed will be maintained at all times during the construction phase.

The Contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). There is a low probability that accidents or pollution spillages will occur as the construction works are standard in nature and are minor (such as footpath replacement, road resurfacing and service excavations). This type of work is frequently carried out throughout Cork city and other cities throughout Ireland on a regular basis.

4. Existing Environment and Likely Significant Effects

4.1 Overview

The second criterion included in Schedule 7A of the Regulations relates to a description of the aspects of the environment likely to be significantly affected by the development. This description is divided into the sub-headings below, which are based on the environmental factors specified in paragraph (b)(i)(I) to (V) of Section 171A of the Planning and Development Act 2000, as amended.

S.171 of Planning and Development Act 2000, as amended.

(i) an examination, analysis and evaluation, carried out by the planning authority or the Board, as the case may be, in accordance with this Part and regulations made thereunder, that identifies, describes and assesses, in an appropriate manner, in the light of each individual case, the direct and indirect significant effects of the proposed development on the following:

(I) population and human health;

(II) biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive;

(III) land, soil, water, air and climate;

(IV) material assets, cultural heritage and the landscape;

(V) the interaction between the factors mentioned in clauses (I) to (IV), and

(ii) as regards the factors mentioned in subparagraph (i)(I) to (V), such examination, analysis and evaluation of the expected direct and indirect significant effects on the environment derived from the vulnerability of the proposed development to risks of major accidents or disasters, or both major accidents and disasters, that are relevant to that development;

This section also addresses the third criterion included in Schedule 7A of the regulations which relates to a description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from:

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

- The use of natural resources, in particular soil, land, water and biodiversity.
- The compilation of the information in this section also takes into account, where relevant, the criteria set out in Schedule 7 of the Regulations.

There will be no transboundary impacts associated with the proposed development.

4.2 Population and Human Health

Overall, there will be a positive effect on population and human health as a result of the proposed development.

The proposed development will provide a network for the optimum movement of all modes of transportation within the proposed development boundary. There will be an increase in public transport dependability, a reduction in public transport journey times, and increased safety for pedestrians and cyclists. The proposed development will encourage a move from private cars to public transport.

During the construction phase, there will be some minor disruption and noise and dust emissions experiences by nearby sensitive receptors, road users and pedestrians. However, these will be minor and temporary and will not result in significant negative effects. Noise and air emissions are further detailed below in Section 4.8 and Section 4.9.

Access to residential areas, businesses etc will be maintained for the duration of the works. The extent of the works within a highly urbanised area are relatively small.

Standard construction materials will be used and will not be harmful to human health or the environment. The Contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). It is expected that the risk of accidents, having regard to substances or technologies used is very low and therefore will not result in significant environmental effects.

There is a low probability that accidents will occur as the construction works are standard in nature and well understood. Normal good construction practice and construction mitigation measures (with regards to safety) will ensure that the risk of accidents will be low.

The closest Seveso site to the proposed development is Goulding Chemicals Ltd. In accordance with the Regulations operators of a '*Lower Tier Establishment*' are likely to develop a site-specific Major-Accident Prevention Policy (MAPP) which is implemented by site specific procedures and systems. Due to the nature of the proposed development, it is not predicted that it will interact with the activities at Goulding's and no accidents are likely to occur.

Given the type of development proposed, the vulnerability of the project to cause a major accident or disaster is extremely low. The proposed development area is not susceptible to earthquakes, subsidence, landslides or flooding. Significant negative impacts due to the vulnerability of the project from major accidents and disasters will not arise.

4.3 Biodiversity

4.3.1 Oveview

As described previously in Section 3.3, the area in which the proposed development will be located consists of existing publicly owned hardstanding of mostly road surface, cycle lanes and footpaths. The land use across the area of the proposed development is classified as '*artificial surfaces*' according to the EPA Corine (Coordination of Information on the Environment) land cover classification.

The baseline information for this section was gathered by desktop research and an ecological site walkover survey carried out during September 2024. The habitats and species identified during the desktop study and walkover survey are described in detail below.

4.3.1.1 Habitats

Habitats within the proposed development area were identified during a site walkover survey and during desktop reviews. Habitat mapping was carried out in line with methodology outlined in the Heritage Council Publication, Best Practice Guidance for Habitat Survey and Mapping (Heritage Council, 2011). The terrestrial habitats within or adjacent to the proposed development site was classified using the classification scheme outlined in the Heritage council publication A Guide to Habitats in Ireland (Fossitt, 2000) and cross referenced with Annex I Habitats where required. A description of these habitats is described below. No rare plant species were recorded within the works area during the site survey. The habitats recorded on site are shown in Figure 4.1.

The ecological value of habitats has been defined using the classification scheme outlined in the Guidelines for Assessment of Ecological Impacts of National Road Schemes (National Roads Authority, 2009). It should be noted that the value of a habitat is site specific and will be partially related to the amount of that habitat in the surrounding landscape. Habitats that are considered to be good examples of Annex I and Priority habitats are classed as being of International or National Importance. Semi-natural habitats with high biodiversity in a county context and that are vulnerable, are considered to be of County Importance. Habitats that are semi-natural, or locally important for wildlife, are considered to be of Local Importance (higher value) and sites containing small areas of semi-natural habitat or which maintain connectivity between habitats are considered to be of Local Importance (lower value).

Buildings and Artificial Surfaces – BL3

This habitat covers the majority of the proposed development area and includes all of the existing roadways and streets, footpaths, paved, tarmac and cement areas. This is a highly modified and disturbed habitat, with low species diversity and minimal ecological value. The modification of this habitat due to the proposed development will not result in significant impacts on biodiversity.

Treelines

This habitat covers the trees along both sides of Anglesea Street between Copley Street and South Terrace. This habitat consists of a treeline that is a narrow row or single line of trees that is greater than 5m in height and includes tree-lined roads or avenues, narrow shelter belts with no more than a single line of trees, and overgrown hedgerows that are dominated by trees. Most treelines are planted and trees are often regularly spaced. They commonly comprise a high proportion of non-native species. This habitat also covers a number of trees along the eastern end of South Terrace (on both sides of the street).

These trees comprise typical urban species, including London Plane and Hornbeam. The ecological value of this habitat is defined as local importance (higher value).

No trees will be removed during the construction of the proposed development.

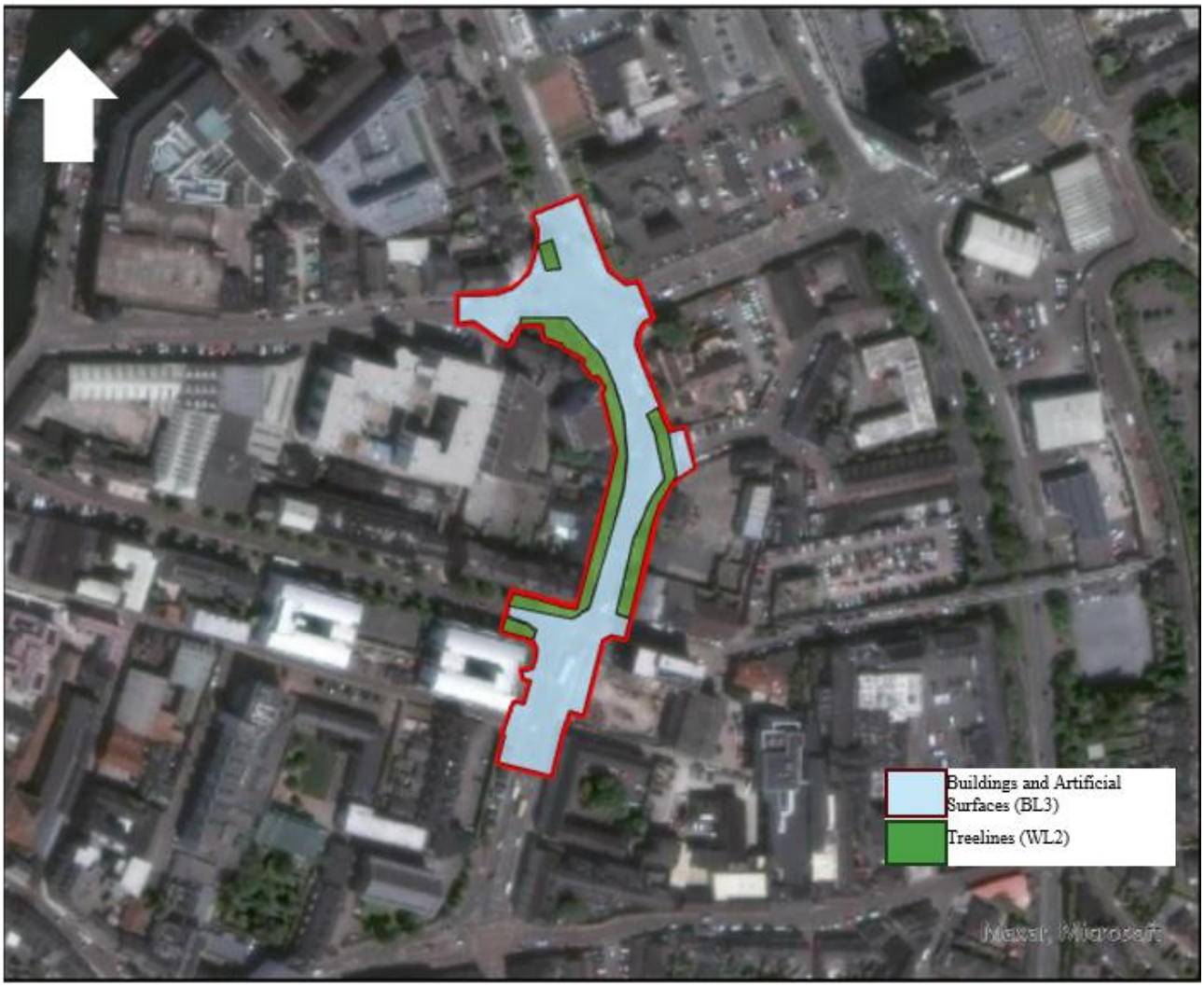

Figure 4.1: Habitat mapping of the proposed development area | Background mapping © Maxar, Microsoft | not to scale

4.3.1.2 Records of Protected and Invasive Species

The National Biodiversity Data Centre (NBDC) website (www.biodiversity.ie) contains a mapping tool that indicates known records of legally protected species within a selected 1km Grid Square. The proposed development site is located within two 1km grid squares – W6771 and W6871 and data on these squares was downloaded from the website on 3rd September 2024. It is noted that this list is not exhaustive, and an absence of records does not imply that they are not present within the given area.

The following protected species have been recorded in these 1km grid squares – Common Starling (*Sturnus vulgaris*), Lesser Black-backed Gull (*Larus fuscus*), Common Dolphin (*Delphinus delphis*), European Otter (*Lutra lutra*), Soprano Pipistrelle (*Pipistrellus pygmaeus*), Common Frog (Rana temporaria), Barn Swallow (*Hirundo rustica*), Black-headed Gull (*Larus ridibundus*), Common Sandpiper (*Actitis hypoleucos*), Common Swift (*Apus apus*), Common Wood Pigeon (*Columba palumbus*), House Martin (*Delichon urbicum*), House Sparrow (*Passer domesticus*), Peregrine Falcon (*Falco peregrinus*), Rock Pigeon (*Columba livia*), Sand Martin (*Riparia riparia*), Common Seal (*Phoca vitulina*), Grey Seal (*Halichoerus grypus*), Eurasian Red Squirrel (*Sciurus vulgaris*), European Otter (*Lutra lutra*) and West European Hedgehog (*Erinaceus europaeus*).

The following invasive species were also recorded within these 1km grid squares – Butterfly-bush (*Buddleja davidii*), Japanese Knotweed (*Fallopia japonica*), Narrow-leaved Ragwort (*Senecio inaequidens*), Sycamore (*Acer pseudoplatanus*), Traveller's-joy (*Clematis vitalba*), Harlequin Ladybird (*Harmonia axyridis*), Greater

White-toother Shrew (*Crocidura russula*), Indian Balsam (*Impatiens glandulifera*), Rhododendron ponticum, and Three-cornered Garlic (*Allium triquetrum*).

No alien invasive species were recorded during the site walkover.

4.3.1.3 Birds

Given that the proposed development area consists predominantly of existing streets and hardstanding, it is considered that the proposed development area is not of significant importance for bird species.

Overall, the proposed development site is of local value for terrestrial bird species that are relatively common in the urban cities and in the Irish countryside. There are no terrestrial features or habitats of particular value, which would differentiate the proposed development site from large areas of similar habitat in the surrounding landscape. Similarly, the proposed development site does not provide important foraging or nesting habitat for any QI species.

This information is based on desktop research.

4.3.1.4 Mammals

Bats

According to the National Biodiversity Data Centre there are records for Common Pipistrelle (*Pipistrellus pipistrellus*), Soprano Pipistrelle (*Pipistrellus pygmaeus*), Daubenton's Bat (*Myotis daubentoni*), Leisler's Bat (*Nyctalus leisleri*), Natterer's Bat (*Myotis nattereri*), Brown Long-eared Bat (*Plecotus auritus*) and Lesser Horseshoe Bat (*Rhinolophus hipposideros*) from Cork. However, the opportunity for suitable habitats is very limited at Anglesea Street and environs.

The proposed development site lacks any favourable features such as sheltering vegetation, hedgerows, significant treelines or cover from predators and the weather. It is also noted that due to the location of the proposed development site, which is situated within a heavily urbanised area, it is lit by street lighting and passing vehicle headlights, which is a known barrier to commuting bats. The proposed development does not include the demolition of any buildings/structures which may be used as a roosting site for bats. No trees will be removed to facilitate the proposed development.

Other

There are also records for Badger (*Meles meles*), Irish Stoat (*Mustela erminea*), Red Squirrel (*Sciurus vulgaris*), Eurasian Pygmy Shrew (*Sorex minutus*) and Irish Hare (*Lepus timidus*) within Cork City, however the proposed development area has limited suitability.

This information is based on desktop research.

Due to the absence of green space, ongoing city centre noise and disturbance and the influence of lighting, it is unlikely that the proposed development site is of any interest to other species.

4.3.1.5 Natura 2000 Sites

The closest European site (Natura 2000 site) to the proposed development site is Cork Harbour SPA, located approximately 2.5km east as the crow flies. The Great Island Channel SAC is located approximately 8.7km east as the crow flies.

Surface water from the proposed development will enter the existing drainage system and outfall to the River Lee and therefore there is a hydrological connection between the proposed development and the aforementioned Natura 2000 sites.

4.3.2 Potential Effects

Habitats loss and habitat severance

Of the habitats mentioned in Section 4.2.1 above, only BL3-Buildings and Artificial Surfaces will be directly affected by the proposed development. While sections of this habitat will be removed as a result of the proposed development, this habitat is of low ecological value.

No trees (Treelines WL2) will be removed as a result of the proposed development.

Overall, any loss of this habitat associated with the proposed development, at most a negative effect at a local level.

Disturbance to Fauna

Some localised temporary dust, surface-water and noise emissions may be generated during the construction works within the road network. The proposed development area is of not of ecological importance and impacts will not be significant.

The Wildlife Act 1976, as amended, provides that it is an offence to cut, grub, burn or destroy any vegetation on uncultivated land, or any such growing in any hedge or ditch from the 1st of March to the 31st of August. Exemptions include the clearance of vegetation in the course of road or other construction works or in the development or preparation of sites on which any building or other structure is intended to be provided. Nonetheless, no vegetation will be removed to facilitate the proposed development.

Some noise emissions during the works within the proposed development area are expected during the construction phase. Any birds in the area will already be accustomed to a certain level of disturbance due to the existing traffic noise, ongoing construction projects and the urban nature of the area.

Therefore, no significant effects are predicted on fauna during the construction or operation of the proposed development.

Impacts on Water Quality

There is no direct interaction with the River Lee itself during the construction or operation of the proposed development. The existing drainage network in the site boundary will be maintained. Relocation of some existing gullies will be required where the kerb lines are changing but these will tie into the existing drainage network and ultimately enter the River Lee via the outfall at Union Quay. Therefore, there is a hydrological connection between the proposed development and the River Lee.

Construction works within the proposed development will include excavation of the street surfacing and breaking out and excavation of existing footpaths and kerbs. Sediment and silt from these activities have the potential to enter the existing surface water drainage network and ultimately outfall to the River Lee. In addition, there is the potential for a pollutant spill from construction plant or machinery. However, the type of construction works proposed are not complex in nature and they are well understood. Thus, the risk of spillages is extremely low. Whilst there is the potential for a minor impact on water quality locally, if silt, suspended solids or pollutant spills were to enter the watercourse they would dilute very quickly given the tidal nature of river at this location. The river at this location is not extremely sensitive to sediment loading as it is located within a tidal area close to Cork Harbour which is subject to large diurnal tidal flows carrying substantial volumes of sediment. As such, any spillages would be quickly diluted.

Downstream of the outfall location is subject to shipping activity such as Kennedy Quay which is a working quay and is likely to be already subject to a certain level of minor diesel/oil spillages. Further the river channel downstream is subject to regular dredging for navigation. Thus, it is unlikely that the habitats and fauna in this section of the river are highly sensitive.

Thus, significant impacts on the biodiversity and water quality of the river due to accidental spillages during construction are not predicted to arise.

The risk of accidental pollution events arising during the operational phase will not change from the current scenario and may even reduce at some locations due to the potential uptake in the use of public transport. Thus, significant impacts on the biodiversity and water quality of the river due to accidental spillages during operation are not predicted to arise.

4.4 Archaeological, Architectural and Cultural Heritage

There are no structures listed on the National Inventory of Architectural Heritage (NIAH) within the proposed development boundary. There are no sites or monuments listed on the Sites and Monuments Record (SMR).

Sections of Anglesea Street, Anglesea Terrace, South Terrace and Infirmary Road are located within an Architectural Conservation Area – South Parish (Sub Area C). According to the Cork City Council Development Plan 2022—2028, this is an area of historical, architectural and social significance. It is an area of 19th century housing and institutional development and includes a mixture of larger coherently designed brick terraced houses (including those along South Terrace).

Due to the nature of the works and the fact that the proposed works will take place in the public footprint within the road/foodpath, significant negative effects on archaeology, architecture or cultural heritage will not arise as a result of the proposed development.

4.5 Landscape and Visual

The proposed development is located within an existing built-up area which is surrounded by commercial and residential properties and occasional construction sites. The only structures which will be placed above ground will be a number of traffic lights/signal poles. Similar traffic lights/signal poles are already in place at existing junctions within the proposed development boundary.

The proposed development will be in keeping with the existing townscape character.

As such, no significant negative effects are predicted during the operation of the proposed development.

While there is the potential for effects on visual amenity during the construction phase of the proposed development due to the presence of construction plant and machinery, due to the temporary and small-scale nature of the construction works, no significant negative effects are predicted as a result of the construction of the proposed development.

4.6 Land and Soils

The bedrock in the proposed development area is classified as “Waulsortian Limestones” according to the Geological Survey of Ireland (GSI) data viewer. The underlying soils are classified as “made ground” according to the GSI Data Viewer. The groundwater aquifer in the proposed development area is classified as a “regionally important aquifer – karstified (diffuse)”. The groundwater vulnerability within the redline boundary ranges from moderate (around the junctions between Anglesea Street and Old Terrace Road and Copley Street), to high throughout the rest of the proposed development area.

No significant excavations or milling will be required (maximum depth 700m for excavations in limited locations, max depth of 400mm for footpaths and 100m depth for resurfacing works) during the construction of the proposed development. No dewatering will be required during the excavation process or during the operational phase. The Contractor will send any excavated material which cannot be re-used/recycled for disposal to a suitably licenced facility. The Contractor will ensure that any interim storage or waste management facilities for excavated material have the appropriate waste licences or waste facility permits in place.

The proposed development will not result in significant effects on soils and geology.

4.7 Water Quality, Hydrology and Hydrogeology

The primary water feature within the vicinity of the proposed development is the River Lee. The existing drainage network in the site boundary will be maintained. Relocation of some existing gullies will be required where the kerb lines are changing but these will tie into the existing drainage network and ultimately enter the River Lee via the outfall at Union Quay.

The risk status of the River Lee is classified as ‘*at risk*’ according to the Transitional Waterbodies Risk, while it has a ‘*moderate*’ Transitional Waterbody WFD Status 2016-2021.

According to Flood Maps (www.floodinfo.ie), there is no record of historic flooding within the redline boundary of the proposed development.

The existing drainage network in the site boundary will be maintained. Relocation of some existing gullies will be required where the kerb lines are changing but these will tie into the existing drainage network and

ultimately enter the River Lee via the outfall at Union Quay. Areas where gullies will need to be relocated are at the proposed raised crossings at Anglesea Terrace and Hibernian Street.

Whilst there is potential for silt, sediment or pollutant spills to enter the River Lee (via the existing surface water drainage network), significant effects on water quality and are not predicted due to the small scale and nature of the proposed works, the low levels of siltation associated with the excavation works, the low risk of a significant pollution event arising and the large capacity of the River Lee estuary to dilute and disperse sediments and or pollutants.

The risk of accidental pollution events arising during the operational phase will not change from the current scenario and may even reduce at some locations due to the potential uptake in the use of public transport.

Therefore, no significant effects on water quality during the construction or operational phases of the proposed development are predicted.

4.8 Noise and Vibration

Noise will be generated during the construction of the proposed development due to construction traffic, construction machinery and excavation/resurfacing works. The effect of construction noise on sensitive receptors in the immediate vicinity of the proposed development site will be temporary due to the short duration of the construction works. Construction works will be limited to 07:30 to 18:00 Monday to Friday. No nighttime works or works at the weekends or on bank holidays are envisaged. Any works which are required to be carried out during these times will be agreed with Cork City Council in advance.

Noise emissions will be controlled by the implementation of best construction practice. Examples of measures to be employed include the selection of quiet plant, not leaving plant idling and maintenance of plant to minimise noise generation. A full list of proposed measures will be proposed and implemented by the Contractor in advance of the construction works.

The main vibration source during the construction phase will be from the proposed excavation works. A variety of potential vibration-causing items of plant are likely to be used such as excavators, lifting equipment and dumper trucks.

Vibration effects will be controlled by the implementation of best construction practice. Examples of measures to be employed include the use of suitable vibration isolators in equipment mounting and ensuring that materials are lowered rather than dropped from heights. A full list of proposed measures will be proposed and implemented by the Contractor in advance of the construction works.

Due to the nature of the proposed development, no noise emissions or vibration effects are predicted during the operational phase of the proposed development when compared to the baseline.

There will be no significant negative noise or vibration effects as a result of the proposed development.

4.9 Air Quality and Climate

During the construction phase, the potential for dust emissions will arise in respect of excavations/resurfacing in dry weather and during such activities the levels of dust are likely to be small. Dust may be raised by wind from dry surfaces and stockpiles. Air emissions from the exhausts of construction plant, machinery and haulage trucks will also be elevated during construction but are not expected to be significant. No odour emissions are envisaged from the proposed construction works. The employment of good construction management practices for the proposed development will serve to minimise the risk of dust emissions. Examples of measures to be employed include the spraying of exposed earthworks during dry periods, the provision of wheel washes and sweeping of roads. A full lost of proposed measures will be proposed and implemented by the Contractor in advance of the construction works.

During the operational phase, there will be no significant air emissions from the proposed development. There is the potential for a decrease in traffic volumes due to the improved public transport offering due to the proposed development. As such, it is not predicted that there will be a significant negative effect on sensitive receptors due to air emissions from a change in traffic flows during the operational phase, nor will there be a significant negative effect on climate as a result of the operational phase of the proposed development.

There will be no significant negative air or climate effects during the construction or operation of the proposed development.

4.10 Traffic and Transportation

The proposed development will provide a network for the optimum movement of all modes of transportation within the proposed development boundary. There will be an increase in public transport dependability, a reduction in public transport journey times, and increased safety for pedestrians and cyclists. The proposed development will encourage a move from private cars to public transport.

The changes to the road layout and loss of some on-street parking along Anglesea Street will have a potential negative impact on businesses and residents in the area, but this will be counter-balanced by the improvement in the public transport infrastructure. As described in Section 3.4, there will be some changes in traffic flows but these will not cause significant negative impacts for the residents and general population in the area.

Access to residential areas, businesses etc will be maintained for the duration of the works. Careful and considered local consultation will be carried out with nearby residences to ensure that the minimum amount of disturbance will be caused. The extent of the works within a highly urbanised area are relatively small.

A Construction Traffic Management Plan will be implemented for the duration of the construction works in order to minimise any disruption to traffic flow on the road network at and surrounding the proposed development areas. There will be some construction traffic associated with the construction of the proposed development; however, this traffic will be managed appropriately via the construction traffic management plan, in particular, with regard to hours of delivery and construction staff arrivals and departures in order to minimise effects on the operation of the local road network. It is not envisaged that significant negative effects will arise.

4.11 Land Use and Materials

The proposed development area consists of hardstanding – mostly road surface, cycle lanes and footpaths with limited areas consisting of treelines.

The proposed development area is zoned as '*City Centre*' The zoning objective for the area is '*to consolidate and facilitate the development of the central area and to promote its role as a dynamic missed used centre for community, economic, civic, cultural and residential growth*'. There will be no change in land use as a result of the proposed development.

The existing drainage network in the site boundary will be maintained. Relocation of some existing gullies will be required where the kerb lines are changing but these will tie into the existing drainage network and ultimately enter the River Lee via the outfall at Union Quay. Areas where gullies will need to be relocated are at the proposed raised crossings at Anglesea Terrace and Hibernian Street.

There will be no disruption to existing utilities during the proposed construction works.

Therefore, no significant negative effects on land use or material assets are predicted during the construction or operational phases of the proposed development.

4.12 Interaction between the above factors

The interaction of the above factors has been considered in this assessment. For example, noise and vibration effects have been considered in terms of potential effects on people. Water quality impacts in the River Lee have also been considered in terms of effects on biodiversity. In particular, the construction phase has many interactions such as movement of machinery on land, the management of construction materials, the level of intensity of construction activities and consequent disturbance effects on biodiversity and water quality. Significant effects due to these interactions are not predicted.

4.13 Existing Land Use and Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources and Production of Waste

The land use across the area of the proposed development is classified as '*artificial surfaces*' according to the EPA Corine (Coordination of Information on the Environment) land cover classification. The area in which the proposed development will be located consists of existing publicly owned hardstanding of mostly road surface, cycle lanes and footpaths.

The main natural resource in the vicinity of the proposed development (a hydrological connection existing between the proposed development and the River Lee via the existing stormwater drainage network). The River Lee flows into Cork Harbour. There will be no significant effects on the natural environment as a result of the proposed development.

Construction materials will include concrete, support structures, pipework, signage etc. It is not considered that there will be significant use of these resources during the proposed works. Surplus construction materials which are not required for use on site will be reused, recovered or disposed off-site. An appropriate waste collection permit holder will be used for removal of wastes from site. All by-products and wastes removed from site will be reused, recovered or disposed of in accordance with the Waste Management Act, 1996, as amended.

There may be short term, minor effects on the environment during construction on land due to noise or dust emissions depending on the activity involved and the ambient conditions at the time. However, these effects will not be significant due to the short duration of the works, the low level of construction vehicles, plant and construction staff required to carry out the works, the nature of the works proposed and the narrow construction footprint along busy trafficked roads. The type of construction works proposed are not complex in nature, they are well understood, therefore significant environmental emissions are not predicted. Examples of measures to be implemented for noise and dust emissions can be seen in Section 4.8 and Section 4.9 respectively.

Careful and considered local consultation will be carried out with nearby residences to ensure that the minimum amount of disturbance will be caused.

Thus, significant negative effects on the relative abundance, quality and regenerative capacity of natural resources in the area are not predicted.

4.14 Cumulative Effects with other planned/permitted developments

The Cork City Council Planning webpage and An Bord Pleanála website were reviewed in September 2024 for applications which may have the potential to result in cumulative effects with the proposed development.

No projects were identified which could give rise to cumulative effects with the proposed development.

5. Screening Checklist

The potential environmental effects associated with the proposed development have been outlined in the previous section of this report.

The EC Guidance on EIA Screening (EC, 2017) provides a checklist to help users decide whether EIA is required based on the characteristics of a project and its environment. This screening checklist is included in Table 5.1.

Table 5.1: Screening Checklist to determine if EIA is required based on the characteristics of a project and its environment

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
1. Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes	No. There will be no change of land use within the redline boundary of the proposed development.
2. Will construction or operation of the project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes	No. Services such as water and power will be required during the construction phase. Mobile generators will be used during the construction phase. Construction materials will include concrete, support structures, pipework, signage etc. It is not considered that there will be a significant use of these resources as part of the proposed development. A Report for Screening for Appropriate Assessment was prepared by Arup. It is the opinion of Arup that it is possible to rule out likely significant effects on any Natura 2000 sites. The final determination will be made by Cork City Council.
3. Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes	No. Standard construction materials will be used and will not be harmful to human health or the environment. The contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). It is envisaged that the risk of accidents, having regard to substances or technologies used is very low and therefore will not result in significant environmental effects.
4. Will the project produce solid wastes during construction or operation or decommissioning?	Yes	No. Inert construction waste generated will be removed from the site areas and disposed of at a suitably licenced facility. The production of waste will be managed in accordance with the relevant waste legislation.
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	No. It is expected that dust will be emitted during the construction works. Emissions from construction plant and vehicles will arise during the construction phase, but these will be minimal.
6. Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	No. Standard construction noise is expected during construction activities. No significant rock breaking is envisaged.
7. Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or	No	No. The extent of the works on land are relatively small, excavations are not significant with a maximum depth of 700mm required for the full

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
into surface waters, groundwater, coastal wasters or the sea?		depth reconstruction required at the existing traffic island location, a maximum depth of 400mm required for work to the footpaths and a maximum depth of 100mm required for resurfacing works. Any construction runoff will enter the existing surface water drainage system and will be diluted before entering the River Lee.
8. Will there be any risk of accidents during construction or operation of the project which could affect human health or the environment?	Yes	No. A "Project Supervisor for the Construction Stage" will be appointed to manage safety issues during construction.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes	No. There will be a positive effect on population and human health as a result of the proposed development. The proposed development will provide a network for the optimum movement of all modes of transportation within the proposed development boundary. There will be an increase in public transport dependability, a reduction in public transport journey times, and increased safety for pedestrians and cyclists. The proposed development will encourage a move from private cars to public transport.
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	No	No.
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	No. The proposed development is hydrologically connected to the River Lee (via the existing surface water drainage network system), which is designated as a salmonid watercourse under S.I. No. 293/1988 – European Communities (Quality of Salmonid Waters) Regulations, 1988. As there will be no significant effects on water quality during the proposed development, there will be no significant negative effects on salmon species within the river.
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	No.	No.
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging,	No.	No.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
resting, overwintering, migration, which could be affected by the project?		
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?	Yes	No. The proposed development is hydrologically connected to the River Lee (via the existing surface water drainage network system). There will be no significant effects on water quality during the proposed development.
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?	No	No
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	No. A Construction Traffic Management Plan will be implemented for the duration of the construction works in order to minimise distribution to traffic flow on the road network at and surrounding the proposed development.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	No. A Construction Traffic Management Plan will be implemented for the duration of the construction works in order to minimise distribution to traffic flow on the road network at and surrounding the proposed development.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	No. The proposed development is concerned with the reconfiguration of a road and therefore there will be no structures of significant height and therefore will not be visible.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No	No. Refer to Section 4.4.
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No.	No.
21. Are there existing land uses on 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 which could be affected by the project?	Yes	No. Refer to Section 4.2 Population and Human Health, Section 4.8 Noise and Vibration, Section 4.9 Air Quality and Climate and Section 4.10 Traffic and Transportation for further details.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	No.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	No. Refer to Section 4.2 Population and Human Health, Section 4.8 Noise and Vibration, Section 4.9 Air Quality and Climate and Section 4.10 Traffic and Transportation for further details.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes.	No. Refer to Section 4.2 Population and Human Health, Section 4.8 Noise and Vibration, Section 4.9 Air Quality and Climate and Section 4.10 Traffic and Transportation for further details.
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	Yes	No. The proposed development is hydrologically connected to the River Lee (via the existing surface water drainage network system). There will be no significant effects on water quality during the proposed development.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	No.
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?	No	No.

6. Conclusions

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment for road developments are set out in Section 50 (1) of the Roads Act (1993), as amended, and the Road Regulations 1994 (S.I. No. 119 of 1994) (as amended).

The proposed development does not meet the mandatory thresholds detailed in Section 50 (1) of the Roads Act (1993), as amended, nor the Road Regulations, as amended, (8a) or (8b) above. Therefore, a mandatory EIA is not required. Section 50(1) of the Roads Act (1993) (as amended by Statutory Instrument No. 279 of 2019) relates to road developments subject to Environmental Impact Assessment. The threshold for mandatory EIA of road development is set out in Section 50(1)(a).

Arup has prepared this EIA Screening Report on behalf on Cork City Council to determine whether an EIA is required for the proposed Anglesea Street Contraflow Bus Lane. The information provided in this report provides details on the characteristics of the proposed development and its likely significant effects (if any) on the environment. It also provides the relevant details under each of the criteria set out in Schedule 7A of

the Planning and Development Regulations, 2001, as amended. This information will assist the competent authority, Cork City Council to undertake the EIA Screening Assessment and to make an EIA Screening Determination.

Based on the information provided in this report, it is the opinion of Arup that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required. The final determination on EIA screening will be made by Cork City Council.

7. References

Cork City Council (2022) Cork City Council Development Plan 2022-2028

Department of Housing, Planning, Community and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018)

Department of Housing, Planning Community and Local Government (2017) Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems;

Department of Housing, Planning Community and Local Government (2017) Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive): Advice on the Administrative Provisions in Advance of Transposition;

Environmental Protection Agency (2022) Guidelines on the information to be contained in Environmental Impact Assessment Reports

EPA Envision Mapping (Accessed September 2024) https://gis.epa.ie/EPAMaps/

European Commission (2017) Guidance on EIA Screening

Floodinfo.ie (Accessed September 2024) https://www.floodinfo.ie/map/floodmaps/

Fossitt (2000) A Guide to Habitats in Ireland

Geological Survey of Ireland (Accessed September 2024) https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228

Historic Environment Viewer (Accessed September 2024) https://heritagedata.maps.arcgis.com/apps/webappviewer/index.html?id=0c9eb9575b544081b0d296436d8f60f8