

Old Court Greenfield Stop/Stand (Terminal)

Environmental Impact Assessment Screening Report

National Transport Authority

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1 Introduction

1.1 Purpose of the Report

This Environmental Impact Assessment (EIA) Screening Report to inform an EIA Screening Determination has been prepared by AECOM Ireland Limited (AECOM) on behalf of the National Transport Authority (hereafter referred to as the 'Applicant' or 'NTA') for the provision of a new bus stop and all other associated ancillary site works (hereafter referred to as the 'Proposed Development') located along Greenfields, within the Electoral Division (ED) of Ballincollig in the administrative area of Cork City Council (CCC). The extent of the location of the Proposed Development is hereafter referred to as the 'site'.

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

This report contains:

- a) A plan sufficient to identify the land;
- b) A description of the Proposed Development, including in particular:
 - i. a description of the physical characteristics of the Proposed Development and, where relevant, of demolition works;
 - ii. a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
- c) A description of the aspects of the environment likely to be significantly affected by the Proposed Development;
- d) To the extent the information is available, a description of any likely significant effects of the Proposed Development on the environment resulting from:
 - i. the expected residues and emissions and the production of waste, where relevant; and
 - ii. the use of natural resources, in particular soil, land, water and biodiversity.
- e) Such other information or representations as the person making the request may wish to provide or make, including any features of the Proposed Development or any measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

2 Legislation and Guidance

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

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

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

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

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

2.1 Other Relevant Guidance

This EIA Screening Report is cognisant of the following guidelines:

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

3 Methodology

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

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

4 Site

4.1 Site Location

The Proposed Development site is located along Greenfields, within the Ballincollig ED in Cork City. The site is comprised of hardstanding areas and road verge within the existing road network and extends over an area of approximately 0.05 hectares (ha). The location and context of the surrounding environs of the Proposed Development site are illustrated in Figure 4-1.



Figure 4-1: Proposed Development Site Location

4.2 Site Description and Surroundings

The Proposed Development site comprises hardstanding surfaces and approximately 127 square metres (m^2) of grassland within the existing streetscape and road verge, including three trees within the western side of the road. The area is strongly residential in character, with open green spaces and treelines adjacent to the east and west of the road. Approximately 160 metres (m) north-west of the site, a roundabout links the road to the N22 National Road.

Within the wider surrounding environs, areas to the south and east mostly comprise agricultural/undeveloped lands, in addition to electrical infrastructure south of the N22 National Road. To the west, mix-uses include light industrial and business areas, the Classis Pit active quarry, residential areas, and further agricultural lands. Beyond residential areas north of the site, there are open green spaces associated with the Ballincollig Regional Park and, to north of the River Lee, the City Hinterland.

5 Proposed Development

5.1 Overview

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

The new bus network will provide over 50% more services than currently exist, representing an unprecedented investment in County Cork's public transport. More areas will be served, more people will be within walking distance of a high frequency stop, and there will be more 24-hour operation. It is planned to deliver these benefits during 2025 and 2026. Certain infrastructure is required to allow the new bus network to be operated. A detailed operational review of the new bus network has identified the shorter-term stop and terminus alterations needed to support the introduction of the new bus system. The Proposed Development aims to respond to this need, providing the infrastructure required to allow the new BusConnects Cork network to be operated.

The Proposed Development extends over an area of approximately 0.05ha (refer to Figure 5-1) and includes the following works:

- Construction of a 53m lay-by bus stop/stand built into the existing footway and grass verge;
- Installation of hardstanding on the grass verge;
- Regrading of the existing grass verge to tie in with the new hardstanding/footway levels;
- Provision of accessible kerbing along the length of the northbound bus boarding area;
- Installation of a new buff tactile paving to upgrade existing uncontrolled crossing;
- Installation of a new bus shelter (to be determined by the Applicant at a later stage) and flagpole;
- Renewal/replacement of other road drainage, signage, lighting, and markings, as necessary; and
- All other associated ancillary site works.

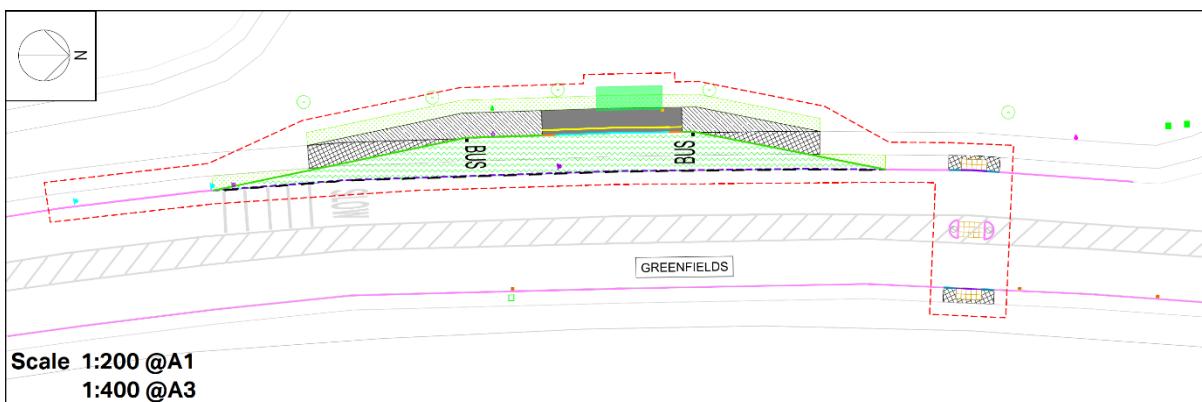


Figure 5-1: Proposed Development Layout

The Proposed Development has been designed in accordance with the Department of Transport's *"Design Manual for Urban Roads and Streets"* (DMURS) (2013) and, where relevant, the National Roads Authority's (NRA) *"Design Manual for Roads and Bridges"* (DMRB) (2011).

Detailed drawings of the Proposed Development layout are included in Appendix B of this report. All layouts and details are indicative and may be subject to change during the detailed design phase.

5.2 Drainage

Existing gullies within the Proposed Development site boundary will be retained, with two new gullies being installed. No further changes to the existing drainage network are anticipated; however, full details will be confirmed at the detailed design phase.

5.3 Utilities

There is an existing lighting column within the site boundary which will be relocated subject to a street lighting assessment and a subsequent street lighting design.

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

5.4 Construction

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

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

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

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

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

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

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

5.5 Operation

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

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

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

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

6 EIA Screening

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

6.1 Roads Act 1993 (as amended), Section 50

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

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

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

6.2 Planning and Development Regulations 2001 (as amended)

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

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

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

- it would be likely to have significant effects on the environment.

6.2.1 Schedule 5 Part 1

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

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

6.2.2 Schedule 5 Part 2

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

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

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

Criteria	Regulatory Reference	Comment	Is EIA Required on this Basis?
Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)	Schedule 5, Part 2, 10 (b)(iv) of the Planning and Development Regulations 2001 (as amended).	The area of Proposed Development is approximately 0.05ha.	No
Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7	Schedule 5, Part 2, 15 of the Planning and Development Regulations 2001 (as amended).	The potential for likely significant environmental effects has been considered in Section 6.4 of this report.	No Refer to Section 6.4 of this report.

Source: Planning and Development Regulations 2001 (as amended)

As the Proposed Development is not a type of development identified in Schedule 5 Part 1 or Part 2 of the Planning and Development Regulations 2001 (as amended), there is no automatic requirement under the EIA Directive for the Proposed Development to be subjected to EIA. Notwithstanding this, the Applicant is a responsible developer and is committed to demonstrating that the Proposed Development will not result in significant effects on the environment. As such, this EIA Screening Report has been prepared to determine whether there are likely significant environmental effects from the Proposed Development on the receiving environment with regard to Schedule 7 of the Planning and Development Regulations 2001 (as amended).

6.3 Selection Criteria for Screening Schedule 5 Development

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

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

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

6.3.1 Characteristics of Proposed Development

The characteristics of developments must be considered, with particular regard to:

- a) The size and design of the whole development;
- b) Cumulation with other existing development and/or approved development;
- c) The nature of any associated demolition works;
- d) The use of natural resources, in particular land, soil, water and biodiversity;
- e) The production of waste;
- f) Pollution and nuisances;
- g) The risk of major accidents and/or disasters relevant to the development concerned, including those caused by climate change, in accordance with scientific knowledge; and
- h) The risks to human health.

6.3.2 Location of Proposed Development

The environmental sensitivity of geographical areas likely to be affected by developments must be considered, with particular regard to:

- a) The existing and approved land use;
- b) The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
- c) The absorption capacity of the natural environment, paying particular attention to the following areas:
 - i. wetlands, riparian areas, river mouths;
 - ii. coastal zones and the marine environment;
 - iii. mountain and forest areas;
 - iv. nature reserves and parks;
 - v. areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
 - vi. areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the development, or in which it is considered that there is such a failure;
 - vii. densely populated areas; and
 - viii. landscapes and sites of historical, cultural or archaeological significance.

6.3.3 Types and Characteristics of Potential Impacts

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

- a) The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected);
- b) The nature of the impact;
- c) The transboundary nature of the impact;

- d) The intensity and complexity of the impact;
- e) The probability of the impact;
- f) The expected onset, duration, frequency and reversibility of the impact;
- g) The cumulation of the impact with the impact of other existing and/ or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/ or development the subject of any development consent for the purposes of the EIA Directive by or under any other enactment; and
- h) The possibility of effectively reducing the impact.

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

6.4 Schedule 7 Criteria Table

6.4.1 Characteristics of the Proposed Development

Table 6-3: Characteristics of the Proposed Development

Criteria	Proposed Development
(a) the size and design of the whole of the proposed development	
Will the size and design of the whole project be considered significant?	The area of Proposed Development is approximately 0.05ha and is not significant within the residential setting of the surrounding environs.
(b) cumulation with other existing development	<p>Will other existing project and/ or approved project be able to affect the project?</p> <p>A desktop search of proposed and existing planning applications was carried out on the 4 June 2025 (refer to Appendix C). The search used publicly available data from the MyPlan.ie's 'National Planning Application' database, An Bord Pleanála's (ABP) database, and CCC's Planning Portal. The scope of the search was based within a 1 kilometre (km) radius from the approximate centre point of the Proposed Development site and limited to committed developments which have been approved by CCC or ABP within the last five years or are currently pending determination of planning decision.</p> <p>The majority of developments identified are of small scale in nature (e.g., developments such as single residential properties and retention projects). Only reasonably foreseeable developments have been considered. The identified relevant planning applications mostly involve commercial and residential developments, and extensions to educational facilities, none of which are in close proximity to the site; the closest is located approximately 580m from the Proposed Development and involves the construction of a group of five houses.</p> <p>It is possible that the construction phases of these applications will overlap with that of the Proposed Development. In this case, there is potential for temporary cumulative environmental effects with these developments which are likely to be limited to impacts on local traffic given the distance between these developments and the Proposed Development.</p> <p>These applications have gone or are progressing through the planning process and will, like the Proposed Development, implement standard and best practice mitigation measures to manage potential environmental impacts during the construction phase. Providing compliance with standard best practice mitigation measures on all sites, it is anticipated that the likelihood and severity of any temporary cumulative effects will be appropriately mitigated. Taking this into consideration as well as the anticipated short duration of the construction phase of the Proposed Development, no significant cumulative environmental effects are likely to occur.</p> <p>During the Proposed Development operational phase, development applications identified in Appendix C will result in an increase in the number of residents and/ or employed staff in the area. The Proposed Development will support the provision of public transport services which will contribute towards the sustainable development of the area, with the potential to reduce localised impacts associated with traffic and noise and air emissions from private vehicles. Taking this into consideration as well as the lack of significant environmental effects during the operational phase of the Proposed Development, no significant cumulative effects are likely to occur.</p>

Criteria	Proposed Development
(c) the nature of any associated demolition works	<p>Will the construction of the project include any significant demolition works?</p> <p>The Proposed Development will require the breakout of existing hardstanding surfaces and kerbs to accommodate the proposed alterations. No significant demolition works, such as the demolition of buildings, are required.</p>
(d) the use of natural resources, in particular land, soil, water and biodiversity	<p>Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?</p> <p>Materials required for the Proposed Development will likely include precast kerbs, paving, stone, aggregate, asphalt, and paint. Exact quantities of materials required will be identified at the detailed design stage, however, these are unlikely to be significant given the scale and nature of the works.</p> <p>It has been assumed that all materials will be sourced locally to minimise transportation distances. Materials shall be reused where possible onsite in line with waste regulations.</p> <p>A water supply will be required during the construction phase. It has been assumed that if water mains are utilised, all relevant permissions will be sought prior to the works commencing, such as written agreement from Uisce Éireann and relevant stakeholders. At no point will water be abstracted from rivers or streams.</p> <p>The Proposed Development will require the loss of limited road verge to accommodate the works. However, it is anticipated that the three trees located within the site boundary will be retained. In the event that they become damaged and/or diseased as a result of construction works, these will be replaced during the operational phase. In addition, localised clearance of overhanging vegetation will be carried out for maintenance purposes during the operational phase.</p> <p>During the operational phase, the use of materials will be similar to that of the construction phase, but limited to maintenance works as necessary.</p> <p>Taking into consideration the size, scale, and type of Proposed Development, the use of natural resources is not considered to be significant.</p>
(e) the production of waste	<p>Will the project produce wastes during construction or operation or decommissioning?</p> <p>Construction waste will be kept to a minimum with contaminated waste (should it occur) and demolition waste being removed off site. Non-hazardous and hazardous waste generated during the construction phase will potentially comprise (but not be limited to) soil, concrete, asphalt, and associated sub-base, tar and tar products, metal, cardboard and plastic packaging, and paint.</p> <p>Prior to construction of the Proposed Development, the Contractor will prepare a RWMP which will include measures to segregate all construction waste into recyclable, biodegradable, and residual wastes, including any litter arising during the construction phase of the Proposed Development. Where waste is produced, it will be managed in accordance with relevant Irish waste management legislation and guidance and, in particular, any materials that cannot be reused (e.g., contaminated soils identified onsite) will only be transported by hauliers holding a valid collection permit to waste management sites which hold the necessary license, permit, certification, or exemption. Waste stored onsite will be located away from any sensitive receptors within appropriate waste receptacles.</p> <p>During the operational phase, waste generated will be similar to that of the construction phase, but limited to maintenance works as necessary.</p> <p>Taking into consideration the preparation and implementation of the RWMP by the Contractor, and given the scale and type of Proposed Development, it is unlikely that the Proposed Development will result in significant quantities of waste.</p>
(f) pollution and nuisances	<p>Will the project release any pollutants or any hazardous, toxic or noxious substances to air?</p> <p>During the construction phase of the Proposed Development, there is potential for increased dust and exhaust emissions to air as a result of construction machinery/activities. These will be temporary and likely minor given the scale of the works. In addition, these emissions will be managed through adherence to the Contractor's CEMP which will include measures to reduce air emissions; for example, plant and equipment will be maintained and turned off when not in use.</p> <p>During any maintenance works required during the operational phase, dust and exhaust emissions will be similar to those of the construction phase but limited to the duration of the maintenance works and appropriately mitigated such that effects will not be significant. In addition, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and air emissions.</p>

Criteria	Proposed Development
Will the project cause:	
Noise and vibration	<p>Construction activities will produce noise and vibration which may result in an adverse impact on nearby sensitive residential receptors. Construction activities will be short in duration and programmed to minimise potential noise impacts on nearby receptors. In addition, construction mitigation measures set out in the Contractor's CEMP will include noise and vibration limits as per best management practices.</p> <p>During any maintenance works required during the operational phase, noise and vibration emissions will be similar to those of the construction phase, but limited to the duration of the maintenance works and appropriately mitigated such that effects will not be significant. In addition, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and noise emissions.</p>
Release of light	<p>There is a lighting pole within the site boundary which will be relocated; however, no new lighting columns are proposed.</p>
Heat	The Proposed Development will not cause release of heat.
Energy	The Proposed Development will not cause release of energy.
Electromagnetic radiation	The Proposed Development will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?	<p>The Proposed Development site extends over the Ballinhassig ground waterbody (ID: IE_SW_G_002), described as described as a 'Karstic', and an area categorised as having 'High' vulnerability to groundwater contamination (EPA, 2025a). There are no surface waterbodies in proximity to the site (the closest being the Grange Hill River located approximately 650m south of the site).</p> <p>During the construction phase, potential pollution pathways and nuisances for consideration include, but are not limited to:</p> <ul style="list-style-type: none"> Leaks and spills of materials used which contain hydrocarbons; and Potential runoff of material. <p>As the road is currently in use, there is potential for existing surface contamination associated with vehicle use of roads (e.g., drips and spills of hydrocarbons) to extend to areas of the Proposed Development where breakout/excavation will be required. While there have been no reports of potential ground contamination at the site, any contaminated soils identified onsite will need to be managed in accordance with the RWMP.</p> <p>The Contractor's CEMP will include an emergency response procedure for any leaks and spills that may occur during the construction phase, as well as best practice measures to avoid or manage the risk of pollutants entering exposed soils or the existing drainage network. These will include but are not limited to guidelines such as:</p> <ul style="list-style-type: none"> Construction Industry Research and Information Association (CIRIA) (2001), '<i>Control of Water Pollution from Construction Sites. Guidance for Consultants and Contractors</i>' (C532); CIRIA (2006), '<i>Control of Water Pollution from Linear Construction Projects. Site Guide</i>' (C649); CIRIA (2006), '<i>Control of Water Pollution from Linear Construction Projects. Technical Guidance</i>' (C648D); and Transport Infrastructure Ireland (TII) (2015), '<i>Drainage Systems for National Roads</i>' (DN-DNG-03022). <p>However, the potential for accidents or incidents causing oil and chemical spillages is limited. No likely significant environmental effects are anticipated during the construction phase with the adoption of site-specific risk management and remediation measures, as detailed in the CEMP.</p> <p>The Proposed Development will be designed to ensure the collection and disposal of effluent and run-off which is appropriately isolated from unmade ground and porous surfaces so that the risk of a pollution incident is very low during the operational phase.</p> <p>Taking the above into consideration as well as the nature, location, and scale of the Proposed Development, as well as the characteristics of the surrounding environs, the risk of significant pollution incidents is considered to be low.</p>
(g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanoes, and tsunamis are unlikely to occur. While wildfires and landslides occur in some areas, they are not relevant to the Proposed Development site. Flooding, however, is experienced throughout Ireland on a regular basis.

Criteria	Proposed Development
	<p>A review of the Office of Public Works (OPW) Flood Maps shows that the Proposed Development site is not located within a Catchment Flood Risk Assessment Management (CFRAM) river or coastal flood extent, nor within National Indicative Fluvial Mapping (NIFM) flood extents. No records of past flood events have been identified on the site. Additionally, a review of Geological Survey Ireland's (GSI) Groundwater Flooding Data Viewer shows that the site is not located within areas prone to groundwater flooding. The closest such areas are NIFM river flood extents located approximately 750m south-east of the site, south of the N22 National Road. During the detailed design phase, drainage will be designed to current standards and will ensure sufficient drainage is provided taking into consideration CFRAM flood extents as well as rainfall intensities factored up by 20% to account for predicted increases due to climate change.</p> <p>Taking into consideration the distance from the site to these areas, the short duration of the construction phase, and the type of Proposed Development, the risk of major accidents or disasters associated with flood events is considered to be low. During the operation of the Proposed Development, CCC will be required to implement an emergency response and a contingency and maintenance plan for the Proposed Development.</p>
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	<p>There are no reports of landslide events occurring at the location of the Proposed Development. The location is not susceptible to earthquakes, subsidence, or landslides. There is no record of karst features, mineral localities, or active quarries in close proximity to the site (GSI, 2025b).</p> <p>According to CCC's '<i>Climate Change Risk Assessment – Part of the Cork City Climate Action Plan 2024–2029</i>' (2024), Cork City is susceptible to severe winds (e.g., Violent Storm Ellen in 2020), heatwaves (such as those experienced in 2018), and heavy snowfall (e.g., Storm Emma in 2018). Proposed Development construction will be undertaken in accordance with the Contractor's CEMP, which will include, for example, measures to monitor weather conditions and alerts, and stop work and secure the site in the event of unsafe working conditions linked to severe weather alerts. Similar safety measures will be implemented during the operational phase when maintenance works are carried out when necessary.</p> <p>Taking this into consideration, as well as the nature of the Proposed Development, the risk of major accidents or disasters associated with severe weather events is considered to be low.</p>
(h) the risks to human health (for example, due to water contamination or air pollution)	
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	<p>The Proposed Development is located within Ballincollig ED. According to the 2022 Census, approximately 87% of the population in this ED consider themselves to be of 'Very Good' or 'Good' health, while approximately 1.5% of the residents consider themselves to be in 'Bad' or 'Very Bad' health. Additionally, Cork City has an Air Quality Index for Health (AQIH) rating of '2-Good' and there were no exceedances in EU legal limit values for pollutants monitored under the CAFE Directive during 2023 (EPA, 2024 and 2025b).</p> <p>During the construction phase of the Proposed Development, there is potential for a temporary increase in noise levels associated with construction activities and machinery. However, the Contractor's CEMP will include measures to mitigate and reduce construction noise, such as requiring machinery to be turned off when not in use and adhering to site working hours as agreed with CCC. In addition, a CTMP will be prepared and agreed with CCC to minimise traffic disruptions. Therefore, no likely significant human health effects are anticipated with the adoption of site-specific risk management and remediation measures, as appropriate, during construction.</p> <p>Given the scale and type of Proposed Development, the anticipated short duration of the construction phase, and with the implementation of the Contractor's CEMP, no significant effects on construction workers, residents, or the environment are likely to result from the Proposed Development.</p> <p>During the operational phase, risks to human health will be similar to those of the construction phase, but limited to maintenance works as necessary. In addition, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise, and air emissions.</p>

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

encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic, noise, and air emissions.

6.4.2 Location of the Proposed Development

Table 6-4: Location of the Proposed Development

Criteria	Commentary
(a) the existing and approved land use	<p>Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?</p> <p>The Proposed Development is located within the administrative area of CCC and extends over hardstanding surfaces of the road network and grassland within the existing streetscape. According to CCC's 'Cork City Development Plan 2022-2028' (hereafter referred to as the 'CDP'), the Proposed Development site and its surrounding environs are zoned for 'Sustainable Residential Neighbourhoods', with the objective <i>"to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses"</i>.</p> <p>The Proposed Development will result in minor changes to the existing road network and will introduce minor structures such as a bus pole and a bus shelter (to be determined by the Applicant at a later stage). These changes will not result in a change of land use zoning. In addition, by improving public transport available in the area, the Proposed Development is in line with objectives associated with providing local services.</p> <p>There are no properties along the section of road where the Proposed Development is located, therefore access nuisances will not occur during the construction phase; however, there is potential for temporary increased or diverted traffic. Potential impacts will be managed through the Contractor's CEMP and CTMP. In the event that temporary road closures are required, the Contractor will obtain the necessary consent from the relevant authorities. In all cases, unless the road is closed by special order, free passage for all vehicular traffic and pedestrians along the roads will be maintained.</p> <p>No disruptions to utility services are envisioned; however, should suspensions be required, these would be carefully planned so their duration is minimised, and reasonable prior notice given to the local residents and stakeholders.</p>
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	<p>Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?</p> <p>The Proposed Development site is mostly within the existing road network and a limited area of grassland. The three trees within the site boundary will be retained; in the event that they become damaged and/or diseased as a result of construction works, these will be replaced during the operational phase. Only localised clearance of overhanging vegetation will be carried out for maintenance purposes during the operational phase.</p> <p>The Ballinhassig ground waterbody has a 'Good' Status and is 'Not at risk' of not meeting Water Framework Directive (WFD) objectives (EPA, 2025a). No water abstraction or major excavations are required for the completion of the works. Additionally, the risk of contamination of this waterbody will be avoided or minimised through adherence to best practice measures to be implemented by the Contractor's CEMP, including emergency response procedures for any leaks and spills.</p> <p>It is anticipated that required construction materials for the Proposed Development will be sourced locally during the construction phase. Importation of fill and materials will be sourced from local suppliers where practicable. Materials will comply with vetting requirements. Materials should be reused where possible in accordance with all relevant legislation and guidance. During the operational phase, the use of materials will be limited to maintenance works carried out when necessary.</p>
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	<p>(i) Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?</p> <p>There are no surface waterbodies (including wetlands) in proximity to the site; the closest is the Grange Hill River (ID: IE_SW_19C120740) located approximately 650m south of the site. It has a 'Moderate' Ecological Status or Potential and it is considered to be 'At Risk' of not meeting WFD objectives (EPA, 2025a).</p> <p>Taking into consideration the nature of the works proposed as well as the distance to the nearest surface waterbody, no significant effects on the absorption capacity of wetlands, riparian areas, and river mouths are likely to occur as a result of the Proposed Development.</p> <p>(ii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?</p> <p>The nearest coastal zone and marine environment is the Cork Harbour (ID: IE_SW_060_0000), located approximately 18km south-east of the site. The Cork Harbour has a 'Moderate' Ecological Status or Potential and a 'Failing to achieve good' value for Chemical Surface Water Status. It is considered 'At risk' of not meeting the WFD objectives (EPA, 2025a).</p> <p>Taking into consideration the location, scale, and type of Proposed Development, as well as the implementation of mitigation measures such as those to be outlined</p>

Criteria	Commentary
	within the Contractor's CEMP, the risk of a pollution event impacting the Cork Harbour via the Lee (Cork) Estuary Upper is considered to be low. Therefore, no significant effects on coastal zones and the marine environment are likely to occur.
(iii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?	<p>There are no forest areas in proximity to the site; the closest is a site recorded in the Ancient/Long-established Woodlands (i.e., Coolyduff) located approximately 890m north, within the Ballincollig Regional Park. In addition, the closest mountain is Mangerton, located approximately 61km west of the site.</p> <p>Taking into consideration the size and type of the Proposed Development, and the distance from the Proposed Development site to the closest mountain or Ancient/Long-established Woodlands, no significant effects on the absorption capacity of the natural environment related to mountain and forest areas are likely to occur.</p>
(iv) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to nature reserves and parks?	<p>There are no Nature Reserves or National Parks in the vicinity of the Proposed Development site; the closest of such designations is Clochar na gCon/Bealacooan Bog Nature Reserve, located approximately 24km north-east of the site (NPWS, 2025). The closest notable park is the Ballincollig Regional Park, located approximately 890m north of the site.</p> <p>Taking into consideration its distance to the Proposed Development site as well as the size and type of Proposed Development, no significant effects on the absorption capacity of nature reserves and parks are likely to occur.</p>
(v) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive?	<p>There are no Natural Heritage Areas (NHA), Special Protection Areas (SPA), or Special Areas of Conversation (SACs) in close proximity to the Proposed Development site; the closest of each of these designations are the Lee Valley proposed NHA (pNHA) (ID: 000094) approximately 930m north of the site; the Great Island Channel SAC (ID: 001058) approximately 19km east of the site; and the Cork Harbour SPA (ID: 004030) approximately 12km east of the site. The Cork Harbour is also designated as a Ramsar site.</p> <p>An Appropriate Assessment (AA) Screening was prepared for the Proposed Development in February 2025. The report concludes that:</p>
	<p><i>"The need for the next stage of AA can only be excluded, on the basis of objective scientific information, and in light of the conservation objectives of relevant European sites, that the Development, either individually or in-combination with other plans or projects, could not have likely significant effects on any European site.</i></p> <p><i>Following the assessment of the impacts and subsequent likelihood for significant effects of the Development on Cork Harbour SPA, no impacts or pathways for impacts were identified between the Site and any European site, and therefore there is no likelihood of effects, significant or otherwise, either alone or in-combination with other plans or projects."</i></p>
	<p>Construction will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP, which will include, for example, emergency response procedures for any leaks and spills, to avoid or reduce the risk of pollution events that could impact these areas. Taking this into consideration, as well as the conclusion of the AA Screening as stated above, and the type, location, and scale of the Proposed Development, no significant effects on the absorption capacity of areas classified or protected under the legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive, are likely to occur.</p>
(vi) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure?	<p>Greenfields is identified as a road susceptible to elevated noise levels ranging between 55 to 70 decibels (dB), which is also influenced by road noise from the N22 National Road located in proximity to the south of the site where noise levels are higher than 75dB (EPA, 2025). As previously stated (refer to Table 6-3 Criteria (h)), taking into consideration the implementation of the Contractor's CEMP and the nature and duration of the works, no significant noise effects are likely to occur as a result of the construction phase of the Proposed Development. Similar noise mitigation measures will also be implemented for maintenance works during the operational phase.</p>
(vii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	<p>Although the Proposed Development is located in proximity to the boundaries of Cork City, it is within a densely populated residential area; according to the 2022 Census, the Ballincollig ED has a population of 19,069 persons.</p> <p>However, with the exception of residential properties, there are no other sensitive receptors in close proximity to the site such as schools and other education facilities, health centres, hospitals, nursing homes, community services, or places of worship; the closest of such sensitive receptors is a school (i.e., Cumann Rugbaí Bhaile an Chollaigh) located approximately 540m to the north-west.</p>

Criteria	Commentary
	<p>During the construction phase, there is potential for noise and dust emissions as well as temporary traffic diversions on roads and footpaths. Construction will be undertaken in accordance with the commitments to be set out in the Contractor's CEMP and CTMP such that no significant construction effects on construction workers, residents, and the environment are likely to arise. Given the size and type of the Proposed Development, the short duration of the construction phase, and with the implementation of a CEMP, CTMP, and best practice measures on site, no significant effects are likely to occur.</p> <p>During the operational phase, the Proposed Development will not alter the distribution of the population within the site or surrounding environs. In addition, as the Proposed Development aims to encourage a modal shift from private vehicles to public transport, there is potential for localised positive effects from reduced traffic and, consequently, reduced noise and air emissions.</p>
(viii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or archaeological significance?	<p>Landscape</p> <p>According to the CDP, the Proposed Development is not located within an area of High Landscape Value (HLV) or in proximity to a scenic route; the closest is located approximately 1.5km to the north-west and corresponds to roads between Classis, Curraghbeg, and Coachford.</p> <p>Impacts associated with construction works, such as the presence of construction vehicles, will be temporary. During the operational phase, the Proposed Development will result in minor and permanent landscape changes from the introduction of proposed structures and limited loss of road verge. Therefore, no significant landscape and visual effects are likely to occur as a result of the construction or operation of the Proposed Development.</p>
	<p>Cultural Heritage</p> <p>According to the Heritage Maps, there are five cultural heritage assets within 500m of the Proposed Development site, all of which correspond to discoveries listed in the Sites and Monuments Records (SMR) made during excavations works carried out in 2001 in relation to the construction of the N22 National Road. The closest of these assets is identified approximately 270m south-west and corresponds to a hearth (ID: CO073-128). There are no other cultural heritage designations within 500m of the site identified under the SMR, the Record of Protected Structures (RPS), the National Inventory of Architectural Heritage (NIAH), or Architectural Conservation Areas (ACA).</p> <p>Taking the above into consideration, no likely significant effects on cultural heritage assets are anticipated to occur as a result of the construction or operation of the Proposed Development are likely to occur.</p>

Table 6-4 illustrates that, given the location of the Proposed Development, it does not constitute EIA development. The Proposed Development will be located within existing road network, whilst the proposed works will be in keeping with the approved land uses for the area. Given the existing use of the land in the immediate area surrounding the Proposed Development site, there are limited natural resources in terms of soil, land, and water that could be affected by the Proposed Development during the construction and operational phase. With suitable control measures in place (as relevant during construction or operation), significant environmental effects are not likely to occur.

6.4.3 Types and Characteristics of Potential Impacts

Table 6-5: Types and Characteristics of Potential Impacts

Criteria	Commentary
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	<p>The spatial extent of the Proposed Development is approximately 0.05ha. Direct impacts associated with the construction phase are likely to extend to the Proposed Development site and surrounding environs in close proximity, and will be mostly associated with impacts on pedestrians and vehicular movements within the local area, and potential nuisances linked to construction noise and air emissions impacting nearby residential receptors.</p> <p>Due to the nature of the proposed works and with the implementation of the Contractor's CEMP, RWMP, and CTMP to be approved by CCC, no significant impacts on the local population are likely to occur as a result of the Proposed Development.</p>

Criteria	Commentary
(b) the nature of the impact	
Outline the nature of the impact	<p>During the construction phase of the Proposed Development, there is potential for negative impacts associated with construction activities, such as:</p> <ul style="list-style-type: none"> • Disruption and/or disturbance to the local community, pedestrians, cyclists, and road users associated with restricted movement resulting from diversions and/or stop-go systems; • Noise and vibration emissions associated with construction activities; • Dust and air quality impacts resulting from construction activities and construction vehicles; • Minor loss of road verge and damage of trees located in proximity to the works; • Landscape and visual impacts from the presence of construction works; • Disruption or damage to utility services and • Leaching and/or runoff of pollutants during the construction phase. <p>However, with the implementation of the control measures included in the Contractor's CEMP, RWMP, and CTMP, it is unlikely that impacts will give rise to significant environmental effects. No cultural heritage assets, designated sites, watercourses, protected views and prospects, or protected trees are located within the Proposed Development site.</p> <p>The Proposed Development will be designed to reduce operational impacts by incorporating control measures. In addition, the Proposed Development has the potential to result in positive impacts by improving public transport services, which aims to encourage a modal shift from private vehicles to public transport.</p>
(c) the transboundary nature of the impact	
Is the project likely to lead to transboundary effects?	Given the location of the site and the nature of the works, there are no likely transboundary impacts during Proposed Development construction and operation.
(d) the intensity and complexity of the impact	
Outline the intensity and complexity of the impact	<p>The impacts identified are unlikely to cause significant changes in environmental conditions within the site and the surrounding area. No significant effects associated with the construction or operational phases of the Proposed Development are likely to occur.</p>
(e) the probability of the impact	
Outline the probability of the impact	<p>Taking into consideration the type, location, and scale of the Proposed Development, the characteristics of the surrounding environs, and the implementation of appropriate mitigation measures included in the Contractor's CEMP and CTMP, adherence to appropriate national guidelines and codes of practice, as well as appropriate Proposed Development design, no significant environmental effects on the receiving environment resulting from the Proposed Development are likely to occur during its construction and operation.</p> <p>The Proposed Development has the potential to result in positive effects by encouraging a modal shift to public transport and, consequently, reducing traffic, noise levels, and air emissions associated with the use of private vehicles.</p>
(f) the expected onset, duration, frequency and reversibility of the impact	
Outline the expected onset, duration, frequency and reversibility of the impact	<p>The majority of potential impacts identified will be temporary and mostly limited to the construction phase of the Proposed Development. Potential impacts associated with operational phase maintenance works will also be temporary while the frequency will vary depending on the activities being carried out; however, they are unlikely to result in significant effects.</p> <p>In addition, the Proposed Development aims to encourage a long-term modal shift from private vehicles to public transport during the operational phase and, as a result, localised benefits associated with reduced traffic and noise and air emissions.</p>
(g) the cumulation of the impact with the impact of other existing and/or development	
Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	<p>There is potential for temporary cumulative effects with some developments listed in Appendix C of this report, which mostly relate to traffic impacts in the area. Taking into consideration the type and size of the Proposed Development, the short duration of the construction phase, and assuming that all construction projects will be carried out in line with inherent environmental controls, regulatory controls, and best practice measures, no significant cumulative environmental effects are likely to occur.</p> <p>During the operational phase, taking into consideration the nature of the Proposed Development and that operational phase works will be limited to maintenance activities only, no significant cumulative environmental effects are likely to occur.</p>

Criteria	Commentary
(h) the possibility of effectively reducing the impact.	<p>What measures can be adopted to avoid, reduce, repair or compensate the impact?</p> <p>The Proposed Development is unlikely to result in any significant environmental effects. Where effects are likely to occur, they will be temporary, mostly limited to the construction phase, and localised to the Proposed Development site and the immediate local environs. During construction, the impact of the proposed works will be reduced through the implementation of the Contractor's CEMP, RWMP, and CTMP. In the event that trees located in proximity to the works become damaged and/or diseased as a result of construction works, these will be replaced during the operational phase.</p> <p>During the operational phase, potential environmental impacts will be reduced by the inclusion of appropriate design measures and operational control plans, whilst the Proposed Development aims to encourage a long-term modal shift from private vehicles to public transport and, as a result, localised benefits associated with reduced traffic and noise and air emissions.</p>

Table 6-4 illustrates that, based on an assessment of the types and characteristics of the potential impacts likely to arise due to the Proposed Development, it will not constitute EIA development. With the implementation of the control measures included in the Contractor's CEMP, RWMP, and CTMP, as well as appropriate Proposed Development design, significant environmental effects on the receiving environment resulting from the Proposed Development are unlikely to occur during its construction and operation. Should any construction impacts arise, they will be temporary and restricted to the Proposed Development site and a limited area in proximity to the site. During operation, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and noise and air emissions.

7 Conclusion

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

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

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

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

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