

Ballycurreen Industrial Estate (Eastbound & Westbound)

Environmental Impact Assessment Screening Report

National Transport Authority

Project number: 60729129
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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 National Transport Authority (hereafter referred to as the 'Applicant' or 'NTA') for the provision of two bus stops (eastbound and westbound) and all other associated ancillary site works (hereafter referred to as the 'Proposed Development') located along the R851 Regional Road, within the Electoral Division (ED) of Lehenagh 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 development 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 impacts 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 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 the R851 Regional Road, within the Lehenagh ED in Cork City (approximately 450m east of the N27 National Road). The R851 Regional Road changes name along its length and is known as Ballycurren Road at the Proposed Development site location. The site is comprised of hardstanding areas and road verge within the existing road network, and extends over an area of 389m² (approximately 0.04 hectares (ha)). The location and context of the surrounding environs of the Proposed Development site are illustrated in Figure 4-1.

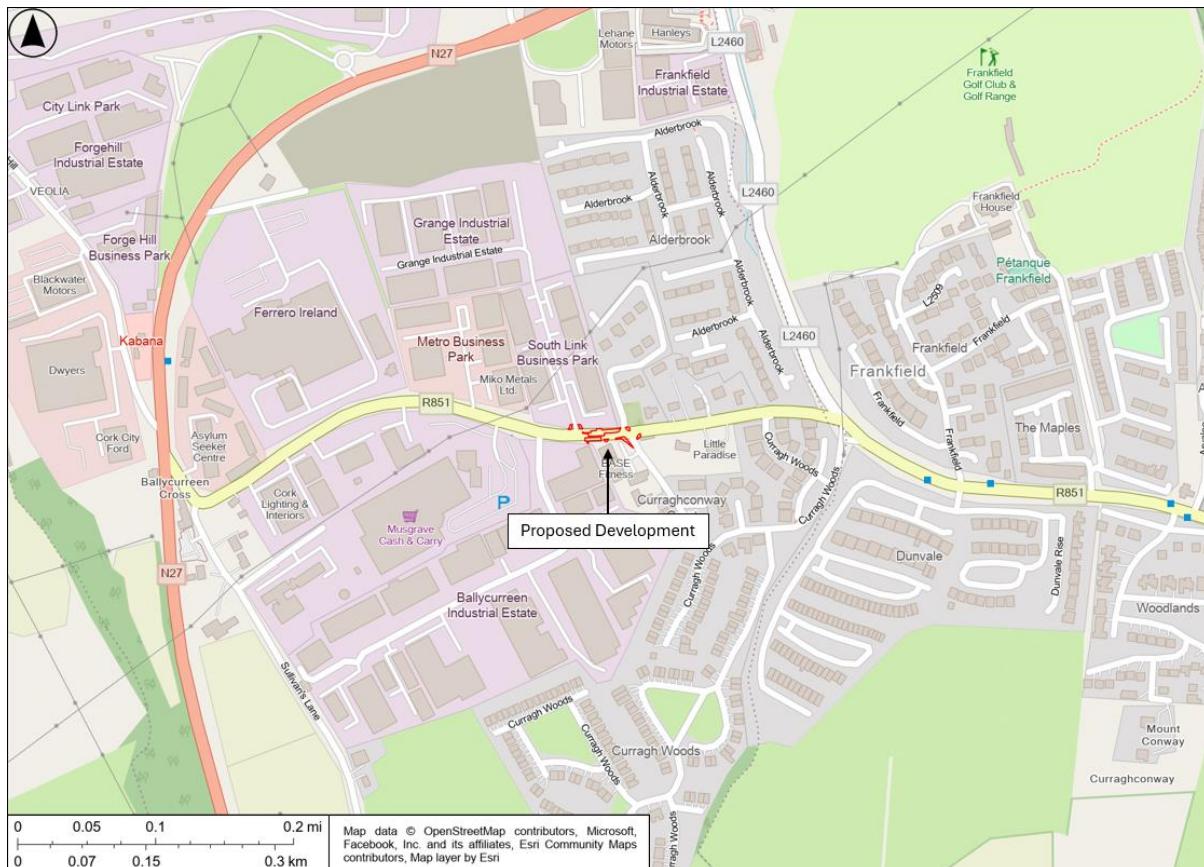


Figure 4-1: Proposed Development Site Location

4.2 Site Description and Surroundings

The Proposed Development site comprises hardstanding surfaces and approximately 9.6m² of grassland within the existing road network and verge. Lands east of the site comprise residential areas while lands west of the site are characterised by light industrial and commercial properties within a number of industrial estates and business parks, including the Ballycurren Industrial Estate to the south and the Grange Industrial Estate, the Metro Business Park, and the South Link Business Park to the north. The wider surrounding environs comprise a mix of uses, including residential, commercial, and employment areas; recreational uses (e.g. the Frankfield Golf Club located approximately 250m to the northeast); community services (e.g., an Asylum Seeker Centre approximately 340m to the west); and the City Hinterland to the south characterised by agricultural areas.

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 0.04ha (refer to Figure 5-1) and includes the following works:

- Removal of existing bus stop pole, signs, road markings buff blister paving, and kerb;
- Regrading of existing footway and construction of new footway. Proposed footway extension on the western side of the Curraghconway Court junction;
- Installation of new bus poles with flag. At the eastbound bus stop, the pole will be removed for the installation of a bus shelter (to be determined by the Applicant at a later stage);
- Proposed buildout to be installed into the carriageway from the northern footway;
- 160 millimetres (mm) accessible kerbing to be provided along the length of the eastbound bus boarding area;
- 2.4m wide uncontrolled crossing with tactile paving at either side road surrounding the two bus stops;
- 2.0m wide uncontrolled crossing with tactile paving to connect the two proposed stops across Airport Road;
- Renewal/replacement of other road drainage, signage, and markings as might be necessary; and
- All other associated ancillary site works.

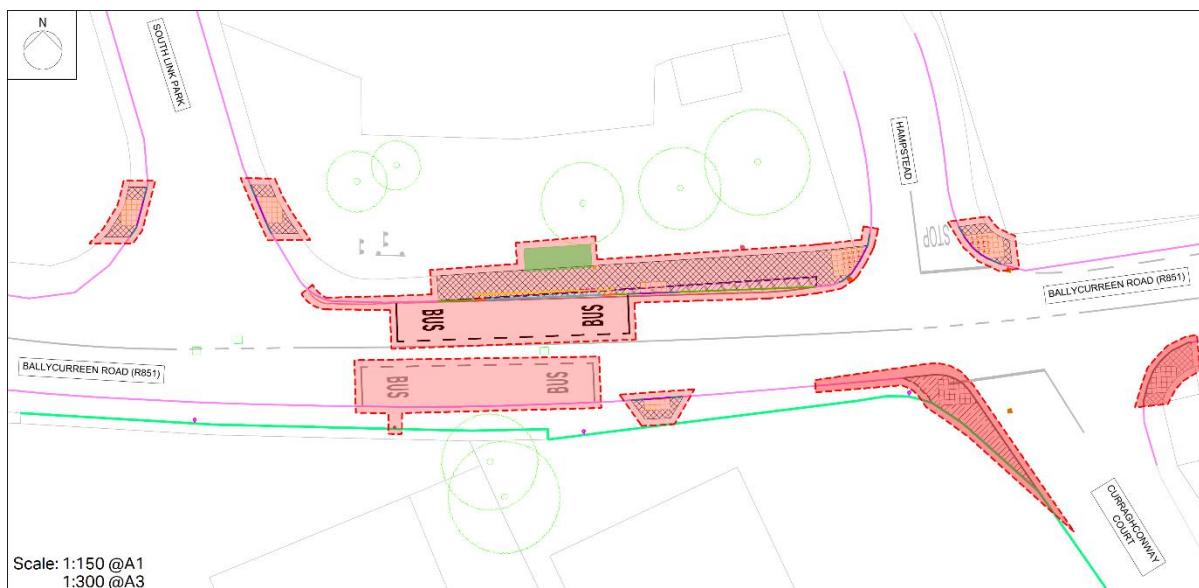


Figure 5-1: Proposed Development Layout

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. No changes to the existing drainage network are anticipated; however, full details will be confirmed at the detailed design phase.

5.3 Utilities

There is a lighting pole within the site boundary which will be retained.

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?
<p>S. 50.- (1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:</p>		
(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
<p>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:</p>		
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 0.04ha.	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 389m ² (approximately 0.04ha) and is not significant within the residential and industrial setting of the surrounding environs.
(b) cumulation with other existing development	Will other existing project and/ or approved project be able to affect the project? A desktop search of proposed and existing planning applications was carried out on 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. The majority of developments identified are of small scale in nature (e.g., developments such as single residential properties and retention projects) or are considered to be a sufficient distance from the Proposed Development site so as not to warrant further consideration. Only reasonably foreseeable developments have been considered. The identified relevant planning applications largely involve light industrial, commercial, and housing developments as well as installation of solar panels. The majority of the developments are not in close proximity to the site; there are only seven developments within 200m of the site, most of which involve the installation of solar panels and have already been completed. Developments relevant for this section include, for example: <ul style="list-style-type: none"> • CCC Ref. no. 2443306: located approximately 85m southwest of the site, this application was granted permission in February 2023 for the installation of approximately 812 no. solar panels on the roof of a number of buildings. Satellite images show the installation of the panels has not been completed. • ABP Ref. no. 314025 (CCC Ref. no. 2140353): located approximately 340m north of the site, this application was granted permission in June 2022 for works involving the demolition and removal of existing structures and the construction

Criteria	Proposed Development
	<p>of a mixed-use residential and commercial development in 13 no. blocks comprising 134 no. residential units and a swimming pool, gym, bar, cafe, restaurant, and function room. An appeal was lodged in July of 2022, but later withdrawn in July 2023. Satellite images show no construction works have started at this site.</p> <ul style="list-style-type: none"> CCC Ref. no. 2443306: located approximately 660m north of the site, this application seeks the demolition of an existing storage building and the construction of a number of structures, including but not limited to a 4-storey energy building, a single-storey utilities building, a 3-storey aeration building, and all associated site works. At the time of writing this report, this application is pending determination of planning decision. <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 as associated with these developments; these are likely to be limited to potential impacts on local traffic given the distance between these developments and the Proposed Development site. Significant cumulative impacts between the Proposed Development and Ref. no. 2443306 are unlikely to occur given the nature of the works involved at each site and the short duration of the construction phase of 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 (less than two months), 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 which will contribute towards the sustainable development of the area, with the potential to reduce localised impacts associated with traffic, noise, and air emissions from private vehicles. Taking this into consideration as well as the lack of significant environmental effects during Proposed Development operation, no significant cumulative effects are anticipated to occur.</p>
(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 (approximately 9.6m² of grassland) to accommodate a bus shelter at the eastbound bus stop (to be determined by the Applicant at a later stage). 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</p>

Criteria	Proposed Development
	<p>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	
Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	<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 in nature, reversible upon completion of the works and likely to be 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 may be similar to that during the construction phase, but be 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>
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 receptors, such as residential receptors and employment areas adjacent to the site. 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 may be similar to that during the construction phase, but be 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>The Proposed Development will not cause release of light.</p>
Heat	<p>The Proposed Development will not cause release of heat.</p>
Energy	<p>The Proposed Development will not cause release of energy.</p>
Electromagnetic radiation	<p>The Proposed Development will not cause release of electromagnetic radiation.</p>
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 East (ID: IE_SW_G_004) ground waterbody, described as described as 'Poorly productive bedrock', and an area categorised as having 'High' (on the eastern section) to 'Extreme' (on the western section) vulnerability to groundwater contamination (EPA, 2024a). In addition, there is one surface waterbody (i.e., Industrial Estate Togher river waterbody, Segment code: 19_1769) located approximately 220m east of the site. Elevation decreases from the Proposed Development site towards the location of this river waterbody, the conditions of which are unknown; satellite images suggest it is culverted as it is identified as flowing parallel to an existing road (i.e., the L2460 Local Road).</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>

Criteria	Proposed Development
	<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. 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, 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?	<p>Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanoes, and severe weather events are rarely experienced. Flooding, however, is experienced throughout Ireland on a regular basis.</p>
	<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 located approximately 660m to the north and correspond to past floodings events recorded therein.</p> <p>Taking into consideration the distance from the site to these areas, the short duration of the construction phase (less than 2 months), and the type of Proposed Development, the risk of major accidents or disasters associated with flood events is considered to be low.</p> <p>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>In Ireland, earthquakes are rare and of low magnitude. There are no reports of landslide events occurring at the location of the Proposed Development. The location is not susceptible to earthquakes, subsidence, or landslides. There is no record of karst features, mineral localities, or active quarries in the surrounding area (GSI, 2024b).</p>
	<p>According to CCC's '<i>Climate Change Risk Assessment – Part of the Cork City Climate Action Plan 2024–2029</i>' (2024b), 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 Lehenagh ED. According to the 2022 Census, approximately 86% of the population in this ED consider themselves to be of 'Very Good' or 'Good' health, while approximately 1% of the residents consider themselves to be in 'Bad' or 'Very Bad' health. Additionally, 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, 2024b and 2024c).</p>
	<p>The R851 Regional Road is identified as a road with elevated noise levels ranging between 55 to 69 decibels (dB) (EPA, 2024). 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>

Criteria	Proposed Development
	<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 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.</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 mostly comprised of hardstanding surfaces within the existing road network, in addition to a limited grassland area (approximately 9.6m² of grassland). According to CCC's "Cork City Development Plan 2022-2028" (hereafter referred to as the 'CDP'), the Proposed Development site extends over lands zoned for 'Light Industry and Related Uses' (to the west) and 'Sustainable Residential Neighbourhoods' (to the east). The land zoning objective of the latter is "<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 two bus poles and a bus shelter at the eastbound bus stop (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 is potential for increased or diverted traffic during the construction phase, which will be temporary and reversible upon the completion of the works. Access to nearby properties (residential or otherwise) will be maintained throughout the construction phase, whilst 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, together with vehicular and pedestrian access to all properties fronting such roads.</p> <p>No disruptions to utility services are envisioned; however, should suspensions be required, these will 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 road verge (approximately 9.6m² of grassland). Only localised clearance of overhanging vegetation will be carried out for maintenance purposes during the operational phase.</p> <p>The Ballinhassig East ground waterbody has a 'Good' Status and is 'Not at risk' of not meeting Water Framework Directive (WFD) objectives. 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>

Criteria	Commentary
	<p>It is anticipated that required construction material 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:	
(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>The closest surface waterbody identified in the EPA Maps is the Industrial Estate Togher river waterbody located approximately 220m east of the site. This waterbody has a 'Good' Ecological Status or Potential and its WFD Risk status is under review. The closest sites identified in the Wetland Surveys Ireland Online Mapper are two artificial ponds located approximately 1.3km northeast of the Proposed Development, one within Tramore Valley Park (i.e., Ballyphebane Pond and Wetland, ID: WMI_CO314) and the other adjacent to the N40 National Road (i.e., the Inchisarsfield Pond and Wetland, ID: WMI_CO315).</p>
	<p>The proposed works will be limited to the existing road network and involve no major excavations or installations. In addition, the Contractor's CEMP will include measures, such as emergency response procedures for any leaks and spills, to avoid or reduce the risk of pollution events that could impact these waterbodies. Taking this into consideration as well as the location, scale, and type of Proposed Development, the risk of a pollution event is considered low.</p>
	<p>During the operational phase, the potential for impact on inland surface waterbodies will be similar to that of the construction phase, but limited to maintenance works as necessary.</p>
	<p>Taking the above into consideration, no likely significant effects are anticipated on the absorption capacity of the natural environment related to wetlands, riparian areas, and river mouths as a result of the Proposed Development.</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>The nearest coastal zone and marine environment is the Cork Harbour (ID: IE_SW_060_0000), approximately 8.4km to the southeast.</p>
	<p>Taking into consideration its distance from the Proposed Development site, the scale and type of Proposed Development, and the implementation of mitigation measures such as those outlined within the Contractor's CEMP, the risk of a pollution event impacting the Cork Harbour is considered low.</p>
	<p>During the operational phase, the potential for impact on coastal waterbodies will be similar to that of the construction phase, but limited to maintenance works as necessary.</p>
	<p>Taking into consideration the location, scale, and type of Proposed Development, no likely significant effects are anticipated on the absorption capacity of the natural environment related to coastal zones and marine environments as a result of the Proposed Development.</p>
(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>Doman's Wood, a linear wooded area within residential areas and the southern Cork City hinterlands, is located approximately 1.9km east of the Proposed Development site. However, this area is not classified as Ancient/Long-established Woodlands; the closest of such records is the Coolymurraghue, located approximately 7.6km to the northwest. Other vegetated areas in proximity to the site include a narrow linear wooded area west of the N27 National Road located approximately 540m west of the site, and pockets of forests and ecological corridors north and south of the N40 National Road approximately 780m to the northeast. In addition, the closest mountain is Knockmealdown, located approximately 55km to the northeast 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 likely significant effects are anticipated on the absorption capacity of the natural environment related to mountain and forest areas.</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 the Gearagh Nature Reserve located approximately 36km to the west. The closest notable park is the Tramore Valley Park approximately 1km to the northeast 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, there is no potential for impacts on the absorption capacity of the natural environment relating to nature reserves and parks.</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	<p>There are no Natural Heritage Areas (NHA), Special Protection Areas (SPA), or Special Areas of Conversation (SACs) in the vicinity of the Proposed Development site; the closest of each of these designations are Cork Lough proposed Natural Heritage Area (pNHA) (ID: 001081) approximately 2.2km to the northwest, the Cork Harbour SPA (ID: 004030) approximately 2.8km to the east, and the Great Island</p>

Criteria	Commentary
designated pursuant to the Habitats Directive and the Birds Directive?	<p>Channel SAC (ID: 001058) approximately 9.4km to the east. The Cork Harbour is also designated as a Ramsar site.</p> <p>An Appropriate Assessment (AA) Screening was prepared for the Proposed Development in April 2024. The report concludes that:</p> <p><i>"In view of best available scientific knowledge and on the basis of objective information, likely significant effects from the Development on European sites, either alone or in-combination with other plans or projects, can be excluded.</i></p> <p><i>Based on the information provided in this Report, it is AECOM's opinion that there is no requirement to proceed to the next stage of AA or for a Natura Impact Statement (NIS) to be prepared."</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 and size of Proposed Development, no significant impacts on the absorption capacity of the natural environment relating to 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>The R851 Regional Road is identified as a road with elevated noise levels ranging between 55 to 69dB (EPA, 2024). As previously stated, taking into consideration the implementation of the Contractor's CEMP and the nature and duration of the works, no likely significant noise effects are anticipated. Similar noise mitigation measures will also be implemented for maintenance works during the operational phase.</p> <p>The Ballinhassig East ground waterbody is 'Not at Risk' of not meeting WFD objectives, while the Industrial Estate Togher river waterbody is under review. Taking into consideration that no water abstraction or major excavations are required for the completion of the works, and with the implementation of the Contractor's CEMP, no significant effects on this receptor are likely to occur. During the operational phase, the potential for impacts on ground waterbodies will be similar to that of the construction phase, but limited to maintenance works.</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>The Proposed Development is located between residential and light industrial areas, and in proximity to the southern Cork City hinterlands. According to the 2022 Census, the Lehenagh ED has a population of 7,687 persons. There are no schools and other education facilities, health centres, hospitals, nursing homes, community services, or places of worship in close proximity to the site; the closest of such sensitive receptors is the Asylum Seeker Centre approximately 340m to the west.</p> <p>During the construction phase, there is potential for noise and dust nuisances 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 will 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 likely significant effects are anticipated.</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 levels.</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 CCoC's "Cork County Development Plan 2022-2028" (2022), which includes landscape designations extending into the boundaries of Cork City, the Proposed Development site is located within a High Value Landscape (HVL). However, the site is located within the existing road network and in a residential and light industrial context, and does not constitute a large-scale development that "should generally be supported by a visual impact assessment" (CCoC, 2022). In addition, there are no scenic routes within or in proximity to the Proposed Development site.</p>
	<p>Impacts associated with construction works, such as the presence of construction vehicles, will be temporary and reversible upon the completion of the works. 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 effects on the landscape as a result of the construction or operation of the Proposed Development are likely to occur.</p>
Cultural Heritage	

Criteria	Commentary
	<p>According to the Heritage Maps, there is a single cultural heritage asset within 500m of the Proposed Development site which corresponds to a fulacht fia (ID: CO086-107---) and associated zone of notification identified under the Sites and Monuments Records (SMR). This record is approximately 400m to the south of the site and is not within view of the Proposed Development due to intervening elements in the surrounding environs (i.e., built structures and vegetation). There are no other cultural heritage assets 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). Therefore, no likely significant effects on these 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, 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)	<p>Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)</p> <p>The spatial extent of the Proposed Development is approximately 0.04ha. Direct impacts associated with the construction phase are likely to extend to the Proposed Development site and surrounding environs, mostly associated with impacts on pedestrians and vehicular movements within the local area, and potential nuisance linked to construction noise impacting nearby residential receptors and employed staff in properties adjacent or in close proximity to the Proposed Development site. Due to the nature of the proposed works and with the implementation of the Contractor's CEMP, RWMP, and CTMP to be approved by CCC, it is unlikely that the local population will be significantly affected by the Proposed Development.</p>
(b) the nature of the impact	<p>Outline the nature of the impact</p> <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 associated with construction activities; • Minor loss of road verge; • Dust and air quality impacts resulting from construction activities and construction vehicles; 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. During the operational phase, the Proposed Development has the potential to result in positive impacts by improving the available public transport network, which aims to encourage a modal shift from private vehicles to public transport.</p>
(c) the transboundary nature of the impact	<p>Is the project likely to lead to transboundary effects?</p> <p>Given the location of the site and the nature of the works, there are no likely transboundary impacts during Proposed Development construction and operation.</p>
(d) the intensity and complexity of the impact	<p>Outline the intensity and complexity of the impact</p> <p>The impacts identified are unlikely to cause significant changes in environmental conditions within the site and the surrounding area. No significant effects associated</p>

Criteria	Commentary
	with the construction or operational phases of the Proposed Development are likely to occur.
(e) the probability of the impact	
Outline the probability of the impact	<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, significant environmental effects on the receiving environment resulting from the Proposed Development are unlikely 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 occur during the construction phase of the Proposed Development. Therefore, it is anticipated that any potential impacts will be temporary and reversible upon completion of the works. 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 not anticipated to result in likely 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 reducing traffic, 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 associated with some developments listed in Appendix C of this report (e.g., CCC Ref. no. 2443306 and ABP Ref. no. 314025/CCC Ref. no. 2140353), which mostly relate to traffic delays and/or nuisances as well as noise emissions. Taking into consideration the type and size of the Proposed Development, the short duration of the construction phase (less than two months), 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 anticipated 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 anticipated to occur.</p>
(h) the possibility of effectively reducing the impact.	
What measures can be adopted to avoid, reduce, repair or compensate the impact?	<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.</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 reducing traffic, 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, 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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Appendix A Screening Checklist

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

Questions to be Considered	Yes/No? - Briefly Describe	Is it Likely to Result in a Significant Effect?
Yes/No? - Why		
8 Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes - mostly during the construction phase.	No - the Contractor's CEMP and CTMP will include measures to avoid or reduce the risk of accidents during the construction phase.
9 Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes - the Proposed Development aims to promote the use of public transport by improving the available services in the area.	No - the Proposed Development will not result in significant social changes.
10 Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes - there is potential for temporary cumulative effects with applications identified in Appendix C of this report, mostly associated with traffic delays	No - cumulative impacts with other developments will be managed and minimised through the implementation of individual CEMPs and appropriate control measures.
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 - the Proposed Development is located within an HVL.	No - changes introduced into the landscape by the Proposed Development are unlikely to result in significant effects given the size and type of Proposed Development.
12 Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	No - the Proposed Development is not located in proximity to such receptors; the closest is the Industrial Estate Togher river waterbody located approximately 220m east of the site. Based on satellite images, this segment of the river waterbody appears to be culverted.	No - taking into consideration the distance from such receptors to the site, the type and scale of Proposed Development, and the implementation of appropriate mitigation measures included in the Contractor's CEMP (including emergency response procedures for any leaks and spills), no likely significant effects on these receptors are anticipated.
13 Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	No - the closest area classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive, is the Cork Lough pNHA, located approximately 2.2km northwest of the site.	No - refer to Answer 12.
14 Are there any inland, coastal, marine, or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	No - the closest of such areas is the Cork Harbour, located approximately 8.4km to the southeast of the site.	No - refer to Answer 12.
15 Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	Yes - the Proposed Development is within an HVL.	No - refer to Answer 11.
16 Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes - the Proposed Development is located along the R851 Regional Road and used to access a number of employment premises as well as residential properties located adjacent and in proximity to the site. The R851 Regional Road provides an alternative road to the N40 National Road (to the north) connecting areas between the N27 National Road (to the west) and the N28 National Road (to the east).	No - A CTMP will be prepared to manage traffic along the R851 Regional Road and minimise potential traffic impacts which will be limited to the construction phase. 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 will arise. In addition, the L2460 Local Road provides an alternative route to access lands south of the N40 National Road.

Questions to be Considered	Yes/No? - Briefly Describe	Is it Likely to Result in a Significant Effect?
Yes/No? - Why		
17 Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	No - based on currently available information, congestion is not known to occur at this location. However, elevated noise levels along roads within and in proximity to the Proposed Development site indicate potential high traffic flows.	No - due to the type of Proposed Development, the anticipated short duration of the construction phase, and the implementation of the CTMP. During the operational phase, the Proposed Development has the potential to reduce local traffic by encouraging a modal shift from private vehicles to public transport.
18 Is the Project in a location in which it is likely to be highly visible to many people?	Yes - the site is located within the R851 Regional Road and adjacent to residential, employment, and light industrial areas. Construction activities will be visible by road users, local residents, and employed staff.	No - potential impacts will be limited to the construction phase which is anticipated to be short in duration given the nature of the works proposed. Impacts during the operational phase will be similar to the construction phase, but shorter in duration and limited to maintenance works.
19 Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	No - there are no cultural heritage assets in proximity or within view of the Proposed Development; the closest is located approximately 400m south of the site.	N/A
20 Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	No - the Proposed Development is located within existing hardstanding surfaces and a limited area of road verge (approximately 9.6m ² of grassland).	N/A
21 Are there existing land uses within or around the location, e.g., homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Yes - the site is located adjacent to residential, employment, and light industrial areas.	No - the Proposed Development will not result in land use changes, whilst access to all properties will be maintained throughout the construction phase and operational phase (including during maintenance works).
22 Are there any plans for future land uses within or around the location that could be affected by the Project?	No - the Proposed Development is located within existing hardstanding surfaces and does not require a change in land use zoning, nor will it affect future land uses or access to surrounding lands.	N/A
23 Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	Yes - the Proposed Development is adjacent to residential, employment, and light industrial areas	No - refer to Answer 16 and 21.
24 Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	No - the closest of such sensitive receptors is the Asylum Seeker Centre located approximately 340m west of the site.	N/A
25 Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	Yes - the site extends over the Ballinhassig East ground waterbody. The closest surface waterbody is the Industrial Estate Togher river waterbody located approximately 220m east of the site. Based on satellite images, this segment of the river waterbody appears to be culverted.	No - no water abstraction or major excavations are required for the completion of the construction works. The risk of pollution events will be avoided or minimised through adherence to best practice measures to be implemented by the Contractor's CEMP, including emergency response procedures for any leaks and spills. Similar measures will be implemented during operational phase maintenance works.

Questions to be Considered	Yes/No? - Briefly Describe	Is it Likely to Result in a Significant Effect?
		Yes/No? - Why
26 Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	Yes - the R851 Regional Road is known to have elevated noise levels. There is potential for the Proposed Development to result in adverse effects associated with construction noise. Noise emissions from the operational phase will be similar to those of the construction phase, but limited to maintenance works when necessary.	No - potential effects will be mostly limited to the construction phase, temporary, and reversible upon the completion of the works. During the operational phase, noise generated will be limited to maintenance works. Taking the above into consideration as well as the type of Proposed Development and the implementation of mitigation measures to be implemented by the Contractor's CEMP, no significant noise effects are anticipated.
		In addition, the Proposed Development has the potential to reduce local noise emissions by encouraging a modal shift from private vehicles to public transport.
27 Is the Project location susceptible to Yes - the site is not located within an earthquakes, subsidence, landslides, area identified as susceptible to erosion, flooding or extreme or adverse flooding; however, Cork City, overall, is climatic conditions e.g. temperature susceptible to severe weather events, inversions, fogs, severe winds, which could cause the Project to present environmental severe winds.		No - the Contractor's CEMP will include measures to monitor weather conditions and alerts, and stop work and secure the site in the event of unsafe working conditions linked to severe weather alerts. Similar safety measures will be implemented during the operational phase.
28 Summary of features of Project and of its location indicating the need for EIA	No likely significant effects have been identified during the EIA screening process. A full EIA culminating in the preparation of an EIAR is not required.	

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

Appendix B Drawings

Appendix C Cumulative Planning Search

Planning Authority	Ref. no.	Address	Summary of Development	Grant date	Distance from Site (approx.) (m)
CCC	2241671	Unit 21A Ballycurren Industrial Estate, Kinsale Road Cork and, Industrial building at Ballycurren, Industrial Estate Kinsale Road, Cork City	Permission for the installation of an approximately 337 kilowatt hour (kWh) rooftop solar photovoltaic (PV) array consisting in combination of approximately 812 no. panels (approximately 1,599.64m ²) partially extending to an existing rooftop solar PV array (approximately 2,513.72m ²) located on Unit 21A, with the extension situated on the most southern roof area of this industrial building; and partially on a vacant roof area located on an adjacent industrial building located to the northeast, with all the proposed panels mounted directly on the roof surface of the buildings and electrically connected to the existing electrical plant rooms via a combined total of four inverters mounted on the wall of the existing plant rooms, and all associated site works.	24/02/2023	85
CCC	2240863	Unit 21A, Ballycurren Industrial Estate, Kinsale Road, Cork City	Permission for the installation of a 516.8 kilowatt-peak (kWp) rooftop solar PV array on the roof of an existing factory building consisting of 1,276 no. 405 Watt peak (Wp) Suntech Power panels mounted directly on the roof surface, electrically connected to the existing electrical plant room and inverters mounted on the wall of the existing plant room, and all associated work.	05/04/2022	150
CCC	2140464	Montara House, Ballycurren Industrial Estate, Kinsale Road, Cork City	Permission to construct side extension to existing commercial unit, together with dock leveller and associated site works.	26/10/2021	170
CCC	2139886	Avoncourt Packaging Ltd, Unit 2, Ballycurren Industrial Estate, Airport Road, Cork City	Permission for the installation of a 199kWp rooftop solar PV array (984m ²) on the roof of the existing Avoncourt factory building consisting of 585 no. 340Wp JA Solar panels mounted directly on the roof surface, electrically connected to the existing electrical plant room via four Solis inverters mounted on the wall of the existing plant room, to the rear of the existing factory building and all associated work.	28/05/2021	180
CCC	2140420	Ballycurren Industrial Estate, Ballycurren, Kinsale Road, Cork City	Permission to extend the temporary permission Ref. no. 18/07022 as granted to construct a temporary 500m ² single-storey computer equipment storage building for a further 3-year period including all ancillary site works.	04/10/2021	180
CCC	2241608	Avoncourt Packaging Ltd, Unit 2 Ballycurren Industrial Estate, Airport Road, Cork City	Permission for the installation of a 215.8kWp rooftop solar PV array extension (approximately 1,020m ²), consisting of approximately 520 no. panels, to an existing rooftop solar PV array (approximately 1032m ²), with the proposed panels mounted directly on the roof surface, electrically connected to the existing electrical plant room via four inverters mounted on the wall of the existing plant room, located to the rear of the existing factory building and all associated work.	07/02/2023	190
CCC	2039805	John Atkins and Co. Ltd., Metro Business Park, Ballycurren Road, Ballycurren Td, Cork City	Permission for alterations to an existing warehouse including for the removal of an existing canopy and parapet wall, demolition of an existing storage building, the construction of an extension to the side of the existing warehouse, and all associated site works.	31/03/2021	200

Planning Authority	Ref. no.	Address	Summary of Development	Grant date	Distance from Site (approx.) (m)
ABP CCC	314025 2140353	The Kinsale Road, Ballycurren, Cork City	<p>Permission for the demolition and removal of an existing dwelling and ancillary structures and the construction of a mixed-use residential and commercial development in 13 no. blocks comprising:</p> <ul style="list-style-type: none"> • 134 no. residential units in 12 no. 3-storey blocks (comprising a mix of 1-, 2- and 3-bed apartments/duplexes), • A 3-storey neighbourhood centre building (block 10) which includes a restaurant/take-away, convenience retail, gym, dentist, physio, hairdressers, and outdoor amenity at roof level; • A creche (included in Block 9); • A 158-bed hotel (Block 7, which primarily ranges in height from 6- to 9-storeys with a 2-storey annex) and which includes a swimming pool, gym, bar, cafe, restaurant, and function room; • A new entrance/signalised junction and improvements to the N27 including two bus stops, cycle lane, and footpaths; and • All associated ancillary development works, including an ESB substation, landscaping, and amenity areas, solar panels (at roof level), bin storage, and car and bicycle parking. 	17/07/2023	340
CCC	2443055	Lehane Motors, Lehane Motors Touchdown Business Park, Kinsale Road, Ballycurren, Cork City	<p>Permission for development at Lehane Motors, consisting of the following works to the existing motor sales and service facility:</p> <ol style="list-style-type: none"> 1. The removal of all existing Toyota signage (11 no.) and replacement with 11 no. new internally illuminated signs comprising three freestanding signs and eight building mounted signs; and 2. Over cladding of existing fascia panelling to the Toyota sales portion of the building. 	25/11/2024	410
CCC	2443160	Ashton Linen Service Ltd., Ballycurren Industrial, Estate Ballycurren, Cork City	Permission is sought for the retention of elevational and internal changes, including the addition of two mezzanine storage areas, from that granted in Ref. no. 96731, retention of change of use from a warehouse to a light industrial use (laundry facility), retention of two external prefabricated buildings, retention of two external storage tanks, retention of wall mounted signage and permission for demolition of the two aforementioned external prefabricated buildings and permission for a single-storey 400m ² extension and a canopy roofed area to north elevation and all associated site works.	17/12/2024	430
CCC	2342464	Hanleys Home & Garden Centre, Frankfield Road, Ballycurren, Cork City	Permission is sought for the removal of existing car parking spaces and for the construction of a new single-storey extension and openings into the existing seasonal shop building together with a secure external storage area and all associated site development works.	29/04/2024	480
CCC	2443043	The Maltings, South Link, Togher, Cork	The construction of a temporary single-storey modular office building and associated site works, including connections to existing on-site services, concrete footpath and all ancillary site works.	26/08/2024	640
CCC	2443306	The Maltings, South Link, Togher, Cork City	Permission for the construction of reduced emissions malting infrastructure as part of the decarbonisation road map for the business. The development will consist of the construction of a 4-storey energy building with roof mounted equipment, single-storey utilities building, a kiln with roof mounted ancillary equipment, a germination vessel with roof mounted ancillary equipment and adjoining 3-storey aeration building, associated malt conveying system including a 6-storey elevator enclosure, demolition of existing single-storey storage building and all associated site works including, connections to existing on site services, surface water management, concrete paving and all ancillary site works as part of the malting plant development project at their site at the Maltings, South Link, Togher, Cork City. A Natura Impact Statement (NIS) will be submitted to the planning authority with the application.	17/02/2025	660

Planning Authority	Ref. no.	Address	Summary of Development	Grant date	Distance from Site (approx.) (m)
ABP CCoC	305248 194036	Blackash Road, Curraghconway, South Link Road, Cork City	A part single-storey, part 2-storey building (approximately 4,378m ² in area) with ancillary workshop and offices. Phase 1 to be used for hire/sale of plant and machinery/tools, Phase 2 to be used as a warehouse. External yard, palisade fence/wall to boundaries, signage, car parking, and all associated site development, drainage and landscaping works.	23/12/2019	720
CCC	2543882	Blackash Road, Curraghconway, South Link Road, Cork	<p>Permission for retention and completion and planning permission for alterations to the plant/tool hire and warehouse building permitted by CCoC Ref. no. 19/4036 (ABP Ref. no. PL04.305248) and all ancillary site development works at Blackash Road, Curraghconway, South Link Road, Co. Cork. Permission for retention and completion is being sought for amendments to the permitted building which include:</p> <ul style="list-style-type: none"> • The modification of the building footprint. • The reconfiguration of the permitted building including the creation of a new internal mezzanine floor level to accommodate administrative, staff welfare and storage areas. • Revised elevational treatments and finishes. <p>Planning permission for is being sought for:</p> <ul style="list-style-type: none"> • The change of use and amalgamation of the permitted plant/tool hire and warehouse building to use as a storage and distribution warehouse facility with ancillary administrative and service areas. • All other ancillary site development works including revised parking, hardstand and landscape areas, the installation of rooftop PV panels and fascia signage. 	Pending	720m
CCC	2140073	West Link, Togher Industrial Estate, Ballycurren, Togher, Cork City	Permission for a 666m ² external hard surfaced yard for external storage of bulk sands and gravels which will be bagged along with precast concrete products.	01/06/2021	790
CCC	2139948	Frankfield Golf Range, Airport Road Frankfield, Curraghconway, Douglas, Cork City	Retention permission of an existing development at this site Frankfield Golf Range. The development consists of an existing 20m high telecommunications support structure carrying telecommunications equipment, together with existing equipment container and associated equipment within a fenced compound as previously granted under Ref. no. 10/08141. The development will continue to form part of Meteor Mobile Communications Ltd existing and future telecommunications and broadband network.	20/04/2021	790
CCC	2140483	Unit 16A, Togher Industrial Estate, Ballycurren Togher, Cork City	Permission for the construction of a light industrial building and all ancillary car parking, fencing, and site development works to the rear.	23/12/2021	840
CCC	2240844	Unit 5 15 and 18, Kinsale Road Industrial Estate, Kinsale Road, Cork City	Permission for development at this site Unit 5, 15, and 18 Kinsale Road Industrial Estate, Kinsale Road, Cork City, for the change of use of the Unit 5, 15, and 18 (which is a single unit) from light industrial to a warehouse with ancillary trade counters (for the sale of building related products principally to trade). The application also includes the inclusion of trade counters, mechanical plant, and signage. All ancillary and other minor works to facilitate the development.	30/03/2022	850
CCC	2342404	Harvey Norman, Kinsale Road, Ballycurren, Cork City	Permission is sought for the construction of a 111m ² canopy to the external service yard and all necessary and associated site works.	19/03/2024	860
CCC	2342332	Kinsale Road, Cork City	The development will consist of a roof mounted solar PV array of 1107 no. PV panels (approximately 2,400m ²) and all associated works, on the roofs of offices and factory.	27/11/2023	870

Planning Authority	Ref. no.	Address	Summary of Development	Grant date	Distance from Site (approx.) (m)
CCC	2442663	Tramore Road, Cork City	Permission for an 744Kw solar PV array to be mounted on the southern side of the cladded roof over the existing Ambient Warehouse Building at Tramore Road, Cork City. The solar PV array will generate on site green electricity which will be fully used to reduce the carbon footprint of the building.	22/07/2024	900
CCC	2241147	Tramore Road, Cork City	Permission for an 899kWp solar PV array to be mounted on the cladded roofs over the existing Chill Foods Building adjoining the Main Ambient Warehouse Building at Tramore Road, Cork City. The solar PV array will generate onsite green electricity which will be fully used to reduce the carbon footprint of the building.	26/07/2022	900
CCC	2342242	Irish International, Trading Building, Tramore Road, Cork City	Permission for a 174.3kWp solar PV array to be mounted on the cladded roofs over the existing Irish International Trading Corporation Building at Tramore Road, Cork City. The solar PV array will generate on site green electricity which will be fully used to reduce the carbon footprint of the building.	16/10/2023	920
CCC	2341816	West Link, Togher Industrial Estate, Cork City	Permission is sought for the installation of roof-mounted solar PV panels including all ancillary works and services.	26/04/2023	950
ABP	312866	Former CMP Dairy Site, known as Creamfields, Kinsale Road and Tramore Road, Cork City	Demolition of existing structures, construction of 352 no. apartments, 257 no. build-to-rent apartments, creche, and associated site works.	16/06/2022	1000

