

Lotamore Bus Terminal

Environmental Impact Assessment Screening Report

National Transport Authority

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Table of Contents

1	Introduction	1
1.1	Purpose of the Report.....	1
2	Legislation and Guidance	2
2.1	Other Relevant Guidance	2
3	Methodology	3
4	Site	4
4.1	Site Location	4
4.2	Site Description and Surroundings	4
5	Proposed Development	6
5.1	Overview.....	6
5.2	Drainage	7
5.3	Utilities	7
5.4	Construction.....	7
5.5	Operation.....	8
6	EIA Screening	9
6.1	Roads Act 1993 (as amended), Section 50.....	9
6.2	Planning and Development Regulations 2001 (as amended).....	9
6.2.1	Schedule 5 Part 1	10
6.2.2	Schedule 5 Part 2	10
6.3	Selection Criteria for Screening Schedule 5 Development	10
6.3.1	Characteristics of Proposed Development.....	11
6.3.2	Location of Proposed Development.....	11
6.3.3	Types and Characteristics of Potential Impacts	11
6.4	Schedule 7 Criteria Table.....	12
6.4.1	Characteristics of the Proposed Development.....	12
6.4.2	Location of the Proposed Development.....	16
6.4.3	Types and Characteristics of Potential Impacts	19
7	Conclusion.....	21
8	References	22
	Appendix A Screening Checklist.....	24
	Appendix B Drawings	28
	Appendix C Cumulative Planning Search.....	29

Figures

Figure 4-1: Proposed Development Site Location	4
Figure 4-2: Proposed Development Site and Surrounding Environs Land Zoning	5
Figure 5-1: Proposed Development Layout.....	7

Tables

Table 6-1: Screening Criteria under the Roads Act 1993 (as amended)	9
Table 6-2: Screening Against Relevant Thresholds under Section 5, Part 2	10
Table 6-3: Characteristics of the Proposed Development	12
Table 6-4: Location of the Proposed Development.....	16
Table 6-5: Types and Characteristics of Potential Impacts	19

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 a bus stop and all other associated ancillary site works (hereafter referred to as the 'Proposed Development') located along the R615 Regional Road (also known as Old Youghal Road), within the Electoral Division (ED) of Rathcooney 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 impacts 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 R615 Regional Road in the intersection with Lotamore Drive, within the Rathcooney ED in Cork City. The site extends over approximately 0.09 hectares (ha) and comprises hardstanding surfaces and an area of grassland with trees adjacent to residential areas. 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 is mostly comprised by grassland, but contains six trees within its boundary. Lands adjacent to the site comprise residential properties to the east, west, and south, and undeveloped lands with trees and scrub vegetation to the north. In close proximity to the site, there is the Mayfield 38 kilovolt (kV) substation (approximately 85 metres (m) to the northwest) and the Cara Junior School (approximately 170m to the west). Other surrounding environs in proximity to the site comprise agricultural land and recreational facilities to the southeast, and businesses and services at the Mayfield Business Park to the southwest.

As illustrated in Figure 4-2, land zoning objectives set out in CCC's 'Cork City Development Plan 2022-2028' (hereafter referred to as the 'CDP') for the surrounding environs varies, but the majority of the site (with the exception of the road network which is not zoned) is within lands zoned as 'Sustainable Residential Neighbourhoods', described as: "to protect and provide for residential uses and amenities, local services and community, institutional, educational and civic uses".

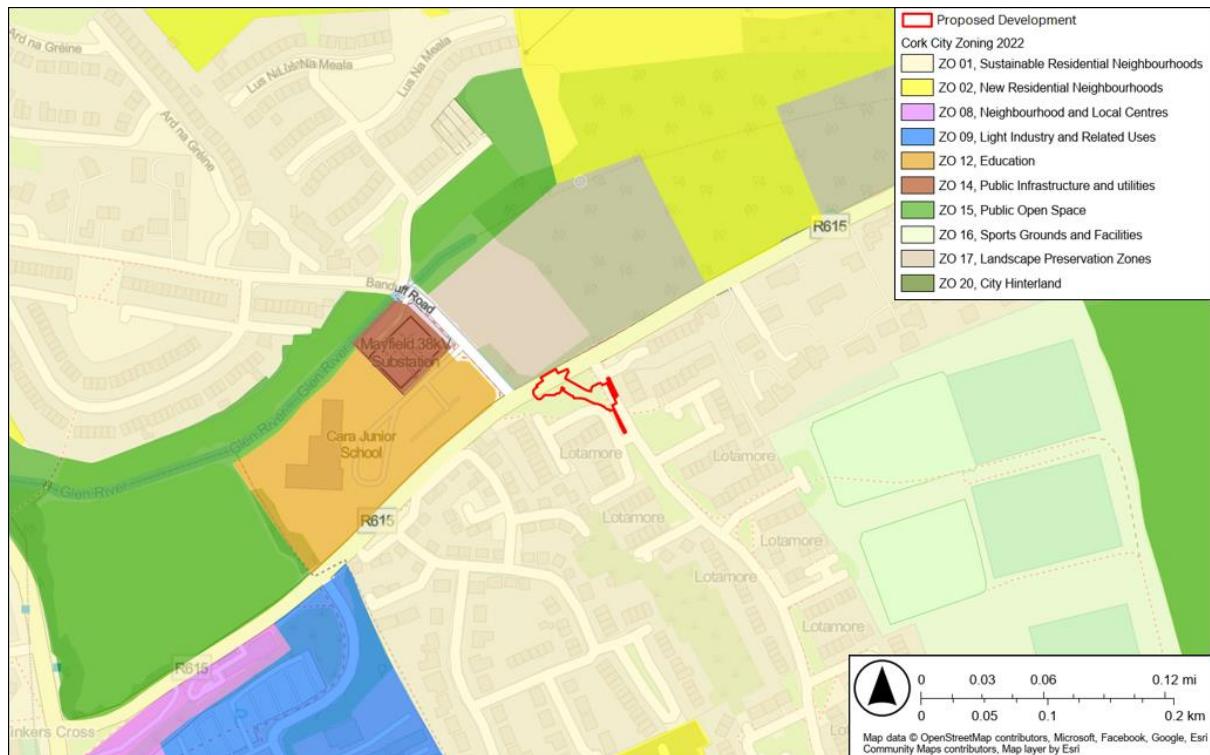


Figure 4-2: Proposed Development Site and Surrounding Environs Land Zoning

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 0.09ha (refer to Figure 5-1) and includes the following works:

- Construction of raised table carriageway from Lotamore Drive to Old Youghal Road;
- Construction of hardstanding for bus boarding area within the existing verge, with sides to ramp down and tie into the proposed footway;
- Provision of accessible kerbing along the length of the bus boarding area;
- Provision of a 2m wide uncontrolled crossing with tactile paving at either end of the bus terminal;
- Signage for the bus terminal access and exit;
- Provision of a bus pole and flag which will be removed for the installation of a bus shelter (to be determined by the Applicant at a later stage);
- Installation of double yellow lines at the entrance of the bus terminal to prevent parked cars blocking the access for busses to the bus terminal;
- Renewal/replacement of other road drainage, signage, and markings, as might be necessary;
- Relocation of lighting column and existing sign;
- Removal of six trees and planting of three trees to the southwest of the site;
- Installation of six new gullies; and
- All other associated ancillary site works.

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.



Figure 5-1: Proposed Development Layout

5.2 Drainage

Six new gullies connected to the existing drainage system are proposed, as shown in the drawings included in Appendix B of this report. Full details will be confirmed at the detailed design phase.

5.3 Utilities

There is a lighting pole adjacent to the footway along the R615 Regional Road which will be relocated as shown in the drawings included in Appendix B of this report.

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 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 Proposed Development construction phase. 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 Proposed Development construction phase.

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

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

5.5 Operation

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

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

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

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

6 EIA Screening

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

6.1 Roads Act 1993 (as amended), Section 50

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

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

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

6.2 Planning and Development Regulations 2001 (as amended)

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

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

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

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

6.2.1 Schedule 5 Part 1

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

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

6.2.2 Schedule 5 Part 2

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

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

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

Criteria	Regulatory Reference	Comment	Is EIA Required on this Basis?
Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. (In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)	Schedule 5, Part 2, 10 (b)(iv) of the Planning and Development Regulations 2001 (as amended).	The area of Proposed Development is approximately 0.09ha.	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 633 square metres (m ²) (approximately 0.09ha) and is not significant within the residential 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 limited identified relevant planning applications involve improvements to community services or infrastructure, changes to industrial/warehousing or retail properties, and housing developments, most of which appear to have finished construction based on satellite images. These comprise, for example: <ul style="list-style-type: none"> • ABP Ref. no. 313551 (CCC Ref. no 2140456): granted permission in September 2023, this development is located approximately 710m from the Proposed Development and involves changes to existing residential properties and construction of 13 no. new units, in addition to car parking, drainage, landscape, and other ancillary works. Construction for this development does not appear to have commenced at the time of writing this report, based on satellite images. • CCC Ref. no. 2443302: pending planning decision and located approximately 730m from the Proposed Development, this application involves changes to and additional works on an existing retail unit. 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 associated with increased traffic and traffic nuisances in the overall area. 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. 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-term nature of the Proposed Development construction phase (less than two months), no significant cumulative environmental effects are likely to occur.

Criteria	Proposed Development
	No significant cumulative environmental effects are likely to occur during the operational phase of the Proposed Development given the nature and scale of the operational phase activities.
(c) the nature of any associated demolition works	
Will the construction of the project include any significant demolition works?	The Proposed Development will require the breakout of existing hardstanding surfaces and kerbs to accommodate the proposed alterations. No significant demolition works, such as the demolition of buildings, are required.
(d) the use of natural resources, in particular land, soil, water and biodiversity	
Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	Materials required for the Proposed Development will likely include precast kerbs, paving, stone, aggregate, asphalt, and paint. Exact quantities of materials required will be identified at the detailed design stage, however, these are unlikely to be significant given the scale and nature of the works.
	It has been assumed that all materials will be sourced locally to minimise transportation distances. Materials shall be reused where possible onsite in line with waste regulations.
	A water supply will be required during the construction phase. It has been assumed that if water mains are utilised, all relevant permissions will be sought prior to the works commencing, such as written agreement from Uisce Éireann and relevant stakeholders. At no point will water be abstracted from rivers or streams.
	The Proposed Development will require the loss of approximately 380m ² of grassland and six trees, which is unlikely to result in significant effects.
	During the operational phase, the use of materials will be similar to that of the construction phase, but limited to maintenance works as necessary.
	Taking into consideration the size, scale, and type of Proposed Development, the use of natural resources is not considered to be significant.
(e) the production of waste	
Will the project produce wastes during construction or operation or decommissioning?	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 and plant waste, concrete, asphalt, and associated sub-base, tar and tar products, metal, cardboard and plastic packaging, and paint.
	Prior to construction of the Proposed Development, the Contractor will prepare a RWMP which will include measures to segregate all construction waste into recyclable, biodegradable, and residual wastes, including any litter arising during the Proposed Development construction phase. Where waste is produced, it will be managed in accordance with relevant Irish waste management legislation and guidance and, in particular, any materials that cannot be reused (e.g., contaminated soils identified 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.
	During the operational phase, waste generated will be similar to that of the construction phase, but limited to maintenance works as necessary.
	Taking into consideration the preparation and implementation of the RWMP by the Contractor, and given the scale and type of Proposed Development, it is unlikely that the Proposed Development will result in significant quantities of waste.
(f) pollution and nuisances	
Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	During the Proposed Development construction phase, 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.
	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 would not be significant. In addition, the Proposed Development will result in positive effects by improving public transport services which aims to encourage a modal shift, reducing the use of private vehicles and, as a result, localised impacts associated with traffic and air emissions.
Will the project cause:	
Noise and vibration	Construction activities will produce noise and vibration which may result in an adverse impact on nearby sensitive receptors, such as residential receptors adjacent to the site. Construction activities will be short-term in duration and programmed to minimise potential noise impacts on nearby receptors. In addition,

Criteria	Proposed Development
	construction mitigation measures set out in the Contractor's CEMP will include noise and vibration limits as per best management practices.
	During any maintenance works required during the operational phase, noise and vibration emissions 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 would 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.
Release of light	The Proposed Development will not cause release of light.
Heat	The Proposed Development will not cause release of heat.
Energy	The Proposed Development will not cause release of energy.
Electromagnetic radiation	The Proposed Development will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?	The site extends over the Ballinhassig East (ID: IE_SW_G_004) ground waterbody, described as 'Poorly productive bedrock'. Its Overall Groundwater Status is 'Good' and it is 'Not at Risk' of not meeting the Water Framework Directive (WFD) objectives (EPA, 2024a).
	During the construction phase, potential pollution pathways and nuisances for consideration include, but are not limited to:
	<ul style="list-style-type: none"> • Leaks and spills of materials used which contain hydrocarbons; and • Potential runoff of material.
	As the road is currently in use, there is potential for existing surface contamination associated with vehicle use of roads (e.g., drips and spills of hydrocarbons) to extend to areas of the Proposed Development where breakout/excavation will be required. While there have been no reports of potential ground contamination at the site, any contaminated soils identified onsite will need to be managed in accordance with the RWMP.
	The Contractor's CEMP will include an emergency response procedure for any leaks and spills that may occur during the construction phase, as well as best practice measures to avoid or manage the risk of pollutants entering exposed soils 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.
	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.
	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.
(g) the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanoes, and severe weather events are rarely experienced. Flooding, however, is experienced throughout Ireland on a regular basis.
	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 within or in proximity to the Proposed Development 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 130m to the north and correspond to CFRAM river flood extents along the Glen River.
	Taking into consideration the distance from the site to these areas and its higher elevation, the short-term nature of the construction phase (less than 2 months) and the type of development, the risk of major accidents or disasters associated with flood events is considered to be low. In addition, although the Proposed Development will introduce new hardstanding surfaces, given the extent of the works and the inclusion of drainage proposals, it is unlikely that the Proposed Development will lead to an increased risk of flooding in the area.
	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.

Criteria	Proposed Development
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	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 documentation of karst features in the surrounding area, neither mineral localities nor active quarries (GSI, 2024b).
	According to CCC's 'Climate Change Risk Assessment – Part of the Cork City Climate Action Plan 2024–2029' (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.
	Taking this into consideration, as well as the nature of the Proposed Development, the risk of major accidents or disasters associated with severe weather events is considered to be low.
(h) the risks to human health (for example, due to water contamination or air pollution)	
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	The Proposed Development is located within Rathcooney ED. According to the 2022 Census, approximately 88% of the population in this ED consider themselves to be of 'Very Good' or 'Good' health, while approximately 1.5% of the residents consider themselves to be in 'Bad' or 'Very Bad' health. Additionally, Cork City has an Air Quality Index for Health (AQIH) rating of '2-Good' and there were no exceedances in EU legal limit values for pollutants monitored under the CAFE Directive ² during 2023 (EPA, 2024b and 2024c).
	The R615 Regional Road is identified as a road with elevated noise levels ranging between 55 decibels (dB) to greater than 75dB (EPA, 2024). During the Proposed Development construction phase, 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.
	Given the scale and type of Proposed Development, the anticipated short-term 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.
	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.

Table 6-3 illustrates that, given the characteristics of the Proposed Development, it would 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 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.

² The CAFE Directive was transposed into Irish legislation by the Air Quality Standards Regulations 2011 (S.I. No. 180 of 2011). The fourth Daughter Directive was transposed by the Arsenic, Cadmium, Mercury, Nickel and Polycyclic Aromatic Hydrocarbons in Ambient Air Regulations 2009 (S.I. No. 58 of 2009).

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 comprised of hardstanding surfaces and an area of grassland with trees adjacent to residential areas and the existing road network. According to the CDP, the majority of the Proposed Development as well as lands directly adjacent to the west, east, and south are zoned for 'Sustainable Residential Neighbourhoods'. The site also extends over the road network which is not zoned. Lands to the north across the road are zoned as 'Landscape Preservation Zones', while lands to the northwest are zoned for 'Education'.</p> <p>The Proposed Development will introduce hardstanding surfaces and minor structures such as a bus pole, new gullies, and relocation of a lighting pole. 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 would 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 the 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 will require the permanent loss of approximately 380m² of grassland and six trees. Given the scale and nature of the works, the loss of vegetation necessary to accommodate the works is unlikely to result in a significant effect. Nonetheless, vegetation clearance will be carried out outside of the bird breeding season (i.e., generally accepted to be March to August inclusive), and a suitably qualified and experienced ecologist will carry out checks for birds and roost bats immediately prior to these activities. In addition, there are five trees in proximity to the works; should these trees become damaged or diseased as a result of construction works, they will be replaced during the operational phase.</p> <p>The site extends over the Ballinhassig East, whilst the site and lands in close proximity are categorised as having 'High Vulnerability' to groundwater contamination. No water abstraction or major excavations are required for the completion of the works. Additionally, the risk of contamination of waterbodies will be avoided or minimised through adherence to best practice measures to be implemented by the Contractor's CEMP, including emergency response procedures for any leaks and spills.</p> <p>Other important resources in proximity to the site include lands to the north zoned as 'Landscape Preservation Zones', comprising open spaces with trees and scrub, and a stream (e.g., Glen (Cork city), Segment Code: 19_1133) located approximately 130m north from the site. No works on these areas or abstraction of resources from them are required for the completion of the works.</p> <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.</p> <p>During the operational phase, the use of materials will be limited to maintenance works carried out when necessary.</p>
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	<p>(i) Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?</p> <p>The closest surface waterbodies are the 'Lota More Wetland cNHA' (ID: WMI_CO41) with 'C+' Rating: County Conservation value', adjacent to the north across the road, and the Glen (Cork city) river (also known as the 'Glen River'), a tributary of the BRIDE (Cork City)_020 (ID: IE_SW_19B140300), located approximately 130m north. The BRIDE (Cork City)_020 has a 'Poor' Ecological Status or Potential, and it is considered 'At Risk' of not meeting WFD objectives. Elevation decreases from the Proposed Development site towards these surface waterbodies.</p>

Criteria	Commentary
	<p>The proposed works will be limited to the site 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 have the potential to impact these waterbodies.</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 into consideration the location, 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 is considered low. Therefore, no likely significant effects are anticipated on the absorption capacity of the natural environment related to wetlands, riparian areas, and river mouths.</p>
<p>(ii) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?</p>	<p>The nearest coastal zone and marine environment is the Cork Harbour (ID: IE_SW_060_0000), approximately 9.8km to the southeast. 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.</p>
<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>	<p>Vienna Woods, located approximately 1km southeast of the site, is a wooded area associated with the grounds of the Vienna Woods Hotel. However, this area is not classified as Ancient/Long-established Woodlands; the closest of such records is Templemichael, located approximately 5km to the north. Other vegetated areas in proximity to the site include the wetland to the north, riparian vegetation along the Glen River, and small pockets of trees and scrub within residential areas. In addition, the closest mountain is Knockmealdown, approximately 48km to the northeast.</p> <p>No vegetation removal from these areas will be required for the completion of the works or during maintenance works. Taking this into consideration, as well as 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>
<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>	<p>There are no Nature Reserves or National Parks in the vicinity of the Proposed Development site; the closest of such designations is the Knockadoon Head Nature Reserve approximately 38km to the west. The closest notable park is the John O'Callaghan Park, located approximately 2km to the northeast.</p> <p>Taking into consideration their distance to the Proposed Development site as well as the size and type of Proposed Development, there is no potential for impact on the absorption capacity of the natural environment relating to nature reserves and parks during Proposed Development construction and operation.</p>
<p>(v) Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive?</p>	<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 the Great Island Channel SAC (ID: 001058) approximately 5.5km to the east and the Cork Harbour SPA (ID: 004030) approximately 1.4km to the east, which overlaps with the Glanmire Wood pNHA (ID: 001054), and is also designated as a Ramsar site.</p> <p>An Appropriate Assessment (AA) Screening was prepared for the Proposed Development in December 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>Proposed Development 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 waterbodies. 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 effects 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 during Proposed Development construction and operation.</p>

Criteria	Commentary
(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 R615 Regional Road is identified as a road with elevated noise levels ranging between 55dB to greater than 75dB (EPA, 2024). During the construction phase, there is potential for a temporary increase in noise levels associated with construction activities and machinery. However, with the implementation of the Contractor's CEMP and CTMP, no likely significant effects are anticipated. Similar measures will be implemented for maintenance works during the operational phase. The BRIDE (Cork City)_020 has a 'Poor' Ecological Status or Potential and is considered 'At Risk' of not meeting WFD objectives. Taking into consideration that no works on the river or water abstraction 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 this waterbody would 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 site is located in a residential area with Rathcooney, a large ED in the periphery of Cork City. According to the 2022 Census, this ED has a population of 8,707 persons. In addition, the Proposed Development site is in proximity to Cara Junior School (approximately 170m west from the site). The site is in proximity to the intersection of the R615 Regional Road with Banduff Road (approximately 14m to the east) which leads into this school. At this intersection, elevated road noise levels (greater than 75dB) are known to occur, indicating higher traffic therein.</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.</p> <p>Given the size and type of the Proposed Development, the short-term 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 is located within a High Value Landscape. However, the site is located within the existing road network and residential areas, and does not constitute a large-scale development that "<i>should generally be supported by a visual impact assessment</i>" (CCoC, 2022). In addition, the CDP identifies one 'Area of High Landscape Value' approximately 400m to the west, associated with vegetated areas along the southern shore of the Glen River. However, properties between the two sites (e.g., the electrical substation and Cara Junior School) and existing vegetation largely limits views of the site from this area.</p>
	<p>There are no scenic routes within or in proximity to the Proposed Development site. No works are proposed on lands north of the site which are zoned for 'Landscape Preservation Zones' "<i>to protect their character and amenity value</i>".</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 require the loss of grassland and six trees to accommodate the works, resulting in permanent landscape and visual changes. In addition, there is potential for damage to five trees located in close proximity to the works. Given the extent and nature of the works, and with the implementation of the Contractor's CEMP which will include tree protection measures to avoid or reduce the potential for damage to trees, the Proposed Development is unlikely to result in significant landscape and visual effects during the construction and operational phase. In addition, should trees in proximity to the works become damaged or diseased as a result of construction works, they will be replaced during the operational phase</p>
	<p>Cultural Heritage</p> <p>According to the Heritage Maps, there are two cultural heritage asset within 500m of the Proposed Development site: one asset recorded in the National Inventory of Architectural Heritage (NIAH) approximately 420m to the northeast which comprises a gate lodge built in c. 1850 (ID: 20860002), and one asset identified under the Sites and Monuments Records (SMR) located approximately 480m to the southeast with corresponds to a ringfort - rath (ID: CO074-023----).</p> <p>These assets are not within view of the Proposed Development due to intervening elements in the surrounding environs (e.g., vegetation and built structures). Therefore, no likely significant effects on these cultural heritage assets are</p>

Criteria	Commentary
	anticipated to occur as a result of the construction or operation of the Proposed Development are likely to occur.

Table 6-4 illustrates that, given the location of the Proposed Development, it does not constitute EIA development. The Proposed Development will be located within existing road network and an area of grassland within a residential area, 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. With suitable control measures in place (as relevant during Proposed Development construction or operation), significant environmental effects are not likely to occur.

6.4.3 Types and Characteristics of Potential Impacts

Table 6-5: Types and Characteristics of Potential Impacts

Criteria	Commentary
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected) The spatial extent of the Proposed Development is approximately 0.09ha. Direct impacts associated with the construction phase are likely to extend across the Proposed Development site into the immediate surrounding environs, mostly associated with impacts on pedestrians and vehicular movement within the local area, and nuisances linked to construction noise and dust impacting local residential receptors and staff/students at the Cara Junior School. 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 during its construction. In addition, the Proposed Development has the potential to result in positive localised effects by encouraging a modal shift to public transport and reducing traffic and noise in the roads along and in proximity to the Proposed Development.
(b) the nature of the impact	Outline the nature of the impact During the Proposed Development construction phase, there is potential for negative impacts associated with construction activities, such as: <ul style="list-style-type: none"> Loss of grassland and trees, and damage to five trees in proximity to the works as a result of construction phase activities, which could lead to trees becoming diseased during the operational phase; 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, and potential for traffic delays; Noise and vibration associated with construction activities; Dust and air quality impacts resulting from construction activities and construction vehicles; Landscape and visual impacts from the loss of vegetation and introduction of hardstanding surfaces and built structures; and Leaching and/or runoff of pollutants reaching the Glen River. 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, sites designated for conservation, watercourses, protected views and prospects, or protected trees are located within the Proposed Development site. 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.
(c) the transboundary nature of the impact	Is the project likely to lead to transboundary effects? Given the location of the site and the nature of the works, there are no likely transboundary impacts during Proposed Development construction and operation.
(d) the intensity and complexity of the impact	Outline the intensity and complexity of the impact The impacts identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area. No significant effects associated with the construction or operational phases of the Proposed Development are likely to occur.

Criteria	Commentary
(e) the probability of the impact	<p>Outline the probability of the impact</p> <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 to be 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	<p>Outline the expected onset, duration, frequency and reversibility of the impact</p> <p>The majority of potential impacts identified will occur during the construction phase of the Proposed Development, which is anticipated to be short-term in duration. Therefore, it is anticipated that the majority of potential impacts would be short-term in duration and reversible upon completion of the works, with the exception of vegetation loss which will be permanent.</p> <p>Potential impacts associated with operational phase maintenance works will also be temporary and limited. The frequency and duration of potential impacts will vary depending on the activities being carried out; however, they are not anticipated to result in likely significant effects. In addition, the Proposed Development aims to encourage a long-term modal shift from private vehicles to public transport during the operational phase and, as a result, localised benefits associated with reducing traffic, noise and air emissions.</p>
(g) the cumulation of the impact with the impact of other existing and/or development	<p>Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?</p> <p>There is potential for temporary cumulative effects with ABP Ref. no. 313551 (CCC Ref. no 2140456) and CCC Ref. no. 2443302 (subject to planning approval) associated with increased traffic and traffic nuisances. Taking into consideration the type and size of the Proposed Development, the short-term 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>No significant cumulative environmental effects are likely to occur during the operational phase of the Proposed Development.</p>
(h) the possibility of effectively reducing the impact.	<p>What measures can be adopted to avoid, reduce, repair or compensate the impact?</p> <p>The Proposed Development is unlikely to result in any significant environmental effects. Where effects are likely to occur, they will be temporary, mostly limited to the construction phase, and localised to the Proposed Development site and the immediate local environs. During construction, the impact of the proposed works will be reduced through the implementation of the Contractor's CEMP, RWMP and CTMP. Vegetation clearance will be carried out outside of the breeding season (i.e., generally accepted to be March to August inclusive), and a suitably qualified and experienced ecologist will carry out checks for birds and roosting bats immediately prior to these activities.</p> <p>During the operational phase, potential environmental impacts will be reduced by the inclusion of appropriate design measures and operational control plans.</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 impacts arise, they will be 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 physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes - the Proposed Development will require the breakout of the existing road and kerb and the loss of approximately 380m ² of grassland and six trees. It will also introduce minor changes to the existing road network, including the installation/relocation of minor structures (e.g., lighting and bus poles).	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 as well. The Proposed Development will also require loss of vegetation (refer to above). 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, with minor material requirements needed for operational phase maintenance works.	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.	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 would produce limited air pollutants, such as greenhouse gas (GHG) emissions from construction machinery and dust. Emissions from the operational phase would 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 would 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.
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.

Questions to be Considered	Yes/No? - Briefly Describe	Is it Likely to Result in a Significant Effect?
Yes/No? - Why		
9 Will the Project result in environmentally related social changes, for example, in improving the available services in the demography, traditional lifestyles, area of employment?	Yes - the Proposed Development aims to promote the use of public transport by changes, for example, in improving the available services in the demography, traditional lifestyles, area of employment?	No - the Proposed Development will not result in significant social changes.
10 Are there any other factors that should be considered such as cumulative effects with ABP Ref. no. 313551 (CCC Ref. no 2140456) and could lead to environmental impacts CCC Ref. no. 2443302 (subject to or the potential for cumulative planning approval) associated with impacts with other existing or planned activities in the locality?	Yes - there is potential for temporary consequential development which could lead to environmental impacts CCC Ref. no. 2443302 (subject to or the potential for cumulative planning approval) associated with impacts with other existing or planned activities in the locality?	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 within a High Value Landscape.	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, and the characteristics of the adjacent lands.
12 Are there any other areas on or around the location that are proximity to a wetland located to the north of the site. The Glen River is an important or sensitive for reasons of ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	Yes - the Proposed Development is in proximity to a wetland located to the north of the site. The Glen River is an important or sensitive for reasons of ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	No - no works are required within the waterbodies. Appropriate mitigation measures will be included in the Contractor's CEMP (including emergency response procedures for any leaks and spills) will be implemented as well to avoid or manage the risk of pollutants entering nearby waterbodies. Therefore, 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 Harbour SPA approximately 1.4km to the east, which overlaps with the Glanmire Wood pNHA and is also designated as a Ramsar site.	No - given the distance to the site, the lack of a hydrologically link, and with the implementation of appropriate mitigation measures to be included in the Contractor's CEMP (including emergency response procedures for any leaks and spills), no likely significant effects on this receptor are anticipated.
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 9.8km to the southeast.	No - given the distance to the site, the lack of a hydrologically link, and with the implementation of appropriate mitigation measures to be included in the Contractor's CEMP (including emergency response procedures for any leaks and spills), no likely significant effects on this receptor are anticipated.
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 a High Value Landscape.	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, and the characteristics of the adjacent lands.
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 - there is a school and an electrical substation in proximity to the west of the site, with their site accesses along Banduff Road located approximately 60m and 130m respectively from the Proposed Development site. The R615 Regional Road provides a direct and shorter connection to these sites for residential areas east of the site, with the Proposed Development located ahead of the intersection with Banduff Road. Therefore, there is potential for construction phase effects impacting students/staff accessing these locations, e.g. nuisances caused by construction noise and traffic.	No - 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, these areas can be accessed through alternative routes via local roads. Although these require a higher travel distance, due to the short-term duration of the construction phase, these effects will be temporary. Potential effects during the operational phase would be similar to those of the construction phase, but limited to maintenance works when necessary.

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 indicate potential higher traffic flows, with a peak in noise levels at the intersection between R615 Regional Road and Banduff Road that provides access to a local school.	No - due to the type of Proposed Development, the anticipated short-term 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 R615 Regional Road and adjacent to residential areas. Construction activities will be visible by road users and local residents.	No - potential impacts on receptors travelling along the R615 Regional Road will be transient and limited to the construction phase which is anticipated to be short 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 located approximately 420m to the northeast).	N/A
20 Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	Yes - the Proposed Development will result in the loss of approximately 380m ² of grassland and six trees. In addition, there are five trees in proximity to the works which could be damaged as a result of construction phase activities.	No - given the extent of the works and the characteristics of the site and surrounding environs. Should trees in proximity to the works become damaged and later diseased during the operational phase as a result of construction works, these will be replaced.
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 surrounding environs in close proximity to the Proposed Development mainly include residential properties.	No - access to all properties will be maintained throughout the construction phase and during maintenance works associated with the operational phase. A CTMP will be prepared to manage traffic along the R615 Regional Road and minimise potential traffic impacts which will be limited to the short-term construction phase.
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 grassland, 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 - there are residential properties and a school in the surrounding environs of the Proposed Development.	No - given the nature and short-term duration of construction works and with the implementation of the Contractor's CEMP and CTMP. Potential impacts during the operational phase will be similar to those of the construction phase, but shorter in duration and limited to maintenance works. During the operational phase, the Proposed Development has the potential to result in positive effects by improving connectivity to and from this school via public transport for local residents and students/staff, which consequently has the potential to reduce traffic and noise emissions along roads in the area.

Questions to be Considered	Yes/No? - Briefly Describe	Is it Likely to Result in a Significant Effect?
Yes/No? - Why		
24 Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, places of worship, community facilities, that could be affected by the Project?	Yes - Cara Junior School is located ahead of the intersection with Banduff Road; therefore, traffic nuisances are likely to occur during the construction phase.	No - construction phase effects associated with increased noise and traffic will be temporary and reversible upon the completion of the works, and will be managed through the Contractor's CEMP and CTMP.
During the operational phase, the Proposed Development has the potential to result in positive effects by improving connectivity to and from this school via public transport for students/staff.		
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 - there is a wetland to the north of the site.	No - 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 maintenance works.
26 Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	Yes - the R615 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.	No - potential effects will be mostly limited to the construction phase, which is anticipated to be short-term, and reversible upon the completion of the works.
In addition, the BRIDE (Cork City)_020 has a 'Poor' Ecological Status or Potential and is considered 'At Risk' of not meeting WFD objectives. There is potential for the Proposed Development to result in adverse effects associated with pollution events.	No works on the river or water abstraction are required for the completion of the 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 effects are anticipated.	
	Potential effects during the operational phase will be similar to those of the construction phase, but shorter in duration and limited to maintenance works. 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 earthquakes, subsidence, landslides, erosion, flooding or however, Cork City, overall, is extreme or adverse climatic conditions e.g. temperature such as snowball, heatwaves, and inversions, fogs, severe winds, severe winds. which could cause the Project to present environmental problems?	Yes - the site is not located within an area identified as susceptible to flooding; however, Cork City, overall, is susceptible to severe weather events, e.g. temperature such as snowball, heatwaves, and inversions, fogs, severe winds, 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

REF NO.	SCHEDULE OF WORKS - ITEM DESCRIPTION	UNIT	QUANTITY
	ITEMS TO BE REMOVED		
2.002	EXISTING KERBS TO BE REMOVED	m	34.3
2.003	EXISTING CONCRETE FOOTWAY TO BE REMOVED (FOR PEDESTRIAN / CYCLING AREAS)	m2	36
2.004	EXISTING CONCRETE FOOTWAY TO BE REMOVED (FOR NEW CARRIAGEWAY)	m2	45
2.014	EXISTING LIGHTING COLUMN TO BE RELOCATED	No.	1
2.015	EXISTING SIGNS TO BE RELOCATED	No.	1
2.018	EXISTING TREE TO BE REMOVED	No.	6
	PROPOSED ITEMS		
5.003	PROPOSED GULLY	No.	6
5.005	SERVICE COVERS TO BE ADJUSTED	No.	1
6.001	PROPOSED GRASS VERGE	m2	18
7.002	PROPOSED CARRIAGEWAY CONSTRUCTION	m2	238
11.001	INSITU KERB	m	26.8
11.003	ACCESSIBLE KERB	m	9
11.004	ACCESSIBLE KERB TRANSITION	m	10
11.006	DROPPED KERB	m	56.6
11.010	PROPOSED FOOTWAY CONSTRUCTION / REGRADING	m2	134
11.011	PROPOSED HARD STANDING AREA	m2	18
11.013	PROPOSED BUFF BLISTER TACTILE PAVING	m2	4.9
12.001	PROPOSED BUS STOP POLE IN RS60 SOCKET	No.	1
12.006	YIELD SIGN RUS 026	No.	2
12.017	NO STRAIGHT AHEAD SIGN RUS 011	No.	1
12.018	TURN LEFT SIGN RUS 006	No.	1
12.019	NO ENRTY SIGN RUS 050	No.	2
12.020	EXCEPT BUSES' SUPPLEMENTARY PLATE P 050	No.	3
12.021	NO LEFT TURN SIGN RUS 013	No.	1
12.104	YIELD LINE RRM 018	m	22
12.105	LANE INDICATION ARROW(RRM 005, M125, RRM 004, M125, RRM 006, M126)	No.	1
12.106	DOUBLE YELLOW LINE RRM 008	m	35.8
12.122	ANTI-SLIP CHLORINATED RUBBER YELLOW PAINT	m	11
12.123	YELLOW BOX RRM 020	m2	81
12.127	BUS CAGE LINE MARKING RRM 030 - 18M X 3M	Item	1
12.131	BROKEN CENTRE LINE RRM 002B	m	33
12.133	1600MM WORDED MARKING	No.	9
12.134	PROPOSED RED SURFACE DRESSING	m2	238
12.136	TRAFFIC CALMING TRIANGLE M 112	No.	4
17.001	BUS SHELTER FOUNDATION	No.	1
17.002	BUS SHELTER SUPERSTRUCTURE	No.	1

ITEMS SHOWN WITHIN THIS SCHEDULE OF WORKS ARE NOT MEASURED IN ACCORDANCE WITH TII RMP

**THE FOLLOWING WORKS ARE TO BE UNDERTAKEN IN THE
IMPLEMENTATION OF THIS BUS STOP:**

1. EXISTING KERBS TO BE REMOVED AS ARRANGEMENT SHOWS.
2. EXISTING TREES TO BE REMOVED AS ARRANGEMENT SHOWS.
3. EXISTING SIGN TO BE RELOCATED AS ARRANGEMENT SHOWS.
4. EXISTING LIGHTING COLUMN TO BE RELOCATED AS ARRANGEMENT SHOWS.
5. EXISTING SERVICE COVER TO BE ADJUSTED AS ARRANGEMENT SHOWS.
6. PROPOSED KERBS TO BE SET AS ARRANGEMENT SHOWS.
7. PROPOSED BUFF COLOURED BLISTER PAVING TO BE INSTALLED AS ARRANGEMENT SHOWS.
8. PROPOSED GULLIES TO BE CONSTRUCTED AS ARRANGEMENT SHOWS.
9. PROPOSED FULL DEPTH CARRIAGeway TO BE CONSTRUCTED AS ARRANGEMENT SHOWS.
10. PROPOSED FOOTWAY TO BE CONSTRUCTED AS ARRANGEMENT SHOWS.
11. PROPOSED HARDSTANDING TO BE CONSTRUCTED AS ARRANGEMENT SHOWS.
12. NEW TFI BRANDED BUS POLE WITH FLAG MOUNTED IN RS60 SOCKET TO BE INSTALLED.
13. PROPOSED SIGNS TO BE INSTALLED AS ARRANGEMENT SHOWS.
14. PROPOSED ROAD MARKINGS ARE TO BE PROVIDED AS ARRANGEMENT SHOWS.
15. NEW BUS SHELTER TO BE INSTALLED BY NTA CONTRACTOR AT FUTURE DATE.

KEY (CONTINUED):

-  EXISTING SIGN
-  EXISTING SIGN TO BE RELOCATED
-  PROPOSED ROAD MARKING
-  PROPOSED FOOTWAY
-  PROPOSED HARD STANDING AREA
-  PROPOSED CARRIAGEWAY (FULL DEPTH CONSTRUCTION)
-  PROPOSED RED COLOURED SURFACING
-  PROPOSED RAMP
-  PROPOSED 160MM ACCESSIBLE KERB

- PROPOSED ACCESSIBLE TRANSITION KERB
- PROPOSED IN-SITU KERB
- PROPOSED DROPPED KERB
- PROPOSED GULLY
- PROPOSED BUS STOP POLE
- PROPOSED BUS SHELTER LOCATION
- PROPOSED BLISTER TACTILE PAVING BUFFER
- PROPOSED SIGN
- PROPOSED LIGHTING COLUMN
- PROPOSED SETTING OUT LINE

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
2. LOCATIONS ARE APPROXIMATE AND ARE TO BE AGREED ON SITE WITH THE OVERSEEING ORGANISATION.
3. ALL UTILITIES SHOWN ARE INDICATIVE ONLY AND REMAIN THE RESPONSIBILITY OF THE CONTRACTOR.
4. TO BE READ IN CONJUNCTION WITH THE SAFETY FILE AND DESIGNERS RISK ASSESSMENT.
5. NO TOPOGRAPHIC SURVEY WAS CARRIED OUT PRIOR TO THE DESIGN SHOWN ON THIS DRAWING.
6. SITE CONDITIONS TO BE CHECKED BY THE CONTRACTOR BEFORE PROCEEDING TO ANY TASK.
7. INDICATIVE LAYOUT AND ROAD MARKINGS HAVE BEEN PREPARED BASED ON AERIAL IMAGERY. ROAD MARKING LAYOUT TO BE CHECKED BY CONTRACTOR.
8. THE NTA AND/OR LOCAL COUNCIL ARE TO PROVIDE AN APPROPRIATE MAINTENANCE STRATEGY TO KEEP THE PEDESTRIAN ROUTE LEADING TO THE BUS STOP CLEAR OF DEBRIS.
9. ALL VEGETATION OVERHANGING WORKS TO BE TRIMMED BACK WHERE APPROPRIATE AND CROWN FITTED TO SUITABLE HEIGHT.
10. ALL NEW AND EXISTING GULLIES AFFECTED BY SITE WORKS TO BE CLEARED OF DEBRIS, DIRT AND LEAVES.
11. ALL NEW SIGNAGE TO HAVE THE REQUIRED MINIMUM LATERAL CLEARANCE FROM THE EDGE OF THE CARRIAGEWAY.

<u>KEY:</u>	
	EXISTING ROAD MARKING
	EXISTING FOOTWAY TO BE RESURFACED /REGRADED
	EXISTING IN-SITU KERB
	EXISTING DROP KERB
	EXISTING DROPPER KERB
	EXISTING GULLY
	EXISTING LIGHTING COLUMN
	EXISTING LIGHTING COLUMN TO BE RELOCATED
	EXISTING SERVICE COVER
	EXISTING SERVICE COVER TO BE ADJUSTED
	EXISTING UTILITY PLINTH/MARKER
	EXISTING TREE
	EXISTING TREE TO BE REMOVED

A map of the Glen River area in Ireland. The map shows several roads: Glen River, Old Youghal Road, and Carrig Road. A purple-shaded area represents the Cara Junior School. Residential areas are shown in grey with brown building icons. A green area with small trees represents a park. A red rectangular box highlights a specific location on the side of Old Youghal Road, marked with a red dot. A north arrow is located in the top right corner.

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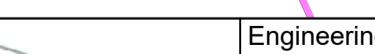
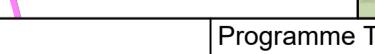
This drawing is to be used for the design element identified in the titlebox. Other information shown is to be considered indicative only. The drawing is to be read in conjunction with all other relevant design drawings.

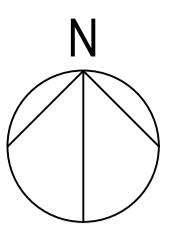
O.S. data used for plans are printed under © Ordnance Survey Ireland Government of Ireland. All rights reserved. Licence Number CYAL50310228 © Ordnance Survey Ireland/Government of Ireland. All elevations are in metres and relate to OSi Geoid Model (OSGM15) Malin Head. All Co-ordinates are in Irish Transverse Mercator Grid (ITM) as defined by OSi active local GPS station.

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Rev	Date	Drn	Chk'd	App'd	Description	Client  Údarás Náisiúnta Iompair National Transport Authority	Engineering Designer 	Programme Title PUBLIC TRANSPORT STOP DESIGN TEAM SERVICES								
	26/06/2024	IL	LN	EH	ISSUE FOR CONCEPT DESIGN											
	11/07/2024	IL	JU	LN	AMENDED FOR CLIENT COMMENTS											
	22/08/2024	OD	JU	ADR	FURTHER AMENDED TO CLIENT COMMENTS											
	12/11/2024	HS	LN	ADR	ISSUE FOR PRELIMINARY DESIGN											
	01/05/2025	HS	JH	LN	ISSUE FOR PRELIMINARY DESIGN											
						Date 01/05/2025	Scale 1:150 1:300	@ A1 @ A3	Drawn HS	Checked JH	Approved LN	Drawing Title LOTAMORE TERMINAL GENERAL OVERVIEW	Drawing File Name PTSDT-ACM-GEO_GA_0016_282-18-DR-CR-0001	Sheet Number 1 of 1	Status S0	Rev P05
						Phase 3	Route 0016	Stop Number 282								



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Transverse Mercator Grid (ITM) as defined by OSi active GPS station.

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Rev	Date
P01	12/11/2024
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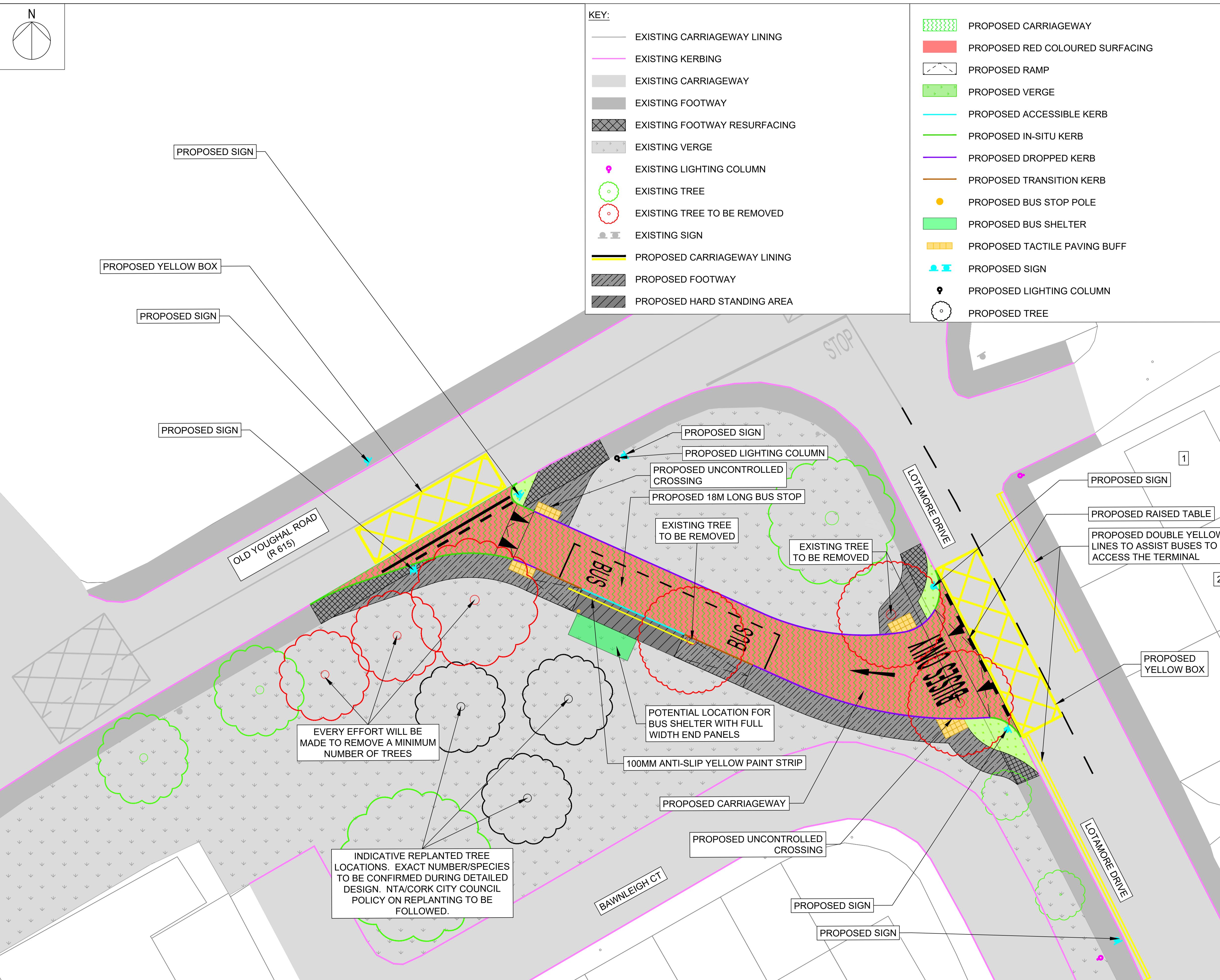
Description	Client
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 NTA

AECOM

PUBLIC TRANSPORT STOP

DESIGN TEAM SERVICES



Proposal Summary

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 the City and the County Councils to ensure full integration with local, regional and national policy. There was extensive engagement with the public and with stakeholders.

The new bus network will provide over 50% more service than existing, an unprecedented investment in Cork's public transport. More areas are being served; more people are within walking distance of a high frequency 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 network to be operated. Buses need a means of turning around at the new endpoints of the new/extended routes. Excellent reliability depends on layover space at the terminal to allow time in schedules for any late-running bus to return on time on its next trip.

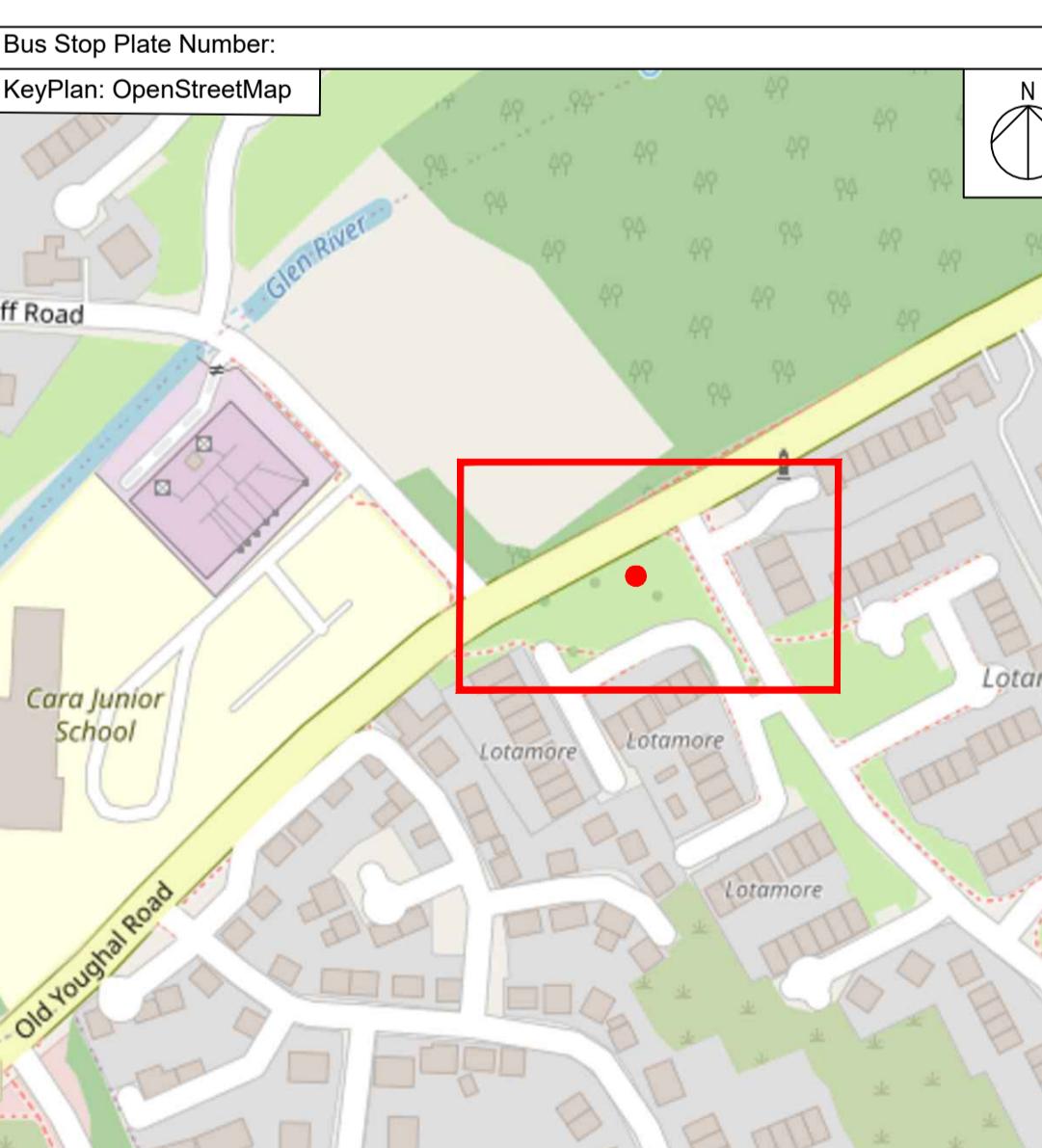
A detailed operational review of the new bus network has now identified the shorter-term stop and terminus alterations needed to support the introduction of the new bus system.

Proposal

The proposed works are summarised as follows:

- 1) Raised table carriageway construction from Lotamore Drive to Old Youghal Road.
- 2) Hard standing for bus boarding area to be constructed within the existing verge. Sides to ramp down and tie into the proposed footway.
- 3) 160mm accessible kerbing to be provided along the length of the bus boarding area.
- 4) 2.0m wide uncontrolled crossing with tactile paving at either end of the bus terminal.
- 5) Proposed signage for the bus terminal access and exit.
- 6) Proposed double yellow lines to be installed at the entrance of the bus terminal to prevent parked cars blocking the access for busses to the bus terminal.
- 7) Renewal/replacement of other road drainage, road signage and road markings as might be necessary.
- 8) All other associated ancillary site works.

The scheme has been designed in accordance with the Design Manual for Urban Roads and Streets and, where relevant, the TII Design Manual for Roads & Bridges. All layouts and details are indicative for consultation purposes and may be subject to change.



DO NOT SCALE USE FIGURED DIMENSIONS ONLY

Appendix C Cumulative Planning Search

Planning Authority	Ref. no.	Address	Summary of Development	Grant date	Distance from Site (approx.) (m)
CCC	2039125	Unit 3, Enterprise House, Mayfield Business Park, Old Youghal Road, Mayfield, Cork City.	Permission for the partial change of use from warehouse to office accommodation ancillary to use of warehouse, at Unit 3, Enterprise House, Mayfield Business Park, Old Youghal Road, Mayfield, Cork. Works to include: 1. Extension of gross floor area at first floor; 2. Minor alterations to existing elevations to include new signages and installation of new window; and 3. New car park layout and all associated site works.	27/07/2020	350
CCC	2039257	Mercy Convent, Boherboy Road, Mayfield, Cork City.	Permission for a change of use from convent residence to day-care centre with alterations and associated works.	07/07/2020	400
CCC	2039508	Mayfield Business Park, Mayfield, Cork City.	Permission to erect a 24m telecommunications support structure carrying antenna and dishes together with associated ground equipment, fencing, retaining wall, and associated site works.	07/12/2020	400
CCC	1938927	Banduff, Ballyvolane, Cork City.	Permission and Permission for retention for development of this site at Banduff, Ballyvolane, Co.Cork. The development consists of retention of an existing 15m telecommunications structure with all associated equipment and cabin within a fenced compound. Permission is also sought for an extension of the existing telecommunications structure to an overall height of 21m to allow for the repositioning of dishes and antenna in order to maintain and improve telecommunications services in the area.	07/02/2020	500
CCC	2341884	Mayfield Community Association, Kerrigan Tyrell Hall, Tinkers Cross, Mayfield, Cork City.	Permission to erect a 'Masterkabin' type single-storey modular steel building, consisting of a workshop, toilet, tearoom, and meeting area, including ancillary site works.	25/05/2023	500
CCC	2241005	St Killians School, Old Youghal Road, Mayfield, Cork City.	Permission to construct the following on the existing school grounds. a new hard play area with associated fencing, a new soft play area with associated fencing, and the upgrading and widening of the existing gentle sloped access area, all located to the rear (east) of the existing school, together with all ancillary and associated site works.	02/06/2022	570
CCC	2543795	Our Lady Crowned Credit Union, 11C Silversprings Road, Mayfield, Cork	Permission for development at Our Lady Crowned Credit Union, 11C Silversprings Road, Mayfield, Cork. The development will consist of the alteration and extension of the existing credit union building comprising new ground floor extension on eastern elevation to provide lobby and ATM/ Express Lodgment space; demolition of existing bay window on eastern elevation at first floor level and construction of replacement bay window; alterations to door and window opes on western, southern and northern elevations; internal alterations comprising reconfiguration of banking hall, office and other support spaces and provision of new lift and disabled toilet. The proposed development includes amendments and extension to the existing car parking layout to improve access and circulation, and all ancillary site development, including drainage and landscaping works.	Pending	630
ABP CCC	313551 2140456	11/12/13/14 and 15 , Old Youghal Road , Mayfield, Cork City.	Permission for the refurbishment and extension of two 1-bed existing cottages (nos. 14 and 15 Old Youghal Road) and the demolition and change of use of the existing public house (Former Cow Pub) and bookmakers (Boylesports) at nos. 11/12/13 Old Youghal Road, Mayfield, Cork City to residential. The development proposed involves the construction of 13 no. units comprising three 1-bed units, five 2-bed units and five 3-bed units. The	27/09/2023	710

Planning Authority	Ref. no.	Address	Summary of Development	Grant date	Distance from Site (approx.) (m)
CCC	2443302	15B Old Youghal Road, Mayfield Cork and 11 Old Youghal Road, Mayfield, Cork City.	<p>proposed development also includes the provision of 10 no. car parking spaces, bicycle parking spaces, drainage, landscaping, bin storage, and all other associated site development works.</p> <p>The change of use and amalgamation of two units from retail/retail services to betting office at 15B Old Youghal Road, Mayfield, Cork including internal and elevational alterations, signage, and ancillary site development works.</p> <p>The proposed development also includes the change of use of the ground floor of the existing building from betting office to retail use at 11 Old Youghal Road, Mayfield, Cork, including removal of existing signage and ancillary site development works. Both sites will be accessed from the existing accesses on Old Youghal Road.</p>	06/03/2025	730