

Carrigtwohill URDF Infrastructure -Public Realm Infrastructure Bundle

Environmental Impact Assessment Screening Report Cork County Council

January 2022

Notice

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1. Introduction

WS Atkins Ireland Ltd. (Atkins) have been commissioned by Cork County Council to prepare an Environmental Impact Assessment (EIA) Screening Report as part of the proposed development of the Carrigtwohill Urban Regeneration & Development Fund (URDF) Initiative Public Realm Infrastructure Bundle in Cork.

1.1. Proposed Project

The proposed development comprises the following:

- Upgrade of the Main Street and Station Road Public Realm Works;
- Wises Road Junction Upgrades; and,
- N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures.

The locations of the proposed development are illustrated in Figures 1.1 to 1.3.

The aims of the proposed infrastructure works included in the Carrigtwohill URDF Initiative Public Realm Infrastructure Bundle are as follows:

- To support regeneration, compact growth and sustainable development in Carrigtwohill;
- To provide a public realm upgrade with better quality streetscapes and public spaces and to unlock the potential of Carrigtwohill town;
- To improve connectivity between Carrigtwohill Town Centre and residential developments, Carrigtwohill train station, schools, business parks, commercial premises etc.
- To encourage sustainable modes of transport by reducing car dominance and providing safe pedestrian and cyclist facilities;
- To upgrade existing road junctions to improve performance for traffic as well as catering for pedestrian/ cyclist demand;
- Co-ordination and integration of proposals with other proposed infrastructure projects in Carrigtwohill.

1.2. Purpose of this Report

This report has been prepared to support the Part 8 planning application by Cork County Council in relation to a public realm infrastructure project in Carrigtwohill in Cork. The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). The project has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

A Stage 1 Screening for Appropriate Assessment has also been prepared (Atkins, 2021). The project has been assessed with regards to the likely significant effects of the project on Designated sites within the zone of influence of the proposed project. The project has been screened out at Stage 1 Screening for Appropriate Assessment, and therefore does not require the preparation of a Natura Impact Statement (NIS).





Figure 1-1 - Proposed Main Street and Station Road Site Location (showing planning red-line boundary)





Figure 1-2 - Proposed Wise's Road Junction Upgrades Site Location (showing planning red-line boundary)





Figure 1-3 - N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures Site Location (showing planning red-line boundary)

2. Methodology

The Environmental impact Assessment (EIA) screening has been undertaken for this project based on the following methodology. The project has been screened in accordance with Section 3.2 of the '*Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft*' (EPA, 2017), the Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments, Planning and Development regulations (2001-2021), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018. The project had been screened in accordance with the Roads Act, 1993 and relevant amendments, and the European Union (Roads Act 1993) (Environmental Impact Assessment) Regulation 2019 S.I. No. 279 of 2019.

As set out under the relevant legislation (detailed further in Section 2.1 of this report), there are two key steps when carrying out EIA screening for a particular project:

- **Step 1** is to determine if the proposed infrastructure works represent a project as understood by the Directive and if a mandatory EIAR is required. Such projects are defined in Article 4 of the EIA Directive and set out in Annexes I and II. Projects requiring a mandatory EIAR are included under Section 50 of the Roads Act (1993-2021), S.I. No. 279 of 2019 amendments and the prescribed projects listed in Section 8 of the Roads Regulations, 1994 (S.I. No. 119 of 1994).
- **Step 2** is to determine if the project is likely to have significant effects on the receiving environment. Section 50 (1)(b) of the Roads Act (1993-2021) states that *if An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment'.*

Section 50 (1)(c) of the Roads Act (1993-2021) states that 'where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.'

Section 50 (1)(e) of the Roads Act (1993-2021) states 'where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.' Annex III as has been transposed into Irish Legislation via Schedule 7 of the Planning and Development Regulations 2001-2021.

There are no exacting rules as to what constitutes "significant" in terms of environmental impacts. The responsibility is on Planning Authorities to carefully examine every aspect of a development in the context of characterisation of the project; location of the project and type and characteristics of potential impacts. It is generally not necessary to provide specialist studies or technical reports to complete this 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.

For the purposes of screening sub-threshold development for EIA, all of the relevant information as presented within EIA Planning and Development Regulations 2021 (Schedule 7A) has been provided on behalf of the applicant, Cork County Council. The potential for the project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001, as amended

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed project, with due regard to all relevant statutory requirements and technical guidance. However ultimately it is the responsibility of the relevant planning authority to make a determination as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.

Figure 2-1 provides a summary of the main steps involved in the EIA screening process.





Figure 2-1 - EIA Screening Process (Source: 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft' (EPA, 2017)).

2.1. Relevant Legislation

The Environmental Impact Directive (85/337/EEC) was brought into force in 1985. Subsequent amendments were made with the following pieces of legislation - 97/11/EC, 2003/35/EC, 2009/31/EC, 2011/92/EU and 2014/52/EU. The Directive was originally transposed into Irish Law by the European Communities (Environmental Impact Assessment) Regulations, 1989 (S.I. No. 349/1989). This amended the Local Government (Planning and Development Act) 1963 and introduced the requirement for an Environmental Impact Assessment in certain specified circumstances. The most recent amendment to the Directive is focused on clarifying and simplifying the process of EIA. The screening criteria have been updated, and Member States have a mandate to simplify their assessment procedures. EIA reports are to be made more readily understandable to members of the general public. Section 50 of the Roads Acts 1993 and the 2019 amended Regulation outlines certain categories of roads projects which require an EIAR.

New EIA Regulations ((Planning and Development) Environmental Impact Assessment) Regulations 2018 (S.I No. 296 of 2018)) transposing the 2014 EIA Directive were recently adopted and came into operation on 1st September 2018. These regulations amend the Planning and Development Regulations 2001 (S.I. No.600 of 2001); they seek to transpose EIA Directive 2014/52/EU and to give further effect to the 2011 Directive, as follows;

• An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2021), Schedule 5, Part 1 – Development for the purposes of Part 10.



- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to various processes and activities. These projects are listed in full within the Planning & Development Regulations (2001-2021), Schedule 5, Part 2 Development for the purposes of Part 10. If the proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be sub-threshold. Part 10, article 92 of the Planning & Development Regulations, 2001 as amended states "sub-threshold development' means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development". Any sub-threshold developments should be evaluated to determine if the project is likely to have a significant impact on the environment.
- Criteria to evaluate whether significant impacts on the receiving environment will arise from a proposed development are listed under Schedule 7 of the relevant Planning & Development Regulations (2001-2021).
 A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations, and summarised below;
 - 1. A description of the proposed development, including in particular:
 - a. a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works; and,
 - b. a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
 - 2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
 - 3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from:
 - a. the expected residues and emissions and the production of waste, where relevant: and,
 - b. the use of natural resources, in particular soil, land, water and biodiversity.
 - 4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.



3. Environmental Impact Assessment Screening

3.1. Step 1 - Mandatory Screening for EIA

The project has been screened against the criteria outlined in Section 50(1)(a) of the Roads Act 1993-2021¹ and Article 8 of S.I. No. 119/1994 - Roads Regulations, 1994². This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Section 50 (1)(a).

3.1.1. Sub-threshold Development Likely to Have Significant Effects on the Environment

The scheme has been screened against the criteria outlined in Section 50(1)(b) and 50(1)(c) of the Roads Act 1993-2021, as follows;

Section 50(1)(b) – 'If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.'

Section 50(1)(c) - Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section <math>51(1) in respect of the development.

Therefore, it is considered that the scheme should undergo an EIA screening to determine if an EIAR would be required in accordance with Section 50(1)(b) and 50(1)(c) of the Roads Act 1993-2021.

3.2. Step 2- Determining if the project is likely to have significant effect on the receiving environment.³

All relevant information as required under Schedule 7A has been provided on behalf of Cork County Council and is presented within this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001, and EIA Planning and Development Regulations 2021 (Schedule 7), as presented within this screening report.

3.2.1. Description of the Proposed Development (Schedule 7A (1))

A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))

Carrigtwohill URDF Initiative Public Realm Infrastructure Bundle are located within Carrigtwohill town in Cork. The proposed development comprises of the following:

- 1. Main Street and Station Road Public Realm Works comprising of the following:
 - a. Upgrade of Main Street and Station Road junction including footpath widening, road re-alignment and widening, re-surfacing, signalisation, provision of pedestrian crossings and removal of existing structures/buildings;
 - b. Provision of three new public spaces as follows:
 - i. At junction of Station Road and Main Street;

¹ http://www.irishstatutebook.ie/eli/2021/si/12/made/en/print

² http://www.irishstatutebook.ie/eli/1994/si/119/made/en/print

³ Pursuant to Schedule 7(A) of the Planning and Development Regulations as amended 2001-2021



- ii. At and north of the Community Centre on Main Street;
- iii. At and west of St. Mary's Church on Station Road.
- c. Public realm upgrade of Station Road from the junction with Main Street to the junction at Carrigtwohill Train Station including:
 - i. Road widening with footpaths / off-road cycle tracks on both sides of the road, raising of existing roads levels where required, and re-location of the existing Grotto;
 - ii. Removal of existing boundary walls, re-building of boundary walls, re-location of entrances and local realignment of the stream channel;
 - iii. Two number 'Biodiversity Areas';
 - iv. New street lighting, undergrounding of overhead lines, new underground services and drainage, and diversion of existing services where required;
 - v. Traffic calming measures including re-surfacing, road narrowing, tree planting and raised tables, signalised and unsignalised raised pedestrian crossings;
 - vi. Removal of on-street carparking and provision of a new car park (46 no. spaces);
 - vii. Upgrade of existing car park at Patrick Pearse Place;
 - viii. New shared use pedestrian and cyclist path between Station Road and recreation areas south of Main Street via Patrick Pearse Place and the existing Centra car park;
 - ix. New footpaths connecting the following housing developments:
 - Cluain Cairn and An Fána;
 - Cluain Cairn and Castle Close/Castle Avenue.
- d. Public realm upgrade of Main Street from the junction with Castlelake Avenue to the junction with Carrigane Road including:
 - i. Footpath widening on both sides of the road with varying surface treatments;
 - ii. Shared cycle/pedestrian path on north side of the road from junction with Castlelake Avenue to Bán Na Gréine;
 - iii. Removal of existing boundary walls, re-building of boundary walls, and re-location of entrances;
 - iv. Street lighting, undergrounding of overhead lines and diversion of existing services as required;
 - v. Traffic calming measures including re-surfacing, road narrowing, tree planting, raised tables, signalised and unsignalised raised pedestrian crossings;
 - vi. Re-location of on-street car parking to three new car parks (45 no. spaces);
 - vii. New road running south from Main Street including underground services, and public lighting;
 - viii. New school drop off area accessed from Carrigane Road and ambulant accessible parking.
- 2. Wises Road Junction Upgrades comprising of the following:
 - Upgrade of junction of Wises Road and Main Street including provision of traffic signals, pedestrian crossings, road re-alignment and footpath widening;
 - Upgrade of junction of Wises Road and Oakbrook Link Road/ IDA Industrial Estate Access Road including provision of traffic signals, road re-alignment and footpath widening.
 - 3. N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures to include an increase in the size of the existing northern roundabout, 2no. pedestrian/ cyclist crossings, widening and re-alignment of approach roads to the roundabout. The crossings will be connected to the Dunkettle to Carrigtwohill Inter-Urban Cycle Route on the north side of the roundabout and to the proposed pedestrian and cyclist path which will cross the N25 on the existing bridge over the N25. The shared path across the bridge will be provided as part of a separate project.

There are existing buildings to be demolished at the junction of Main Street and Station Road, along with small scale demolition works which involve the removal of boundary walls from residential properties, which will be replaced. The total amount of buildings and structures to be demolished total an area of less than 400m².

Proposed Construction Methodology

1. Main Street and Station Road Public Realm Works:

The works are likely to progress in phases, each will commence with site clearance and accommodation works. Temporary traffic management including measures for pedestrians and cyclists will be put in place. Preconstruction demolition surveys of building and boundary walls necessary for the construction of the works will



be undertaken followed by the demolition of these structures. The site will be cleared of redundant road signage and fencing, street lighting to be replaced, kerbs, vegetation to be removed.

Underground utilities which conflict with the main works will be uncovered using mechanical excavators and hand digging where appropriate. A utility survey, including slit trenches for verification, will be carried out during the detail design stage to determine the location of services to the most accurate extent possible. Any service diversions or protection works that are required will be commenced at this stage. This will include the diversion of all overhead lines to underground ducts and chambers in Main Street and Station Road.

Where suitable, existing pavement layers will be retained or just re-surfaced. Elsewhere, to construct the new carriageways, cycle tracks, footpaths, car parks and public spaces excavation to formation/ sub-formation level will be undertaken. This will include the excavation and removal of the existing stone, soil, concrete and bitumen materials along the route followed by the installation of new path and track base materials including new concrete kerbs. Any excavations will be largely undertaken by mechanical means, with any soil arisings to be removed off site for disposal to an appropriately licenced/ permitted waste disposal/ recovery facility following appropriate testing and waste classification or reused onsite where testing confirms its suitability. The base layers of the pavement and cycle lane/track are to be made of compacted stone materials. Footpaths will be a mixture of concrete and natural stone finishes. The roads and cycle tracks will have asphalt surfacing. Public spaces areas will have a mix of concrete and natural stone materials as well as landscaping.

The Woodstock stream will be diverted for a length of ca. 60 metres towards the northern end of Station Road, as outlined in drawings 5194601-HTR-PR-DR-0026 and 5194601-HTR-PR-DR-0027. This will require a new channel to be constructed to the west of the existing channel. The stream will continue to flow in the existing channel while the new channel is being constructed. Once the new channel has been constructed, a connection will be made to the downstream channel and water will be diverted from the upstream culvert into the new channel.

Drainage works are likely to run in tandem with the pavement construction phase. On Station Road this will include the installation of gullies along new kerb lines. These gullies will be connected to a new surface water drainage sewer to be installed below the new alignment. The sewer will discharge to an attenuation tank to be constructed below the proposed Station Road car park from where it will discharge into the existing surface water sewer network. Discharge from the tank will be limited to greenfield run-off rates (5l/s) and will be to the existing sewer at the southern end of Station Road. For the new car parks drainage will be a mixture of porous paving with infiltration to ground and attenuation tanks discharging to the existing surface water sewers. On Main Street this will involve the re-location of existing gullies to the new kerb lines and re-connection to the existing surface water sewer. Underground utility diversions and the installation of new underground utilities will also be completed at this stage.

New road signs, road markings, public lighting columns, traffic signals, bollards will be installed and commissioned where required. Areas of soft landscaping will be top soiled, seeded and planted. Permanent accommodation works will be completed including the erection of permanent fencing/ boundary walls. Temporary traffic management measures will be removed when appropriate.

2. Wises Road Junction Upgrades:

The works will commence with site clearance and accommodation works. Temporary traffic management including measures for pedestrians and cyclists will be put in places. The site will be cleared of redundant road signage and fencing, kerbs, street lighting to be replaced, vegetation to be removed.

Underground utilities which conflict with the main works will be uncovered using mechanical excavators and hand digging where appropriate. A utility survey, including slit trenches for verification, will be carried out during the detail design stage to determine the location of services to the most accurate extent possible. Any service diversions or protection works that are required will be commenced at this stage.

Where suitable, existing pavement layers will be retained or just re-surfaced. Elsewhere, to construct the new carriageways and shared paths excavation to formation/ sub-formation level will be undertaken. This will include the excavation and removal of the existing stone, soil, concrete and bitumen materials along the route followed by the installation of new path and track base materials including new concrete kerbs. Any excavations will be largely undertaken by mechanical means, with any soil arisings to be removed off site for disposal to an appropriately licenced/ permitted waste disposal/ recovery facility following appropriate testing and waste classification or reused onsite where testing confirms its suitability. The base layers of the pavement and cycle lane/track are to be made of compacted stone materials. Footpaths will have concrete finishes and the road will have asphalt surfacing.

Drainage works are likely to run in tandem with the pavement construction phase and will be relatively minor. They will involve the re-location of existing gullies to the new kerb lines where required and re-connection to the



existing surface water sewer. Underground utility diversions and the installation of new underground utilities will also be completed at this stage.

New road signs, road markings, public lighting columns, traffic signals, will be installed and commissioned where required. Areas of soft landscaping will be top soiled, seeded and planted. Temporary traffic management measures will be removed when appropriate.

3. N25 Junction 3 (Cobh Cross) Additional Capacity Interim Measures:

The works will commence with site clearance and accommodation works. Significant temporary traffic management including measures for pedestrians and cyclists will be put in place following consultation with TII. The site will be cleared of redundant road signage and fencing, street lighting to be replaced, kerbs, vegetation to be removed.

Underground utilities which conflict with the main works will be uncovered using mechanical excavators and hand digging where appropriate. A utility survey, including slit trenches for verification, will be carried out during the detail design stage to determine the location of services to the most accurate extent possible. Any service diversions or protection works that are required will be commenced at this stage.

Where suitable, existing pavement layers will be retained or just re-surfaced. Elsewhere, to construct the new carriageways excavation to formation / sub-formation level will be undertaken. This will include the excavation and removal of the existing stone, soil, concrete and bitumen materials along the route followed by the installation of new path and track base materials including new concrete kerbs. Any excavations will be largely undertaken by mechanical means, with any soil arisings to be removed off site for disposal to an appropriately licenced/ permitted waste disposal/recovery facility following appropriate testing and waste classification or reused onsite where testing confirms its suitability. Reinforced concrete retaining walls will be constructed to the north of the existing roundabout where required. The base layers of the pavement and cycle lane/track are to be made of compacted stone materials. New road surfaces will be surfaced with asphalt surfacing.

Drainage works are likely to run in tandem with the pavement construction phase. This will involve the re-location of existing gullies to the new kerb lines as well as the provision of new gullies to match the new layout. Gullies will be connected to the existing surface water sewer and suitable pollution prevention controls including by-pass separators and/ or filter drawings will be installed. No new outfalls for the existing surface water drainage system are proposed. Underground utility diversions and the installation of new underground utilities will also be completed at this stage.

New road signs, road markings including the pedestrian/ cyclist crossings, public lighting columns, traffic signals, bollards and vehicle restraint systems (safety barriers) will be installed and commissioned where required. Areas of soft landscaping will be top-soiled, seeded and planted. The shared paths connecting the crossings with the existing and proposed shared paths will be constructed. Permanent accommodation works will be completed including the erection of permanent fencing/ boundary walls. Temporary traffic management measures will be removed when appropriate.

A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).

The proposed project is located within the suburban area of Carrigtwohill extending from the roundabout at the western extent of the L3680 and the R624 to Cobh (Cobh Cross junction), and along the main street of Carrigtwohill village to the junction of Carrigane Road. The proposed project also incorporates local roads that join the main street within the village; Station Road, Church Lane and Well Lane. The proposed project will predominantly be within carriageway.

Under the Cork County Council Municipal District Local Area Plans 2017 the location of the proposed project is land use zoned as 'Special Policy Area', 'community', 'town centre' 'roads and walkways', 'open space', 'industry' and 'business'.

The location of the proposed project is detailed in Section 3.3.1. The environmental sensitivity of geographical areas, which could potentially be affected by the proposed development is evaluated in the following section.

Biodiversity

All surface hydrological features within the vicinity of the proposed project follow topography and flow in a southerly direction towards the coast.

The proposed project is not located within any European sites. There are 3no. European sites within 15km of the proposed project; 2no. Special Area of Conservations (SACs) - Great Island Channel SAC (001058) and Blackwater River (Cork/Waterford) (002170) and 1no. Special Protection Areas (SPAs) - Cork Harbour SPA.

Cork Harbour lies to the south of the proposed project. Great Island Channel SAC and Cork Harbour SPA for birds are situated within Cork Harbour. Slatty Water is an estuarine waterbody, which is part of the larger Cork Harbour estuarine waterbody and the SAC and SPA. The western extent of the proposed project in the vicinity of Cobh Cross is located ca. 20m, i.e. on the opposite side of the N25 carriageway, from the SAC and SPA. The eastern extent of the project is located ca. 1.4km from the SAC and ca. 1.6km from the SPA. Due to the nature of the proposed project, geographical location and nature of hydrological connectivity, the European sites within the zone of influence of the proposed project are the Great Island Channel SAC and Cork Harbour SPA. There is an indirect connectivity between the proposed project and the Great Island Channel SAC and Cork Harbour SPA via hydrological pathways.

There are no Natural Heritage Areas (NHA) within 15km of the proposed works. There are 14no. proposed Natural Heritage Areas pNHAs within 15km of the proposed works. The closest pNHA to the proposed works is the Great Island Channel pNHA (Site Code: 001058) located ca. 20m west of the project site. There is potential indirect hydrological connectivity between the proposed project and the Great Island Channel pNHA via hydrological pathways.

The proposed project lies in the Tibbotstown Water Framework Directive (WFD) subcatchment (SC_010). There are three 1st order streams that lie within the Tibbotstown subcatchment that are within the vicinity of the proposed project; Woodstock stream, Annsgrove stream and Tibbotstown stream. These streams are situated in the lands north of Carrigtwohill main street and flow in a general south-westerly and southerly direction. The Woodstock stream is culverted under Station Road and flows in a south-westerly direction to where it joins the Annsgrove stream within Terry's Land. The Annsgrove stream then flows in a southerly direction (under the L3680 and N25) for approximately 1.6km to Slatty Water. The Tibbotstown stream flows in a southerly direction along the eastern side of the IDA Industrial Estate of Carrigtwohill, under the L3680 and the N25, and into Slatty Water adjacent to the Merck site.

Surveys were initially undertaken between June 30th and July 3rd 2020 by Greenleaf Ecology. A second survey was conducted in June 2021 by a Senior Atkins ecologist. During these surveys, the presence of non-native invasive species was recorded. All features of interest were recorded using a handheld Garmin Map 62 device.

Biosecurity protocols will be implemented during the construction phase of the proposed project to prevent the introduction of invasive species listed on the third schedule of the EC (Birds and Natural Habitats) Regulations 2011, as amended, to site and the further spread of diseases such as crayfish plague. The location of Japanese knotweed is situated outside, but adjacent to, the perimeter of the red line boundary of the proposed project and at a remove from waterbodies. Thus, it is not anticipated that invasive plant species will be spread to European sites, which could result in impacts on receiving habitats.

There are no records for Japanese knotweed (*Reynoutria japonica*), Himalayan balsam (*Impatiens glandulifera*), giant hogweed (*Heracleum mantegazzianum*), or giant rhubarb (*Gunnera tinctoria*) within the red line boundary listed on the NBDC database. However, Japanese knotweed was recorded southeast of the GAA pitches and winter heliotrope was recorded throughout the site along several road verges. Semi-natural habitats present were recorded using the Fossitt (2000) classification system and their constituent species were noted. Potential sensitive ecological receptors present within the survey area were recorded, including the presence of protected species and habitats or habitats that would support protected species, in addition to noting connectivity to European sites.

There will be no land take from any of the Designated sites within the zone of influence of the proposed project and, based on the findings of the Stage 1 Appropriate Assessment Screening report (Atkins, 2021) there will be no potential significant adverse effects to European sites within the receiving environment arising from the proposed project.

Hydrogeology

There are 2no. wells within the site boundary; 1no. well for domestic purposes (GSI Reference: 1707SWW132) and 1no. unknown well (GSI Reference: 1707SWW047), both wells have poor yield (GSI, 2021). Given the proposed works in the vicinity of these wells (including all proposed construction works) are within existing roadways / carriageways, it will not be significantly affected by the proposed project.

There are no designated Public Drinking Water Supply and Source Protection Zones within 2km of the proposed project (GSI, 2021). The closest Public Drinking Water Supply or Source Protection Zone is the Cloyne Aghada PWS, located ca. 8.4km south east of the proposed project (GSI, 2021). The closest group scheme preliminary source protection area is Walkerstown which is located ca. 4.50km south of the proposed development. Taking account of the distance of this public water supply there is no residual risk to regional potable supplies.



The proposed works are underlain predominantly by a locally regionally important bedrock aquifer and locally important gravel aquifer to the west and a small portion of a locally important aquifer (GSI, 2021). Groundwater vulnerability rating beneath the proposed project has been classified by GSI (2021) as *'low'* and *'high'*.

Geology

The proposed development is underlain by Gravels derived from Devonian sandstones to the west, till derived from Devonian sandstones to the north and alluvium to the south (GSI, 2021). There are no Geological Heritage Areas within the vicinity of the site. The bedrock beneath the proposed project is mainly underlain by massive unbedded lime-mudstone by the Waulsortian Limestones formation (GSI, 2021). There is a fault line running through the proposed Wises Road Junction Upgrades and bedrock beneath this junction comprises Massive and crinoidal fine limestone of the Little Island Formation, massive unbedded lime-mudstone by the Waulsortian Limestone of the Cork Red Marble Formation (GSI, 2021).

There are no karst features within the boundary of the proposed development. There are 4no. karst features present within 1km of the proposed project. The closest karst feature (reported as a Cave GSI Code: 1707SWK009) is located ca. 50m north of Main Street (GSI, 2021).

There are no historic landslide events or designated landslide susceptibility issues in the vicinity of the proposed development.

Flooding

The site has been screened with regard to potential flood risk associated with both baseline conditions, and the proposed project. According to the relevant guidance document; 'The Planning System and Flood Risk Management – Guidelines for Planning Authorities' (DOEHLG, 2009), one of the guiding principles of flood risk assessment is that assessments should be 'proportionate to the risk scale, nature and location of the development'. In the first instance flood risk identification is carried out; identification is the process for deciding whether a plan or project requires a flood risk assessment and is essentially a desk-based exercise based on existing information (DOEHLG, 2009)

A Flood Risk Assessment (FRA) was carried out by JBA Consulting (2021) for the proposed project. Based on historic data and predictive mapping, areas within Carrigtwohill have been identified as at risk of flooding during a 1% Annual Exceedance Probability (AEP) and 0.1% AEP flood event. JBA Consulting (2021) have reviewed the available sources of flooding sections of the Public Realm Works which are located in Flood Zone A & B along Station Road. Ideally, road infrastructure would be located in Flood Zone B or C. Therefore, an aim of the Public Realm Works is to remove sections of the road network from Flood Zone A. Various mitigation measures have been reviewed and assessed to alleviate the flood risk to Station Road post development. The existing flood risk is caused by an undersized culvert along the Woodstock Stream'. Two mitigation options for Station Road were assessed and based on the analysis Option 2 is the preferred method to manage flood risk along Station Road. Option 2 involves 'this construction of a replacement Woodstock culvert to ensure it has the capacity to convey flows up to the 0.1% AEP flood event. The works will also minimise the risk of blockage and collapse of the culvert in the long term. Review of the results confirm that the upgrade works will completely remove Station Road from the 1% AEP event and significantly reduce the flood extents during the 0.1% AEP event. Downstream of the site, due to the increased conveyance of the culvert, flood levels do show a minor increase but remain in bank. Furthermore, an assessment has been undertaken on the proposed project development and mitigation measures to ensure that they are not negatively impacted. Review of the results confirm that the mitigation within the proposed project will continue to prevent inundation during a 1% and 0.1% AEP event' (JBA Consulting, 2021).

⁶Considering the wider Public Realm development, the proposed works are within Flood Zone C. To ensure no increased risk of pluvial flooding it is recommended that all existing road levels are maintained where possible so as not to impact on potential flow pathways. A stormwater system has been incorporated within the Public Realm Scheme to manage surface water flows. This will ensure that the works will not negatively impact on potential pluvial flooding across the scheme area' (JBA Consulting, 2021).

Archaeology and Cultural Heritage

There are no recorded historic features within the proposed development. There are 6no. recorded National Monuments Service 'Sites and Monuments Record' (SMR) and 8no. National Inventory of Architectural Heritage (NIAH) features within 400m. The 6no. SMR are summarised as follows:

• Midden (Reference Number CO075-068----) is located immediately adjacent south of main street. The midden is described as follows:



'Discovered during construction of 'new school' in field to S of road, at W end of Carrigtwohill. Excavated by O'Kelly (1955a, 28-32). Midden contained within pit (5m N-S; 2.25m E-W; max D 0.6m) cut into subsoil'.

- Church (Reference Number CO075-017003-) is located 25m east of Station Road. The church is described as follows:
 - ' In the NW corner of a graveyard (CO075-017001-) is a C of I church built in 1905 (Coleman 1908).'
- Redundant record (Reference Number CO075-017004-) is located ca. 25m east of Station Road. The Redundant record is described as follows:

'Listed as an 'abbey' in the SMR (1988) and the RMP (1998) based on the fact that the words 'Abbey (in Ruins)' appear here on the 1842 OS 6-inch map. No such abbey is listed in Gwynn and Hadcock (1988) and the remains are those of a late medieval parish church and tower (CO075-017001-). The evidence is not sufficient to warrant accepting this as the location of an archaeological monument.'

• Church (Reference Number CO075-017002-) is located ca. 25m east of Station Road. The church is described as follows:

'In centre of graveyard (CO075-01701-), remains of nave and chancel of parish church of Carrigtwohill, with tower at SW corner.'

• Graveyard (Reference Number CO075-017001-) is located ca. 25m east of Station Road. The graveyard is described as follows:

'On N side of Carrigtwohill village, rectangular graveyard (c. 60m N-S; c. 80m E-W) enclosed by stone wall. In centre, partially roofed remains of late medieval parish church of Carrigtwohill (CO075-017002-); in NW corner C of I church (CO075-017003-) built in 1905 (Coleman 1908, 8). Oldest burials on S side, earliest inscribed headstone noted dates from 1767, though Power (1918, 196) records headstone dated 1723, whilst O Buachalla and Henchion (1965) noted '233 stones, all but a few being at least a century old', the oldest dated 1704; many headstones and fragments of headstones now lie in pile to W of church tower. Memorials to Cotter and Dobson families on W wall of church (see CO075-01702-). Still in use; recent extension to N.'

• Enclosure (Reference Number CO075-014----) is located ca. 130m north of N25 Junction 3 (Cobh Cross). The enclosure is described as follows:

'Indicated on 1842 OS 6-inch map as sub rectangular enclosure (L c. 40m N-S; c. 20m E-W) cut across by E-W field fence. Levelled; no visible surface trace.'

The 8no. NIAH features are summarised as follows:

- Barry's Bridge Reg. No. 20907550;
- Carrigtohill Station Reg. No. 20907551;
- Carrigtohill Stationmaster's House Reg. No. 20907552;
- House Reg. No. 20907554;
- Parochial House Reg. No. 20907555 (4no. building associated with this NIAH);
- Saint Mary's Roman Catholic Church Reg. No. 20907557 (2no. building associated with this NIAH);
- House Reg. No. 20907558; and,
- Tullagreen House Reg. No. 20907559.

John Cronin & Associates (2021) prepared an Archaeological and Built Heritage Constraint Study Report for the proposed development. John Cronin & Associates (2021) concluded that 'any proposed excavation works to be undertaken during the scheme should, therefore, be subject to archaeological review during the design process which should also include consultation with the Heritage Unit, Cork County Council.'

John Cronin & Associates (2021) prepared an Archaeological and Built Heritage Assessment for the proposed development. John Cronin & Associates (2021) states that 'works associated with the Public Realm Infrastructure Bundle will not directly impact any recorded archaeological sites or protected structures. There is, however, potential to uncover sub-surface archaeological remains during ground works within greenfield areas. As such, a programme of licenced archaeological monitoring has been recommended for this portion of the works. The



works will require the demolition of a number of nineteenth-century road-side structures and removal of sections of historic masonry walls. A programme of pre-works architectural recording is proposed.

John Cronin & Associates (2021) conclude the 'it is considered that Public Realm Infrastructure Bundle has the potential to greatly improve the built environment and town centre of Carrigtwohill. Overall the proposals will have a positive impact on the townscape and streetscape character of the settlement'.

The environmental sensitivity of geographical areas likely to be affected by the proposed project are evaluated further within Section 3.4.2 of this report ('*Location of proposed development – The environmental sensitivity of geographical areas likely to be affected by the proposed development*') as required under Schedule 7 of the relevant regulations.

3.2.2. Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2)).

The proposed development does not lie within any European sites, nature reserves or existing/ proposed natural heritage areas (detailed in Section 3.2.1 of this report). There are 3no. European sites within 15km of the site. 'The works occurring at Cobh Cross are the closest to the European sites, the nearest point located ca. 20m from Cork Harbour SPA and Great Channel Island SAC. All works locations are located on the opposite side of the N25 dual carriageway to the European sites and are thus separated from the European sites by roads and verges. Therefore, given the nature, extent and location of the proposed project, these works are not anticipated to cause direct impacts, such as habitat loss, habitat modification or direct disturbance, to the SAC and SPA during the construction phase' (Atkins, 2021). A potential indirect hydrological connection exists between the proposed project and Cork Harbour SPA and Great Channel Island SAC via hydrological pathways. However the AA Screening concluded that 'based on the best available scientific information. It is concluded by the authors of this report that it can be excluded, on the basis of objective information, that the proposed project, individually or incombination with other plans and projects, will have likely significant effects on the Great Island Channel SAC and Cork Harbour SPA in view of their conservation objectives. Thus, it is concluded that the proposed project does not need to proceed to Appropriate Assessment' (Atkins, 2021).

Biosecurity protocols will be implemented during the construction phase of the proposed project to prevent the introduction of invasive species listed on the third schedule of the EC (Birds and Natural Habitats) Regulations 2011, as amended, to site and the further spread of diseases such as crayfish plague. The potential spread of invasive species will be controlled by:

- Identifying and marking out areas of infestation;
- Fencing off areas of infestation in advance of and during construction works;
- Erecting signage identifying restricted areas;
- Avoiding using plant and machinery in areas of invasive species infestation;
- Plant and equipment used within areas of invasive species infestation should be inspected post works and washed down in a contained area;
- Establishing root zones / control zones for knotweed extending a minimum of 7m from the extent of invasive species surface vegetation.

The location of Japanese knotweed is situated outside, but adjacent to, the perimeter of the red line boundary of the proposed project and at a remove from waterbodies. Thus, it is not anticipated that invasive plant species will be spread to European sites, which could result in impacts on receiving habitats.

As outlined previously in Section 3.2.1 the proposed project is unlikely to have any significant effects during the construction phase on identified archaeological or architectural features within the vicinity of the proposed project site. John Cronin & Associates (2021) conclude the *'it is considered that Public Realm Infrastructure Bundle has the potential to greatly improve the built environment and town centre of Carrigtwohill. Overall the proposals will have a positive impact on the townscape and streetscape character of the settlement'.*

There are 3no. potential areas for the site compound for the proposed project; 1no. area within a greenfield site south of the Main street, 1no. area within a greenfield site west of Station Road and 1no. area within agricultural land west of the N25 Junction 3 (Cobh Cross). All of these areas are away from any identified environmental sensitive receptors so as to avoid potential impacts to the environment and the general public. Additionally, it will be the responsibility of the Contractor to determine a suitable location for the site compound within the proposed project area. The exact location will be subject to a review of all potential environmental receptors by the Contractor, once appointed, which will be documented within the Contractors Detailed Construction Environmental Management Plan (CEMP). The final proposed site compound location will be subject to Client approval.

The only other relevant aspects of the environment (including human health), which could potentially be significantly affected by the proposed project are receiving groundwater environment, surface water environment, air quality environment, the receiving noise and vibration environment, and the receiving traffic environment, during the construction phase.

The works will mainly involve excavations to an anticipated maximum depth of 4m bgl for the attenuation tanks situated under the car parks. In general, across the scheme, excavations for road widening will be a maximum of 1.5m in depth. Excavations required for the installation of the new drainage system along Station Road will have an approximate maximum depth of 2.0m for the drainage runs. GSI (2021) have reported a 'low' and 'high' groundwater vulnerability beneath the proposed project. The high groundwater vulnerability rating would indicate that groundwater beneath the vicinity of the proposed project may be vulnerable to contamination.

Woodstock stream will be diverted for a length of ca. 60 metres towards the northern end of Station Road. The realignment of the Woodstock stream will be conducted by open trenching a new channel alongside the existing stream. The new channel will be created off-line from the live channel and therefore will be created in the dry. Once this channel has been excavated to dimensions that reflect those of the existing stream, the downstream end of the new channel will be joined to the existing stream. The upstream end will then be connected to the culvert and the stream diverted. The Woodstock Stream is a highly modified channel and currently runs through a large area of open land and an operational construction site in the lands west of Station Road. The stream flows over the newly excavated soils; this will be temporary and localised plume of suspended soils as the stream flows over the newly excavated soils; this will be temporary and localised in nature. Given the nature and location of the proposed works relative to the European sites (2km hydrological distance between the site of realignment and the SAC), the potential risk of impacts to the habitats of the SAC and waterbirds of the SPA is anticipated to be negligible. The Contractor will be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development. Due to the nature and scale of the project it is anticipated that the construction and operation of the proposed development will not have a significant impact on surface water quality.

The proposed project lies within a suburban area and there are sensitive receptors adjacent to the scheme i.e. residential properties. Dust may be generated during the construction phase. Construction will require the use of machinery such as dump trucks, loading shovels etc. The presence of such machines may result in a temporary increase in noise and dust. The air quality at the proposed project is 'good' (EPA, 2021). However, management of dust will be in line with relevant best practice measures such as those set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Due to the nature and scale of the project it is anticipated that the construction works will not have a significant impact on air quality. It is anticipated that the operational phase will likely have a positive impact on air quality.

Noise levels will not exceed the indicative levels of acceptability for construction noise in a suburban environment as set out in the NRA guidance '*Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes*' (NRA, 2014). It is anticipated that the works will be scheduled during day-time hours. The Contractor will also be obliged to prepare a project specific CEMP prior to commencement of the proposed project, which will include specific control measures in accordance with standard industry best practice to be implemented to fully address any potential air quality / dust emissions, noise / vibration nuisance, and onsite noise / vibration monitoring should this be necessary. Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). Due to the nature and scale of the project it is anticipated that the construction works, and operation of the proposed project will not have a significant impact on noise.

Due to the scale and nature of the project it is anticipated that there may be impacts on traffic volumes during the construction phase of the project. The roadworks will be carried out on a phased basis. A temporary traffic



management plan will be maintained throughout the works area to ensure that traffic is controlled and continues to flow during the construction phase. The proposed project will have a positive impact on traffic during the operational phases, as the proposed project will encourage sustainable modes of transport and upgrade existing junctions to improve performance for traffic. It is considered that there will be no significant negative impact on traffic during the construction and operational phase of the project.

3.2.3. A Description of Any Likely Significant Effects (To the Extent of The Information Available on Such Effects) of The Proposed Development on The Environment (Schedule 7A(3)).

The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).

The proposed project may give rise to air, noise, water emissions and waste. However, the proposed project will be designed in order to minimise any potential impacts as a result of these emissions during the operational phase. Standard mitigation measures will be implemented by the Contractor to address potential air and noise emissions during the construction phase. The Contractor will ensure that onsite storm water management during the construction phase is carried out in accordance with relevant best practice measures as set out in Construction Industry Research and Information Association (CIRIA) guidance 'C532 - Control of Water Pollution from Construction Sites'. The Contractor will be obliged to prepare a project specific CEMP prior to commencement of the proposed project, which will include specific mitigation measures to be implemented to fully address any potential surface water impacts and monitoring as necessary.

Demolition works are proposed as part of the proposed project. Buildings and boundary walls will be demolished as previously outlined. An asbestos survey shall be carried out prior to any demolition works taking place. The demolition contractor shall review the survey report and allow for the specialist removal of asbestos should this be required. Any asbestos material should be removed by a suitably experienced specialist asbestos removal contractor prior to commencement of any demolition or construction works commencing. Asbestos waste will be hazardous and should be transported and disposed of by a specialist waste disposal contractor (i.e. Rilta Environmental Ltd.). Written confirmation must be obtained to ensure that all structures scheduled for demolition have been certified to be clear of asbestos material before demolition works occur. No demolition works will be permitted to commence until written confirmation has been obtained that all structures scheduled for demolition have been certified to be clear of asbestos material

During the demolition phase the following waste streams will be generated: construction and demolition (C&D) waste, wood etc.

During the construction phase the following waste streams will be generated: waste soil / made ground arisings, construction and demolition (C&D) waste, mixed municipal waste (MMW), recyclables such as plastic wrapping, wooden pallets, paper and/or waste electrical and electronic equipment (WEEE).

All waste generated during the demolition and construction works will be disposed of by the Contactor in accordance with all relevant waste management legislation. The Contractor will be responsible for segregating each waste type as per the relevant List of Waste (LoW) (also referred to European Waste Catalogue (EWC) code). All waste materials must be removed offsite by a suitably permitted waste haulage contractor who holds a current valid waste collection permit issued by the National Waste Collection Permit Office (NWCPO).

The Contractor will be obliged to prepare a project specific Construction and Demolition (C&D) Waste Management Plan (WMP) prior to commencement of the proposed development in accordance with the relevant guidelines 'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects' prepared by the DoEHLG.

The operational phase of the project should be accompanied by an increase in bicycle traffic and an associated reduction in vehicular traffic. The proposed scheme is not likely to have a significant environmental effect with regard to expected residues and emissions and the production of waste.

The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).

During the construction of the proposed project natural resources in the area will be required to facilitate the provision of this project. There are 2no. biodiversity areas proposed for the proposed project, these areas are currently greenfield sites and will be developed into biodiversity areas which included the planting of hedgerow, wild plants and trees. There are 3no. potential areas for the site compound for the proposed project. These areas are within greenfield sites. Proposed verges will be developed with soft landscaping areas. The majority of the proposed development is within existing roadway and hardstanding. The project is not located within or in proximity to any European sites (Atkins, 2021).



Soil will be excavated to an anticipated maximum depth of 4m bgl for the attenuation tanks situated under the car parks. In general, across the scheme, excavations for road widening will be a maximum of 1.5m in depth. Excavations required for the installation of the new drainage system along Station Road will have an approximate maximum depth of 2.0m for the drainage runs. Soils may be reused onsite where suitable. Engineering grade fill material (hardcore or similar) will be imported to the site during the proposed works. All soil requiring disposal offsite will require waste classification in accordance with EPA requirements as set out in the documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2015), and 'Determining if waste is hazardous or non-hazardous' (EPA, 2018), and all relevant waste management legislation. In addition to screening against relevant Waste Acceptance Criteria (WAC), the preparation of a waste classification tool (hazwaste online / EPA paper tool or similar etc.) will be required to be carried out in order to determine the relevant LoW / EWC code for the transport of any waste soils which require offsite removal and disposal.

Therefore, based on the environmental setting, and taking account of the nature, scale and location of the proposed project other than standard construction materials, the proposed project (during both construction and operational phases) will not have a significant impact on natural resources.

3.2.4. The Compilation of The Information at Paragraphs 1 To 3 Shall Take into Account, where Relevant, the Criteria set out in Schedule 7 (Schedule 7A(4)).

All relevant criteria set out in Schedule 7 of the Regulations is presented in Section 3.2 (*Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA*) of this screening report.

During the preparation of Sections 3.3.1 to 3.3.3 (i.e. Schedule 7A (1) to (3)) all pertinent Schedule 7 information has been taken account of as required, with specific details presented in the following section of this report (Section 3.4).

3.3 Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA

3.3.1 Characteristics of proposed development (Schedule 7(1))

The size and design of the whole of the proposed development (Schedule 7(1)(a))

Refer to Section 3.2.1 under 'A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))'.

Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(1) (b))

Committed Development

A search of Cork City and County Council Planning Applications⁴ has been undertaken for applications submitted within the last 5 years in the vicinity proposed development (last reviewed 05/07/21). Some of the granted applications have already been completed and of those which are not completed, most are generally of small scale in nature (i.e. residential extension works, or property improvement works). Completed or granted applications of such small scale (such as residential improvements) have not been considered further in terms of potential for cumulative impacts.

Six projects are committed developments, which have not yet been built or are currently under construction. These developments have been further evaluated for the potential of cumulative impacts and are presented in Table 3.1 below.

It is considered unlikely that the granted projects occurring within any sites surrounding Carrigtwohill will act in combination with the proposed development to give rise to significant cumulative impacts on the receiving environment.

⁴ <u>https://corkcoco.maps.arcgis.com/apps/webappviewer/index.html?id=03a3b83db76c46fd9b66178f8d407e0d</u>

Table 3-1 - Committed Development in the vicinity of the proposed development

Planning Ref	Decision Date	App. Name	Location	Description	Assessment
195707	28/04/2020	The Minister for Education and Skills	Castlelake, Terrysland, Carrigtohill, Co. Cork	Demolition of 1no. derelict two story dwelling and 1no. derelict single story agricultural storage building. Construction of 3 no. new school buildings.	The proposed school is located immediately adjacent to the west of the proposed development. Based on the timing of the proposed project and the proposed school, cumulative impacts associated with the proposed development on the receiving environment are unlikely.
176934	08/11/2018	Petrogas Group Ltd	Castlelake, Terrysland, Carrigtohill, Co. Cork	Development of 6no. pump islands with canopy.	This development is located south of the southern roundabout by Station Road. Based on the scale and nature of this project, cumulative impacts associated with the proposed development on the receiving environment are unlikely.
175399	16/04/2018	BAM Property Ltd.	Castlelake, Terrysland, Carrigtohill, Co. Cork	Construction of 277 no. residential units consisting of 43 no. detached houses, 94 no. semi-detached houses, 40 no. three storey terraced houses, 9 no. duplex houses, 9 no. duplex apartments and 82 no. 2 & 3 bedroom apartments arranged in three blocks of three stories and one block of four stories and associated site development works. The proposed development represents a change of layout and house types on part of the lands previously permitted under the overall 'Castlelake'	This residential development is located immediately adjacent to the west of the proposed development. Based on the timing of the proposed project and the proposed residential development, cumulative impacts associated with the proposed development on the receiving environment are unlikely.



Planning Ref	Decision Date	App. Name	Location	Description	Assessment
				development Ref:00/7674 (An Bord Pleanala Ref: PL.04.131129) extended under 12/5005 and Ref: 00/7607 (An Bord Pleanala Ref: PL.04/125446) extended under 11/4857.	
184693	14/05/2018	BAM Property Ltd.	Castlelake, Terrysland, Carrigtohill, Co. Cork	Construction of a crèche of 581sq.m over one and two storeys, new entrance, carparking and boundaries, and all associated site development works.	The construction of a crèche is located immediately adjacent to the west of the proposed development. Based on the scale and nature of this project, cumulative impacts associated with the proposed development on the receiving environment are unlikely.
165091	30/06/2016	Mary Barry	Cluan Cairn, Station Road, Carrigtohill, Co. Cork	Extension to existing "All Aboard" Creche facility comprising 90sq.m building, relocation of outdoor play area, and ancillary roads and services connection works. Development is within the cartilage of Rockville House (Protected Structure RPS ID 1317).	This development is located ca. 30m east of the proposed projects. Based on the scale and nature of this project, cumulative impacts associated with the proposed development on the receiving environment are unlikely.
195836	13/09/2019	IDA Ireland	IDA Business Park, Anngrove & Terry's Land, Carrigtwohill, Co Cork	Internal road upgrades. The proposed development will involve the upgrade of existing internal access roads to provide a dedicated shared use cycleway and footpath, pedestrian and cycle crossing point, bus lane, bus shelter and traffic safety barrier. The proposed development will also include for the provision of a cycleway and footpath adjacent to the L-3616 public road	The road upgrades are located immediately adjacent to the west of the proposed development. Based on the scale and nature of this project, cumulative impacts associated with the proposed development on the receiving environment are unlikely.



Planning Ref	Decision Date	App. Name	Location	Description	Assessment
				to connect into the L-3615 at the north eastern corner of the IDA Business Park.	



The nature of any associated demolition works (Schedule 7(1)(c))

There are existing buildings to be demolished at the junction of Main Street and Station Road, along with small scale demolition works which involve the removal of boundary walls from residential properties, which will be replaced. Refer to Section 3.2.1 under 'A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))'.

The use of natural resources, in particular land, soil, water and biodiversity (Schedule 7(1)(d))

Refer to Section 3.2.3 under '*The Use of Any Natural Resources in particular soil, land, water and biodiversity* (*Schedule 7A* (3)(b)). The proposed project is not likely to have a significant environmental effect with regard to the use of natural resources.

The production of waste (Schedule 7(1)(e))

Refer to Section 3.2.3 under '*The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).*' All waste will be removed to an appropriately licenced/ permitted waste disposal/ recovery facility.

Pollution and nuisances (Schedule 7(1)(f))

Refer to Section 3.2.2 under 'Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2))'. The AA screening states that 'it is concluded by the authors of this report that it can be excluded, on the basis of objective information, that the proposed project, individually or incombination with other plans and projects, will have likely significant effects on the Great Island Channel SAC and Cork Harbour SPA in view of their conservation objectives. Thus, it is concluded that the proposed project does not need to proceed to Appropriate Assessment' (Atkins, 2021).

Woodstock stream will be diverted for a length of ca. 60 metres towards the northern end of Station Road. The realignment of the Woodstock stream will be conducted by open trenching a new channel alongside the existing stream. The new channel will be created off-line from the live channel and therefore will be created in the dry. Once this channel has been excavated to dimensions that reflect those of the existing stream, the downstream end of the new channel will be joined to the existing stream. The upstream end will then be connected to the culvert and the stream diverted. The Woodstock Stream is a highly modified channel and currently runs through a large area of open land and an operational construction site in the lands west of Station Road. The commissioning of the new channel will likely result in a minor and localised plume of suspended soils as the stream flows over the newly excavated soils; this will be temporary and localised in nature. Given the nature and location of the proposed works relative to the European sites (2km hydrological distance between the site of realignment and the SAC), the potential risk of impacts to the habitats of the SAC and waterbirds of the SPA is anticipated to be negligible. The Contractor will be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential surface water impacts and monitoring as necessary. Excavations, clearance works, laying of new pavements, road infrastructure and associated services shall all be conducted with the existing road networks and the adjoining verges. New drainage systems will tie in with existing drainage. Any runoff from works will enter the drainage system which will be equipped with petrol interceptors and catch pits. Given the nature and scale of works, it is not anticipated that the aforementioned work types will incur a deterioration of water quality of waterbodies or, in turn, likely significant effects on the SAC or SPA. No significant impacts from pollution or nuisances are anticipated from the proposed project.

The demolition and construction phase of the proposed project will generate waste such as metals, C&D waste, plastic wrapping, wooden pallets, soil arisings or waste electrical and electronic equipment (WEEE). As outlined previously (under '*The production of waste (Schedule 7(1)(e)*)), appropriate robust waste management procedures will be implemented by the Contractor and managed by CCC to ensure that any minimal volumes of waste which will be generated during the construction phase do not pose a pollution / nuisance risk to the receiving environment.

To facilitate the new hardstanding areas, the current hardstanding area will be removed. In the event that any excavated soils need to be disposed of offsite as part of the proposed scheme, such soils will require waste classification in accordance with EPA requirements as set out in the documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2015), and 'Determining if waste is hazardous or non-hazardous' (EPA, 2018), and all relevant waste management legislations. In addition to screening against relevant WAC, the preparation of a waste classification tool (hazwaste online / EPA paper tool or similar etc.) will be required to be carried out in order to determine the relevant LoW / EWC code for the transport of any waste soils which require offsite removal and disposal.



The maximum excavated depth will be ca. 4m bgl. The small sectioned nature of the concrete pours which will be undertaken in a phased basis, combined with the edge retention around each section, reduces the potential for significant impact on the storm water network and receiving watercourses.

The nearest sensitive receptors (residential housing) are located adjacent the proposed development. Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as that set out in *'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes'* (NRA, 2011).

Construction will require the use of machinery such as excavators and road saws etc. and the presence of such machines may result in a temporary increase of noise. Noise barriers will be installed to minimise noise impact on sensitive receptors. The contractor will be required to avoid leaving machinery idling and required to change reverse indicators beepers. Noise levels will not exceed the indicative levels of acceptability for construction noise in an suburban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). The majority of the works will be carried out during daytime hours and thus the noise levels generated are not anticipated to significantly exceed background noise levels.

There will be no additional pollution or nuisance issues from the operational stage of the proposed development.

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 (Schedule 7(1)(g))

There are 9no. upper tier establishment Seveso (COMAH) sites within 15km of the proposed scheme, as follows:

- Midleton Distilleries, Park North, Midleton, Co. Cork, Irish Distillers Ltd is located ca. 4.8km east;
- BASF Ireland Ltd, Little Island, Co. Cork is located ca. 7.2km south west;
- Thermo Fisher Scientific Cork Ltd, Currabinny, Carrigaline. Co. Cork is located ca. 9.2km south;
- Calor Teoranta, Tivoli, Co. Cork is located 9.7km west;
- Novartis Ringaskiddy Ltd., Ringaskiddy, Co. Cork is located ca. 10km south;
- Pfizer Ireland Pharmaceuticals, Ringaskiddy API Plant, Ringaskiddy, Co. Cork is located ca. 10km south;
- Flogas Ireland Ltd, Tivoli Industrial Estate, Cork is located ca. 10km west;
- Calor Teoranta, Whitegate, Co Cork is located ca. 10.2km south; and,
- Ballynona, Dungourney. Co.Cork, Irish Distillers Ltd. is located ca. 11.2km north east.

There are 9no. lower tier establishment Seveso (COMAH) sites within 15km of the proposed scheme, as follows:

- Merck Millipore Ltd. Tullagreen, Carrigtwohill, Co. Cork ca. 1.4km south;
- Upjohn Manufacturing Ireland Unlimited Little Island Active Pharmaceutical Ingredient Plant, Little Island Co. Cork, ca. 6km west;
- Janssen Pharmaceutical Services UC Little Island, Cork ca. 7km west;
- BOC Gases Ireland Ltd. Little Island, Co. Cork, ca. 7km west;
- Hovione Limited Loughbeg, Ringaskiddy, Co. Cork, ca. 9.2km south;
- Carbon Chemicals Group Ltd Raheens, Ringaskiddy, Co. Cork, ca. 9.5km south;
- Chemical Bulk Storage Ltd Unit 19, Tivoli Industrial Estate, Cork, ca. 10km west;
- Electricity Supply Board Aghada Power Station, Whitegate, Co. Cork, ca. 10.2km south; and,
- Goulding Chemicals Ltd Centre Park Road, Cork, ca. 10.2km west.

Due to the location, nature and scale of the proposed scheme, along with the control procedures to be implemented, it is not anticipated that there will be a significant impact on any of the above listed Seveso sites.

A Flood Risk Assessment (FRA) was carried out by JBA Consulting (2021) for the proposed project. Based on historic data and predictive mapping, areas within Carrigtwohill have been identified as at risk of flooding during a 1% Annual Exceedance Probability (AEP) and 0.1% AEP flood event. JBA Consulting (2021) have reviewed 'the available sources of flooding sections of the Public Realm Works which are located in Flood Zone A & B



along Station Road. Ideally, road infrastructure would be located in Flood Zone B or C. Therefore, an aim of the Public Realm Works is to remove sections of the road network from Flood Zone A. Various mitigation measures have been reviewed and assessed to alleviate the flood risk to Station Road post development. The existing flood risk is caused by an undersized culvert along the Woodstock Stream'. Two mitigation options for Station Road were assessed and based on the analysis Option 2 is the preferred method to manage flood risk along Station Road. Option 2 involves 'this construction of a replacement Woodstock culvert to ensure it has the capacity to convey flows up to the 0.1% AEP flood event. The works will also minimise the risk of blockage and collapse of the culvert in the long term. Review of the results confirm that the upgrade works will completely remove Station Road from the 1% AEP event and significantly reduce the flood extents during the 0.1% AEP event. Downstream of the site, due to the increased conveyance of the culvert flood levels do show a minor increase but remain in bank. Furthermore, an assessment has been undertaken on the proposed project development and mitigation measures to ensure that they are not negatively impacted. Review of the results confirm that the mitigation within the proposed project will continue to prevent inundation during a 1% and 0.1% AEP event' (JBA Consulting, 2021).

'Considering the wider Public Realm development, the proposed works are within Flood Zone C. To ensure no increased risk of pluvial flooding it is recommended that all existing road levels are maintained where possible so as not to impact on potential flow pathways. A stormwater system has been incorporated within the Public Realm Scheme to manage surface water flows. This will ensure that the works will not negatively impact on potential pluvial flooding across the scheme area' (JBA Consulting, 2021).

Due to the location extent and nature of the works, the proposed scheme is not likely to have a significant impact or to be at significant risk of major accident or disaster.

The risks to human health (for example, due to water contamination or air (Schedule 7(1)(h)) pollution)

Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011).

Noise levels during the construction phase, will not exceed the indicative levels of acceptability for construction noise in an suburban environment as set out in the NRA guidance '*Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes*' (NRA, 2014). The Contractor will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). No significant impact on human health due to noise pollution is anticipated to occur during the operational phase of the project.

There are no reported public drinking water supplies within a 2km radius of the development (GSI, 2021). Due to the nature and scale of the project it is not likely to have a significant impact on groundwater. Given the location, nature and scale of the proposed development, the overall risk to human health is low

3.3.2 Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development (Schedule 7(2))

The existing and approved land use (Schedule 7(2)(a))

The proposed project will be carried out within Carrigtwohill town, predominately along existing roads within the Cobh Municipal District. Under the Cork County Council Municipal District Local Area Plan 2017 the proposed project is located within lands which are zoned as follows: 'Special Policy Area', 'community' 'town centre' 'roads and walkways', 'open space', 'industry' and 'business'. The location of the proposed development has been detailed previously in Section 3.2.1 under Schedule 7A (1)(a).

The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground (Schedule 7(2)(b))

Refer to Section 3.2.3 under The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).

During the construction of the proposed project natural resources will not be required to facilitate the provision of this project.



The absorption capacity of the natural environment, paying particular attention to the following areas (Schedule 7(2)(c)):

(i) Wetlands, riparian areas, river mouths

The closest wetland documented by Wetlands Surveys Ireland is Harpers Island Wetland Center (Wetland Surveys Ireland 2021), located ca. 2km west from the proposed scheme. It is rated as internationally important.

(ii) Coastal zones and the marine environment

The western extent of the proposed project in the vicinity of Cobh Cross is located ca. 50m from the Cork Harbour (i.e. on the opposite side of the N25 carriageway). However it is not anticipated that the proposed development will have a significant impact on the coastal zone or marine environment.

(iii) Mountain and forest areas

There are no mountain areas within 2km of the proposed project and therefore no impacts on this habitat type.

(iv)Nature reserves and parks

There are no nature reserves or national parks located within 15km of the proposed project.

(v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive

The western extent of the proposed project in the vicinity of Cobh Cross is located ca. 50m, i.e. on the opposite side of the N25 carriageway, from the Great Island Channel SAC / pNHA (Site Code 001058), Cork Harbour SPA (Site Code 004030) / pNHA (Site Code: 000268). The eastern extent of the project is located ca. 1.4km from the SAC and ca. 1.6km from the SPA. Due to the nature of the proposed project, geographical location and nature of hydrological connectivity, the European sites within the zone of influence of the proposed project are the Great Island Channel SAC and Cork Harbour SPA. There is an indirect connectivity between the proposed project and the Great Island Channel SAC and Cork Harbour SPA via hydrological pathways. However the AA Screening concluded that *'based on the best available scientific information. It is concluded by the authors of this report that it can be excluded, on the basis of objective information, that the proposed project, individually or in-combination with other plants and projects, will have likely significant effects on the Great Island Channel SAC and Cork Harbour SPA in view of their conservation objectives. Thus, it is concluded that the proposed project does not need to proceed to Appropriate Assessment' (Atkins, 2021). It is considered that due to the nature and scale of the works there will be no significant impact on areas classified or protected under legislation from the proposed development.*

(vi) Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure.

The proposed public realm project lies within the Middleton groundwater body (GWB) (EPA code IE_SW_G_058) currently has 'good' water quality for the period of 2013-2018 under the Water Framework Directive (WFD) and is ' *under review*' regarding achieving the relevant groundwater quality WFD objectives by 2027 (EPA, 2021). Due to the nature and scale of the works the proposed project is not anticipated to significantly impact groundwater quality.

Due to the overall length and size of the three streams (Woodstock stream, Annsgrove stream and Tibbotstown stream), they are not sampled by the EPA and therefore are not assigned a status under the WFD. The transitional waterbody of Slatty Water, which is included in the larger Lough Mahon waterbody by the EPA, is categorised as having '*moderate*' status for the period of 2013-2015 under the WFD.

It is considered that due to the nature and scale of the project the works will not have a significant impact on baseline surface water quality.

Air quality in the area is reported as 'good' (EPA, 2021). Dust may be generated during the construction phase which has the potential to impact on human health. However, management of dust will be in line with best practice such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Due to the nature and scale of the project it is anticipated that there will be no significant impact on air quality.



It is anticipated that during construction there may be an increase in noise volumes. The Contractor will be required to prepare a CEMP and implement standard construction control measures to minimise noise levels associated with construction works. Noise levels shall not exceed the indicative levels of acceptability for construction noise in a suburban environment as set out in the TII guidance *'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes'* (TII, 2014).

It is considered that due to the nature and scale of the works there will be no significant impact on baseline air and water quality from the proposed project.

(vii) Densely populated areas

The proposed project will be constructed within Carrigtwohill town. Carrigtwohill has a population of 5,080 (CSO, 2016). The Contractor will be required to prepare a CEMP and implement standard construction control measures to minimise noise level dust levels and interaction with the general population. It is anticipated that there will be no significant negative impact on densely populated areas during construction.

(viii) Landscapes and sites of historical, cultural or archaeological significance

Refer to Section 3.3.1 under 'A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).'

It is considered that due to the nature and scale of the works there will be no significant impact on landscapes and sites of historical, cultural or archaeological significance from the proposed development.

The proposed project will attract people to the viewing areas. It is considered that due to the nature and scale of the works there will be no significant impact on landscapes and sites of historical, cultural or archaeological significance from the proposed project.

3.3.3 Types and characteristics of potential impacts (Schedule 7(3))

The likely significant effects on the environment of the proposed project have been evaluated taking into account the following specific criteria.

The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected) (Schedule 7(3)(a))

The spatial extent of potential impacts are limited to the localised footprint of the proposed project (refer to Figure 1-1 to 1-3). Based on the location, current site setting, and the nature of the proposed project, any potential adverse impacts (during the installation and operational phases) are not likely to be significant in magnitude.

The nature of the impact (Schedule 7(3)(b))

There will be no significant adverse impact on the receiving environment arising from the proposed project (during the construction or operational phases).

The transboundary nature of the impact (Schedule 7(3)(c))

There is no potential for transboundary impacts as a result of the proposed project (during the construction or operational phases).

The intensity and complexity of the impact (Schedule 7(3)(d))

There will be no significant adverse impact on the receiving environment arising from the proposed project (during the construction or operational phases).

The probability of the impact (Schedule 7(3)(e))

The probability of significant adverse impacts on the receiving environment are low given the following considerations:

• The receiving environment is not considered to be at risk of significant impact due to the nature and scale of the proposed project; and,



• The Contractor will be obliged to implement standard best practice procedures prior to commencement of the proposed project including all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase;

The expected onset, duration, frequency and reversibility of the impact (Schedule 7(3)(f))

The probability of adverse impacts on the receiving environment is considered to be low, as previously outlined. Therefore, there shall be no requirement for the reversibility of the impacts caused by this project (during the construction or operational phases).

The cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(3)(g))

As previously detailed no significant adverse cumulative impacts associated with the project (during the construction or operational phases) have been identified, arising from other existing and/or approved projects. Refer to Section 3.3.1 under '*Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(1) (b)).'*

The possibility of effectively reducing the impact (Schedule 7(3)(h))

Significant effects on the receiving environment are not anticipated as a result of the provision of the proposed project (during the construction or operational phases). A project specific CEMP will be prepared by the appointed Contractor prior to the works commencing which will clearly set out all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.

3.4 Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of Cork County Council and is presented within Section 3.1 of this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001, as amended (Schedule 7), as presented within Section 3.2 of this screening report.

Based on the information provided within Section 3.2 and 3.3 of this report, and summarised below, it is considered that due to the size, nature, and characteristics of the proposed development, no significant effects on the receiving environment are expected; hence the preparation of a sub-threshold EIAR is not required.

3.5 Screening Conclusion

This EIA screening report has been carried out in accordance with the Planning and Development Regulations as amended 2001- 2021 (which give effect to the provisions of EU Directive 2014/52/EU), and the Roads Acts 1993-2021. The report assessed the potential impact of the proposed scheme, in conjunction with committed developments in the surrounding area.

Based on all available information, and taking account of the scale, nature and location of the proposed project it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Section 50 of the Roads Acts 1993-2021). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2021.

Key findings are summarised as follows;

- Due to the limited nature of the works it is considered that there will be no cumulative impacts with other developments in the general area.
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impact.
- Some waste may be generated during construction however this is not anticipated to have a significant adverse effect.
- There will be no significant adverse impacts on biodiversity, surface water, groundwater or traffic.



• There will be no impact on recorded monuments or historic features.

In summary, no significant adverse impacts to the receiving environment will arise as a result of the proposed development.

4 References

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Appendices



Appendix A. Drawings



- ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
- 2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE
- 3. ALL LEVELS ARE IN METRES AND ARE TO MALIN
- 4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
- 5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH

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		PROPOSED CYCLETRACK
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		HIGH QUALITY FINISH/ CENTRAL ZONE FOOTWAY
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		PROPOSED PARKING BAY
		PROPOSED BICYCLE PARKING AREA
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	MATCH	GENEF 1. AL NC 2. ON DII DF 3. AL HE 4. AL IRI 5. DF TH	AL NOTES	EN DIMENSIONS EN DIMENSIONS SHALL BE SCA ARE IN METRES NATES ARE IN M VERSE MERCA ARE TO BE REAL ICATION	LIMETRES UNI S SHALL BE US LED FROM THE S AND ARE TO N METRES AND A TOR D IN CONJUNCT ET 7 ET 6 SHEET 8 HEET 8 SHEET 8 SHEET 4 SHEET 4	_ESS ED. N HALIN RE TO	ю 1 О WITH
		LEG	END:	PART 8 SITE B	OUNDARY		
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		Purpose	١٤	SUED FOR P	LANNING		
ORK COUNTY	(COUNCIL	Title M	IAIN STI PU PRO	REET AND S BLIC REALN POSED LAY SHEET 5	STATION R / WORKS /OUT PLAN OF 9	OAD) ised
		Original Sc	^{ale} 1:500	Date 15/06/21	JOC	Autnori	RAN
GTWOHILL URDF INITIATIVE ALM INFRASTRUCTURE BUNDLE		Status	Drawing Nu	mber	Date 13/06/21	vate	Rev
		Р	5194	1601-HTR-P	R-DR-0025		Α



	GENERAL NOTES 1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS
	2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO
	DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
	3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
	4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
	5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION
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SHOWN INDICATIVELY	SHEET 9
	KEY PLAN
	PART 8 SITE BOUNDARY
	CARRIAGEWAY - STANDARD ASPHALT
	MAINTAINED IF SUITABLE PROPOSED CARRIAGEWAY - COLOURED
	ASPHALT SURFACING PROPOSED SHARED CENTRAL SQUARE
	PROPOSED SHARED FOOTPATH / CYCLE
	HIGH QUALITY FINISH/ CENTRAL ZONE
	PROPOSED RAISED TABLE
	PROPOSED PARKING BAY
	PROPOSED BICYCLE PARKING AREA
	PROPOSED VERGE/ SOFT LANDSCAPED AREA
	PROPOSED RE-LOCATED SHRINE AREA
	RELOCATED BOUNDARY WALL
	BURY'S BRIDGE CYCLEWAY - SHOWN INDICATIVELY ONLY TO BE PROVIDED AS PART OF A SEPARATE PROJECT
	PROPOSED TRAFFIC SIGNAL POST
	PROPOSED BOLLARDS
ED	
	EXISTING VEHICULAR ENTRANCE
EXISTING BOUNDARY WALL	
/ SHOWN / INDICATIVELY	$ = \frac{1}{1} = \frac$
	Purpose ISSUED FOR PLANNING
ORK COUNTY COUNCIL	MAIN STREET AND STATION ROAD PUBLIC REALM WORKS PROPOSED LAYOUT PLAN SHEET 6 OF 9
	Original Scale Des/Drawn Checked Authorised 1:500 KL JOC RAN
GTWOHILL URDF INITIATIVE ALM INFRASTRUCTURE BUNDLE	Date 15/06/21 Date 15/06/21 Date 15/06/21 Status Drawing Number Rev Rev <t< td=""></t<>
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	GENERAL NOTES						
	1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE						
	2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS						
	3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM						
	4. ALL COORDINATES ARE IN METRES AND ARE TO						
	5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH						
	THE SPECIFICATION						
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	<u>KEY PLAN</u>						
	LEGEND:						
	PART 8 SITE BOUNDARY						
	CARRIAGEWAY - STANDARD ASPHALT SURFACING - EXISTING SURFACE TO BE						
IJ	PROPOSED CARRIAGEWAY - COLOURED						
	PROPOSED SHARED CENTRAL SQUARE						
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	PROPOSED SHARED FOOTPATH / CYCLE						
	HIGH QUALITY FINISH/ CENTRAL ZONE						
	PROPOSED BICYCLE PARKING AREA						
	PROPOSED VERGE/ SOFT LANDSCAPED						
	AREA PROPOSED RE-LOCATED SHRINE AREA						
	RELOCATED BOUNDARY WALL						
	BURY'S BRIDGE CYCLEWAY - SHOWN						
	PROPOSED TRAFFIC SIGNAL POST						
	PROPOSED BOLLARDS						
	PROPOSED TREE						
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IG	PROPOSED WILD PLANTING						
ARY WALL I FIVELY	EXISTING VEHICULAR ENTRANCE						
	EXISTING FOOTPATH						
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	ISSUED FOR PLANNING						
ORK COUNTY COUNCIL	PUBLIC REALM WORKS PROPOSED LAYOUT PLAN SHEET 7 OF 9						
	Original Scale Des/Drawn Checked Authorised RAN						
G I WOHILL URDF INITIATIVE ALM INFRASTRUCTURE BUNDLE	Date 15/06/21 Date 15/06/21 Date 15/06/21 Status Drawing Number Rev						
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	4. AL	L COORDINATES ARE IN METRES AND ARE TO
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		KEY PLAN
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PO		PART 8 SITE BOUNDARY
		CARRIAGEWAY - STANDARD ASPHALT SURFACING - EXISTING SURFACE TO BE MAINTAINED IF SUITABLE
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rda		PROPOSED SHARED CENTRAL SQUARE AREA - HIGH QUALITY FINISH
		PROPOSED FOOTPATH
		PROPOSED CYCLETRACK
		PROPOSED SHARED FOOTPATH / CYCLE TRACK
		HIGH QUALITY FINISH/ CENTRAL ZONE FOOTWAY
		PROPOSED RAISED TABLE
		PROPOSED PARKING BAY
		PROPOSED BICYCLE PARKING AREA
		PROPOSED VERGE/ SOFT LANDSCAPED AREA
		PROPOSED RE-LOCATED SHRINE AREA
		RELOCATED BOUNDARY WALL
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		PROPOSED BOLLARDS
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FOOTPATH BOUNDARY FENCE SHOWN INDICATIVELY	Z	PROPOSED WILD PLANTING
		EXISTING VEHICULAR ENTRANCE
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	+	+ + + EXISTING VERGE/ PLANTING
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ORK COUNTY COUNCIL	IV	PUBLIC REALM WORKS PROPOSED LAYOUT PLAN SHEET 9 OF 9
	Original Sc	ale Des/Drawn Checked Authorised 1:500 KL JOC RAN
SI WOHILL URDF INITIATIVE ALM INFRASTRUCTURE BUNDLE	Status	Date 15/06/21 Date 15/06/21 Date 15/06/21 Drawing Number Rev
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в	ISSUED FOR PART 8 PLANNING	FMD	01/22	JOC	RAN				TOJECT
Α	ISSUED FOR PART 8 PLANNING	FMD	07/21	JOC	RAN	Atkins House, 150-155 Airside Business Park, Swords, Co. Dublin	Unit 2B, 2200 Cork Airport Business Park, Cork	2nd Floor Technology House Parkmore Technology Park, Galway	CARRIO
-	ISSUED FOR PART 8 PLANNING	KL	06/21	JOC	RAN	Tel (+353) 01 810 8000 Fax (+353) 01 810 8001	Tel (+353) 021 429 0300 Tel (+353) 091 786 050 Fax (+353) 021 429 0360 Fax (+353) 091 779 830	PUBLIC REA	
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		END: PART 8 SITE BOUNDARY PART 8 SITE BOUNDARY CARRIAGEWAY - STANDARD ASPHALT SURFACING - EXISTING SURFACE TO BE MAINTAINED IF SUITABLE PROPOSED MAINTENANCE FOOTPATH PROPOSED MAINTENANCE FOOTPATH PROPOSED TRAFFIC ISLAND PROPOSED VERGE/ SOFT LANDSCAPED AREA PROPOSED SHARED USE PATH PROPOSED SHARED USE PATH NDICATIVE LOCATION OF INTER-URBAN CYCLE ROUTE BY OTHERS PROPOSED VERD
ORK COUNTY COUNCIL	Purpose Title ADDIT	PROPOSED KERB PROPOSED RETAINING WALL ISSUED FOR PLANNING N25 JUNCTION 3 (COBH CROSS) IONAL CAPACITY INTERIM MEASURES PROPOSED LAYOUT PLAN SHEET 2 OF 2
GTWOHILL URDF INITIATIVE ALM INFRASTRUCTURE BUNDLE	Original Sc Status P	ale Liston Listo

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