

National Transportation Authority
**Carrigaline Transportation and
Public Realm Enhancement Plan
2021**

SEA Screening Report

REP/277833-00

Final | May 2021

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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1 Introduction

Cork County Council commissioned Arup to prepare a Transportation and Public Realm Enhancement Plan (referred to hereinafter as the TPREP) for Carrigaline, Co. Cork. The TPREP is an integrated transportation framework on addressing the transportation infrastructure and public realm enhancement required to support the sustainable development of the town.

Arup has been commissioned by Cork County Council to prepare a report for the purposes of Strategic Environmental Assessment (SEA) Screening of the TPREP.

SEA Screening is defined in the relevant guidance documents¹ as *“the process for deciding whether a particular plan, other than those for which SEA is mandatory, would be likely to have significant environmental effects, and would thus warrant SEA.”*

The purpose of this document is to carry out a screening exercise to determine, in respect of the TPREP, if SEA is required to be carried out in accordance with the European Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment (“SEA Directive”) as transposed by the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004 (S.I. 435 of 2004), as amended.

This SEA Screening Report provides the findings of the SEA Screening process for the TPREP.

¹ *Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment- Guidelines for Regional Authorities and Planning Authorities* (Department of the Environment, Community and Local Government, 2004)

2 Strategic Environmental Assessment

Strategic Environmental Assessment (SEA) is *‘the formal, systematic evaluation of the likely significant environmental effects of implementing a plan or programme before a decision is made to adopt that plan or programme.’* (Department of the Environment, Community and Local Government, 2004).

SEA is a systematic, on-going process for evaluation, at the earliest possible stage, of the environmental quality and consequences of implementing certain plans and programmes on the environment.

The SEA Screening process determines whether or not SEA of a Plan or Programme is required. This is the current stage of the SEA process to which this report relates.

If SEA Plan is considered to be required following Screening, the following steps are required:

- Scoping: Consultation with the defined statutory bodies on the scope and level of detail to be considered in the assessment;
- Environmental Assessment: An assessment of the likely significant impacts on the environment as a result of the Plan or Programme;
- Preparation of an Environmental Report;
- Consultation on the Plan or Programme and associated Environmental Report;
- Evaluation of the submissions and observations made on the Plan or Programme and Environmental Report; and
- Issuance of a SEA Statement identifying how environmental considerations and consultation have been integrated into the Final Plan or Programme.

SEA is intended to provide the framework for influencing decision-making at an earlier stage when plans and programmes - which give rise to individual projects - are being developed. SEA should result in more sustainable development through the systematic appraisal of policy options.

3 Guidance and Legislation

3.1 Legislative Overview

The SEA Directive - *Directive 2001/42/EC on the Assessment of the Effects of Certain Plans and Programmes on the Environment* - requires that an environmental assessment is carried out of certain plans and programmes which are likely to have significant effects on the environment.

The objective of the SEA Directive is *'to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans...with a view to promoting sustainable development'* (Article 1 SEA Directive 2001).

In Ireland, the SEA Directive has been transposed into national legislation through the following regulations:

- S.I. No. 435 of 2004 (European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended by S.I. No. 200 of 2011 (European Communities (Environmental Assessment of Certain Plans and Programmes) (Amendment) Regulations 2011)
- S.I. No. 436 of 2004 (Planning and Development (Strategic Environmental Assessment) Regulations 2004, as amended by S.I. No. 201 of 2011 (Planning and Development (Strategic Environmental Assessment) (Amendment) Regulations 2011).

3.2 Guidance Documents

A number of national guidance documents on SEA were reviewed in the preparation of this SEA Screening Report, including:

- Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland (EPA, 2013)
- Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment- Guidelines for Regional Authorities and Planning Authorities (Department of the Environment, Community and Local Government, 2004)
- Implementation of Directive 2001/42 on the Assessment of the Effects of Certain Plans and Programmes on the Environment (European Commission, ND)
- SEA Resource Manual for Local and Regional Planning Authorities (EPA, 2015)
- Integrating Climatic Factors into Strategic Environmental Assessment in Ireland - A Guidance Note (EPA, 2019)
- Synthesis Report on Developing A Strategic Environmental Assessment (Sea) Methodologies For Plans And Programmes In Ireland (EPA, 2003)

4 Carrigaline Transportation and Public Realm Enhancement Plan

4.1 Policy Context

The National Planning Framework (NPF) 2040 promotes National Strategic Outcomes relevant to the future development of Carrigaline. These include the promotion of sustainable management of more compact towns and villages, enhanced access between residential areas and work opportunities and a shift towards sustainable modes of transport.

The NPF 2040 envisages that Cork will become the fastest growing county in Ireland. In response to this, the Cork Metropolitan Area Transport Strategy (CMATS) is a coordinated land use and transport strategy for the Cork Metropolitan area and sets out a framework for the planning and delivery of transport infrastructure and services to support the envisaged growth.

The CMATS highlights the need to prioritise development in Carrigaline including public realm improvements, stating that the local transport plan is currently in progress. The Transport Strategy outlines the requirement for local transport plans *“to prioritise active and sustainable transport mode shares that reduce local private motor trips over the short, medium and long term.”*

The Draft South Cork County Development Plan 2022 – 2028 outlines the objective to implement the Carrigaline Transport and Public Enhancement Plan in order *“to deliver a robust transportation strategy to facilitate future sustainable development (as envisaged under the National Planning Framework) within the town of Carrigaline.”*

The Development Plan notes that placemaking is an integral part of the TPREP. *“The various transport interventions identified will be supported through the design of appropriate public realm interventions. The public realm element is to ensure that placemaking is an integral part of the design and implementation strategy.”*

The Ballincollig-Carrigaline Municipal District Local Area Plan 2017 recognizes the importance of the sustainable development of town centres. The LAP initiated a Town Centre Improvement Scheme which seeks to improve the public realm and town centre functionality.

“Cork County Council recognises the key strategic and important cultural/economic/societal role town centres play in sustainable communities. Furthermore the successful delivery of well-conceived town centre development will deliver public realm and physical improvement which can in-turn improve the quality of life factors and help increase economic activity.”

4.2 Plan Area

The plan area includes the built up area of Carrigaline as well as strategic routes linking into town and skirts the periphery of it. The plan area also includes lands adjacent to built up areas where potential urban growth may take place.

The routes include the N28 and the Shannonpark Roundabout, Ballinrea Road, Ballea Road to the north and west of the town, Forest Road, Mountain Road and Kilmoney Road to the south and west of the town, the Rosehill / Knocknalurgan Road, Ferney Road / Kilnaglery Road and Crosshaven Road to the south and west and Church Road, Fernhill / Rock Road and the L6420 to the north and west of the town. The TPREP area is identified in **Figure 4.1**.



Figure 4.1: Carrigaline TPREP Area

Carrigaline is highly dependent on cars for travel. There are limited employment opportunities within Carrigaline which compels the greater majority of employees resident in Carrigaline to travel long distances to employment centres in Cork City, Ringaskiddy, Passage West and Little Island. During pre-Covid times this resulted in more than 5,000 cars leaving Carrigaline in the morning and returning in the evening creating substantial demand on the transportation network.

However, there are also a substantial proportion of internal trips within Carrigaline (almost 3,000 trips) of which the greater majority is made by car.

CSO Census 2016 shows that compared to other locations within County Cork, Carrigaline is highly dependent on car transport. Less than 20% of trips is by walking, cycling or public transport. It is difficult for pedestrians and cyclists to move within the streets due to fast moving vehicles, road noise, limited space, parked vehicles and indirect walking and cycling routes.

Car parking spaces, especially along the Main Street takes a lot of space away for other modes of transport. Buses in Carrigaline contest with general traffic and has no bus priority currently. Bus services are therefore delayed reducing the quality of services. The current cycle network in Carrigaline is limited and is focussed on high demand areas in and around schools. Only one percent of trips are by bike and similar to pedestrians, cycling is inhibited by poor connectivity between residential estates, indirect travel routes, high car volumes, high vehicle speeds but also because of limited cycle network infrastructure.

4.3 Objective

The aim of the Carrigaline TPREP is to ensure that there is an integrated approach to public realm enhancement and transportation planning that will achieve the following:

- Create a vibrant town centre, a place where people can meet, shop and do business;
- Provide the built environment to assist rejuvenating business within the town centre;
- Encourage greater number of residents to walk and cycle in the town;
- Improve access to educational, social and employment opportunities.

This Plan provides the framework for an integrated transport network for Carrigaline with the purpose of rejuvenating the town centre, enhancing cycle and pedestrian amenities for residents and promoting connectivity with surrounding destinations by sustainable travel modes.

A transport hierarchy focussed on pedestrians, cyclists and public transport has been developed. The number of cars within the town centre will be reduced by reducing parking spaces and access to car parks from Main Street and providing routes on the outskirts of town to accommodate vehicular traffic.

4.4 Plan Process

The Carrigaline TPREP is developed in five stages including:

- Stage 1: Baseline Review
- Stage 2: 1st Round of Public Consultation
- Stage 3: Strategy Development
- Stage 4: 2nd Round of Public Consultation
- Stage 5: Final Report

Stages 1 – 3 have been completed to date.

A review of the current transportation infrastructure and travel characteristics within Carrigaline was complete prior to the first round of public consultation.

As part of the public consultation, inputs from residents, businesses and interest groups were used to inform the transportation strategy options in order to address existing and future issues.

A consistent message that emerged from the first round of public consultation was that there is a call for change and a recognition that persisting with the status quo is not sustainable.

The transportation strategy options were evaluated based on a range of criteria to arrive at the most appropriate and preferred option, which constitutes the current TPREP.

Stage 4 is currently under way with Stage 5, the final stage, to follow. The TPREP is expected to be finalised in Q3 of 2021.

4.5 Plan Overview

The TPREP provides the framework for an integrated transport network for Carrigaline with the purpose of rejuvenating the town centre, enhancing cycle and pedestrian amenities for residents and promoting connectivity with surrounding destinations by sustainable travel modes.

The streets of Carrigaline are largely dominated by vehicular activity, which creates an environment where the potential footfall within the town centre is not realising its full potential.

The TPREP combines the future transportation requirements and public spaces such as footpaths, landscaping, town squares, roads, parking and natural open spaces to achieve an integrated and enhanced urban setting. The Plan endeavours to create an attractive urban environment celebrating the assets of the town and providing more space for businesses, recreation, and amenity.

4.5.1 Strategy Development

A number of Transportation Strategies were developed for Carrigaline to take advantage of opportunities and to address transportation issues. Eight transportation strategies were evaluated. The resulting preferred strategy provides the best framework to develop a sustainable transportation solution at a reasonable cost and limited social and environmental impact. The Strategy aligns with planning policy and optimises available existing transportation infrastructure to achieve its goals.

4.5.2 Cycle and Pedestrian Network

In order to meet the objectives of the TPREP, the identification of a hierarchy of pedestrian and cycle routes was required. This network of cycle and pedestrian facilities provides a safe, inviting and comfortable environment for pedestrians/cyclists and supports an increase in the number of local trips to be carried out by active modes. The Plan includes two strategic cycle ways connecting with Main Street. The two strategic cycle ways are supported by a range of primary and secondary cycle routes and feeder routes.

These connections will provide a key destination for cyclists and walkers to avail of the amenities and services in the town.

4.5.3 Public Transport Network

There are opportunities to expand the overall modal share for public transport within the town and as part of this Plan the key public transport objectives include:

- Improve pedestrian accessibility to the existing bus services;
- Provide bus priority within Carrigaline where possible;
- Ensure that public transport services retain access to key destinations and support improvements in public realm
- Provide good quality bus stop infrastructure

4.5.4 Traffic Management

The TPREP aims to encourage longer distance trips from the central corridor (i.e. Cork Road and Main Street) within the town and avail of upgraded outer distributor roads to the east and west of Carrigaline. This Plan will ensure that active travel modes are provided with sufficient capacity within the central corridors of the town and that essential vehicle trips along the central corridors are provided for.

4.5.5 Complementary Measures

The TPREP identifies the need to further embrace technology as travel demand in Carrigaline grows using Intelligent Transport Solutions (ITS) to increase efficiency, safety and co-ordination across transport networks.

School travel is a critical factor affecting transport in Carrigaline. School trips by car are a substantial contributor to local congestion.

The TPREP aims to provide the right environment to allow these trips to transfer to active travel modes safely and conveniently.

The integration of land use and transportation as part of the Plan is essential in creating sustainable urban living. The alignment of settlement and land use patterns to an integrated transportation strategy can provide opportunities to reduce car dependency and allow for greater investment in alternative means of travel including public transport, walking and cycling.

The reduction in car dependency will deliver considerable benefits in terms of reduced congestion, reduced greenhouse gas emissions, enhanced health and wellbeing and has benefits for the public realm.

The TPREP recognizes that behavioural change, as it applies to transport, is about making people aware of the range of travel choices available for the variety of trips which they make on a daily basis and encouraging the use of more sustainable travel choices where feasible.

The TPREP includes measures for the targeted promotion of public transport, walking, cycling and car sharing as alternatives to single occupancy private car use.

5 SEA Screening Methodology

5.1 Overview

This SEA Screening assessment was carried out having due regard to the legislation and guidance outlined in Section 3 of this report.

The EPA Synthesis Report “*Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland*” sets out a series of procedural tasks to consider when carrying out SEA Screening of plans and programmes.

The report states that the overall characteristics of the plan or programme should first be considered, by means of a ‘pre-screening check’ to see if it falls within the requirements of the SEA Directive (‘Task 1.1’). Should this ‘pre-screening check’ determine that the plan or programme is of a type that falls within the requirements of the SEA Directive, the potential environmental significance of implementing the proposed plan or programme should then be considered, against the significance criteria outlined in Annex II (2) of the SEA Directive (‘Task 1.2’).

5.2 Task 1.1 SEA ‘Pre-Screening Check’

The EPA Synthesis Report “*Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland*” provides a “decision-tree” or flowchart, which simplifies the complex wording of the SEA Directive into a systematic and logical series of questions.

Task 1.1 ultimately helps to determine whether the plan or programme in question constitutes a plan or programme as defined and characterised in the SEA Directive. Task 1.1 therefore enables the rapid screening out of those plans that are not subject to the SEA Directive and which would therefore not require SEA.

The EPA flowchart is illustrated in **Figure 5.1** and makes up Task 1.1 of the SEA Screening methodology.

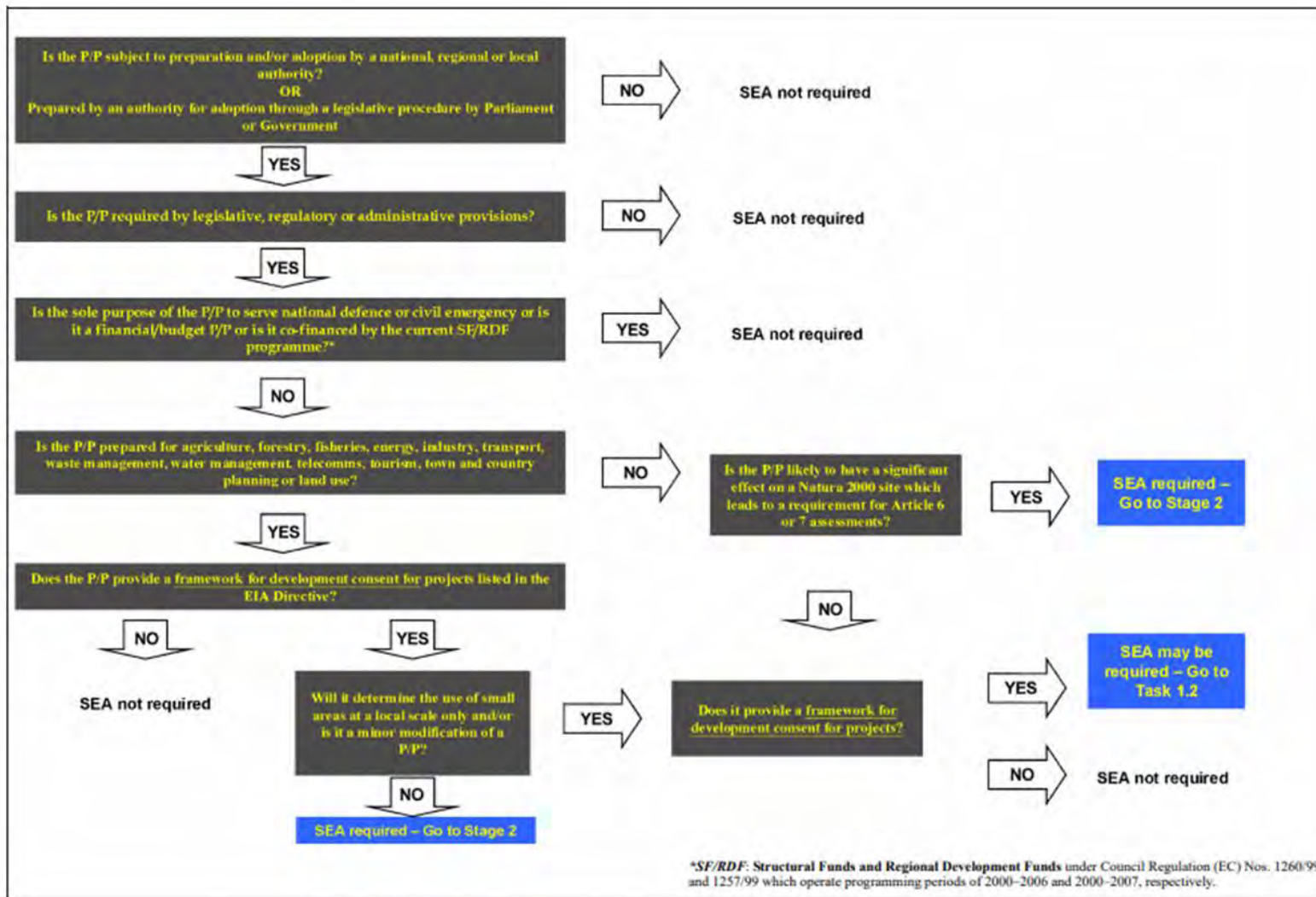


Figure 5.1: Stage 1 Pre-Screening ‘Check’- Flowchart (EPA, 2013)

5.3 Task 1.2 SEA Screening

As outlined in Section 5.2, Task 1.1 helps to determine whether the plan or programme in question constitutes a plan or programme as defined and characterised in the SEA Directive. If it is determined that a plan or programme is a type which is defined in the SEA Directive, it then needs to be determined if that plan or programme has the potential to give rise to negative environmental effects, and if it should therefore be subject to SEA.

‘Task 1.2’ of the SEA Screening methodology constitutes environmental significance screening, which may be undertaken to assess whether a plan or programme, which has not been screened out by Task 1.1, is likely to result in significant environmental effects and should therefore, be taken forward for SEA. Annex II of the SEA Directive sets out the “statutory” criteria that should be addressed when undertaking Task 1.2.

Annex II of the SEA Directive is transposed into national legislation as Schedule 1 ‘*Criteria for determining whether a Plan or Programme (or Modification thereto) is likely to have significant effects on the Environment*’ of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended.

Thus, Task 1.2 of the SEA Screening methodology involves an assessment of the plan or programme against the significance criteria set out in Annex II of the SEA Directive and Schedule 1 of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended in order to determine if the plan or programme should be subject to SEA.

The ‘Significance Criteria’ and sub-criteria are outlined below, each of which constitutes a heading under which the NDP is assessed and discussed in Section 6.2 of this Screening Report. “*Criteria for determining whether a Plan or Programme (or Modification thereto) is likely to have significant effects on the Environment.*”

1. *The characteristics of the plan or programme, or modification to a plan or programme, having regard, in particular, to*
 - *the degree to which the plan or programme, or modification to a plan or programme, sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources;*
 - *the degree to which the plan or programme, or modification to a plan or programme, influences other plans including those in a hierarchy;*
 - *the relevance of the plan or programme, or modification to a plan or programme, for the integration of environmental considerations in particular with a view to promoting sustainable development;*
 - *environmental problems relevant to the plan or programme, or modification to a plan or programme;*

- *the relevance of the plan or programme, or modification to a plan or programme, for the implementation of European Union legislation on the environment (e.g. plans and programmes linked to waste management or water protection).*
2. *Characteristics of the effects and of the area likely to be affected, having regard, in particular, to*
- *the probability, duration, frequency and reversibility of the effects;*
 - *the cumulative nature of the effects;*
 - *the transboundary nature of the effects;*
 - *the risks to human health or the environment (e.g. due to accidents);*
 - *the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected);*
 - *the value and vulnerability of the area likely to be affected due to:*
 - a) *special natural characteristics or cultural heritage;*
 - b) *exceeded environmental quality standards or limit values;*
 - c) *intensive land-use.*

the effects on areas or landscapes which have a recognised national, European Union or international protection status.”

6 SEA Screening

6.1 Task 1.1- SEA ‘Pre-Screening’ Check

As outlined in Section 5.2, Task 1.1 of the SEA Screening methodology constitutes the use of the “decision-tree” or flowchart provided in the EPA Synthesis Report “*Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland.*”

The TPREP was assessed using the EPA ‘decision-tree’ or flowchart in order to ascertain the requirement for SEA. The outcome of the EPA flowchart is described hereafter and illustrated in the replicated flowchart in **Figure 6.1**.

Is the TPREP subject to the preparation and/or adoption by a national, regional or local authority OR Prepared by an authority for adoption through a legislative procedure by Parliament or Government?

Cork County Council has drafted the TPREP to provide the framework for an integrated transport network for Carrigaline including transportation infrastructure and public realm enhancement.

A competent authority for the purpose of SEA is defined under S.I. No. 435 of 2004 as “*the authority which is, or the authorities which are jointly, responsible for the preparation of a plan or programme, or modification to a plan or programme*”.

As such, the TPREP document is prepared by a local authority.

Is the TPREP required by legislative, regulatory or administrative provisions?

As outlined in **Section 4.1** the National Planning Framework 2040 predicts that Cork will become the fastest growing county in Ireland. In response to this the CMATS is a coordinated land use and transport strategy for the Cork Metropolitan area and sets out a framework for the planning and delivery of transport infrastructure and services to support the envisaged growth.

The Cork Metropolitan Area Transport Strategy 2040 highlights the need to prioritise development in Carrigaline including public realm improvements, stating that the local transport plan is currently in progress.

The Draft South Cork County Development Plan 2022 – 2028 outlines the objective to implement the Carrigaline Transport and Public Enhancement Plan in order to deliver robust transport strategy as envisaged under the National Planning Framework.

Therefore, it can be determined that the TPREP is required by administrative provisions.

Is the sole purpose of the TPREP to serve national defence or civil emergency or is it a financial/budget Plan or is it co-financed by the current Structural Funds/Regional Development Funds Programme?

The sole purpose of the TPREP is not to serve national defence or civil emergency, and the Plan is not a financial budget, or co-financed by the current Structural Funds and Regional Development Funds programme.

Is the TPREP prepared for agriculture, forestry, fisheries, energy, industry, transport, waste management, water management, telecoms, tourism, town and country planning or land-use?

The TPREP provides a framework for an integrated transport network for Carrigaline with the purpose of rejuvenating the town centre, enhancing cycle and pedestrian amenities for residents and promoting connectivity with surrounding destinations by sustainable travel modes. The TPREP is therefore considered to represent a plan prepared for the transport sector.

Does the TPREP provide a framework for development consent for projects listed in the EIA Directive?

According to the European Commission ‘Guidance on the implementation of Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment,’ this would “*normally mean that the plan or programme contains criteria or conditions which guide the way the consenting authority decides an application for development consent. Such criteria could place limits on the type of activity or development which is to be permitted in a given area; or they could contain conditions which must be met by the applicant if permission is to be granted; or they could be designed to preserve certain characteristics of the area concerned (such as the mixture of land uses which promotes the economic vitality of the area).*”

The determinant of providing a ‘framework for development consent’ is described in Annex II of the SEA Directive as the degree to which a Plan ‘*sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources*’

Some of the measures put forward in the TPREP could be considered to set a framework for development consent, in that they identify circumstances under which development will be encouraged.

For example, land-use integration and planning principles –

“the delivery of mixed-use type developments including employment uses is supported by this Plan.”

The TPREP provides a framework for an integrated transport network for Carrigaline encouraging development particularly within the town centre in order to improve accessibility and enable sustainable travel modes.

Similarly, there are measures in the Plan which could provide a framework for development consent for the expansion of the town centre –

“The density of development should be set to take account of this accessibility, with higher density development encouraged within these sites”

The TPREP falls within the transport sector identified in Article 9(1) of S.I No. 435. The TPREP is not considered to fall under any of the projects which would require mandatory environmental assessment under Annex I of the EIA Directive² but may be considered to fall under Annex II which could be determined to require an EIA.

It is considered that the TPREP has the potential, to some degree, to set a framework for the future development consent of projects, in accordance with the EPA interpretation of the same.³

It is therefore determined that the TPREP could be considered to fall within the requirements of the SEA Directive and should therefore be subject to ‘Task 1.2’ of the SEA screening process; consideration of the TPREP against statutory significant criteria.

The findings of this ‘pre-screening check’ are summarised in **Figure 6.1**, using the EPA ‘decision-tree’ or flowchart.

² EIA Directive 2011/92/EU as amended by 2014/52/EU

³ As set out in the EPA report “Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland.”

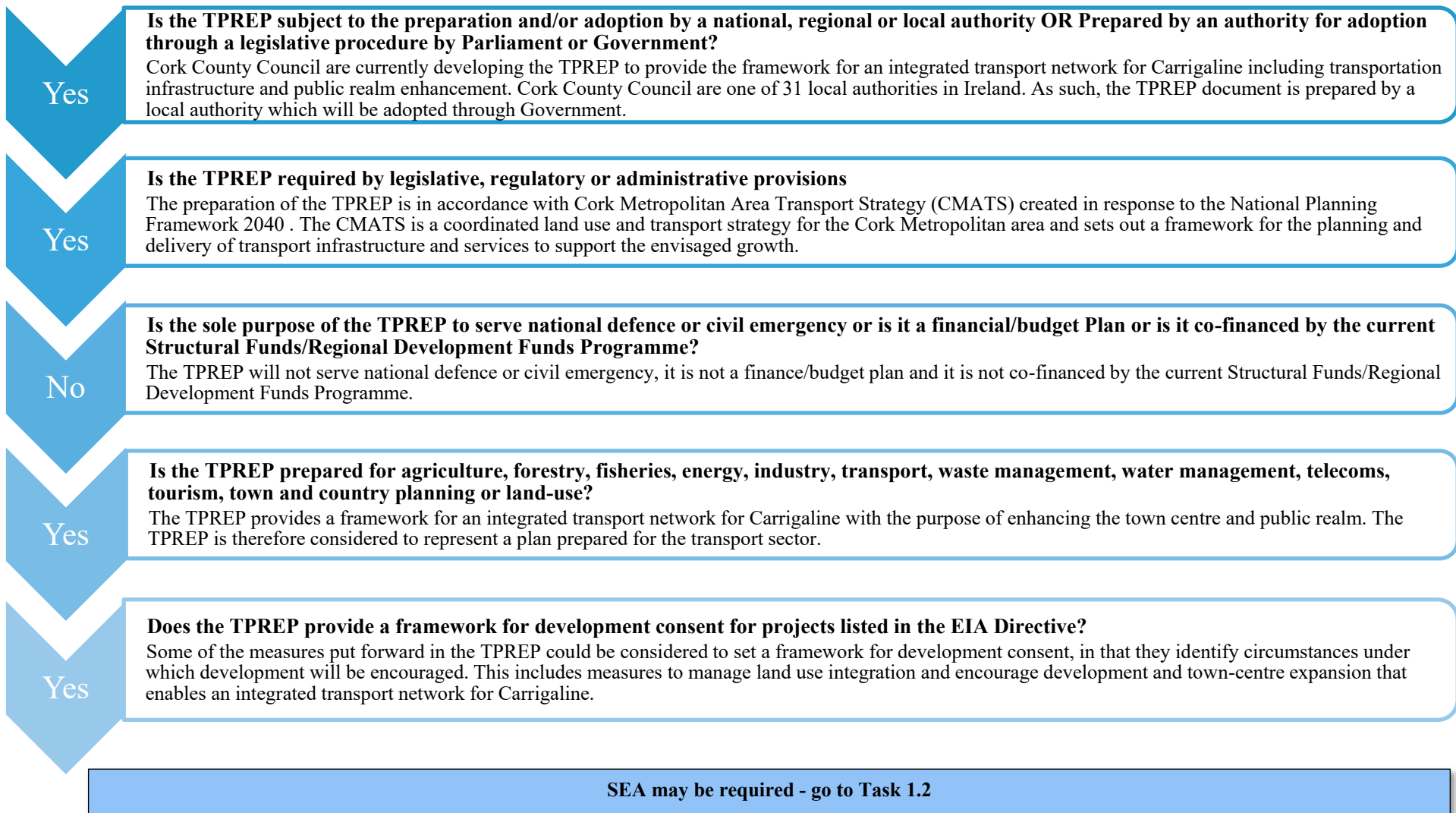


Figure 6.1: Application of EPA ‘Decision -Tree’

6.2 Task 1.2 – Significance Criteria Assessment

As outlined in **Section 5.3**, Task 1.2 of the SEA Screening methodology involves an assessment of the plan or programme against the ‘Significance Criteria’ and sub-criteria set out in Annex II of the SEA Directive and Schedule 1 of the European Communities (Environmental Assessment of Certain Plans and Programmes) Regulations 2004, as amended, in order to determine if the plan or programme should be subject to full SEA.

The assessment headings and sub-headings below are representative of each of these Significance Criteria and sub-criteria. In order to adequately assess and describe the ‘*characteristics of the effects and of the area likely to be affected*’ relevant to the TPREP, each of the proposed measures were reviewed against the sub-headings of this Significance Criteria. This detailed assessment of the measures set out by the TPREP is included in **Appendix A**.

This section provides an overview of the assessment of the TPREP, and the measures contained therein.

1. The characteristics of the plan or programme, or modification to a plan or programme, having regard, in particular, to

— the degree to which the TPREP sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,

In considering the potential of the TPREP to set a framework for projects and other activities, the interpretation of the term “...framework for developmental consent” is referred, as set out in the EPA report “Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland”. The EPA report states that: “*A framework for future development consent can be interpreted to mean measures that identify circumstances under which development will be encouraged or allowed or brings forward programmes that identify certain types of development to be pursued in a particular sector e.g. wind energy within an Energy Plan/Programme.*”

As outlined in the TPREP it is an objective of Cork County Council ‘*to ensure that there is an integrated approach to public realm enhancement and transportation planning*’ in Carrigaline.

Some of the measures, put forward in the TPREP could be considered to set a framework for projects and other activities, in accordance with the EPA interpretation, in that they identify circumstances under which development will be encouraged. As outlined in **Section 6.1**, this includes measures to manage land use integration and encourage development and town-centre expansion that enables an integrated transport network for Carrigaline.

While it is therefore recognised that the TPREP has the potential to set a framework for projects and other activities, it should also be considered in the context of the Irish strategic planning hierarchy.

The National Planning Framework 2040 is described as “*the overarching policy and planning framework for the social, economic and cultural development of the country.*”

The NPF promotes National Strategic Outcomes relevant to the future development of Carrigaline. These include the promotion of sustainable management of town centres and transport networks.

The Cork Metropolitan Area Transport Strategy sets out a framework for the planning and delivery of transport infrastructure and services to support the envisaged growth as part of the NPF.

The key principle for the CMATS is “*to reduce dependency on the private car within the CMA, while increasing the appeal of sustainable transport options. Another fundamental principle of the Strategy is to support the future growth of the CMA through the supply of an efficient transport network. Supporting measures have an important role to play in providing a future transport network that matches up to these principles.*”

The objectives and actions of the TPREP will be adopted and implemented under the CMATS, as per the NPF requirements. The objectives of the TPREP will be maintained through subsequent Local Areas Plans, as relevant.

Thus, while it is recognised that the TPREP has the potential to set a framework for projects and other activities, the degree to which it does so, in isolation, is not considered to be significant, when reviewed in the context of the hierarchy of national, regional and local plans in which it sits, and the relevant policy which underpins the Irish planning process.

— **the degree to which the TPREP influences other plans including those in a hierarchy,**

As previously discussed, the objectives and actions of the TPREP will be adopted and implemented under the requirements of the National Planning Framework 2040 and subsequent Cork Metropolitan Area Transport Strategy. It is therefore considered that the TPREP could have the potential to influence other plans and programmes, specifically those in the strategic planning hierarchy.

However, in the identification of the influencing potential of the TPREP, it is important to note the purpose of the Plan, which is ultimately to provide the framework for an integrated transport network for Carrigaline with the purpose of rejuvenating the town centre, enhancing cycle and pedestrian amenities for residents and promoting connectivity with surrounding destinations by sustainable travel modes.

Thus, while the TPREP will, to some degree, influence other plans and programmes in a hierarchy, the influencing potential of the TPREP is likely to result in an overall positive effect on the environment.

It could also be considered that the TPREP will influence and be influenced by the Draft South Cork County Development Plan 2022 – 2028 and subsequent Local Area Plans.

— **the relevance of the TPREP for the integration of environmental considerations in particular with a view to promoting sustainable development,**

The National Planning Framework 2040 promotes the sustainable management of more compact towns and villages, by enhancing access between residential areas and work opportunities and encouraging a shift towards sustainable modes of transport.

As outlined in **Section 4.3**, the aim of the Carrigaline TPREP is to ensure that there is an integrated approach to public realm enhancement and transportation planning that will achieve a vibrant town centre. This will provide the built environment to assist rejuvenating business within the town centre, encourage greater number of residents to walk and cycle in the town and improve access to educational, social and employment opportunities.

A transport hierarchy focussed on pedestrians, cyclists and public transport will be developed. The integration of land use and transportation as part of the Plan is essential in creating sustainable urban living. The TPREP will reduce car dependency and allow for greater investment in alternative means of travel including public transport, walking and cycling.

The reduction in car dependency will deliver considerable benefits in terms of reduced congestion, reduced greenhouse gas emissions, enhanced health and wellbeing and has benefits for the public realm.

It is considered that the TPREP aligns with Goal 11 of the UNs SDGs by setting out strategic measures for sustainable transportation networks and public realm enhancement, ensuring the growth and expansion of Carrigaline is sustainable.

The TPREP is therefore considered to significantly promote sustainable development in Carrigaline.

— **environmental problems relevant to the TPREP,**

The ‘environmental problems’ of relevance to the TPREP are caused from town centre congestion and green-house gas emissions due to over reliance on car travel. This causes environmental issues particularly to air quality, noise, population and human health.

The purpose of the TPREP is to reduce congestion and promote sustainable transport modes which will reduce congestion and minimising the associated environmental impacts and having a positive impact to the local population.

Ultimately, the TPREP will promote sustainable development in Carrigaline and reduce ‘environmental problems.’

— **the relevance of the TPREP for the implementation of European Union legislation on the environment (e.g. plans and programmes linked to waste management or water protection).**

A key driver for the development of the TPREP is the need to respond to national and regional plans including the National Planning Framework 2040 and the resulting Cork Metropolitan Area Transportation Strategy.

The NPF states that *“Cork already performs well as a major urban centre in Ireland and the City has positioned itself as an emerging medium-sized European centre of growth and innovation. Building on this potential is critical to further enhancing Ireland’s metropolitan profile. This requires an ambitious vision for Cork, at the heart of which must be an internationally competitive, sustainable urban environment. This means providing housing, transport, amenities and energy systems in a best practice European context.”*

The EU Green Deal seeks a 90% reduction in green-house gas emissions by 2050. This requires a substantial reduction in emissions across all sectors including the transport sector meaning significant development of sustainable transportation networks is a necessity. A European Climate Law has been proposed by the European Commission to turn this political commitment into a legal obligation.

According to the European Commission *“A combination of measures is needed to address air quality, emissions, urban congestion and noise. These include improving public transport and promoting active modes of transport such as walking and cycling.”*

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to

— the probability, duration, frequency and reversibility of the effects,

The purpose of the TPREP is to create sustainable urban living in Carrigaline.

The TPREP will reduce car dependency and allow for greater investment in alternative means of travel. The reduction in car dependency will deliver considerable environmental benefits in terms of reduced congestion, reduced greenhouse gas emissions and improved health and wellbeing.

Ultimately, the TPREP will work to reduce the negative environmental impacts. An overall likely positive, long-term effect on the environment is therefore identified.

— the cumulative nature of the effects,

The National Planning Framework 2040 prioritises development in the following locations within the Cork Metropolitan Area to serve the planned population: Carrigaline (Shannon Park), Middleton (Water Rock), Carrigtwohill (North of the Railway), Ballincollig (Maglin), North Environs (Ballyvolane), Glanmire (Dunkettle), Blarney (Stoneview), Monard and Cobh.

In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of Urban Expansion Areas. *“The following Urban Expansion Areas will require local access and / or public realm improvements: Middleton; Carrigtwohill; Great Island including Belvelly new bridge (potentially bus only); Carrigaline; Ballincollig; Dunkettle; Ballinglanna; Monard; and Stoneview.”*

Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.

— **the transboundary nature of the effects,**

As the TPREP is localised in nature and focused on the Carrigaline area - no transboundary effects will occur.

— **the risks to human health or the environment (e.g. due to accidents),**

Successful implementation of the TPREP is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.

— **the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected),**

The TPREP sets out the strategic measures for integrated transport network and public realm enhancement for Carrigaline. The TPREP is focused on sustainable transport and urban development within Carrigaline, the effects of the implementation of the same are likely to be restricted within the town.

— **the value and vulnerability of the area likely to be affected due to:**

(a) special natural characteristics or cultural heritage,

No potential for significant negative effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the TPREP, as it is not envisaged that the individual projects arising from the Plan will have a significant effect to heritage sites.

The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.

Individual projects arising from the Plan will be subject to EIA and AA at project level, as required.

(b) exceeded environmental quality standards or limit values,

No potential for exceedance of environmental quality standards or limit values are predicted to result from the implementation of the TPREP. The Plan will contribute to sustainable transportation, reduced congestion and public realm enhancement in Carrigaline. This has the potential to reduce greenhouse gas emissions and result in a positive long-term effect to the environment particularly to air quality, noise, population and human health.

Individual projects arising from the Plan will be subject to EIA and AA at project level, as required.

(c) intensive land-use,

The TPREP does not determine strategic land-use in Carrigaline. The guideline land-use planning principles included in the TPREP relate to the integration of land-use and transportation for sustainable urban development.

— the effects on areas or landscapes which have a recognised national, European Union or international protection status.

There is no potential for significant effects on any site of recognised national, community or international protection status identified from the implementation of the TPREP in Carrigaline, as it is not envisaged that the individual projects arising from the Plan will have a significant effect to protected sites.

The Cork Harbour SPA and the Owenboy River pNHA which are recognized as national and EU protected sites are located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.

7 Conclusion

The TPREP was assessed using the ‘pre-screening’ flowchart, as provided in the EPA Synthesis Report “*Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland.*”

Following this assessment, it was concluded that the TPREP falls within the requirements of the SEA Directive in that it may set a framework for projects and other activities.

The measures proposed under the TPREP were subsequently screened against the significance criteria outlined in Annex II of the SEA Directive, to determine if the Plan would give rise to likely significant environmental effects.

While the SEA Screening assessment recognises that the TPREP may set a framework for projects and other activities, the degree to which it does so is not considered to be significant, when considered in the context of the hierarchy of national, regional and local plans in which it sits, and the relevant policy which underpins the Irish planning process.

The TPREP was identified as having the potential, to some degree, to influence other plans and programmes, specifically those in the strategic planning hierarchy. However, in considering the purpose of the TPREP, which is ultimately to introduce an integrated transport network and public realm improvements to Carrigaline, the influencing potential of the TPREP is likely to result in an overall positive effect on the environment.

The successful implementation of the TPREP will likely significantly contribute to the promotion of sustainable development in Carrigaline. It will also result in a likely reduction in risks to human health and the environment.

The preparation of the TPREP is in accordance with CMATS created in response to the National Planning Framework 2040. The CMATS is a coordinated land use and transport strategy for the Cork Metropolitan area and sets out a framework for the planning and delivery of transport infrastructure and services to support the envisaged growth.

No likely significant negative effects on the value and vulnerability of Carrigaline is predicted to result from the successful implementation of the TPREP. Further, no likely significant negative effects on any areas or landscapes which have a recognised national, community or international protection status have been identified.

No requirement for SEA is therefore identified as a result of this SEA Screening assessment.

8 References

Development of Strategic Environmental Assessment (SEA) Methodologies for Plans and Programmes in Ireland (EPA, 2013)

Implementation of SEA Directive (2001/42/EC): Assessment of the Effects of Certain Plans and Programmes on the Environment- Guidelines for Regional Authorities and Planning Authorities (Department of the Environment, Community and Local Government, 2004)

Implementation of Directive 2001/42 on the Assessment of the Effects of Certain Plans and Programmes on the Environment (European Commission, ND)

(Draft) SEA Resource Manual for Local and Regional Planning Authorities (EPA, 2013)

Integrating Climatic Factors into Strategic Environmental Assessment in Ireland - A Guidance Note (EPA, 2019)

Synthesis Report on Developing A Strategic Environmental Assessment (SEA) Methodologies for Plans And Programmes In Ireland (EPA, 2003)

Appendix A

Task 1.2 Assessment of Measures

		Characteristics of Potential Effects and Subject Area								
		Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas
No	Cycle and Pedestrian Network									
1.	Greenway Network - the Plan includes the extension of two greenway networks directly to Main Street including the Passage West to Carrigaline Greenway and the Carrigaline to Crosshaven Greenway	<p>The Greenway Network will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Greenway Network.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork. Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the Greenway Network is localised in nature and focused on the Carrigaline area - no transboundary effects will occur.</p>	<p>Successful implementation of the Greenway Network is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Greenway Network will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Greenway Network.</p>	<p>No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Greenway Network.</p>	<p>No. The implementation of the Greenway Network does not determine strategic land-use in Carrigaline. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Greenway Network. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.</p>

		Characteristics of Potential Effects and Subject Area								
		Potential for significant effects: probability, duration, frequency and reversibility	Potential cumulative effects	Potential transboundary effects	Potential risks to human health or the environment	Magnitude and spatial extent of the effects	Potential effects on natural or cultural heritage of subject area	Potential for exceeded environmental quality standards or limit values of subject area	Potential for intensive land-use of subject area	Potential effects on protected areas
2.	<p>Primary Pedestrian and Cycle Network</p> <ul style="list-style-type: none"> provides the core of the network serving Carrigaline and is focused primarily on the main roadways and streets with a number of offline connections. The routes include Kilmoney Road Route, Mountain Road Route, Ballea Road Route, Ballinrea Road Route, Cork Road Route. 	<p>The Primary Pedestrian and Cycle Network will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Primary Pedestrian and Cycle Network.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork. Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the Primary Pedestrian and Cycle Network is localised in nature and focused on the Carrigaline area - no transboundary effects will occur.</p>	<p>Successful implementation of the Primary Pedestrian and Cycle Network is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Primary Pedestrian and Cycle Network will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Primary Pedestrian and Cycle Network.</p>	<p>No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Primary Pedestrian and Cycle Network.</p>	<p>No. The implementation of the Primary Pedestrian and Cycle Network does not determine strategic land-use in Carrigaline. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Primary Pedestrian and Cycle Network. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.</p>

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3	<p>Secondary Pedestrian and Cycle Network</p> <ul style="list-style-type: none"> provides connections from residential areas to the primary network, accessing key destinations including local schools. The routes include Forrest Hill Route, Lower Kilmoney Route, Inner Western Relief Road Route, Waterpark Route, Westwood-Glenwood Route, Dún Eoin Route, Carrigcourt Route, Heron's Wood Route, Janeville Route 	<p>The Secondary Pedestrian and Cycle Network will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Secondary Pedestrian and Cycle Network.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork. Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the Secondary Pedestrian and Cycle Network is localised in nature and focused on the Carrigaline area - no transboundary effects will occur.</p>	<p>Successful implementation of the Secondary Pedestrian and Cycle Network is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Secondary Pedestrian and Cycle Network will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Secondary Pedestrian and Cycle Network.</p>	<p>No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Secondary Pedestrian and Cycle Network.</p>	<p>No. The implementation of the Secondary Pedestrian and Cycle Network does not determine strategic land-use in Carrigaline. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Secondary Pedestrian and Cycle Network. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.</p>

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4	<p>Feeder Network</p> <ul style="list-style-type: none"> - feeder routes connect with primary and secondary routes and greenways and are typically cycle-friendly advisory routes, providing local connections from residential areas. The routes include Southern Amenity Walk, Maple Hill Link, Hillcrest Link, Abbey View Link, Liosbourne Link, Mount Rivers Link(s), Owenabue Road Link, Old Waterpark Link(s), Weston Link, Dún Eoin Link, Waterpark Link(s), Heron's Wood West Link, Heron's Wood Central Link, Rock Road Link. 	<p>The Feeder Network will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Feeder Network.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork. Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the Feeder Network is localised in nature and focused on the Carrigaline area - no transboundary effects will occur.</p>	<p>Successful implementation of the Feeder Network is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Feeder Network will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Feeder Network.</p>	<p>No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Feeder Network.</p>	<p>No. The implementation of the Feeder Network does not determine strategic land-use in Carrigaline. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Feeder Network. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.</p>

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5	Supporting Measures for Active Modes - including bicycle parking, improved permeability, public realm enhancement, improved traffic management, parking enforcement and access.	<p>The Supporting Measures for Active Modes will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Supporting Measures for Active Modes.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork.</p> <p>Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	No transboundary effects are predicted to result from the implementation of the Supporting Measures for Active Modes.	Successful implementation of the Supporting Measures for Active Modes is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	The Supporting Measures for Active Modes will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Supporting Measures for Active Modes.	No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Supporting Measures for Active Modes.	No. The implementation of the Supporting Measures for Active Modes does not determine strategic land-use in Carrigaline.	No potential effects on protected areas are predicted to result from the implementation of the Supporting Measures for Active Modes. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.

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Public Transport Network										
6	<p>Bus Priority</p> <ul style="list-style-type: none"> - to improve the attractiveness and reliability of the existing bus services on approach and through the town centre area, it is essential that public transport travels relatively unhindered by road congestion (to achieve high patronage and to ensure that bus services remain financially viable). The measures include provision of dedicated bus lanes on Cork Road approaching Carrigaline, traffic management measures (including bus only sections) on Main Street to reduce traffic flows and provide for more reliable journeys for buses. 	<p>The Bus Priority measures will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Bus Priority measures.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork .</p> <p>Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>As the Bus Priority measures are localised in nature and focused on the Carrigaline area - no transboundary effects will occur.</p>	<p>Successful implementation of the Bus Priority measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Bus Priority measures will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Bus Priority measures.</p>	<p>No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Bus Priority measures.</p>	<p>No. The implementation of the Bus Priority measures does not determine strategic land-use in Carrigaline. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Bus Priority measures. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.</p>

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7	<p>Town Centre Interchange</p> <ul style="list-style-type: none"> it is proposed that Main Street will support interchange potential, by providing high quality bus stop infrastructure along the street included shelters, real time information, seating and wider footpaths to accommodate larger crowds. 	<p>The Town Centre Interchange will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Town Centre Interchange.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork .</p> <p>Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>No transboundary effects are predicted to result from the implementation of the Town Centre Interchange.</p>	<p>Successful implementation of the Town Centre Interchange is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Town Centre Interchange will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Town Centre Interchange.</p>	<p>No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Town Centre Interchange.</p>	<p>No. The implementation of the Town Centre Interchange does not determine strategic land-use in Carrigaline. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Town Centre Interchange. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.</p>

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8	Supporting Measures for Local Public Transport - there will be supporting measures for local public transport including the local mobility hub, local park and ride and bus stops.	<p>The Supporting Measures for Local Public Transport will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Supporting Measures for Local Public Transport.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork .</p> <p>Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.</p>	<p>No transboundary effects are predicted to result from the implementation of the Supporting Measures for Local Public Transport.</p>	<p>Successful implementation of the Supporting Measures for Local Public Transport is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Supporting Measures for Local Public Transport will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Supporting Measures for Local Public Transport.</p>	<p>No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Supporting Measures for Local Public Transport.</p>	<p>No. The implementation of the Supporting Measures for Local Public Transport does not determine strategic land-use in Carrigaline.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Supporting Measures for Local Public Transport. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.</p>

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Traffic Management										
9	Outer Distributor Roads - circling the town, these routes will be upgraded to cater for higher vehicular flows, depending on their location these routes will also provide for pedestrian and cyclists as well.	The Outer Distributor Roads will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result. No significant negative environmental effects are predicted to result from the implementation of the Outer Distributor Roads.	In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork . Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits.	No transboundary effects are predicted to result from the implementation of the Outer Distributor Roads.	Successful implementation of the Outer Distributor Roads is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	The Outer Distributor Roads will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Outer Distributor Roads.	No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Outer Distributor Roads.	No. The implementation of the Outer Distributor Roads does not determine strategic land-use in Carrigaline.	No potential effects on protected areas are predicted to result from the implementation of the Outer Distributor Roads. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.

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			The nature of this potential cumulative effect is predicted to be long-term and positive.							
10	Central Distributor Road - to encourage as much traffic as possible to avail of the outer distributor routes to ensure sufficient capacity is retained on this corridor for traffic which can not avail of the proposed outer distributor routes.	The Central Distributor Road will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result. No significant negative environmental effects are predicted to result from the implementation of the Central Distributor Road.	In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork . Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits.	No transboundary effects are predicted to result from the implementation of the Central Distributor Road.	Successful implementation of the Central Distributor Road is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	The Central Distributor Road will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Central Distributor Road.	No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Central Distributor Road.	No. The implementation of the Central Distributor Road does not determine strategic land-use in Carrigaline.	No potential effects on protected areas are predicted to result from the implementation of the Central Distributor Road. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.

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11	Town Centre Traffic Management - including new southbound bus lane between Ballea Road and Crosshaven Road, introduction of one-way systems and speed limit, new traffic signal control, directing HGVs to outer distributor roads.	The Town Centre Traffic Management measures will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result. No significant negative environmental effects are predicted to result from the implementation of the Town Centre Traffic Management measures.	In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork . Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits.	No transboundary effects are predicted to result from the implementation of the Town Centre Traffic Management measures.	Successful implementation of the Town Centre Traffic Management measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	The Town Centre Traffic Management measures will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Town Centre Traffic Management measures.	No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Town Centre Traffic Management measures.	No. The implementation of the Town Centre Traffic Management measures does not determine strategic land-use in Carrigaline.	No potential effects on protected areas are predicted to result from the implementation of the Town Centre Traffic Management measures. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.

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12	<p>Parking</p> <p>- it is proposed to reduce the dominance of car parking within the key public and community spaces facilitating improvements in public realm, and to shift the emphasis from on-street to the use of off-street parking spaces</p>	<p>The Parking measures will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Parking measures.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork .</p> <p>Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits.</p>	<p>No transboundary effects are predicted to result from the implementation of the Parking measures.</p>	<p>Successful implementation of the Parking measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Parking measures will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Parking measures.</p>	<p>No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Parking measures.</p>	<p>No. The implementation of the Parking measures does not determine strategic land-use in Carrigaline.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Parking measures. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.</p>

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Complementary Measures										
13	<p>Smarter Mobility</p> <ul style="list-style-type: none"> - intelligent transport solutions are proposed to improve the overall operation of the transport network including the creation of an Urban Traffic Management Centre for Carrigaline with active management of traffic signals, provisions of Real-Time Passenger Information at bus stops and enforcement of red light running and parking restrictions. 	<p>The Smarter Mobility measures will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result.</p> <p>No significant negative environmental effects are predicted to result from the implementation of the Smarter Mobility measures.</p>	<p>In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork.</p> <p>Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental</p>	<p>No transboundary effects are predicted to result from the implementation of the Smarter Mobility measures.</p>	<p>Successful implementation of the Smarter Mobility measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.</p>	<p>The Smarter Mobility measures will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.</p>	<p>No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Smarter Mobility measures.</p>	<p>No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Smarter Mobility measures.</p>	<p>No. The implementation of the Smarter Mobility measures does not determine strategic land-use in Carrigaline.</p>	<p>No potential effects on protected areas are predicted to result from the implementation of the Smarter Mobility measures. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.</p>

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			benefits. The nature of this potential cumulative effect is predicted to be long-term and positive.							
14	School Travel Plans - to encourage active travel and this programme of works needs to be supported by a wider range of measures including behavioural change programmes, permeability improvements, promotion of school travel plans.	The School Travel Plans will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result. No significant negative environmental effects are predicted to result from the implementation of the School Travel Plans.	In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork . Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits.	No transboundary effects are predicted to result from the implementation of the School Travel Plans.	Successful implementation of the School Travel Plans is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	The School Travel Plans will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the School Travel Plans.	No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the School Travel Plans.	No. The implementation of the School Travel Plans does not determine strategic land-use in Carrigaline.	No potential effects on protected areas are predicted to result from the implementation of the School Travel Plans. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.

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15	Land-use Integration - alignment of settlement and land use patterns to an integrated transportation strategy can provide opportunities to reduce car dependency and allow for greater investment in alternative means of travel including public transport, walking and cycling. Measures include land use planning principles, town centre expansion area and fernhill expansion area.	The Land-use Integration measures will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result. No significant negative environmental effects are predicted to result from the implementation of the Land-use Integration measures.	In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork . Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits.	No transboundary effects are predicted to result from the implementation of the Land-use Integration measures.	Successful implementation of the Land-use Integration measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	The Land-use Integration measures will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Land-use Integration measures.	No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Land-use Integration measures.	No. The implementation of the Land-use Integration measures does not determine strategic land-use in Carrigaline. Land-use planning principles included in the Plan relate to the integration of land-use and transportation for sustainable urban development.	No potential effects on protected areas are predicted to result from the implementation of the Land-use Integration measures. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.

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16	Behavioral change - making people aware of the range of travel choices available for the variety of trips which they make on a daily basis and encouraging the use of more sustainable travel choices where feasible. Measures to encourage this involve the targeted promotion of public transport, walking, cycling and car sharing as alternatives to single occupancy private car use.	The Behavioural change measures will successfully contribute to sustainable transportation and public enhancement in Carrigaline. A likely, positive long-term effect on the population of Carrigaline is predicted as a result. No significant negative environmental effects are predicted to result from the implementation of the Behavioural change measures.	In accordance with the National Planning Framework 2040, the Cork Metropolitan Area Transport Strategy recognizes the development requirements of a number of Urban Expansion Areas in Cork. Where improved sustainability, transport networks and public realm enhancements are achieved in each of these areas, a potential cumulative effect is identified at a county level with regards sustainable transport and urban development, and the associated environmental benefits.	No transboundary effects are predicted to result from the implementation of the Behavioural change measures.	Successful implementation of the Behavioural change measures is likely to result in an overall reduced risk to human health and the environment from the reduced greenhouse gas emissions, increase in active modes of transport such as walking and cycling and the increased safety of the road network with adequate space for pedestrians and cyclists.	The Behavioural change measures will affect the subject area of Carrigaline, with potential for cumulative effects at a county level.	No potential effects on the natural or cultural heritage of Carrigaline are predicted to result from the implementation of the Behavioural change measures.	No potential exceedance in environmental quality standards or limit values in Carrigaline are predicted to result from the implementation of the Behavioural change measures.	No. The implementation of the Behavioural change measures does not determine strategic land-use in Carrigaline.	No potential effects on protected areas are predicted to result from the implementation of the Behavioural change measures. The Cork Harbour Special Protection Area (SPA) and the Owenboy River proposed Natural Heritage Area (pNHA) is located in proximity to Carrigaline town. However, the extent and nature of the works associated with the Plan is not likely to generate a significant effect at the SPA or the pNHA.

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