

Comhairle Contae Chorcaí
Cork County Council

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RE: EIA Pre-Screening Assessment and Screening (Environmental Impact Assessment)

01/06/23

To whom it concerns.

I have examined the Part 8 proposal for UEA Infrastructure, Carrigtwohill

Having regard to the description (and nature, size and location) of the proposed development, I am satisfied that the proposed development does not fall within a class set out in Annex I or Annex II of the Directive; or (Schedule 5 Parts 1 and 2 (*including Part 2, Class 10*) of the Planning and Development Regulations 2001, as amended).

However, the proposal is sub-threshold (Schedule 5 Part 2 Class 10(b)(iv)) and as such screening is required. Atkins (acting Consultants) have prepared a draft EIAR Screening Report having regard to Schedule 7 criteria and Schedule 7A information.

I have assessed the screening report and have determined that the need for environmental impact assessment can be excluded for reasons and considerations set out below.

A handwritten signature in black ink, appearing to read 'Thomas Watt'.

Thomas Watt
Senior Planner

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EIA Preliminary Examination

The planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development. (Based on the details submitted by the applicant which includes Planning Report, Flood Risk Assessment, Engineering Report and Planning and Engineering drawings).

Nature of the development:

Is the nature of the proposed development exceptional in the context of the existing environment?

Yes

Will the development result in the production of any significant waste, or result in significant emissions or pollutants? Yes

Comment: nature of development is not insignificant in its context and result in significant wastes emissions or pollutants given, such as hard core materials and vegetation (by felling).

Size of the development:

Is the size of the proposed development exceptional in the context of the existing environment? Yes

Are there cumulative considerations having regard to other existing and/or permitted projects? Yes

Comment: 3.2km east west axis with spurs off same, and landscaped areas, total site area in excess of 19hectares.

Location:

Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location? Yes, it is relatively close to Great Island Channel SAC which connects to the Cork Harbour SPA. There is potential hydrological connections.

Does the proposed development have the potential to affect other significant environmental sensitivities in the area? Yes, Groundwater, this is a Karst region.

Comment:

The route / site lands are in proximity to lands identified as being susceptible to flooding (Zone A & B). conveyance of surface water may have an accumulative impact or interaction with flood risk areas; which could affect water quality in the area.

Conclusion:

Based on a preliminary examination of the nature, size or location of the development.

There is a real likelihood / significant and realistic doubt regarding the likelihood of significant effects on the environment. This is a sub threshold development and EIA screening is required.

Thomas Watt, SP
01/06/23

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Assessment of Screening Report

Note, that I have assessed three iterations of EIAR Screening report prepared by Atkins. The initial version was deemed to be inadequate and not in accordance with the EIAR Directive. The second version was deemed to have some shortcomings in terms of the assessment text/ language therein. The third version (received 2505/23) has responded to detailed advisory comments supplied and has been assessed.

The following screening report is based on the third version. There is a text error in section 5.3 (page 33) where it states in error:

“The report concludes that the project is not a project type identified in Schedule 5 Part 1 or Part 2 of the Planning and Development Regulations 2001, as amended and that there is no requirement under the EIA Directive for the proposed development to be subject to EIA.”

This section should be amended to reflect that the proposed development is a sub threshold development and as such that EIAR screening is required.

This assessment should be read in conjunction with the Atkins Screening Report.

Assessment

Part A. Development Details

The proposed development consists of

A. Western (A1) and Eastern (A2) Services Corridor Link Roads connecting Wise’s Road (L3616-0) on the western side of the UEA with Carrigane Road (L3617-25) on the eastern side of the UEA. The roads will also provide connectivity to Station Road (L3603-0), Leamlara Road (L3607-37) and the Ballyadam Road (L7640-0) and includes the realignment of the Carrigane Road near Ballyadam Bridge;

B. Northern Services Corridor Link Road connecting the Western Services Corridor Link Road with the new Northern Schools Link Road via an existing vehicular underpass below the Cork to Middleton railway line;

C. Upgrade/ re-alignment of Wises Road (C1) from north of its crossing of the Cork to Middleton Railway Line to the L3615-0 to the north of the UEA. The upgrade will also include a pedestrian/ cycle bridge (C2) across the railway line providing connectivity to Wises Road south of the railway;

D. Upgrade/ re-alignment of Station Road (D1) from south of its crossing of the Cork to Middleton Railway Line to the L3615-0 to the north of the UEA. The upgrade will also include a pedestrian/

cycle bridge (D2) across the railway line providing connectivity to Station Road south of the railway line;

E. Upgrade/ re-alignment of Leamlara Road from its junction with Station Road to its new western junction with the Eastern Services Corridor Link Road and from north of the UEA to its new eastern junction with the Eastern Services Corridor Link Road;

F. Upgrade/ re-alignment of Ballyadam Road from its new junction with the Eastern Services Corridor Link Road to the L7639-0 north of the UEA including the permanent closure of the existing Ballyadam Road between the Eastern Services Corridor Link Road and Carrigane Road to vehicular traffic including the junction of the existing Ballyadam Road and Carrigane Road;

G. Community and Open Space development in the western (G1) and eastern (G2) UEA comprising of shared cycling/pedestrian paths connecting the new road network with the planned Carrigtwohill to Midleton Inter-urban Cycle Route, active and passive green open space.

The infrastructure will also include underground services including surface water drainage networks including detention ponds and attenuation, foul water networks, electrical and fibre optic/ telecoms ducting and water and gas supply. Services will be connected to existing services/ infrastructure in Carrigtwohill as required.

The application includes Schedule 7A information.

Waste Licences are not required (to my knowledge).

The EPA has not been consulted (to my knowledge).

The following assessments have been prepared by the agent of the applicant, to support the proposal:

Planning Report; Ecological Impact Assessment; Flood Risk Assessment; Environmental Impact Assessment Screening Report; Environmental Impact Assessment Screening Report Determination, Report on Screening for Appropriate Assessment; Appropriate Assessment Report on Screening Determination, Archaeological, Architectural and Built Heritage Impact Assessment; Part 8 Drawings Criteria for determining whether a development would or would not be likely to have significant effects on the environment.

The site is zoned for development under the County Development Plan which was subject to SEA, AA and SFRA.

Part B.

(Schedule 7 of 2001 Regulations)

1. Characteristics of Proposed Development

The characteristics of the development, in particular:-

- a) The size and design of the whole of the proposed development,
The characteristics and the proposed development have been adequately set out in the Atkins report. An East -West Spine Road with network connections to link roads to north and south to existing and planned routes including some road realignments. (Road carriageways, walking and cycling routes). Infrastructure will also include shared cycling/pedestrian paths connecting the new road network with the planned Carrigtwohill to Middleton Inter-urban Cycle Route, areas of green open space, underground services including surface water drainage networks including detention ponds and attenuation, foul water networks, electrical and fibre optic/ telecoms ducting and water and gas supply. Services will be connected to existing services/ infrastructure in Carrigtwohill as required. Site area 19.4hectares within the settlement boundary of Carrigtwohill, a Metropolitan town. The east-west route is in excess of 3.3km in length.
- b) Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of Environmental Impact Assessment Directive by or under any other enactment.
Extant Permissions have been set out. 33no large scale private developments are identified , of which 7no. schemes have been identified as having cumulative impact potential. 5no. public schemes have been identified – (public realm scheme , cycle routes and schools campus with link roads). Implementation of CEMP addresses same. Mitigation measures and methods and the design of surface water management infrastructure means that the proposal is distinct from adjoining developments. A minor stretch of Station Road link connects to existing modern infrastructure. AA screening concludes that surface water infrastructure and limited excavations will not affect water quality nor the Natura 2000 sites.
- c) The nature of any associated demolition works,
Two buildings to be demolished in accordance with best practice including asbestos surveys and protocols.
- d) The use of natural resources, in particular land, soil, water and biodiversity,
The site is largely greenfield agriculture and existing local road networks. Site area is 19.4hectares including 5.5hectares of open space/ recreation. There is land loss due to the rezoning of land for residential, recreation and community purposes. There is 1960metres of hedgerow loss, but compensatory measures being put forward to match that loss.
- e) The production of waste,
The report sets out that the proposed project may give rise to air, noise, water emissions and waste. Standard mitigation measures will be implemented. Waste to be segregated and disposed of by contractor in accordance with Regulations. Waste Management Plan to be prepared.
- f) Pollution and nuisances,

The proposed project may give rise to air, noise, water emissions and waste. Standard mitigation measures will be implemented by the Contractor to address potential air and noise emissions during the construction phase. The Contractor will ensure that onsite storm water management during the construction phase is carried out in accordance with relevant best practice measures. Surface water drainage system is to be constructed as part of the project. This will incorporate pollution controls and a surface water drainage system which provides for discharge to watercourses at Greenfield rates via detention ponds. Biosecurity protocols will be implemented. Project may generate waste such as metals, asphalt, construction and demolition waste, plastic wrapping, wooden pallets or soil arisings. Appropriate robust waste management procedures will be implemented by the Contractor to ensure that any minimal volumes of waste which will be generated during the construction phase do not pose a pollution / nuisance risk to the receiving environment.

- g) The risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge and **A flood risk assessment (FRA) has been undertaken including modelling. The flood risk assessment shows that the proposed development, along with the mitigation measures, will not result in increased flood extents or flood levels. There are 21no. Seveso (Control of Major Accident Hazards Regulations (COMAH)) establishments within 15km of the proposed project site, the closest being Merck Millipore Ltd., which is a lower tier site, ca.0.7km south of the project site. Due to the distance of this Seveso site from the proposed project site and the activity carried out at this site the proposed project is not located in a high-risk area with respect to major accidents/ disasters. There will be no impact on any of these Seveso sites. It is considered that overall risk is extremely low.**
- h) The risks to human health (for example, due to water contamination or air pollution). **Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Noise levels during the proposed project, will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). The Contractor will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). No significant impact on human health due to noise pollution is anticipated to occur during the operational phase of the project. There is one reported well (GSI, 2023) within the vicinity of the project site, reported to 2km locational accuracy. The exact location of this well will be determined prior to construction and should protection measures be required, these will be implemented as required. Accordingly, there will be no significant impact on human health.**

2. Location of Proposed Development

The environmental sensitivity of geographical areas likely to be affected by the proposed development, having regard in particular to:

- a) The existing and approved land use,

The site is largely greenfield / agricultural use. The site is within the Carrigtwohill settlement boundary, a metropolitan town within the metropolitan area on the eastern rail corridor. The lands are zoned residential, open space and community uses. The proposed infrastructure aligns with specific mapped objectives of the plan to service the zoned lands.

- b) The relative abundance, availability, quality, and regenerative capacity of natural resources (including soil, land, water, and biodiversity) in the area and its underground.
The lands are zoned for development as part of the Metropolitan town of Carrigtwohill. Currently in agricultural use. Biodiversity value is lower order due to agricultural nature. Hedgerows are of value and will be lost, but shall be replaced with new roadside planting and a woodland within open space as compensation measure. Surface water shall in the main be self-contained / managed on site with greenfield run off rate. There is a proposed connection to exiting surface water infrastructure to serve a small section of route.

- c) The absorption capacity of the natural environment paying particular attention to the following areas:

wetlands, riparian areas, river mouths,

Cork Harbour is located >1km from the proposed project and is listed as Wetland of International Importance. There are no EPA reported surface water features within the project site or its immediate vicinity, with a number of drainage ditches and streams crossed by the proposed project. These streams and ditches drain to either Tibbotstown, Anngrove, Woodstock or Poulinska streams or to karst systems and ultimately to Cork Harbour. Based on the findings of the Stage 1 Appropriate Assessment, there will be no direct interventions on the SAC or SPA and no significant impacts on European sites or pNHAs, nature reserves, etc.

mountains and forest areas,

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

nature reserves and parks,

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

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

The proposed project lies >1km from Cork Harbour SPA (004030) and Great Island Channel SAC (001058). Based on the findings of the Stage 1 Appropriate Assessment Screening report (Atkins, 2023) there will be no potential significant adverse effects to European sites arising from the proposed project. There are 19no. pNHA's within the zone of influence of the project location, the closest of which is Great Island Channel pNHA located within the estuary to the south of the proposed project. There is no anticipated potential for significant impact on areas classified or protected under legislation

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

Groundwater. The proposed project lies within the Ballinhasig East and Midleton GWBs. The Ballinhasig GWB is of 'good' WFD status but is identified as 'at risk' of failing to meet good quality status by 2027. The Midleton GWB is of 'good' status with its likelihood of

meeting good quality status by 2027 currently under review (EPA, 2023). A CEMP will be developed and implemented by the appointed contractor during construction works which will set out standard control measures for the protection of groundwater and an Environmental Clerk of Works or Site Environmental Manager will be appointed to monitor construction activities, where they deem required. Due to the nature and scale of the works it is not anticipated to significantly impact groundwater quality.

Air quality in the area is reported as 'good' (EPA, 2023). Dust may be generated during the proposed project which has the potential to impact on human health. However, management of dust will be in line with best practice. It is anticipated that there may be a temporary increase in noise volumes. Noise levels shall not exceed the indicative levels of acceptability for construction noise in a rural environment as set out in the TII guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (TII, 2014). A CEMP will be developed and implemented by the appointed contractor during construction works which will set out standard control measures for the protection of noise nuisances.

d) densely populated areas,

The site is largely greenfield / agriculture and undeveloped. Population of Carrigtowhill i.e. to the south of site is in excess of 5000 persons. The target population for 2028 is 9,749 persons. It is considered that the proposal will improve local and strategic links / choice for this growing population, by vehicle, public transport and active mode share.

e) landscapes and sites of historical, cultural, or archaeological significance.

There are 7no. SMR features within 200m of site boundary. 3no. NIAH features are identified within the site boundary, with 5no. additional sites within 50m of the site boundary. An Archaeological and Built Heritage Assessment of Carrigtowhill URDF Initiative - UEA Infrastructure has been undertaken. The report concludes that 'no recorded sites on the Sites and Monuments Record for Cork are directly or indirectly impacted by the proposed UEA infrastructure. Though there is potential of unrecorded features of archaeological origin and a programme of pre-construction geophysical survey and licensed archaeological testing will be required to establish if any such features exist within the four green fields. Relatively small sections of the four green fields will be impacted by the proposed infrastructure. In the event that any previously unrecorded archaeological remains are identified during these site investigations, they will be recorded in situ and the Planning Authority and the National Monuments Service will be consulted in relation to any required further mitigation, i.e., preservation in situ (avoidance) or preservation by record (archaeological excavation). Preservation in situ will be undertaken if possible. This would allow for a negligible magnitude of effect resulting in a potential not significant/imperceptible significance of residual effect on the unrecorded, potential archaeological resource. In the event that preservation in situ is not possible preservation by record will be undertaken. This would result in a high magnitude of effect, albeit ameliorated by the creation of a full and detailed archaeological record, the results of which would be publicly disseminated. This would result in a potential moderate significance of effect in the context of residual impacts on the unrecorded archaeological resource. Overall, it is considered that the probability that features of archaeological significance will be uncovered below the footprint of the road and that mitigation by preservation in-situ is not possible is low and it is considered unlikely that there will be significant effects on the archaeology of the site. Council County Archaeologist is satisfied with same, that significant effects can be negated by mitigation thereby avoiding the need for an EIAR.

3. Types and Characteristics of Potential Impacts

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

- a) The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected),
The spatial extent of potential impacts is limited to the localised footprint of the proposed project site. Based on the location, current site setting, and the nature of the proposed project there is potential for localised impact to field drains and watercourses, groundwater and ecological sensitive areas, however impacts will not be significant in nature.
Mitigation. A CEMP will be developed and implemented by the contractor during construction, further reducing the potential for environmental impacts.
Significant impacts are unlikely.
- b) The nature of the impact,
Impacts include , noise, dust, water and waste and hedgerow loss. Noise and dust are temporary and relate to construction phase. Surface water shall be managed by new infrastructure and pollutants shall be mitigated by filters and interceptors.
Mitigation. A CEMP and RWMP (Waste) will be developed and implemented during the construction phase. Significant effects unlikely. Compensatory and replacement planting forms integral part of project.
Significant impacts are unlikely.
- c) The transboundary nature of the impact,
There is no potential for transboundary impacts as a result of the proposed project (during the construction or operational phases).
- d) The intensity and complexity of the impact,
There is potential for localised impacts, by way of noise, dust, water and waste, ecological impact due to hedgerow loss.
Mitigation. A CEMP and RWMP will be developed and implemented during the construction phase, it is not anticipated that impact on the receiving environment arising from the proposed project is significant in nature (during the construction or operational phases). Construction will involve low level of excavation to a max of 4metres depth. Surface water Compensatory measures include hedgerow planting, and mitigates impacts. Vegetative buffer zoned are to be safeguarded. Loss of agricultural lands is not considered significant. Significant impacts are unlikely.
- e) The probability of the impact,
The probability of significant impact is considered to be low, due to design and construction methods.
Mitigation. CEMP and RWMP will be developed and implemented during the construction phase, which will further reduce the potential for significant impact via. the implementation of standard control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.
- f) The expected onset, duration, frequency, and reversibility of the impact,

It is considered that there is potential for significant permanent impacts from the proposed works on existing habitats within the project site. C. 1,960m of hedgerows/ treelines will be required to be removed.

Mitigation. Works sequence and methodology, (CEMP) will mitigate and reduce effects. This includes replacement planting - a minimum of 1,960m of new hedgerows/ treelines aligned to the new infrastructure as well as new areas of planting at various locations of 'passive green space' throughout the UEA. Trenchless technologies will be used where proposed drains cross watercourses / ditches to ensure minimal impact on existing buffer areas along watercourses outside of the project site. Significant impacts are unlikely.

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

No significant cumulative impacts associated with the project (during the construction or operational phases) have been identified, arising from other existing and/or approved projects.

- h) The possibility of effectively reducing the impact.

There is a 19.4ha land take, resulting in a route network to serve Carrigtwohill (UEA). There will be circa 5.5ha of passive recreation / open space, so a net loss of 15ha. The proposal will result in loss of c. 1,960m hedgerow / treeline which will be mitigated against / compensated by replacement planting of new roadside hedgerows/ treelines aligned to the new infrastructure as well as new areas of planting at various locations of 'passive green space' throughout the UEA; therefore reducing the possibility of significant impacts. There are no other significant impacts. Archaeology is mitigated to satisfaction of County Archaeologist during pre-construction phases. Additionally, the works sequence and methodology (CEMP) will be developed and implemented by the contractor during construction, further reducing the potential for environmental impacts. There will be no likely significant impacts from the proposed project.

Additional Considerations

The proposed development is concerned with implementing the mapped objectives of the County Development Plan. These Road objectives and link routes form an integral part of the Core Strategy, which is based upon the chosen scenario of the SEA, namely, Scenario 2 with Allocation of Growth to SPA's proportionately. This scenario seeks to allocate growth across the Strategic Planning Areas outside County Metropolitan Cork which as discussed above is already guided by the RSES, according to their existing population (Census 2016) and proportionately according to their current population target to 2022.

The County Metropolitan Area has a defined target growth population of 20,000 to 2026 which arises from the RSES which states that Cork County (in total) will uplift by 45,000 people. As set out above the population growth target for the Plan horizon year of 2028 for the County is 60,913 of which 31,286 will be in the County Metropolitan Area. The rationale for its location to the County Metropolitan Cork Strategic Planning Area follows the long-term strategic vision for Metropolitan Cork as set out in successive plans which seek to deliver growth adjacent to the rail corridor.

While having some uncertain environmental effects these can be mitigated and it is the foundation of the CDP's core strategy.

The CDP has also been subject to SFRA, AA and EIAR and no likely significant effects have been identified. Adherence to detailed CDP policy and full implementation of prescribed methods and adherence to environmental standards and management practices will ensure mitigation of potential significant effects.

Determination

There is no real likelihood of significant effects on the environment. EIAR is not required.

Main Reasons and Considerations

Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001 as amended and the following

- (a) The nature and scale of development, below threshold of 20hectare of Class 10 Infrastructure Projects (b) (iv), of which 5.5ha of the 19.4ha is set aside a passive recreational space and that the receiving agricultural lands (current use) are not of high ecological value. (13.9ha of hard infrastructure)
- (b) The location within the Carrigtwohill Urban Expansion Area, Zoned for future residential, and community uses including schools and green infrastructure, and the results of the SEA of the Plan
- (c) Alignment/ Adherence with the Roads Objectives Mapped in the Development Plan
- (d) The Appropriate Assessment Screening report on likely significant effects on European sites in the area
- (e) The separation between the site works and extant residential dwellings and sensitive receptors
- (f) The mitigation methods, management plans and works processes and methodologies and best practice standards.
- (g) Guidance set out in the EIAR Guidelines

It is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an Environmental Impact Assessment Report is not required.

Thomas Watt, SP
01/06/23

Screening Checklist

	Yes / No? briefly describe	Likely to result in a significant impact. Yes/ No? why?
Description of project: Infrastructure Corridor including spine and link roads, walkways and cycleways with underground services, surface water, foul water, electric, telecom/ optic ducting, water and gas supply. Associated passive open spaces 95.5hectates, on a site of 19.4hectares.		
1. Will construction, operation, decommissioning or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes, land use change form agriculture to road network.	No. This is a CDP objective, in accordance with SEA strategy
2. Will construction or the operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non renewable or are in short supply	Yes 19.4ha. re-instating 5.5ha for passive open space	No. This is a CDP objective, in accordance with SEA strategy
3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Yes, during construction.	No. CEMP and WMP will mitigate
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes, typical construction materials, to be managed and minimised.	No. CEMP and WMP will mitigate
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	Yes, Dust will be temporary and impacts shall be managed and minimised.	No. CEMP and WMP will mitigate
6. Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes, traffic and construction machinery, temporary and manageable	No. CEMP will mitigate
7. Will the Project lead to risks of contamination of land or water from releases of	No. no discharges to ground or surface water. Surface water	No. design mitigations

pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	infrastructure includes filters and interceptors	
8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes, H & S will be managed.	No. CEMP/ H& S protocols
9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	No. but will enable redevelopment of urban expansion area and potential growth by 5000persons.	No. Accords with CDP and SEA, sustainable compact growth
10. Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes, 38no. projects development considered in the vicinity	no. cumulative impacts discounted due to nature of this project.
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	Yes, SAC and SPA, but outside of designations.	AA screened and significant effects are ruled out.
12. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	No	No
13. Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	No. low ecological value land – agriculture.	No
14. Are there any inland, coastal, marine or	Yes, Aquifers. No Karst features within study area.	No. AA screened out impact on water quality.

underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	Low impact works, some excavations of no more than 4metres depth required. Risks are low.	
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	No.	No.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	Yes. Route corridor will connect passive open spaces along route.	Positive impact, creating new 5.5ha of POS
17. Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Project?	Yes, some congestion within town subject to a strategy of public realm improvement works and provision of new link roads and cycleways. Proposal forms part of this strategy	Positive impact likely. CDP objective
18. Is the Project in a location in which it is likely to be highly visible to many people?	No. lands not especially prominent, adjacent to established growing town within metropolitan area	No
19. Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes, sites of archaeological potential identified. Assessment report confirms that significant effects can be negated by mitigation	No.
20. Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	Yes. this will result in land loss of 19.4ha or which 5.5 shall be redeveloped as passive open space.	No. accords with CDP objectives (core strategy) and SEA
21. Are there existing land uses within or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Yes. Agricultural use shall cease.	No. accords with CDP objectives (core strategy) and SEA
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	Yes. future use of adjoining lands is residential and community uses including schools and open space. An integrated land -use and	No. accords with CDP objectives (core strategy) and SEA

	transport strategy to achieve sustainable settlement	
23. Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	No. the extat population of c.5,000 will not be directly impacted in adverse manner, but may benefit from higher capacity communications network. Further growth is being enabled.	No. accords with CDP objectives (core strategy) and SEA
24. Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	No.	No.
25. Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	No. Ground water aquifers and Natura 2000 sites in the area but outside project site.	No. AA screens out significant effects
26. Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	No.	No.
27. Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	No.	No.

Thomas Watt, SP
01/06/23

Cork County Development Plan 2022 SEA Statement

Alternatives Scenario 2: Allocation of Growth to SPA's proportionately

This scenario seeks to allocate growth across the Strategic Planning Areas outside County Metropolitan Cork which as discussed above is already guided by the RSES, according to their existing population (Census 2016) and proportionately according to their current population target to 2022.

The County Metropolitan Area has a defined target growth population of 20,000 to 2026 which arises from the RSES which states that Cork County (in total) will uplift by 45,000 people. As set out above the population growth target for the Plan horizon year of 2028 for the County is 60,913 of which 31,286 will be in the County Metropolitan Area. The rationale for its location to the County Metropolitan Cork Strategic Planning Area follows the long-term strategic vision for Metropolitan Cork as set out in successive plans which seek to deliver growth adjacent to the rail corridor.

While having some uncertain environmental effects these can be mitigated and Alternative 2 is a balanced sustainable approach to planned development for the county as a whole. As such Alternative 2 has been selected as the basis of the preparation of the Development Plan

Conclusion

The SEA/SFRA and AA processes carried out during the preparation of the Development Plan have ensured that the potential significant environmental impacts associated with implementation of the plan have been identified and that these impacts have been given appropriate consideration. Consultation on the Draft Plan, Environmental Report (including the addendum), NIR and SFRA has further contributed to the development and finalisation of the adopted Development Plan. It is envisaged that monitoring and reporting of environmental impacts, both positive and negative, resulting from implementation of the Development Plan will continue over the course of the lifetime of the plan