



An
Bord
Pleanála

Inspector's Report

ABP-318077-23

Development	Proposed N25 Little Island Pedestrian and Cycle Bridge
Location	Within the townlands of Kilcoolishal and Castlevew at Little Island, Co. Cork
Planning Authority	Cork County Council
Applicant(s)	Cork County Council
Type of Application	Application under provisions of Section 51 (3) (a) of the Roads Act 1993 as amended
Prescribed Bodies	Transport Infrastructure Ireland Uisce Éireann
Observers	None
Date of Site Inspection	11 th December 2023
Inspector	Tomás Bradley

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1.0 Introduction

Under the provisions of *Section 51 (2) of the Roads Act 1993 as amended*, Cork County Council (CCC) have applied to An Bord Pleanála (the Board) for approval for a pedestrian and cyclist bridge (over the N25 National Primary Road and the Cork City to Midleton/Cobh Railway Line) from Little Island Train Station (LITS) to Eastgate Business Park (EBP) within the townlands of Kilcoolishal and Castlevew at Little Island, Co. Cork.

2.0 Site Location and Description

The site is located within the townlands of Kilcoolishal and Castlevew at Little Island, Co. Cork. It is approximately 7.5 km east of Cork City Centre and 1.5 km west of Glounthaune. It is to the north of the Little Island industrial and business area.

The site straddles both sides of the N25 National Primary Road which runs between Cork City and Waterford City. It is a four lane dual carriage way running east-west. It is in proximity to Junction 2 of the N25 which begins a short distance to the east of the site. The Cork to Midleton/Cobh Railway Line is dual track at this location. The road and railway generally run parallel to each other.

The north side of the site is primarily a park with amenity grassland and a footpath parallel to the L3004 Regional Road. A bus stop and shelter is located along the L3004 Local Road with a disjointed footpath and post and rail fence. There are trees and hedges buffering the railway line and N25. There is also a car park and civic recycling area (bottle bank) between the park and train station. LITS is further east where there is service roads and car parking associated with the train station – it is generally enclosed by palisade fencing.

The south side of the site is buffered from the N25 with trees and hedges also before it goes through an area of car parking. The car park is associated with the Radisson Blue Hotel. Adjoining the site at this location are car dealerships, other office uses and an Above Ground Installation (AGI) Gas Installation. The site includes a portion of Eastgate Way also.

There are no specific natural heritage designations in respect to the subject. The site is in proximity to the wider Cork Harbour area which holds several designations including the Great Island Channel Special Area of Conservation (SAC) and

proposed Natural Heritage Areas (pNHA) and the Cork Harbour Special Protection Area (SPA).

In terms of built heritage, there are no specific designations in respect of the subject site. Outside the site the Radisson Blue Hotel is recorded in the National Inventory of Architectural Heritage (NIAH) and is part of it is a protected structure known as Ditchley House (RPS ID: 502). The structure is integrated into the wider hotel development. There are some built heritage features also at the train station including station buildings and the footbridge recorded on the NIAH.

The Kilcoolishal Stream flows between the railway line and the N25 in a westerly direction. It is largely culverted through the industrial and business park. In respect of flooding, the site, and around the stream, is noted on mapping prepared by the Office of Public Works (OPW) as having a low, medium and high probability of coastal flooding. There are no past flood events recorded at this location. During the site visit ponding of water was observed in drains/ditches in the northern portion of the site, adjacent and north of the railway line where vegetation occurs. The ground in the amenity parkland was water-logged parts adjacent to the vegetation also.

3.0 Proposed Development

3.1. Development Description

The proposed development involves the construction of a 5 m wide pedestrian and cycle crossing from LITS and the L3004 Glounthaune Road to the EBP and surrounds. The crossing will comprise of:

- sections of at grade footway/cycleway at north and south tie ins and upgrades to existing paths.
- sections of vegetated green embankments at the north and south tie ins.
- elevated concrete structures over the northern amenity park area adjacent the L3004 Glounthaune Road and the wooded area between the N25 and the Radisson Blu Hotel.
- a single span steel bridge structure over the N25.
- a 2-span concrete structure through Irish Rail lands.
- upgrades to the northern amenity park area adjacent to the L3004 Glounthaune Road.

- planting of trees and vegetation surrounding the works.

The crossing length is approximately 460 m in total and a minimum width of 5 m will be provided. The construction phase is expected to take up to 18 months.

3.2. Development Need

The applicant has put forward a statement of need in its planning application particulars which has been determined based upon the following studies:

- Little Island Pedestrian/Cycle Bridge High Level Feasibility Study (December 2016);
- Cork Metropolitan Area Cycle Plan 2017; and
- N25 Little Island Pedestrian and Cycle Bridge Feasibility Report.

3.3. Documents supporting the Proposed Development

The following documents were submitted to the Board in the first instance in support of the proposed development:

- Cover Letter
- Public Notices
- Letters of Support (Iarnród Éireann & the O'Flynn Group)
- Notifications to Prescribed Bodies
- Appropriate Fee
- Options Selection Report
- Environmental Impact Assessment (EIA) Screening Report
- Environmental Impact Assessment Report (EIAR)
- EIA Portal Confirmation
- Appropriate Assessment (AA) Screening Report
- Flood Risk Assessment (FRA) Report
- Planning Drawings
- Photomontages

4.0 Planning History

A review of the CCC Planning Portal and the Board's case files was carried out on the 23rd of November 2023 to collate any relevant, recent (within 10 years) planning history for the site.

4.1. Subject Site

There is no relevant, recent planning history north of the N25. To the south of the N25, there are numerous planning histories associated with the Radisson Blu Hotel for building extensions, signage and other hotel requirements.

4.2. Other Infrastructure Developments

It is noted that there is upgrade of the Dunkettle Interchange currently underway which is major junction between the N25 and M8 Motorway. This is approximately 1.5 km west.

Similarly, in respect of the railway line, the Board recently granted approval for a Railway Order for twin tracking of the line between Glounthaune-Midleton approximately 2.5 km east.

5.0 Policy Context

5.1. National and Regional

At a high level, the Board should note several national and regional level policies and guidance which will be relied on in the assessment below. These include:

- DHLGH (2023) *Climate Action Plan 2023*
- DHLGH (2019) *Project Ireland 2040* including the *National Planning Framework (NPF)* and *National Development Plan (NDP) 2021-2030*
- Southern Regional Assembly (2020) *Regional Spatial and Economic Strategy for the Southern Region 2020 – 2032 (RSES)*
- National Transport Authority (2013) *Achieving Effective Workplace Travel Plans: Guidance for Local Authorities.*
- Department of Environment Community and Local Government (2012) *Spatial Planning and National Roads: Guidelines for Planning Authorities.*
- Department of Transport (2009) *Smarter Travel: A Sustainable Transport Future 2009-2020.*

These are all directly and indirectly supportive of sustainable mobility projects.

5.2. County

Specifically, the *Cork County Development Plan 2022-2028 (CCDP)* is the relevant plan for the subject site. Its policies are detailed below.

5.2.1. Zoning Objective

To the south of the N25, the site is zoned Business and General Employment (B). The general objective for such areas is “to facilitate opportunities for a wide range of compatible business and general employment uses.”. This is marked on the webmap viewer for which a link is provided in Volume 6 of the plan. While the zoning does not cite utilities and infrastructure specifically as an appropriate use it can be considered that this is a development which is ancillary to the parent use and therefore Objective ZU 18-7 Ancillary Uses applies:

ZU 18-7: Ancillary Uses: Ensure that developments ancillary to the parent use of a site are considered on their merits.

There is no specific zoning objective for the site to the north of the N25.

5.2.2. Specific Objectives in respect of Transport and Mobility

There are numerous policies in Chapter 12 Transport and Mobility of the CCDP which support the principle of sustainable mobility. The main aim of the policies is ‘to support the delivery of an efficient transport system in the county, supporting connectivity and competitiveness, and to make sustainable travel modes an attractive and convenient choice for as many people as possible in order to deliver economic, social, health, wellbeing, environmental and climate action benefits’.

Specific policies include:

- TM 12-1: Integration of Land Use and Transport
- TM 12-2: Active Travel
- TM12-3: Rail Transport
- TM 12-5: Bus Transport
- TM12-7: Cork Metropolitan Area Transport Strategy (CMATS)
- TM 12-8: Traffic/Mobility Management and Road Safety
- TM 12-9: Parking
- TM 12-10: Park and Ride
- TM 12-11: Smart Mobility
- TM 12-13: National, Regional and Local Road Network

5.2.3. Specific Objectives in respect of the Eastern Corridor: Inter-Urban Greenway

Of specific notes is CCC's objectives for the Eastern Corridor: Inter-Urban Cycle Route and Greenway which is to provide high-quality linkage to Inter-Urban Route IU-1 from Little Island (linking LITS, Inter-Urban Route IU-1 and Little Island). The proposed development would achieve this objective.

5.2.4. Specific Objectives in respect of the Landscape and Visual

The site and study area are located within an area designated High Value Landscape which sets the following objective under GI 14-9: Landscape:

- a) Protect the visual and scenic amenities of County Cork's built and natural environment.*
- b) Landscape issues will be an important factor in all land-use proposals, ensuring that a pro-active view of development is undertaken while protecting the environment and heritage generally in line with the principle of sustainability.*
- c) Ensure that new development meets high standards of siting and design.*
- d) Protect skylines and ridgelines from development.*
- e) Discourage proposals necessitating the removal of extensive amounts of trees, hedgerows and historic walls or other distinctive boundary treatments."*

5.3. Other Relevant Documents

The Board may also wish to consider the following which set out broader objectives for sustainable mobility in the Cork City area which the CCDP supports.

- CCC (2017) Cork Cycle Network Plan.
- National Transport Authority (2020) Cork Metropolitan Area Transport Strategy 2040.

6.0 Legal Context

6.1. Environmental Impact Assessment

Annex I to Directive 2011/92/EU as amended by Directive 2014/52/EU requires as mandatory the preparation of an EIA for all projects listed therein. Projects listed in Annex II to the Directive are not automatically subjected to EIA. Member States can decide to subject them to an assessment on a case-by-case basis or according to

thresholds and/or criteria (for example size, location, sensitive ecological areas and potential impact).

Screening is the term used to describe the process for determining whether a proposed development requires an EIA by reference to mandatory classes of development and legislative threshold requirements or by reference to the type and scale of the proposed development and the significance or the environmental sensitivity of the receiving baseline environment.

Section 50 (1) of the Roads Act 1993, as amended relates to road developments that require EIA. The thresholds for mandatory EIA of a road development are set out in Section 50 (1) (a). The prescribed types of proposed road development for the purposes of Section 50 (1) (a) (iv) are set out in Article 8 Roads Regulations 1994.

The following threshold is noted in Article 8 (b) of the Roads Regulations 1994:

the construction of a new bridge or tunnel which would be 100 metres or more in length”

The applicant in this instance has submitted an EIAR.

6.2. Appropriate Assessment

Directive 92/43/EEC on the Conservation of Natural Habitats and of Wild Fauna and Flora (‘the Habitats Directive’) is European Community legislation aimed at nature conservation. The Habitats Directive requires that where a plan or project is likely to have a significant effect on a European site(s), (and where the plan or project is not directly connected with or necessary to the nature conservation management of the European site), the plan or project will be subject to AA to identify any implications for the European site(s) in view of the site's Conservation Objectives

Case law of the European Court of Justice (ECJ) has determined that AA is required if likely significant effects cannot be excluded on the basis of objective information. Case law has also clarified that measures intended to avoid or reduce harmful effects on European sites, must not be considered when determining whether it is necessary to carry out an AA.

The applicant in this instance has screened out the requirement for AA.

7.0 Submissions

There are no third party observations in respect of this planning application.

The planning application was circulated to a number of prescribed bodies including Department of Housing Local Government and Heritage (DHLGH); ESB Networks; EirGrid; CCC; An Taisce; An Chomhairle Ealaíon; Fáilte Ireland; Heritage Council; Health Service Executive; Iarnród Éireann; Uisce Éireann; Transport Infrastructure Ireland (TII); Inland Fisheries Ireland; Office of Public Works; Environmental Protection Agency.

Of these, two prescribed body submissions were received.

7.1. Transport Infrastructure Ireland

- TII make reference to maintenance to the strategic capacity and safety of national roads and future capacity enhancements. This is a National Strategic Outcome identified in the NDP.
- As the proposed development will occur over the national road and will require co-ordination with and prior approval of TII. This includes drainage and access requirements.
- TII consider that there is insufficient data to demonstrate that the proposed development will not have a detrimental impact on the capacity safety or operational efficiency of the national road. This is of concern to TII.
- TII makes references to the requirements in its standards - 'Technical Approval of Road Structures on Motorways and Other National Roads for structures' (TII, 2009, DN-STR-03001).
- TII confirms the Structures division have been consulted on a preliminary design proposal for the bridge crossing and have no objection in principle to the concept of a bridge crossing only.
- TII notes with concern that there is no commitment to compliance with TII publications, procedures and mitigation of impacts on the national road network. They raise concerns including construction access, earth moving, landscaping, traffic management and safety requirements particularly at peak hour traffic flows.
- TII recommends that that these matters need to be addressed and also the demonstration of compliance with Til Publications prior to a decision being

made on this planning application in the interests of demonstrating that the proposed development will not have a detrimental impact on the capacity, safety, or operational efficiency of the national road network in the vicinity of the site.

- TII seek Further information (FI) in respect of the following matters:
 - Demonstration of compliance with TII publications;
 - Clarification on the maintenance boundaries and arrangements;
 - Updated Construction Environmental management Plan (CEMP).

7.2. Uisce Éireann

- There are multiple UÉ assets either in close proximity or within the site of the proposed development. These are listed and include a pumping station, foul sewers, water mains and pipes and asbestos potable water pipes.
- UÉ recommend further information in respect of potential interactions with water infrastructure through a Diversion Application to UÉ.

8.0 Assessment

The Board, before making a decision, should consider the following:

- Proper Planning and Sustainable Development
- Likely effects on the Environment (EIA)
- Likely effects on European Site(s)

Proper planning and sustainable development is considered first given it addresses the principal issues about the suitability of and environmental issues related to the site. The Board will acknowledge that there is substantial overlap with the principal issues considered and the likely effects on the environment and European Site and, rather than repeat topics, all sections should be read in conjunction with one and other and contribute toward each the discrete assessments.

8.1. Proper Planning and Sustainable Development

The following matters are considered which address primary issues related the development and in particular those raised in submissions by prescribed bodies:

- Principle of Development
- Flood Risk

- Impact to the National Primary Road Infrastructure
- Impact to Water Infrastructure

8.1.1. Principle of Development

The zoning objective, related to the southern portion of the site, is not particularly relevant to the proposed development. The proposed development should be considered ancillary to the parent Business and General Employment (B). The proposed development will ensure increased accessibility to these zoned lands to the south and support the achievement of its general zoning objective. On this basis and given the northern part of the site holds no zoning objectives the proposed development should be considered on its own merits, subject to relevant issue discussed in rest of this report.

The proposed development is consistent with the objectives of the NPF and RSES which support the principle of sustainability mobility and projects which will increase such a modal shift and achieve enhanced connectivity between land uses and public transport. This support is carried through to numerous policies and objectives in Chapter 12 Transport and Mobility of the CCDP which are described in Section 5.2.2 of this report.

Specifically, the proposed development will achieve objectives in respect of the Eastern Corridor: Inter-Urban Greenway which seeks to provide high-quality linkage to Inter-Urban Route IU-1 from Little Island (linking LITS, Inter-Urban Route IU-1 and Little Island). The proposed development would achieve this objective.

This specific objective for a high-quality linkage to Inter-Urban Route IU-1 from Little Island is coupled with a number of general and bespoke studies which are listed in Section 3.2 of this report which set out the need for the proposed development. These documents justify the need for the proposed development and have considered a number of reasonable alternatives which are addressed further below under the EIA section.

It is clear that there is a need to improve sustainable transport options and linkages at Little Island, together with promoting use of the wider cycling and walking network. The existing bridge, located a short distance to the east of the proposed development, is currently dominated by vehicular traffic, circuitous and generally

unattractive for sustainable modes. The proposed development will provide an attractive and convenient choice for pedestrians, cyclists and rail and bus users.

On this basis, the proposed development is acceptable in principle. The proposed development would be in accordance with the proper planning and sustainable development of the area.

8.1.2. Flood Risk

This site is at risk of flooding, the extent of which has been outlined in the FRA prepared by Arup on behalf of the applicant. While there is no record of historical flooding at the site, or within 500 m of same, it is considered to be located in a 1-in-200 year coastal floodplain (Flood Zone A). The Flood Zone A, however, only relates to the northern portion of the site at the footway/cycleway ramp. There is also a low risk of fluvial, pluvial, and groundwater flooding. The FRA considers the likelihood remote and any consequence of such flooding minimal. The north portion was observed to be water-logged in parts (which might be expected in winter months) during a site visit, however, it was not considered flooded.

The proposed development is considered a 'less vulnerable' development in terms of its sensitivity to flooding but as the northern part of the site falls in Flood Zone A, a justification test is required under the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).

As this is a largely elevated structure, the primary risk is at the northern side of the site at the footway/cycleway ramp where there is a risk of submergence based on a conservative maximum water level. The development proposed will not increase flood risk elsewhere. The primary mitigation of the FRA is to ensure integration of the bridge drainage design with existing surface drainage features. It is also expected that bridge will not be open for the public, except for emergency personnel, during flood events. This is considered reasonable given there are other, albeit less desirable, routes into Little Island for pedestrians and cyclists.

While no additional measures are provided to minimise flood risk to adjacent land and use receptors, the applicant considers the risks to be low. Any residual risk has been factored into the design.

It is considered unlikely, subject to mitigation measures, that significant impacts would arise from flood risk.

8.1.3. Impact to the National Primary Road Infrastructure

The submission of TII, in respect of insufficient data to demonstrate that the proposed development will not have a detrimental impact on the capacity safety or operational efficiency of the national road, is noted. Its request for further information in this respect is also acknowledged.

While the proposed development will give rise to disruption and, if not properly managed, could potentially give rise to road safety considerations, the construction impact will be temporary in nature and will only affect a short section of a roadway (be it a national road or otherwise). It is considered the appropriate construction protocols and road safety measures can be put in place to ensure that any potential road safety implications can be appropriately identified and addressed.

It is a very common occurrence that construction works take place on or over the national road network, with the incorporation of a range of best practice measures. As stated, these works are temporary in nature and do not impede the long-term operation of the road from a safety perspective. Furthermore, any short-term traffic disruption caused by the proposed construction works must be balanced against the need to augment sustainable mobility across the city region. It is not considered road safety concerns would present a significant obstacle to the progression of the proposed development in question.

It is considered that the issue of construction on, over and adjacent to the road, road re-instatement and repair can be undertaken in accordance with TII specifications and requirements to ensure that the safety and structural integrity of the road is not compromised, and that the development could proceed on the basis that the detailed specifications can be agreed between the parties concerned by way of condition.

While further information could be requested in respect of the issues raised by TII, this is not warranted and it is considered that relevant parties, all of which are agencies of the state, can collaborate and agree these site specific construction details outside of the planning process and without arbitration by the Board. A condition aimed at fostering such collaboration is attached below should the Board be minded to give approval. There are complementary conditions in respect of a CEMP and TMP also attached which would further this collaboration.

8.1.4. Impact to Water Infrastructure

UÉ in its submission points to multiple assets either in close proximity or within the site of the proposed development. These are listed and include a pumping station, foul sewers, water mains and pipes and asbestos potable water pipes. UÉ recommend further information in respect of potential interactions with water infrastructure through a Diversion Application to UÉ.

Section 8.2.4.11 of this report details with Material Assets which includes information on utilities such as water infrastructure. Further detail is available in Section 18.5 of the EIAR. In effect the applicant has mitigated any impact to such assets through avoidance and design.

While further information could be requested in respect of the issues raised by UÉ, this is not warranted and it is considered that relevant parties, all of which are agencies of the state, can collaborate and agree these site specific construction details outside of the planning process and without arbitration by the Board.

In any case, the applicant has committed through mitigation measures including:

The contractor will be obliged to put measures in place to ensure that there are no interruptions to existing services and that all services and utilities are maintained unless this has been agreed in advance with the relevant service provider and local authority.

All works near existing services and utilities will be carried out with ongoing consultation with the relevant utility company or local authority and will follow any requirements or guidelines they may have.

Service providers will be consulted throughout the design and construction process. Requirements for each service will be agreed with the respective provider and a representative of the service provider will be present on site as necessary during the works for monitoring purposes.

A condition aimed at ensuring the mitigation measures is attached below should the Board be minded to give approval. There are complementary conditions in respect of a CEMP and TMP also attached.

8.2. Likely effects on the Environment (EIA)

8.2.1. Screening for Environmental Impact Assessment

The applicant has interpreted the proposed development as a “public road” under the legislation as the responsibility for the maintenance of which lies on a road authority, CCC. It is considered that the proposed development is a class for the purposes of EIA, under Article 8 (b) of the Roads Regulations 1994:

the construction of a new bridge or tunnel which would be 100 metres or more in length”

The proposed development is a bridge which is 460 m in length. As it exceeds to thresholds above, an EIA is required.

8.2.2. Environmental Impact Assessment Report

An EIAR prepared on behalf of the applicant has been submitted with the application. The EIAR consists of four volumes:

1. Non-Technical Summary (NTS) which summarises the EIAR in plainer English.
2. Main Body which considers a range of specific environmental topics in compliance with Article 5 of the *EIA Directive* and Schedule 6 of the *Planning and Development Regulations 2001, as amended*.
3. Appendices which contain supplemental information to the main body, and
4. Photomontages which contain images in relation to landscape and visual topic.

The EIAR describes the proposed development, including information on the site and the project size and design. A description of the main alternatives studied by the developer and alternative locations considered is provided along with the reasons for the preferred choice, these are outlined in greater detail under Section 8.2.3 below.

The likely significant direct and indirect effects of the development are identified, described and assessed under the following specific headings, which collectively address the factors set out in Article 3 of the EIA Directive 2014/52/EU:

- Traffic and Transportation
- Landscape and Visual
- Biodiversity
- Noise and Vibration
- Air Quality
- Climate
- Archaeological, Architectural and Cultural Heritage
- Population and Human Health
- Resources and Waste Management
- Water
- Land, Soils, Geology and Hydrogeology

- Material Assets
- Risk of Major Accidents and / or Disasters
- Cumulative and Interactive Impacts

The impact of the proposed development was considered under all the relevant topics as set above. Mitigation measures are set out in each chapter. Where further detailed surveys or assessments were required under each topic these have been compiled and are contained in the appendices.

The documentation prepared by Arup and dated September 2023 is in line with current best practice guidance and allows for a complete examination and identification of any potential significant effects of the development, alone, or in cumulation with other plans and projects. The qualifications and experience of the main author of the report and the authors of specific topics is suitable and relevant. The limitation of the EIAR are set out in Section 1.6 and specific chapters of topics in the EIAR – none are considered material. All sources where material is obtained is referenced where appropriate in each chapter

The EIAR concluded that there would be no likely significant adverse impacts post mitigation.

8.2.3. Consideration of Alternatives

The applicant provides a Consideration of Reasonable Alternatives in Section 3.0 of the EIAR. The proposed development is considered in the context of the following:

- ‘Do Nothing’ Option, i.e. without the proposed project proceeding;
- Alternative Locations;
- Alternative Alignments;
- Alternative Structures (Bridge and Ramp);

In the scenario where the ‘Do Nothing’ Option is chosen or where the proposed development is not approved, the opportunity to contribute to meeting Government and EU targets for transport emissions would be lost. This is an important consideration as transport emissions have an interaction with several other topics, the long-term impact to which may be positive (transport, noise, air, climate) if considered cumulatively with other sustainable mobility projects nationally – albeit marginal in the context of the proposed development itself.

The location, design and layout of bridge and ramp was informed by the technical, economic, aesthetic, durability and maintenance, hydraulic, environmental, health and safety, construction and buildability considerations associated. It is considered that the applicant has sufficiently considered the location, design and layout alternatives which correctly ensures an enhanced connectivity to the LITS, the bus corridor and will ensure the widest availability of transport options possible to users. The design of the proposed development as it currently stands is the best outcome of an iterative process to ensure mitigation of impacts by avoidance and in turn design.

It is considered that the EIAR has adequately addressed alternatives.

8.2.4. Assessment of Topics

8.2.4.1. *Traffic and Transportation*

Chapter 7 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on traffic and transportation during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

In terms of a baseline, there are certain traffic and transportation receptors at the proposed development including *inter alia* users of the road (N25, R623, L3004, Eastgate Way; and Link Q of Dunkettle Interchange), bus (up to 6 routes) and rail infrastructure (trains every 15 minutes during peak hours), users of the amenity park and greenway, the hotel and other employment centres to the south. Little Island is one of the key employment locations in Metropolitan Cork and is designated as a strategic employment location. Traffic Count Surveys were completed in 2017 and 2019 to establish baseline traffic levels on the R623 and L3004.

During the construction and decommissioning phase there will routine construction traffic with the potential to impact traffic and transportation in the area. Construction trip generation varies depending on construction phasing. In relation to required car parking, both construction compounds will provide adequate spaces. To facilitate the southern construction compound, a total of 70 no. car parking spaces will be lost during construction, including 38 no. car parking spaces from the Radisson Blu Hotel car park and 32 no. car parking from the EBP car park. These impacts will be

temporary and short-term and would be controlled as part of the standard and best practice construction measures.

During the operational phase 12 no. car parking spaces will be lost from the Radisson Blu Hotel car park and 32 no. car parking spaces will be lost from the EBP car park. Any impact from such a loss is offset by providing improved access to this area from the LITS/bus stops and the greenway which will encourage an increase in trips by sustainable transport modes.

When assessing the significant impacts, the proposed development is effectively an upgrading of an existing transportation infrastructure in the area. The bridge and associated hard and soft landscaping would not be significantly at variance with the established pattern of development in the area. In the context of its environment, the bridge would complement and improve the wider transport infrastructure.

Owing to the enhance walking and cycling facilities, increased connectivity and integration with other public transport services, the proposed development is likely to have a positive, long-term impact on traffic and transport. It is, therefore, considered that any impacts would be acceptable subject to the mitigation and monitoring measures set out which will result in a reasonable possibility of effectively reducing their significance.

A key mitigation measure that the Board should note in their assessment is the overnight or weekend closure of the N25 and rail line. While this mitigation is challenging to implement given the importance of the these transport links. It is considered that they can be effectively implemented through continued engagement with both TII, IE and CCC and the agreement of a Construction Traffic Management Plan (CTMP). In considering this topic, the Board should note Section 8.1.3 of this report also which considers specifically impacts to the national primary road.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and

monitoring measures, would not be likely to have significant effects on traffic and transportation

8.2.4.2. *Landscape and Visual*

Chapter 7 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on landscape and visual during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

In terms of a baseline, the road and rail corridor passing through characterise the site. The corridors are established mixed deciduous trees alongside the roads and railway embankments. These belts of mixed species of trees and hedgerow vegetation along the linear infrastructure locally screen views north south between roads, railway and adjacent land at pedestrian and vehicle level. As the site is located in Lee Valley / Cork Harbour, the site is located within an area designated High Value Landscape in the CCDP. It is noted that there are two designated Scenic Routes north of the site also, named 'S41 Road at Cashnagariffe' and 'S42 Road from Dunkettle to Glanmire' in the CCDP. There are protected structures at the Radisson Blu Hotel (PS502), listed in the CCDP also. Several buildings in relation to the railway line and station are noted in the NIAH.

During the construction and decommissioning phase there will be routine construction activity which will generate a landscape and visual impact in the area. These impacts will be temporary and short-term and would be controlled as part of the standard and best practice construction measures. A key impact identified is that 103 no. of trees (estimated) will be removed on site. The removal of trees and vegetation will give rise to localised impacts.

The bridge structure and ramps will be permanent installations. They are elevated features with associated concrete piers, embankments and lighting required. This is identified as a key impact in the EIAR. The mitigation planting proposed as part of the landscape scheme to integrate the proposed development. The proposed development is effectively an upgrading of an existing transportation infrastructure in the area. The bridge and associated hard and soft landscaping would not be

significantly at variance with the established pattern of development in the area. In the context of its environment, the bridge would assimilate into the wider landscape.

A key mitigation measure that the Board should note in their assessment of the proposed development is the design of the bridge. In this regard a number of alternatives were considered and significant landscape and visual impact was effectively avoided – i.e. mitigation by design and avoidance.

When considering the additional landscaping being proposed and the size of the installation which utilises existing trees as well as the existing interventions seen from the view (including residential development and industrial/commercial facilities), it is considered that the facility will assimilate into the urban landscape and would not be visually obtrusive and would not, interfere with the character of the landscape and unduly obstruct a view or form an obtrusive or incongruous feature.

While the site is designated a high value landscape in the CCDP, it is not considered 'Objective GI 14-9: Landscape' is contravened given the environment in which the proposed development is located. No scenic view or route in the CCDP would be interfered with. This assessment is satisfied the CCC ensured high standards of siting and design, in compliance with 'Objective GI 14-9'. While there is tree removal required to facilitate the proposed development, this is not extensive and is limited to facilitate the perpendicular crossing.

It is, therefore, considered that any impacts would be acceptable subject to the mitigation and monitoring measures set out which will result in a reasonable possibility of effectively reducing their significance.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects on landscape and visual.

8.2.4.3. Biodiversity

Chapter 8 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on biodiversity during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment. Matters relating to European Sites will be considered separately below in Section 8.3 to avoid repetition and duplication. However, it is acknowledged that these topics interact.

The site itself does not have any specific natural heritage designations. The area may be used by mammals, birds and other species. The use of the site by any species is limited in any case given the existing ecological value of the site and the transport infrastructure adjacent. site. The stream and its drainage ditches have limited potential to support fish species and subsequently are of low value for otter and other species. There are a number of invasives species on the site including Japanese Knotweed, among others. The roost assessment found that trees at the site are largely of negligible to low potential for roosting bats as they lack the significant roost features such holes, cracks, crevices, dethatched bark and detached Ivy, which could provide roosting opportunities. The proposed development will result in removal of existing habitats on site and disturbance/displacement of species using the site. Overall, the site is not considered to be environmentally sensitive and has capacity to absorb the proposed development subject to standard and best practice construction and operation measures.

There are pNHAs located within 5 km of the site. However, given the nature and scale of the proposed development, the distance to such sites and the identified mitigation measures there is limited connectivity between the proposed development and these habitats and therefore no potential for impacts.

There are plans to introduce landscaping measures, which will include wildflower grass cover, post-construction. While it is primarily required to prevent erosion of soils it will also reintroduce vegetation following the removal of that existing.

The mitigation measures have been drawn up in line with current best practice and include an avoidance of sensitive habitats at the design stage and mitigation measures will function effectively in preventing significant ecological impacts. If note, Trees and vegetation will not be removed between 1st March and 31st August, to

avoid direct impacts on nesting birds. If works are carried out during the breeding season, a pre-construction survey will be carried out by the project ecologist and if birds are detected, appropriate mitigation measures will be implemented.

Disturbed areas will be planted using appropriate native woodland and hedgerow mixes. A landscape masterplan has been included with the application with further detail on tree, woodland and hedgerow planting locations.

Overall, the site is not considered sensitive in terms of biodiversity. The main impact to biodiversity of the site is as a result of the removal and disturbance of trees, vegetation and soil during the construction phase. However, this is limited given the condition of the existing site and the longer terms aim of the proposed development which is to improve it, along with the management of invasive species and the provision of landscaping plan post-construction.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects on biodiversity.

8.2.4.4. Noise and Vibration

Chapter 10 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on noise and vibration during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

In terms of a baseline, there are certain noise receptors at the proposed development including *inter alia* users of the road and rail infrastructure, users of the amenity park, the hotel and other employment centres to the south. Little Island is one of the key employment locations in Metropolitan Cork and is designated as a strategic employment location. There are some residential properties further north of the site.

An attended baseline environmental noise survey was conducted at three locations on 25th July 2023 between 12:00 and 16:30hrs to establish a baseline. The results of the survey have indicated that baseline noise levels at all locations assessed are dominated by existing traffic flows along the N25 and L3004 Glounthaune Road.

During the construction and decommissioning phase there will routine construction related pollution and nuisance generated including noise related impacts with the potential to cause nuisance and impact on the amenities of adjoining receptors and the parkland amenities. These impacts will be temporary and short-term and would be controlled as part of the standard and best practice construction measures.

In a worst-case scenarios, where night-time piling works occurs, in the absence of mitigation measures, they may be negative, moderate to major, temporary impact at certain receptors. Specific mitigation measures during the construction phase includes acoustic barriers which will reduce noise levels overall by 10 dB.

During the operational phase there will be some pollution and nuisance associated with the use of the bridge, however, as evidenced in the EIAR this would likely be negligible. The operational phase may see increased numbers of people using the site also. These impacts will be controlled as part of the standard and best practice operation measures.

Owing to the enhance walking and cycling facilities, increased connectivity and integration with other public transport services, the proposed development is likely to have a positive, long-term impact on noise. It is, therefore, considered that any impacts would be acceptable subject to the mitigation and monitoring measures set out which will result in a reasonable possibility of effectively reducing their significance.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects on noise and vibration.

8.2.4.5. *Air Quality and Climate*

Chapter 11 and 12 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on air quality and climate during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

In terms of a baseline, there are certain air quality receptors at the proposed development including *inter alia* users of the road and rail infrastructure, users of the amenity park, the hotel and other employment centres to the south. Little Island is one of the key employment locations in Metropolitan Cork and is designated as a strategic employment location. There are some residential properties further north of the site. The Air Quality Standards (AQS) Regulations identify the site as being in Zone B where the average background concentrations for NO₂, NO_x, PM₁₀, PM_{2.5} and CO are all below the standard air quality limits.

During the construction and decommissioning phase there will be routine construction related pollution and nuisance generated including emissions and dust with the potential to cause nuisance and impact on adjoining receptors and the parkland amenities. These are modelled and assessed in the EIAR and deemed not to have a significant impact. These impacts will be temporary and short-term and would be controlled as part of the standard and best practice construction measures.

During the operational phase there will be no significant operational air emissions source. The operational phase may see increased numbers of people using the site also, however, these will be walking and cycling users. The requirements for maintenance are negligible.

Owing to the enhanced walking and cycling facilities, increased connectivity and integration with other public transport services, the proposed development is likely to have a positive, long-term impact on air quality. It is, therefore, considered that any impacts would be acceptable subject to the mitigation and monitoring measures set out which will result in a reasonable possibility of effectively reducing their significance.

In respect of climate, the carbon footprint of the proposed development (1,390 tonnes CO₂e owing mainly to concrete and steel) during the construction phase is

estimated based on an assessment of worst-case carbon equivalent. Any potential impacts generated during the construction phase of the development will be offset by the potential carbon reductions during the operational phase. There are no significant climate change vulnerability (including flood risk) predicted for the proposed development.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects on air quality and climate.

8.2.4.6. Archaeological, Architectural and Cultural Heritage

Chapter 13 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on archaeological, architectural and cultural heritage during its construction, operation and decommissioning phases.

This topic has numerous interactions with other chapters of the EIAR and in particular landscape and visual which are addressed in separate sections of this assessment.

In terms of a baseline, there are no specific receptors within the site of the proposed development, however, several occur outside of it including a protected structures, Radisson Blu Hotel (PS502), listed in the CCDP. Several buildings in related to the railway line and station are noted in the NIAH.

It is considered that the potential impact of the construction phase will be neutral. During the construction and decommissioning phase there will routine construction related activity. These impacts will be temporary and short-term and would be controlled as part of the standard and best practice construction measures.

During the operation phase, the impact on the RPS at Radisson Blu Hotel (PS502) which is also known as Ditchley House requires consideration. It should be noted that the context the house sits in now has experienced significant change since its

construction. The house now finds itself within a commercial area surrounded by surface car parking and transport infrastructure. Any traces of the demesne which surrounded it are removed. Its farm buildings and courtyards have been demolished. On that basis it is not considered the proposed development would detract from the setting of the house.

Given the nature of the existing site, which has, no archaeological testing informed the assessment. This is considered reasonable given the site is largely made ground and would have been heavily disturbed in the past for various development. It is also heavily trafficked and wooded in parts. As part of the mitigation measures it is recommended archaeological monitoring of all ground works will be undertaken during construction. This is acceptable having regard to the baseline environment where there no evidence to suggest a archaeology would be found.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects on archaeological, architectural and cultural heritage.

8.2.4.7. *Population and Human Health*

Chapter 14 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on population and human health during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

In terms of a baseline, there are certain population and human health receptors at the proposed development including *inter alia* users of the road and rail infrastructure, users of the amenity park, the hotel and other employment centres to the south. Little Island is one of the key employment locations in Metropolitan Cork and is designated as a strategic employment location. There a some residential properties further north of the site.

The proposed development is effectively an upgrading of an existing transportation infrastructure in the area. The bridge and associated hard and soft landscaping would not be significantly at variance with the established pattern of development in the area. In the context of its environment, the bridge would assimilate into the wider transport infrastructure.

During the construction and decommissioning phase there will routine construction related pollution and nuisance generated including noise, light, dust and traffic related impacts with the potential to cause nuisance and impact on the amenities of adjoining receptors and the parkland amenities. These impacts will be temporary and short-term and would be controlled as part of the standard and best practice construction measures.

During the operational phase there will be some pollution and nuisance associated with the use of the bridge owing mainly to noise, light, and traffic. The operational phase may see increased numbers of people using the site also. These impacts will be controlled as part of the standard and best practice operation measures.

There is no significant risk to human health. During the construction and operation phases risk to human health arising from pollution and nuisances would be controlled as part of the standard and best practice construction and operation measures.

Owing to the enhance walking and cycling facilities, increased connectivity and integration with other public transport services, the proposed development is likely to have a positive, long-term impact on population and human health. It is, therefore, considered that any impacts would be acceptable subject to the mitigation and monitoring measures set out which will result in a reasonable possibility of effectively reducing their significance.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and

monitoring measures, would not be likely to have significant effects on population and human health.

8.2.4.8. *Resources and Waste Management*

Chapter 15 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development from the management of resources and wastes during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

It should be noted that there are no buildings or structures currently present on the site which will require demolition. There is no significant production of waste. During the construction phase, routine construction waste will be generated including excavated material from the site. This is not anticipated to be of any significant level and will be managed through standard construction practices and methodologies.

Any clearance required is largely organic material such as trees and vegetation (approximately 415 tonnes). The proposed development will require the excavation of approximately 5,950 tonnes (bulk weight) of material. Following the completion of the construction works, it is estimated that approximately 32,400 tonnes of construction surfacing material will be removed from site.

The material resources and waste that will be generated during the proposed development will generally apply best practices of waste management and waste minimisation in construction and an increase in the reuse of construction by-products. In term of imported material, the requirements for the proposed development represent a very small proportion of the Irish quantities manufactured per year and a readily available in Ireland. Overall the construction phase of the proposed development is not predicted to give rise to significant impacts.

During the operational phase there will be some waste associated with the maintenance of the bridge, however, this would be negligible. These impacts will be controlled as part of the standard and best practice operation measures.

It is, therefore, considered that any impacts would be acceptable subject to the mitigation measures set out which will result in a reasonable possibility of effectively reducing their significance.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects on resources and waste management.

8.2.4.9. *Water*

Chapter 16 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on water during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

In terms of a baseline, the main surface water drainage system directly connected to the proposed development is the Kilcoolishal Stream. It drains the wetland area that encroaches the site to the north of the N25 before discharging to Cork Harbour. The stream is completely culverted south of the N25. The Cork Harbour SPA (Site Code: 004030) and pNHA is downstream and located approximately 2.5km west. There is a hydrological connection via the Kilcoolishal Stream and the underlying groundwater body discharging to Lough Mahon; a transitional water body. The WFD risk status assigned to the Cork Harbour SPA is under 'review'. The existing drainage system at the site is serviced by surface water and sewer drainage networks. Flows are typically collected in standard gullies and routed via a culvert system to its outfall at Cork Harbour. There are no SuDS / attenuation features within the existing drainage system. The site is subject to coastal flooding.

During the construction and decommissioning phase there will be routine construction impacts with the potential to cause impacts on water quality. This may occur in particular from the construction of the northern access ramp and temporary construction compounds which are close to water receptors. Other impacts are temporary and short-term and would be controlled as part of the standard and best practice construction measures.

During the operational phase there will be some run-off from the proposed development as well as maintenance relative impacts. These impacts will be controlled as part of the standard and best practice operation measures.

The proposed development is located within the Tibbotstown-SC_010 (Code 19_2) WFD sub-catchment. The Kilcoolishal stream has a hydraulic connection to the Cork Harbour SPA and is an unassigned water body. There will be no direct discharges from the proposed development during the construction, operational or decommissioning phases. Therefore, the status of the existing environment is not anticipated to be altered. It is considered that mitigation measures and good construction management practices will ensure that the status of the receiving aquatic environment remains unaffected.

In terms of mitigation, the applicant has committed to works in the vicinity of the Kilcoolishal Stream being carried out in the summer months only, when water levels and flows within the stream are minimal. In the eventuality that the stream is not dry, it will be bunded on either side with earthen bunds and silt screens and water would be over pumped in the flow direction. It is also committed to a buffer strip of 10m will be implemented around the stream with no works taking place in this area except for the construction of the Irish Rail portal frame, the streambed and stream banks of the Kilcoolishal Stream in this location will be reprofiled and reinstated following construction and the bunds and silt traps removed.

It is considered that any impacts would be acceptable subject to the mitigation and monitoring measures set out which will result in a reasonable possibility of effectively reducing their significance.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects on water.

8.2.4.10. Land, Soils, Geology and Hydrogeology

Chapter 17 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on land, soils, geology and hydrogeology during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

The majority of the site is underlain by alluvium (mineral) soil and a subsoil of glacial till derived from devonian sandstone. The majority of these soils have been altered by reclamation of land and the construction of the railway, local roads and N25. Any imported material to reclaim land and construct the various existing infrastructure is predominately non-hazardous waste. There are no geological heritage sites in proximity to the site. There are three GWBs present within the study area, all at 'good' status. The Ballinhassing East GWB is at risk however of maintaining this status.

During the construction and decommissioning phase there will be routine construction activity with the potential to cause impacts on land, soils, geology and hydrogeology. Impacts may occur from loss of topsoil; loss of solid geology; earthworks haulage; impact on the surrounding ground; excavation of potentially contaminated land; contamination by radon gas; mobilisation of contamination into aquifers/ environmentally sensitive sites; and dewatering. These impacts are temporary and short-term and would be controlled as part of the standard and best practice construction measures.

During the operational phase there will be some potential for contamination during maintenance activities and reduction of recharge to the aquifer. However, this is considered negligible. These impacts during maintenance will be controlled as part of the standard and best practice operation measures.

It is considered that any impacts would be acceptable subject to the mitigation and monitoring measures set out which will result in a reasonable possibility of effectively reducing their significance.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects on land, soils, geology and hydrogeology.

8.2.4.11. *Material Assets*

Chapter 18 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on and material assets during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

The footprint of the proposed development is situated on both a greenfield and brownfield site. Of particular note in this area are the number of services the cross the site, including electricity, gas, telecommunications, surface and foul water and water supply.

Some diversions and relocation of existing services will be required to facilitate the proposed development including medium voltage overhead electricity lines. There will be no impact to gas or telecommunications. It is proposed to maintain the 700mm asbestos water main pipeline in place with certain protection measures, however, this requires agreement with UÉ. These impacts are temporary and short-term and would be controlled as part of the standard and best practice construction measures.

During the operational phase there will maintenance activities however no significant impacts are expected.

It is considered that any impacts would be acceptable subject to the mitigation and monitoring measures set out which will result in a reasonable possibility of effectively reducing their significance.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects on material assets.

8.2.4.12. Risk of Major Accidents and / or Disasters

Chapter 19 of the EIAR identifies, describes and assesses the potential direct and indirect impacts of the proposed development on and material assets during its construction, operation and decommissioning phases. This topic has numerous interactions with other chapters of the EIAR which are addressed in separate sections of this assessment.

The area, generally, is subject to severe weather conditions which may pose a potential risk. In addition major accidents such as a major road or rail incident could occur at the site. Other risks to the site could be generated indirectly from licenced facilities, such as SEVESO sites or other facilities regulated by the EPA on Little Island through fire / explosion / contamination of water, hazardous or toxic materials.

Construction activities carry an inherent risk of accident. However, the risk of such impacts are temporary and short-term and would be controlled as part of the standard and best practice construction measures. During any phase there may be a structural collapse of the proposed new pedestrian and cyclist bridge. All potential risks identified during the construction, operation and decommissioning of the Proposed Development are considered low risk.

It is considered that any impacts would be acceptable subject to the mitigation and monitoring measures set out which will result in a reasonable possibility of effectively reducing their significance.

Conclusion

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and

monitoring measures, would not be likely to have significant effects on accidents and / or disasters.

8.2.4.13. Decommissioning

Both this assessment and the submission of the applicant provides details on decommissioning for the proposed development in time when it falls out of use. The life time of the bridge is expected to be at least 140 years. It is noted that this is not, as such, a temporary facility and like other similar urban infrastructure is intended to be permanent. In any case, the decommissioning of such a facility in of itself would be subject to the appropriate planning mechanism under the prevailing legislation at such a time it is required and would be assessed based on the environmental requirements at that time. It is likely the impacts would be the same is not less than that described for the construction phase of the proposed development.

Conclusion

It is considered that the corresponding sections of the EIAR has adequately identified, described and assessed the direct and indirect effects of the proposed development in respect of this topic and in accordance with the requirements of the EIA Directive.

It is considered that the proposed development, on the basis of information submitted and submission received on the file, and subject to mitigation and monitoring measures, would not be likely to have significant effects at decommissioning stage.

8.2.4.14. Cumulative Impacts

Chapter 20 of the EIAR describes the potential cumulative impacts of the proposed development during its construction, operation and decommissioning phases. The applicant has included a significant volume of information in its EIAR, in relation to the proposed development and the likely significant effects on the environment.

While the proposed development will be a new intervention in this area, and there will be certain impacts, it is considered that the environment has the capacity to absorb the proposed development in the context of that existing. The extent of land take minimal and not significant in the context of this peri-urban area, and the development will not result in significant emissions to the environment. The

development is not associated with any significant loss of habitat or pollution which could act in a cumulative manner to result in significant negative effects to any ecological site.

Should the construction of the proposed development occur in tandem with other development, in particular the other transport infrastructure projects in the Cork region, any impacts would be of a temporary nature and short-term given:

- the limited nature of works (no significant buildings),
- the expected duration of the works (10-12 months),
- the location of lands to be developed,
- the location and distance to the other existing and/or approved projects.
- the likelihood of temporal overlap of construction works between projects.
- the implementation of standard and best practice construction, operation and decommissioning measures.

It is considered, on the basis of information submitted and submission received on the file, unlikely that cumulative impacts with other existing and/or approved projects would arise subject to mitigation and monitoring measures.

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect cumulative effects of the proposed development in respect of all topics and in accordance with the requirements of the EIA Directive.

8.2.4.15. *Interactive Impacts*

There is a potential interaction between traffic and transportation and population and human health through an increase in air and noise emissions during the Construction and Operational Phases. However, as the increase in construction traffic is not expected to be significant when compared to existing road traffic volumes, no significant negative impacts are predicted.

Potential interactive impacts are predicted to be not significant during both the Construction and Operational Phase subject to mitigation and monitoring measures.

It is considered that the corresponding section of the EIAR has adequately identified, described and assessed the direct and indirect interactive impacts of the proposed

development in respect of all topics and in accordance with the requirements of the EIA Directive.

8.2.5. Reasoned Conclusion

It is considered that the EIAR, supported by the documentation submitted by the applicant, provided information which is reasonable and sufficient to allow the Board to reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account current knowledge and methods of assessment. The Board is satisfied that the information contained in the Environmental Impact Assessment Report is up to date and complies with the provisions of EU Directive 2014/52/EU amending Directive 2011/92/EU. It is considered that the main significant direct and indirect effects of the proposed development on the environment are those arising from the impacts listed below.

- The proposed development will result in a positive impact in terms of modal shift to sustainable forms of transport such as rail, bus, cycling and walking. Thus, potentially reducing the reliance on the private car.
- Any negative impacts to existing road users and traffic patterns will be short-term and temporary during the construction phase.
- Notwithstanding construction phase impacts, the modal shift will have longer term positive impacts to population and human health, air quality and climate, noise and vibration.
- Given the nature and scale of the proposed development and noting the mitigation measures outlined in documentation that the nature of the environmental impacts during the construction and operation phase are not particularly complex or intense. It is expected that the impacts will be on-going, long term and will generally only be reversible if the constructed elements of the scheme are removed.
- The construction phase impacts, of approximately 18 months will be of short duration and limited frequency. The implementation of standard best practice methodologies during the construction and operation phase of the proposed development will result in a reasonable possibility of effectively reducing potential impacts.

- There will be no transboundary impacts associated with the proposed development. Having regard to Section 8.2.4.13 it is considered unlikely that significant cumulative impacts would arise.

Having regard to the environmental information contained above, and in particular to the EIAR and the submissions from prescribed bodies, it is considered that the main significant direct and indirect effects would not have any unacceptable direct or indirect effects on the environment and would not justify a refusal of planning having regard to overall benefits of the proposed development.

It is considered that the reasoned conclusion is up to date at the time of making the decision and that the information contained in the EIAR complies with the provisions of Article 3, 5 and Annex (IV) of EU Directive 2014/52/EU.

8.3. Likely effects on European Site(s)

The applicant has submitted an AA Screening Report which is dated 2022 as part of the particulars supporting the application. The documentation is in line with current best practice guidance and allows for a complete examination and identification of any potential significant effects of the proposed development, alone, or in combination with other plans and projects on European sites. The documentation was prepared by DixonBrosnan Environmental Consultants on behalf of CCC and the qualifications and experience of the main author of the report is suitable and relevant.

At a high level and to put the documentation in context:

- The proposed development will not be located within a Natura 2000 site. There are three European sites within 15 km of the site. The closest Natura 2000 sites, Great Island Channel SAC is approximately 0.8 km east of the site. The Cork Harbour SPA, which encompasses Little Island is approximately 0.7 km to the east and 2 km to the west of the site.
- Several drainage ditches and the Kilcoolishal Stream, which transects the site, is hydrologically connected to the wider Cork Harbour area. It outfalls into Lough Mahon near the Jack Lynch Tunnel. This stream is culverted throughout the EBP.
- The proposed development will generate run-off which will connect to the existing drainage network. The proposed development will not require any

formal drainage connection into the existing surface water network. There is no foul water drainage required.

- The proposed development will occur primarily on Artificial Surfaces (BL3), Amenity Grassland (GA2) and Mixed Broadleaf Woodland (WD1). Habitats within or near the proposed development site could potentially provide ex-situ foraging grounds for qualifying interests outside the Cork Harbour SPA itself. There is also a potential operational risk of certain species colliding with the installed structure. There is an invasive species at the site.
- The site is of Local importance (higher value) for breeding birds. There are no large areas of grassland within the site which would provide suitable roosting or foraging areas of wading birds and waterfowl. While small numbers of waders and gulls could potentially occasionally forage on the small area of amenity grassland to the north of the railway line, this is a highly disturbed area which will not provide critical habitats for these species.

8.3.1. Relevant European Sites

No habitats or species listed as qualifying interests for any nearby European Sites or corresponding with Annex I are identified on the site in the AA Screening Report. The proposed development is not directly connected with or necessary to the management of a European Site and therefore it needs to be determined if the development is likely to have significant effects on any European sites.

The AA Screening Report considers European sites with a hydrological connection, 15 km of the proposed development. This Zone of Influence was established based on the extent at which potential impacts may be carried via identified pathways (i.e., watercourses). Having regard to the nature of the proposed development, the nature of the receiving environment and the source-pathway-receptor model, it is considered that this is a reasonable Zone of Influence.

Table 1 below lists the qualifying interests of these sites, their conservation objectives, and possible connections between the proposed development (source) and the sites (receptors).

Having regard to:

- the information and submissions available.
- the nature, size and location of the proposed development.

- its likely direct, indirect and in-combination effects.
- the source-pathway-receptor model; and
- the sensitivities of the ecological receptors.

It is considered that:

- Blackwater River (Cork/Waterford) SAC [002170]
- Great Island Channel SAC [001058]
- Cork Harbour SPA [004030]

are relevant to include for the purposes of initial screening for the requirement for Stage 2 AA on the basis of likely significant effects.

Table 1: European Sites considered for Stage 1 Screening				
European Site (Code)	Distance	Qualifying Interest(s)	Conservation Objectives	Source-Pathway-Receptor and Potential for Likely Significant Effects
Blackwater River (Cork/Waterford) SAC [002170]	N/A	<ul style="list-style-type: none"> • Estuaries [1130] • Mudflats and sandflats not covered by seawater at low tide [1140] • Perennial vegetation of stony banks [1220] • Salicornia and other annuals colonising mud and sand [1310] • Atlantic salt meadows (Glauco-Puccinellietalia maritima) [1330] • Mediterranean salt meadows (Juncetalia maritimi) [1410] • Water courses of plain to montane levels with the Ranunculion fluitantis and Callitriche-Batrachion vegetation [3260] • Old sessile oak woods with Ilex and Blechnum in the British Isles [91A0] • Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae) [91E0] • Margaritifera margaritifera (Freshwater Pearl Mussel) [1029] • Austropotamobius pallipes (White-clawed Crayfish) [1092] • Petromyzon marinus (Sea Lamprey) [1095] • Lampetra planeri (Brook Lamprey) [1096] • Lampetra fluviatilis (River Lamprey) [1099] • Alosa fallax fallax (Twaiter Shad) [1103] • Salmo salar (Salmon) [1106] • Lutra lutra (Otter) [1355] • Trichomanes speciosum (Killarney Fern) [1421] 	To maintain or restore the favourable conservation status of habitats and species of community interest	No potential for meaningful biological or relevant hydrological connectivity to this site. Given the separation of the proposed development from this site it is considered that the potential for impacts to arise from the construction, operation and decommissioning phase of the proposed development is unlikely.
Great Island Channel SAC [001058]	913m east (7.2km downstream)	<ul style="list-style-type: none"> • 1140 Mudflats and sandflats not covered by seawater at low tide • 1330 Atlantic salt meadows (Glauco-Puccinellietalia maritima) 	To maintain or restore the favourable conservation status of habitats and species of community interest	Potential for meaningful biological or relevant hydrological connectivity to this site as it is connected via the Kilcoolishal Stream. Given the separation of the proposed development from this site and the dilution and dispersion action of the estuary, it is considered that the potential for impacts to arise from the construction and operation phase of the proposed development is unlikely.
Cork Harbour SPA [004030]	800m east (2.6km downstream)	<ul style="list-style-type: none"> • Little Grebe (Tachybaptus ruficollis) [A004] • Great Crested Grebe (Podiceps cristatus) [A005] • Cormorant (Phalacrocorax carbo) [A017] • Grey Heron (Ardea cinerea) [A028] • Shelduck (Tadorna tadorna) [A048] • Wigeon (Anas penelope) [A050] • Teal (Anas crecca) [A052] • Pintail (Anas acuta) [A054] • Shoveler (Anas clypeata) [A056] • Red-breasted Merganser (Mergus serrator) [A069] • Oystercatcher (Haematopus ostralegus) [A130] 	To maintain or restore the favourable conservation status of habitats and species of community interest	Potential for meaningful biological or relevant hydrological connectivity to this site as it is connected via the Kilcoolishal Stream. Given the separation of the proposed development and the characteristics of the stream which is in effect a dry drainage ditch and largely culverted, it is considered that the potential for impacts to arise from the construction, operation and decommissioning phase of the proposed development is unlikely.

		<ul style="list-style-type: none"> • Golden Plover (<i>Pluvialis apricaria</i>) [A140] • Grey Plover (<i>Pluvialis squatarola</i>) [A141] • Lapwing (<i>Vanellus vanellus</i>) [A142] • Dunlin (<i>Calidris alpina</i>) [A149] • Black-tailed Godwit (<i>Limosa limosa</i>) [A156] • Bar-tailed Godwit (<i>Limosa lapponica</i>) [A157] • Curlew (<i>Numenius arquata</i>) [A160] • Redshank (<i>Tringa totanus</i>) [A162] • Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] • Common Gull (<i>Larus canus</i>) [A182] • Lesser Black-backed Gull (<i>Larus fuscus</i>) [A183] • Common Tern (<i>Sterna hirundo</i>) [A193] • Wetland and Waterbirds [A999] 		
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8.3.2. Potential Impacts on European Sites and Test of Likely Significant Effects

During the construction, operation and decommissioning phases the following potential impacts are identified:

- Potential impacts from loss of habitat
- Potential impacts from noise, dust, lighting and disturbance
- Potential impacts on water quality during construction and decommissioning
- Potential impacts on water quality during operation
- Potential impacts from collision during operation
- Potential impacts from the spread of invasive species
- In-combination impact

As the proposed development is located upstream of the Cork SPA and Great Island Channel SAC, this raises the potential for indirect effects on those Natura 2000 sites and qualifying interests. Potential impacts could arise in particular from the deterioration in water quality as a result of the uncontrolled or unmitigated release of sediments and pollutants to the adjacent watercourse and general disturbance during the works, which could in turn have localised adverse impacts on qualifying interests. It is noted that the Kilcoolishal Stream is not mapped by OSI and was likely considered created as part of the railway construction and is not a naturally occurring watercourse. It therefore has the primary characteristics of an artificial drainage ditch. It is a heavily modified watercourse which has been straightened, deepened and culverted (in parts), is of negligible value for fish and has very limited value for other aquatic fauna. It is a heavily vegetated along the stream and its flows are minimal during periods of dry weather. Given the limited nature of works in the vicinity of the stream, the potential for siltation reaching Cork Harbour SPA (2 km downstream) and Great Island Channel (7 km downstream) is not significant.

While works in the vicinity of the Kilcoolishal Stream will be carried out in the summer months, when water levels and flows within the stream are minimal. In the eventuality that the stream is not dry, construction works to the section of the Kilcoolishal Stream crossing the construction boundary (approx. 28m) will be bunded on either side with earthen bunds and silt screens. Water would be over pumped in the flow direction.

Apart from the area of the Kilcoolishal Stream directly affected by the bridge construction (i.e. Irish Rail portal frame), a buffer strip of 10m will be implemented around the stream with no works taking place in this area. Where this is not possible, in particular for the construction of the Irish Rail portal frame, the streambed and stream banks of the Kilcoolishal Stream in this location will be reprofiled and reinstated following construction and the bunds and silt traps removed.

It is noted that environmental control measures will be implemented during construction in line with standard guidelines (i.e., Control of Water Pollution from Construction Sites 2001,” and “Control of Water Pollution from Linear Construction Projects 2006” for best practice measures for controlling water pollution)). Whilst the implementation of such measures during construction will assist in minimising impacts on the local environment, the implementation of these measures has not been taken into consideration in this screening report when reaching a conclusion as to the likely impact of the development on European sites.

While these measures in relation to the management of works at the Kilcoolishal Stream are extensive, it is not considered that they comprise mitigation for the purpose of AA, as they would be required irrespective of the presence of European Sites in the vicinity or not.

It is noted that the site has some linkage and may act as an ‘ecological corridor’ through the linear woodland along the road and railway to the wider Cork Harbour and associated European Sites. However, the site location which is encompassed by urban residential development including a heavily trafficked national primary road makes it a limited corridor for qualifying interests or other bird species. The evidence submitted by CCC states no such species use the site in any case.

This assessment has also considered otters and the potential use of this Kilcoolishal Stream watercourse. The proposed development does not require the substantial removal of vegetation at the stream and given the nature and scale of the proposed development would not affect Otter in terms of disturbance, water quality, prey or connectivity. It is also noted that the stream is culverted for a substantial section which would limit the physical characteristics of a habitat required to support such a species.

Therefore, having regard to the separation distance from the European sites; the heavily altered and vegetated nature of the Kilcoolishal Stream which has a minimal flow; the nature and scale of the proposed development it is considered that there is no significant hydrological pathway between the proposed development and the European Sites.

Given the proposed location of the bridge within a built up area adjacent to existing bridges, the absence of bird commuting routes in this area and the unlikely nature of bridge collision, the proposed bridge does not pose a significant bird collision risk and there is no potential for significant impacts on the conservation objectives of Cork Harbour SPA from collision with the proposed bridge structure.

Considering the characteristics of the qualifying interests of the European Sites, as listed above, it is considered that no other form of pathway exists and that the site would not be likely to play a supporting or ex situ role for any of the identified habitats or species listed in Table 1 including bird species.

It is therefore considered that the proposed development is not likely to have a significant effect on the European Sites, or any other European site, in view of the conservation objectives for these sites.

8.3.3. In-Combination Effects

It is also noted that the development is in a peri-urban area, adjacent to a significant commercial and business district on Little Island and does not constitute a significant urban development in the context of the wider city and the other projects identified above.

The development is not associated with any significant loss of habitat or pollution which could act in an in-combination manner to result in significant negative effects to any Natura 2000 sites. There are no projects which can act in combination with the development which can give rise to significant effect to Natura areas within the zone of influence.

Should the construction of the proposed development occur in tandem with other development, in particular the other transport infrastructure projects in the Cork region, any impacts would be of a temporary nature and short-term given:

- the limited nature of works (no significant buildings),

- the expected duration of the works (10-12 months),
- the location of lands to be developed,
- the location and distance to the other existing and/or approved projects.
- the likelihood of temporal overlap of construction works between projects.
- the implementation of standard and best practice construction, operation and decommissioning measures.

It is considered unlikely that in-combination effects with other existing and/or approved projects would arise.

8.3.4. Mitigation Measures

No measures designed or intended to avoid or reduce any harmful effects of the project on a European Site have been relied upon in this screening exercise.

8.3.5. Conclusion

Having regard to the foregoing, it is reasonable to conclude, on the basis of the information on the file, which is considered adequate in order to issue a screening determination, that the proposed development, either individually or in combination with other plans or projects would not be likely to have a significant effect on any European Site including Blackwater River (Cork/Waterford) SAC [002170], Great Island Channel SAC [001058], Cork Harbour SPA [004030], in view of the conservation objectives of these sites and that a Stage 2 AA and the submission of a NIS for the proposed development is not required.

9.0 Recommendation

It is recommended that the Board grant approval for the proposed development subject to the reasons and considerations below and subject to the conditions set out.

10.0 Reasons and Considerations

Having regard to the following:

- the relevant provisions of EU Directive 2014/52/EU amending Directive 2011/92/EU (the EIA Directive) on the assessment of the effects of certain public and private projects on the environment,

- the relevant provisions of Directive 92/43/EEC (the Habitats Directive) and Directive 79/409/EEC, as amended by 2009/147/EC (the Birds Directive), which set out the requirements for Conservation of Natural Habitats and of Wild Fauna and Flora throughout the European Union;
- the relevant provisions of the National Planning Framework, National Development Plan, Climate Action Plan 2021, Southern Regional Assembly Regional Spatial and Economic Strategy 2020-2032 and the Cork County Development 2022-2028
- the nature, scale, and design of the proposed development as set out in the application for approval, and the pattern of development in the vicinity,
- the documentation and submissions of the local authority, including the Environmental Impact Assessment Report and associated documentation submitted with the application, and the range of mitigating and monitoring measures proposed,
- the likely effects and consequences for the environment
- the likely significant effects of the proposed development on European sites,
- the proper planning and sustainable development of the area
- the submissions received in relation to the application, and,
- the report and recommendation of the inspector.

It is considered that:

- the proposed development would not be likely to have significant adverse effects on the environment.
- the proposed development, by itself or in combination with other plans or projects, would not have a significant effect on the integrity on any European Site including Blackwater River (Cork/Waterford) SAC [002170], Great Island Channel SAC [001058], Cork Harbour SPA [004030], in view of the site's conservation objectives.
- the proposed development would be in accordance with the proper planning and sustainable development of the area.

Appropriate Assessment Screening

It is considered reasonable to conclude that on the basis of the information available, which is considered adequate to issue a screening determination, that the proposed development, either individually and in-combination with other plans or projects, would not be likely to have a significant effect on any European Sites including Blackwater River (Cork/Waterford) SAC [002170], Great Island Channel SAC [001058], Cork Harbour SPA [004030], in view of the conservation objectives of these sites and that a Stage 2 AA and the submission of a NIS for the proposed development is not required.

Environmental Impact Assessment

The Board completed an environmental impact assessment of the proposed development taking account of:

- a) the nature, scale, location and extent of the proposed development,
- b) the Environmental Impact Assessment Report and associated documentation submitted in support of the planning application,
- c) the submissions received during the course of the application, and the Inspector's report.

The Board considered that the Environmental Impact Assessment Report, supported by the documentation submitted by the applicant, adequately considers alternatives to the proposed development and identifies and describes adequately the direct, indirect, secondary and cumulative effects of the proposed development on the environment. The Board agreed with the examination, set out in the Inspector's report, of the information contained in the Environmental Impact Assessment Report and associated documentation submitted by the applicant and submissions made in the course of the planning application.

It is considered that the Environmental Impact Assessment Report, supported by the documentation submitted by the applicant, provided information which is reasonable and sufficient to allow the Board to reach a reasoned conclusion on the significant effects of the proposed development on the environment, taking into account current knowledge and methods of assessment. The Board is satisfied that the information contained in the Environmental Impact Assessment Report is up to date and

complies with the provisions of EU Directive 2014/52/EU amending Directive 2011/92/EU.

Reasoned Conclusions on the Significant Effects

The Board considered that the main significant direct and indirect effects of the proposed development on the environment as follows:

- The proposed development will result in a positive impact in terms of modal shift to sustainable forms of transport such as rail, bus, cycling and walking. Thus, potentially reducing the reliance on the private car.
- Any negative impacts to existing road users and traffic patterns will be short-term and temporary during the construction phase.
- Notwithstanding construction phase impacts, the modal shift will have longer term positive impacts to population and human health, air quality and climate, noise and vibration.
- Given the nature and scale of the proposed development and noting the mitigation measures outlined in documentation that the nature of the environmental impacts during the construction and operation phase are not particularly complex or intense. It is expected that the impacts will be on-going, long term and will generally only be reversible if the constructed elements of the scheme are removed.
- The construction phase impacts, of approximately 18 months will be of short duration and limited frequency. The implementation of standard best practice methodologies during the construction and operation phase of the proposed development will result in a reasonable possibility of effectively reducing potential impacts.
- There will be no transboundary impacts associated with the proposed development. Having regard to Section 8.2.4.13 it considered unlikely that significant cumulative impacts would arise.

The Board is satisfied that the reasoned conclusion is up to date at the time of making the decision.

The Board completed an Environmental Impact Assessment in relation to the proposed development and concluded that, subject to the implementation of the mitigation measures proposed as set out in the Environmental Impact Assessment

Report, and subject to compliance with the conditions set out below, the effects of the proposed development on the environment, by itself and in combination with other plans and projects in the vicinity, would be acceptable. In doing so, the Board adopted the report and conclusions of the Inspector.

Having considered the totality of the Environmental Impact Assessment Report, associated documentation submitted with the application and the report of the Inspector, the Board concluded that any likely significant effects on the environment would be mitigated by the mitigation measures proposed by the applicant.

Likely Consequences for the Proper Planning and Sustainable Development

It is considered that, subject to compliance with the conditions set out below, the proposed development would be in accordance with the proper planning and sustainable development of the area.

Conditions

Plans and Particulars

1. The development shall be carried out and completed in accordance with the plans and particulars lodged with the application, except as may otherwise be required in order to comply with the following conditions.

Reason: In the interest of clarity

2. Prior to the commencement of development, the local authority, or any agent acting on its behalf, shall prepare a Construction Environmental Management Plan (CEMP), in consultation with the relevant statutory agencies (including Transport Infrastructure Ireland, Iarnród Éireann and Cork County), incorporating all mitigation measures set out in the Environmental Impact Assessment Report and conditions set out herein. The CEMP shall include a Traffic Management Plan and Waste Management Plan which shall adhere to best practice, standards and protocols. All construction phase parking shall be accommodated within the

site. All plans prepared shall be placed on file and retained as part of the public record.

Reason: In the interest of protecting the environment and in the interest of traffic safety and waste management.

Environmental

3. All of the environmental, construction, operation and decommissioning phase mitigation measures set out in the Environmental Impact Assessment Report and other particulars submitted with the application shall be implemented by the developer in conjunction with the timelines set out therein, except as may otherwise be required in order to comply with the conditions of this order. Prior to the commencement of development, details of a time schedule for implementation of mitigation measures and associated monitoring shall be prepared by the local authority and placed on file and retained as part of the public record.

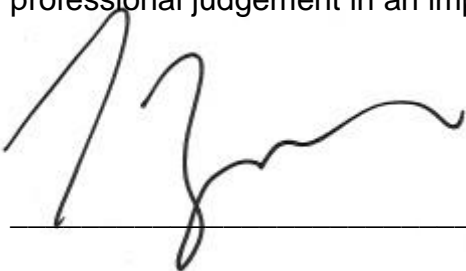
Reason: In the interest of clarity and the protection of the environment during the construction and operational phases of the development.

4. Prior to the commencement of development pre-commencement surveys for protected plant, animal species and invasive species shall be undertaken at the site and where required the appropriate licence to disturb or interfere with same shall be obtained from the National Parks and Wildlife Service.

Reason: In the interest of wildlife protection.

Professional Declaration

I confirm that this report represents my professional planning assessment, judgement and opinion on the matter assigned to me and that no person has influenced or sought to influence, directly or indirectly, the exercise of my professional judgement in an improper or inappropriate way.

A handwritten signature in black ink, appearing to be 'Tomás Bradley', written over a horizontal line.

Tomás Bradley,

Senior Planning Inspector

14th December 2023