



Comhairle Cathrach Chorcaí
Cork City Council

Traffic Operations Division

Part 8 Planning Report

For

L1005 Ballinlough Road Junctions Improvement Scheme



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Comhairle Cathrach Chorcaí

Traffic Operations Division

L1005 Ballinlough Road Junctions Improvement Scheme

Part 8 Planning Report

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1 Introduction

In the interests of the safety and convenience of all road users, Cork City Council has identified a need to carry out upgrade and improvement works to the Ballinlough Road (L1005) at its junctions with Belair Estate (L1053) and Wallace’s Avenue (L1108) in Ballinlough, a suburban area southeast of Cork City Centre. The proposed improvement works will result a significant improvement in road safety along this section of the Ballinlough Road, with particular benefits resulting for pedestrians.

1.1 Purpose of Report

The purpose of this report is to outline the proposals associated with the project “Ballinlough Road Junction Improvement Scheme”, in compliance with the requirements of Article 83 of the Planning and Development Regulations 2001-2022 - hereafter referred to as “the Regulations”.

1.2 Study Area

The study area is the section of the L1005 Ballinlough Road encompassing, and between, the junctions with the L1053 Belair Estate and the L1108 Wallace’s Avenue Figure 1.1 shows the location of the study area in the context of the wider area. Adjacent to the study area is Our Lady of Lourdes National School, which is a major source and destination of pedestrian traffic on the section of Ballinlough Road within the study area.

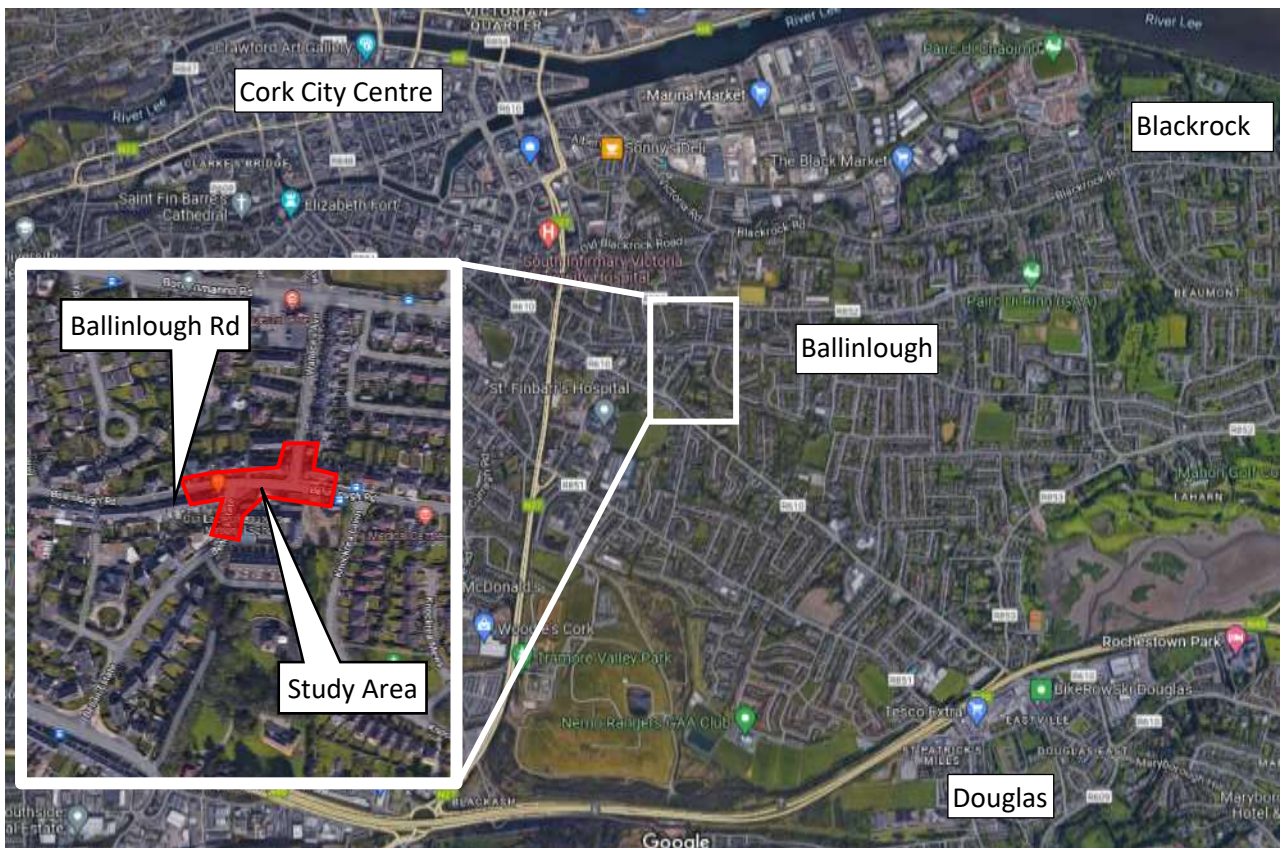


Figure 1.1: Location of Study Area

1.3 Scheme Land Requirements

All proposed works associated with the scheme will be undertaken within the bounds of the existing road alignments and public spaces already in the charge of Cork City Council. No acquisition of privately held land is necessary for this scheme.

2 Planning Process – “Part 8” Planning

Section 179 of Part XI of the Planning and Development Act 2000, (as amended); and Part 8 of the Planning and Development Regulations 2001, (as amended) set out the requirements in respect of certain classes of development by or on behalf of local authorities. Part 8 of the Regulations comprises 7 Articles – 79 to 85. Article 80(1) lists the type of Developments to which Part 8 is required. The proposed road development is covered under the above article.

2.1 Public Notices

In accordance with Article 81, the Local Authority proposing a development subject to the requirements of Part 8, shall:

- a) give notice of proposed development in an approved newspaper;
- b) erect site notices on the land on which the proposed development would be situated.

Cork City Council Published a notice of the proposals in the Irish Examiner on the 3rd of August 2022. Site notices were erected at various locations within the study area on the 2nd of August 2022, and will be maintained for the duration of the submission period.

A copy of the newspaper notice and Site Notice is included in Appendix A.

2.2 Notifications to Prescribed Bodies

Article 82(3) prescribes Statutory and Non-Statutory bodies to which a local authority should send notice of proposed development. These are summarised Appendix B.

2.3 Part 8 Planning Documents

In compliance with Article 83 (1) of the Regulations, the documents are included with the present Part 8 Planning application....

- Part 8 Planning Report (this report);
- Report for the Screening of Appropriate Assessment & Environmental Impact Assessment Screening Report (see Appendices D and E); and
- Planning Stage Design Drawings (as listed in Appendix C).

2.4 Submission Process

Cork City Council is required to make full plans and particulars of the proposed development available for public inspection. These will be available from Wednesday 3rd of August 2022 until Thursday 1st of September 2022:

- electronically via Cork City Council's Online Consultation Portal at <https://consult.corkcity.ie>
- at the public reception desk of Cork City Council, City Hall, Anglesea Street, Cork T12 T997 between the hours of 9:00am – 4:00pm, Monday to Friday excluding bank holidays.

A hard copy of the documents may be requested by interested parties and will be forwarded via standard post. Documents may be requested by phoning 021 4924767, by emailing traffic@corkcity.ie; or by sending a written request to: "Executive Engineer, Traffic Operations, Room 338, City Hall, Anglesea St., Cork, T12 T997"

Submissions and observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development is situated, may be made;

- electronically via Cork City Council's Online Consultation Portal at <https://consult.corkcity.ie>
- in writing to "Executive Engineer, Traffic Operations, Room 338, City Hall, Anglesea Street, Cork, T12 T997"

The deadline for receipt of submissions and observations is **4:00 pm on Thursday 15th of September 2022.**

All comments, including names and addresses of those making submissions and observations, submitted to Cork City Council regarding this development, will form part of the statutorily required report to be presented at the monthly meeting of Cork City Council. Accordingly, they will be included in the minutes of that meeting and may appear in the public domain. Cork City Council will retain data for no longer than is necessary and in accordance with the Council's Data Protection Policy and Privacy Statement (available at www.corkcity.ie) and relevant Data Protection legislation.

Arising from consideration of the representations, the Chief Executive's Report sets out whether it is proposed to proceed as originally planned or to proceed with a modified proposal. It is then a matter for the members of the Council (i.e. the Councillors) to grant or refuse planning by resolution at a meeting of the Council.

3 Nature and Extent of Proposed Development

3.1 Study Area and Context

The study area is the section of the L1005 Ballinlough Road encompassing and between its junctions with the L1053 Belair Estate and the L1108 Wallace's Avenue, as described in Section 1.2. The length of the study area is approx 100m. Ballinlough Road and Belair Estate road, as a whole, is an important link between the South Parish and Turner's Cross areas of Cork City to the west and the Ballinlough, Mahon, and Blackrock areas to the east of the study area.

Ballinlough is a primarily a residential suburban area, with some commercial, institutional and community premises, approx 1.6km southeast of Cork City Centre. The Ballinlough Road is the central link road running east-west through Ballinlough, its length being approx 2km. At its western end Ballinlough Road joins with the R610 Douglas Road and from this point is one-way eastbound as far as the junction with L1053 Belair Estate, from there being two-way as far as its eastern end at its junction with the R852 Churchyard Lane. Ballinlough Road serves a succession of residential areas and estates to the north and south of the road along its length.

Immediately adjacent to the study area is Our Lady of Lourdes National School on the south-eastern corner of the Belair Estate/Ballinlough Road junction and a coffee and cake shop on the south western corner of that junction. The rest of the study area is bounded by private residences which front onto the road.

Outside of the study area, but within its close environs are several other notable community or institutional facilities, such as a medical centre, hospital, church, secondary school, and a small supermarket.

The study area is adjacent to the "Anneville, Ballinlough Road" Architectural Conservation Area which consists of a terrace of 19 properties which bound the south-eastern corner of the study area at the junction of Ballinlough Road and Belair Estate.

3.2 Traffic Patterns

Vehicular traffic through the study area consists mostly of through traffic accessing residential and other areas along Ballinlough Road and further afield. Traffic surveys indicate that the vast majority of the traffic flow through the study area flows along Belair Estate and Ballinlough Road east of its junction with Belair Estate. Wallace's Avenue and the one-way section of Ballinlough Road west of the study area carry comparatively little vehicular traffic and serve mostly as access to properties along those roads and as secondary links to adjacent parallel streets in the surrounding areas. Traffic patterns follow a morning and evening peak profile typical of urban roads. The Annual Average Daily Traffic between the Belair and Wallace's Avenue junctions is approx 4,500 vehicles.

Speed surveys revealed an 85th percentile speed of 32km/hr on Ballinlough Road outside the front of the school over a 24-hour period. The 85th percentile speed means that 85% of all vehicles recorded travelled at or below 32km/hr. It is a metric used to determine whether a significant speeding issue exists on a road. In this instance, since the road's speed limit is 50km/hr, a significant speeding issue is not present at this location.

Bus Eireann's 215 bus route also passes through the study area in both directions, travelling on Ballinlough Road (east) and Belair Estate with a frequency of approx 30 minutes in each direction.

Surveys reveal that pedestrian traffic in the study area is significant with noticeable peaks in pedestrian activity in the area in the morning between 8am-9am and in the afternoon between the hours of 2pm-4pm, which coincide with the class start and finish times of the adjacent school. A large part of the morning and afternoon pedestrian traffic is children and parents going to and from Our Lady of Lourdes National School. Each day there are approx 1,200 pedestrians crossing the roads within the study area.

3.3 Existing Streetscape

3.3.1 Ballinlough Rd / Belair Estate Junction

The junction of Ballinlough Road with Belair Estate is the busier of the two junctions in the study area with respect to pedestrian crossing activity and vehicular traffic turning movements. Surveys have shown that majority of vehicular traffic turns at the junction to/from Belair Estate. Approx 620 pedestrians cross Belair Estate at the junction on an average school term day between 7am and 7pm.

The carriageways in this area are approximately 6.5-7m wide on Belair Estate and Ballinlough Road east. The Stone Mastic Asphalt surface and is fair/poor condition. Footpaths are provided both sides of Belair Estate, and on the southern side only on Ballinlough Road. Footpaths are typically around 1.2m wide and are in fair condition. No pedestrian crossing facilities or drop kerbs are provided.

3.3.2 Ballinlough Rd / Wallace's Avenue Junction

The Wallace's Avenue junction is less intensively used, but still carries significant amounts of pedestrian activity and vehicular turning movements. A school warden crossing is located at the western side of the junction, which is manned by a warden at school start/finish times. Approx 440 pedestrians cross at this location on an average school day between the hours of 7am and 7pm, while approx 140 pedestrians cross Wallace's Avenue in the same period.

Carriageways on both major and minor road are approx 6.5-7m wide at the junction and in good condition. Footpaths of approx 1.2m wide are provide on both sides of Wallace's Avenue, both sides of Ballinlough Road east of the junction, and on the south side only of the part of Ballinlough Road extending west from the junction. Dropped kerbs and tactile paving landings of fair quality are provided at designated uncontrolled and school warden crossing points at the junction.

The existing streetscapes at the junctions in the study area are shown in Figures Figure 3.1 and Figure 3.2 below.

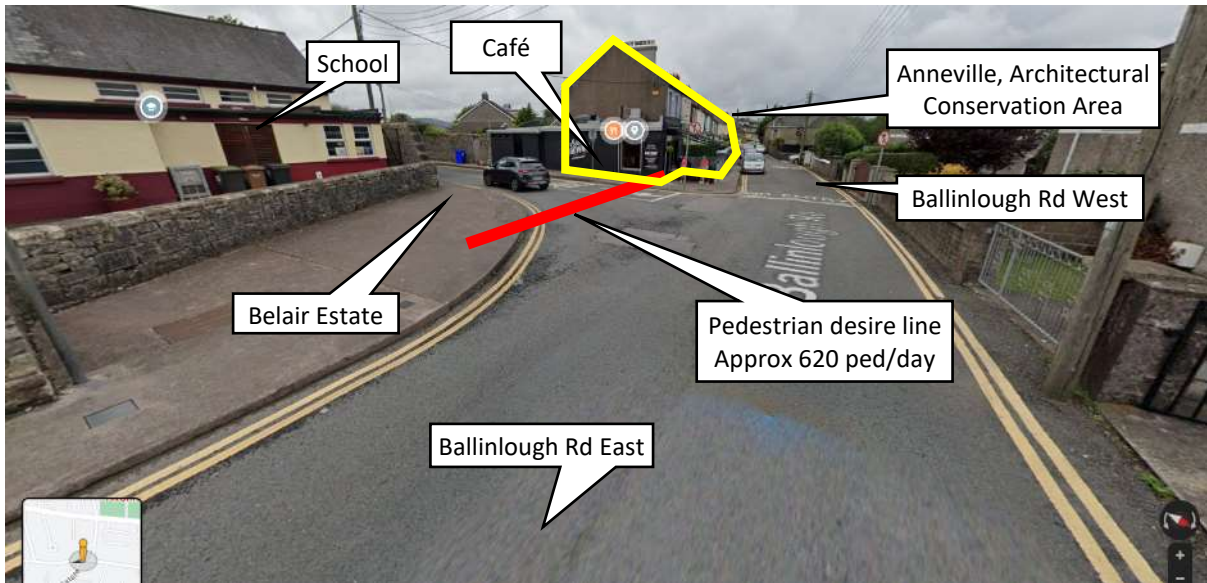


Figure 3.1: Ballinlough Rd/Belair Estation Junction

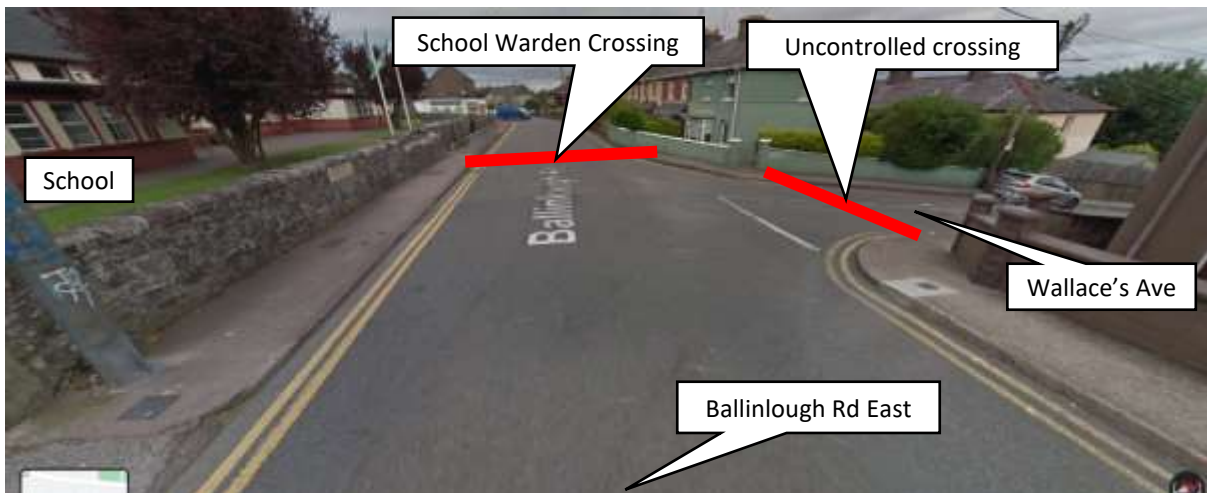


Figure 3.2: Ballinlough Rd/Wallace's Avenue Junction

3.4 Project Objectives

The purpose of this project is to provide improved footpath and pedestrian crossing facilities and traffic calming measures. It is envisaged that these improvements will significantly enhance road safety for all road users in this area, particularly for pedestrians and pupils of the nearby National School. The enhancements to pedestrian infrastructure will also make the public realm more accessible to those with mobility or other impediments.

The main objectives of this scheme are:

- To provide an improved road and public realm that is designed with a view to achieving a fair balance between the needs of all road users, in accordance with the Design Manual for Urban Roads and Streets and the Road Safety Strategy 2021-2030.
- To create an improved road environment that reduces the likelihood of road traffic collisions.
- Providing improved pedestrian facilities which will allow pedestrians, including those with mobility issues, to traverse the area with a greater level of safety and confidence.

- To improve road safety particularly for pupils attending the nearby National School in particular,
- Through the provision of a better quality and safer street environment, create an environment which is more facilitating and encouraging of active travel such as walking or cycling.
- Provide a road environment that is designed in such a way that it encourages motorists to reduce speed and afford a greater level of care and courtesy to other road users, particularly pedestrians.

3.5 Project Specific Proposals

The principal features of the proposed road safety improvement works at Ballinlough Road will be a reconstruction of both the junctions with Belair Estate and Wallace’s Avenue as “table junctions”. This will involve the carriageway within the junction extents being raised to the same level as the tops of the adjacent footpath kerbs, with ramps forming the transition between the raised areas and the adjacent roadways leading away from the junctions. This arrangement will provide effective traffic calming at the junctions.

In addition, pedestrian crossings facilities at both junctions will be provided or enhanced to improve pedestrian accessibility and connectivity. Figure 3.3 below gives an overview propose scheme layout.

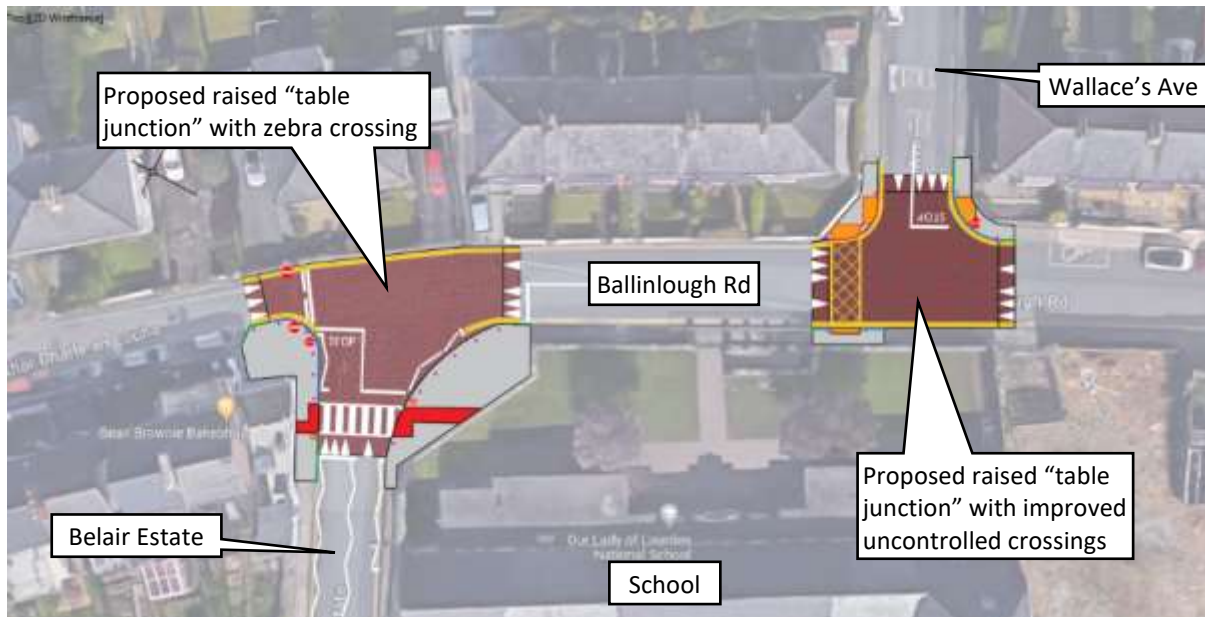


Figure 3.3: Layout of Proposed Works

Specifically, the works will consist of the following:

- Re-construction of the Belair Estate and Wallace’s Avenue junctions as “table junctions”, incorporating a raised carriageway surface and a coloured pavement surfacing.
- Provision of a Zebra Crossing across Belair Estate at its junction with Ballinlough Road, together with all associated signal poles, Belisha beacons and electrical control equipment.
- Re-construction of uncontrolled pedestrian crossings at the junction of Ballinlough Road with Wallace’s Avenue
- Reconstruction and improvement of footpaths in the vicinity of both junctions,
- Modification and improvement to public lighting, road markings and road signage, and,
- All associated ancillary site works.

Detailed plans and particulars of the proposed scheme are included in the scheme drawings accompanying this report.

The works will be carried out wholly within the bounds of the existing road alignments and in the charge of Cork City Council. Acquisition of lands held in private ownership is not required for this scheme.

4 Planning: Policy & Compliance

4.1 Planning Context

4.1.1 National Planning Framework

The strategic priorities of Project Ireland 2040 include providing enhanced infrastructure that will encourage the use of sustainable and active travel such as walking, cycling and public transport.

The National Development Plan 2021-2030 also highlights as a priority, the carrying out of targeted improvement works to sections of the Regional and Local roads network. This includes projects where engineering improvements could provide significant benefits in road safety and traffic management and, in urban areas, improve levels of accessibility.

The Road Safety Strategy 2021-2030, under Vision Zero 2050, seeks to reduce fatalities and injuries on roads through education, safe speeds and promotion of safe and healthy modes of travel.

The road safety improvements proposed in this project are in accordance with the objectives of Project Ireland 2040, the National Development Plan 2021-2030 and the Road Safety Strategy 2021-2030.

4.1.2 City Development Plan

The creation of an attractive, accessible and safe pedestrian environment regardless of age or ability is a key aim common to both the outgoing Cork City Development Plan 2015-2021 and the newly adopted Cork City Development Plan 2022-2028 which will be in effect at the time of scheme delivery.

In the City Development Plan 2022-2028 the Cork City Council recognises that there is significant potential to improve pedestrian experience. The Council therefore commits to, amongst other improvements, delivering improved pedestrian connectivity and permeability, particularly in areas where there are currently barriers to walking such as poor footpaths and inadequate crossing opportunities for pedestrians.

The road safety improvement works proposed in this project are in accordance with the objectives of the Cork City Development Plan 2022-2028 and its predecessor, the Cork City Development Plan 2015-2021.

4.2 Project Funding

Funding for the project has been secured by Cork City Council from the Department of Transport under the Lower Cost Road Safety Improvement grant scheme.

4.3 Planning Policy Compliance

4.3.1 Cork City Development Plan

The adopted Cork City Development Plan 2022-2028 will be in effect at the time of scheme delivery. The plan includes several Strategic Objectives which will be relevant to the scheme. In this section each of the relevant Strategic Objective is summarised and a comment included regarding how the current project satisfies the requirements of that objective.

It should be noted that the proposed scheme also satisfies the equivalent objectives stated in the outgoing Cork City Development Plan 2015-2021.

Objective 4.1 – Cork Metropolitan Area Transport Strategy

CMATS together with other parts of the City Development Plan, promotes a shift to more sustainable travel modes, including active travel such as walking which can, in-turn, improve accessibility to public transport facilities such as bus routes.

- The current project will provide improved pedestrian infrastructure and traffic calming features which, together will provide a safer and more attractive road environment for active travel. The improved pedestrian infrastructure will also improve accessibility to bus stops in the areas, with the improved accessibility in this instance be particularly beneficial for those who are either very young or old, and those with mobility impairments.

Objective 4.2 – City Centre Movement Strategy

The CCMS has an overarching objective to enhance the opportunities for active and sustainable travel, prioritise pedestrians, and reduce dependency on private cars within Cork City Centre.

- While the current project proposal falls outside the CCMS study area, it is nonetheless consistent with the principles of the strategy in terms of improving the pedestrian experience and providing greater opportunity for safe walking.

Objective 4.4 – Active Travel

To promote update of walking and cycling as attractive modes of transport through development of a network of high quality cycleways and footpaths.

- The current project proposal will provide a significant improvement in the pedestrian facilities in the study area. The traffic calming features of the proposal will further improve the safety and accessibility of the area for walking and cycling.

Objective 4.5 – Permeability

A feature of Objective 4.5 is the creation of links between adjacent roads and public transport networks in order to improve connectivity, permeability and safety for pedestrians and cyclists.

- While the current project will not involve the creation of any new links, there will certainly be a substantial improvement in the quality and safety of the road and footpaths in the study area. This will have a significant benefit to pedestrians in particular, and will also cyclists who travel through the study area.

Objective 4.6 – Corridor and Route Selection Process

Road & Transport projects not already provided for or permitted under other plans or programmes such as CCMS/CMATS etc will be subject to assessment of feasibility, having regard to normal planning best practice.

- Feasibility assessment of the current project proposal has been carried out. The proposals are compatible with all existing plans and programmes which currently exist concerning the study area.

Objective No. 8.3 – Development in Architectural Conservation Areas

Objective 8.3 requires that any development in an Architectural Conservation Area should not impact negatively on the character of the features or structures in the ACA.

- The current project proposals do not include any works which would materially alter or negatively affect the character of the structures or features in the Anneville, Ballinlough Road Architectural Conservation Area.

5 Environmental Assessment of the Scheme

The proposed works, on account of their proximity to Natura 2000 sites and to Special Protection Areas, require assessment to determine whether there is a need to carry out an Environmental Impact Assessment (EIA) and/or an Appropriate Assessment (AA).

Preliminary “Screening Assessments” were done to determine the need for EIA and/or AA.

5.1 Screening for Appropriate Assessment (Habitats Directive)

The Screening exercise was completed in compliance with the requirements of the European Communities (Natural Habitats) Regulations 1997-2005, and in accordance with the NPWS guidelines for Habitats Directive Assessments (Appropriate Assessment).

The potential impacts during the construction and operation of the proposed road works in Ballinlough have been considered in the context of Natura 2000 sites potentially affected, their qualifying interests, Special Conservation Interests and Conservation Objectives.

The study area in Ballinlough is approximately 7.9 km from the Great Island Channel Special Area of Conservation (SAC) code 001058.

The study area is located 1.5 km from the Cork Harbour Special Protection Area (SPA) code 004030.

The nearest Proposed National Heritage Area (NHA) is Douglas River Estuary, Site Code 001046, located 1.5km from the study area.

In accordance with Section 177U of the Planning and Development Act 2000 (as amended) and on the basis of the objective information provided in AA Screening Report, it is concluded beyond reasonable scientific doubt that the proposed road improvement works, individually or in combination with other plans/projects are not likely to have a significant effect on a European site (Natura 2000 site). It is therefore considered that a Stage 2 Appropriate Assessment under Section 177V of the Planning and Development Act 2000 (as amended), is not required.

The Appropriate Assessment Screening Report is included in Appendix E.

5.2 Environmental Impact Assessment Screening

The proposed scheme has been assessed in terms of the mandatory requirement for an EIA based on the nature or scale of the development, as addressed in the EU Directive 2014/52/EU and the Roads Acts 1993 – 2016.

As per Article 81 of the Planning and Development Regulations 2001 (as amended) an Environmental Impact Assessment (EIA) screening determination has been made and a determination has been made that an EIA Report is not required.

In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks beginning on the 3rd of August 2022, apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough St, Dublin, 1.

The Environmental Impact Assessment Screening Report is included in Appendix D.

6 Conclusion

The proposed scheme will bring about a significant improvement in road safety and convenience for all users in the study area. The traffic calming features of the scheme will reduce the risk of motorists speeding in this sensitive area beside a National School. The improvements to footpaths in the area and the provision of better quality pedestrian crossing facilities will make a very significant improvement to pedestrian accessibility, safety and comfort while walking in and through the area. The potential benefits to pedestrian safety are particularly notable for pupils walking to and from the adjacent National School.

The scheme, being focused on improving road safety and providing a better quality street environment that is more accessible and encouraging of active travel such as walking and cycling is consistent with the objectives of the National Development Plan 2021-2030, the outgoing Cork City Development Plan 2015-2021, the newly adopted Cork City Development Plan 2022-2028 and the Road Safety Strategy 2021-2030.

Appropriate Assessment (AA) Screening and Environmental Impact Screening determinations have been carried out in relation to any potential impacts the project may have on Special Protection Areas, Natura 2000 sites, and the environment in general. The findings of the screening exercises noted that no significant effects on any Natura 2000 sites are likely and there will be no real likelihood of significant effects on the environment arising from the proposed development.

In conclusion, the proposed scheme is consistent with proper planning and sustainable development of the area.

APPENDIX A: Public Notices

SITE NOTICE

NOTICE UNDER SECTION 179 OF THE PLANNING & DEVELOPMENT ACT 2000 AS AMENDED & PART 8 OF THE PLANNING & DEVELOPMENT REGULATIONS 2001 AS AMENDED

Pursuant to the requirements of Part 8 of the Planning and Development Regulations 2001 as amended, Notice is hereby given that Cork City Council proposes to carry out road safety improvement works (“the proposed development”) on the L1005 Ballinlough Road at its junctions with the L1053 Belair Estate and the L1108 Wallace’s Avenue, Ballinlough, Cork.

The proposed development will consist of the following:

- Re-construction of the Belair Estate and Wallace’s Avenue junctions as “table junctions”, incorporating a raised carriageway surface and a coloured pavement surfacing.
- Provision of a Zebra Crossing across Belair Estate at its junction with Ballinlough Road, together with all associated signal poles, Belisha beacons and electrical control equipment.
- Re-construction of uncontrolled pedestrian crossings at the junction of Ballinlough Road with Wallace’s Avenue
- Reconstruction and improvement of footpaths in the vicinity of both junctions,
- Modification and improvement to public lighting, road markings and road signage, and,
- All associated ancillary site works.

In accordance with the Habitats Directive, an Appropriate Assessment (AA) Screening has been undertaken for proposed development, in relation to any potential impacts upon the Cork Harbour Special Protection Area [Site No. 004030] and the Great Island Channel Special Area of Conservation [Site No. 001058]. The findings of the AA screening noted that no significant effects on any Natura 2000 sites are likely. It was not necessary to undertake any further stage of the Appropriate Assessment process.

In addition, the proposed development has been screened to determine whether an Environmental Impact Assessment (EIA) is required. It has been concluded that there will be no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required.

In accordance with Article 120 (3), as amended by S.I. No. 296 of 2018, a person may, within 4 weeks beginning on the **3rd of August 2022** apply to An Bord Pleanála for a screening determination as to whether the development would be likely to have significant effects on the environment. Such a submission should be addressed to the Secretary, An Bord Pleanála, 64, Marlborough Street, Dublin 1.

Plans and particulars of the proposed development, including an Appropriate Assessment Screening Report and an Environmental Impact Assessment Screening Report, will be available for public inspection from **Wednesday 3rd of August 2022** until **Thursday 1st of September 2022**:

- electronically via Cork City Council’s Online Consultation Portal at <https://consult.corkcity.ie>
- at the public reception desk of Cork City Council, City Hall, Anglesea Street, Cork between the hours of 9:00am – 4:00pm, Monday to Friday excluding bank holidays.

A physical copy of the plans and particulars may be requested by interested parties. Requests for documents may be made by phoning 021-4924767, by emailing traffic@corkcity.ie, or by sending a written request to “Executive Engineer, Traffic Operations, Room 338, City Hall, Anglesea St., Cork, T12 T997”

Submissions and observations with respect to the proposed development dealing with the proper planning and sustainable development of the area in which the proposed development is situated, may be made;

- electronically via Cork City Council’s Online Consultation Portal at <https://consult.corkcity.ie>
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The deadline for receipt of submissions and observations is **4:00 pm on Thursday 15th of September 2022**.



PUBLIC NOTICE

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The deadline for receipt of submissions and observations is **4:00 pm on Thursday 15th of September 2022**.

APPENDIX B: Notification of Prescribed Bodies

The bodies and organisations listed under have been notified of the proposed development:

Prescribed Bodies	Non-Prescribed Bodies
An Chomharile Ealaíon -The Arts Council	Garda Síochána
Fáilte Ireland	National Transport Authority (NTA)
An Taisce	
The Heritage Council	
Health Services Executive - Southern Area	
Irish Water	
C.I.E. / Bus Eireann	
Minister for Housing, Local Government and Heritage	

APPENDIX C: Schedule of Planning Drawings

Drawing Number	Drawing Title	Issue No.
000	Drawing Schedule	P01
001	Site Location Plan	P01
002	Site Layout Plan	P01
003	General Arrangement	P01
004	General Arrangement	P01
005	Sections & Details	P01

APPENDIX D: Environmental Impact Assessment Screening Report



Cork
City Council
Comhairle Cathrach Chorcaí

Traffic Operations Division

L1005 Ballinlough Road Junction Improvement Scheme

Environmental Impact Assessment Screening Report

Document Control Sheet

Project Title	L1005 Ballinlough Road Junction Improvement Scheme		
Document Title	Environmental Impact Assessment Screening Report		
Document No.	Appendix D		

Text pages	6	Appendices	0
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Rev.	Status	Date	Author(s)				
P01	Planning	25/07/2022	J.Lonergan <i>BL</i>				



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1 Executive Summary

This Environmental Impact Assessment (EIA) Screening Report has been prepared to consider the requirement or otherwise of carrying out an EIA in respect of the proposed L1005 Ballinlough Road Junction Improvement Scheme in Ballinlough, Cork City.

This screening exercise was undertaken in two stages. The first stage considered the need for a mandatory EIA, while the second stage considered the need for a sub-threshold EIA. As part of the sub-threshold screening exercise, the potential for impacts on environmental sensitivities was considered in addition to the interrelationship between those environmental sensitivities. Following on from this, the formal EIA Screening Exercise was completed, having regard to the criteria set out in the Roads Acts, as amended and in the EIA Directive (2014/52/EU).

This report concludes that this is a sub-threshold type project which is not likely to have a significant effect on the environment, either by itself or in combination with other plans or projects, and that an Environmental Impact Assessment (EIA) is not required in this instance.

2 Legislative context

EIA legislation sets down the types of projects that may require an EIA. Annex I of Directive 2011/92/EU, as amended by Directive 2014/52/EU defines mandatory projects that require an EIAR (EIS) and Annex II lists projects which can be subject to case-by-case analysis or thresholds to be determined by member states.

3 Mandatory requirements

The proposed scheme has been assessed in terms of the mandatory requirement for an EIA based on the nature or scale of the development, as addressed in the EU Directive 2014/52/EU and also the Roads Acts 1993 - 2016. It is considered that the proposed scheme is not one which falls within the scope of this category. It should be noted that mandatory EIA requirements for non-road type development have also been considered and discounted in this instance as part of this infrastructure type projects listed in the Planning and Development Regulations 2001, as amended and in Annex I and II of the EIA Directive as amended were considered.

4 Sub-threshold requirement for an Environmental Impact Statement

Legislative context and screening methodology

While the mandatory requirements for EIA for road schemes are straight forward, being based on type and scale, the discretionary (or sub-threshold) requirements are based on an assessment of the likely significant environmental effects of the proposed road development. Where a proposed road development would be located on certain environmental sites the road authority shall decide whether the proposed road development would be likely to have significant effects on the environment. The key issue, in the context of the possible need for EIA of sub-threshold development, is whether such development is likely to have significant effects on the environment.

The 2014 amending EIA Directive (2014/52/EU) contains guidance for Member States in terms of deciding whether a development is likely to have “significant effects on the environment”. The guidance is provided by way of criteria set out in Annex III of the Directive. The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment. The criteria for determining whether a development would or would not be likely to have significant effects on the environment are taken from Annex III of the Directive and are grouped under the following three headings:

1. Characteristics of proposed development
2. Location of proposed development
3. Characteristics of the potential Impacts

Sub threshold development assessment

The aim of the following section is to address likely impacts, if any on the environment by the implementation of the proposed development having regard to the criteria set out in the EIA Directive, as amended. Criteria for determining whether the project would or would not be likely to have a significant effect on the environment as per the requirements of Article 120 of the Planning and Development Regulations 2001 and subsequent amendment 2011.

1. CHARACTERISTICS OF PROPOSED DEVELOPMENT	
Size of Proposed Development	<p>The proposed development will consist of the following:</p> <ul style="list-style-type: none"> • Re-construction of the Belair Estate and Wallace’s Avenue junctions as “table junctions”, incorporating a raised carriageway surface and a coloured pavement surfacing. • Provision of a Zebra Crossing across Belair Estate at its junction with Ballinlough Road, together with all associated signal poles, Belisha beacons and electrical control equipment. • Re-construction of uncontrolled pedestrian crossings at the junction of Ballinlough Road with Wallace’s Avenue • Reconstruction and improvement of footpaths in the vicinity of both junctions, • Modification and improvement to public lighting, road markings and road signage, and, • All associated ancillary site works.
Cumulation with other Proposed Development	The construction of residential developments in the Ballinlough area may be ongoing and concurrent with the construction of this project.
Use of Natural Resources	The use of natural resources will be limited to the materials used in the construction works. Anticipated materials include stone, aggregate and asphalt which will generally be provided on a like for like basis with the material to be replaced.
Production of Waste	Waste production will be limited to the construction phase and will consist of general excavated inert material (stone, aggregate, Bituminous materials) and will be disposed of at local licensed facilities.
Pollution and Nuisances	<p>This development will not result in an increase in either pollution or nuisance.</p> <p>During the construction stage, the likelihood of an accidental spillage of construction materials into the aquatic environment will be managed through the adoption of best practice construction environmental management.</p> <p>Enhanced facilities for pedestrians should ultimately reduce the nuisance associated with use of private vehicles in this location.</p>
Risk of Accidents	<p>The goal of the development is improved road safety at the location by provision of a traffic calming and improved pedestrian facilities.</p> <p>The risk of accidents during the construction stage will be minimised through implementation of a Construction Safety and Health Plan including Temporary Traffic Management.</p> <p>Consequently, the potential for accidents will be reduced in both the short and long term.</p>

2. LOCATION OF PROPOSED DEVELOPMENT	
Existing Land Use	The footprint of the Project will be within the existing bounds of public road and footpath alignments. There will be no change in land use.
Relative Abundance, Quality and regenerative Capacity of Natural Resources in the Area	The Project will have minimum impact on the quality and regenerative capacity of natural resources in the area. All construction material will be imported for the construction of the Project.
Absorption Capacity of the Natural Environment	<p>There is not likely to be any significant negative impact on road users because of the Project. Construction will be for a short duration and will not significantly impede traffic flow in the area. During operation it is intended that the proposed development will lead to improved road safety in the study area, with pedestrians benefiting from the improved pedestrian facilities in particular.</p> <p>Preventative measures will be implemented during and post construction to reduce the risk of pollution to surface waters.</p> <p>It has been concluded that the Project does not have the potential to impact, either directly or indirectly, the Qualifying Interests or Special Conservation Interests of any European site. Consequently, there will be no adverse impacts on the Conservation Objectives of any European sites as a result of the Project.</p>

3. CHARACTERISTICS OF POTENTIAL IMPACTS	
Extent of the Impact	The primary impact will occur during the construction phase which is short term.
Transfrontier nature of the Impact	N/A
Magnitude and Complexity of the Impact	<p>Minimal</p> <p>Air Quality & Climate</p> <p><u>Operation Phase:</u> The objective of the project is improved road safety at the location for all road users. The proposed improvements will benefit pedestrians in particular. The improved pedestrian facilities may have some potential towards the displacement of motor vehicles and in this manner, may contribute a very modest improvement in air quality and climate in the immediate locality.</p> <p><u>Construction Phase:</u> The level of construction traffic required for a project of this scale will not have any significant negative impact on the</p>

3. CHARACTERISTICS OF POTENTIAL IMPACTS	
	<p>local air quality or climate; neither will a construction project of this scale result in any significant generation of dust.</p> <p>Noise & Vibration</p> <p><u>Operational Phase:</u> Lower vehicular speeds and improved pedestrian facilities at the junction will likely have a mild positive impact on noise or vibration in the local environment.</p> <p><u>Construction Phase:</u> Works will be carried out in compliance with BS5228: Part 1 and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001. This will ensure a controlled level of noise during construction phase. The level of construction traffic and construction operations required for a relatively short term project of this scale will not result in the creation of any significant negative impact through noise and vibration.</p> <p>Hydrology</p> <p><u>Operation Phase:</u> The existing drainage will be maintained and the proposed development will not increase or alter the quantity of surface water discharging to the receiving bodies.</p> <p><u>Construction Phase:</u> Runoff from the site will continue to be collected by the existing drainage system which will not be significantly affected by the works. Where necessary, appropriate measures will be implemented to prevent any deleterious materials such as oils or cement from entering the drainage system.</p> <p>Biodiversity</p> <p>Having regard to the location, nature and size of the proposed development, it there are no anticipated effects on biodiversity during either construction or operations phases.</p> <p>Archaeology, architecture, cultural heritage</p> <p><u>Operational Phase:</u> There are a number of recorded monuments and protected structures in Cork City. The proposed project is sited adjacent to the Anneville, Ballinlough Road Architectural Conservation Area. Considering the location, nature and scale of the construction and operation of the Project, the project will not result in any negative effects on any structure in the Blackpool ACA. There will no significant negative impact on any protected structure.</p> <p><u>Construction Phase:</u> Presence of plant and machinery may temporarily detract from certain views. However, this will be a very mild negative short-term impact and is easily offset by the benefits accrued from improved road safety at the operational stage. To mitigate against any potential negative impact on structures associated with vibration, the works will be carried out in compliance with BS 5228:2009 “Code of Practice for Noise and Vibration Control on Construction and Open Sites”.</p>

3. CHARACTERISTICS OF POTENTIAL IMPACTS	
	<p>Visual Amenity</p> <p><u>Operation Phase:</u> The Project is located wholly on existing roads and footways and is unlikely to have any significant negative impact on the landscape of the area. The improvement of footpath and road surfaces may contribute a modest improvement to the visual amenity of the streetscape in the vicinity of the site.</p> <p><u>Construction Phase:</u> Presence of plant and machinery may temporarily detract from certain views. However, this will be a very mild negative impact which is short-term and easily offset by the benefits accrued from improved road safety at the operational stage</p> <p>Overall</p> <p>Environmental impacts associated with the proposed development will be minor and short-term and, therefore, significant environmental effects can be ruled out without the necessity for further surveys, investigations, and assessments.</p>
Probability of the Impact	<p>Low</p> <p>During the construction stage, noise nuisances and air pollution may occur over a short duration.</p>
Duration, Frequency and Reversibility of the Impact	<p>Potential impacts are limited to the construction phase</p> <p>These impacts will be temporary, reversible and one-off.</p>

5 Screening Assessment Conclusion

SCREENING CONCLUSION STATEMENT
<p>Having regard to the contents of Article 120 of the Planning and Development (Amendment) (No. 3) regulations 2011 and Schedule 7m of the Planning and Development Regulations 2001, this screening concludes that this project, by reason of its nature, scale and location is not likely to have a significant negative effect on the environment, either by itself or in combination with other plans or projects, and that an Environmental Impact Assessment (EIA) is not required in this instance.</p>

	Name	Position	Signature	Date
Prepared by	John Lonergan	Executive Engineer		25 th July 2022

APPENDIX E: Appropriate Assessment Screening Report



Cork
City Council
Comhairle Cathrach Chorcaí

Traffic Operations Division

L1005 Ballinlough Road Junction Improvement Scheme

Habitats Directive Assessment Screening Report

Document Control Sheet

Project Title	L1005 Ballinlough Road Junction Improvement Scheme
Document Title	Habitats Directive Assessment Screening Report
Document No.	Appendix E

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Rev.	Status	Date	Author(s)				
P01	Planning	25/07/2022	J.Lonergan <i>SL</i>				



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1. EUROPEAN SITE DATA

Great Island Channel Special Area Of Conservation (site code 001058)	
Conservation objective	To maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the SAC has been selected.
Qualifying interests	Annex I listed habitats: mudflats, sandflats not covered by seawater at low tide, estuaries, spartina swards, Atlantic salt meadows.
References and further information	Conservation Objectives for Great Island Channel SAC [001058] (NPWS), Natura 2000 Standard Data Form (NPWS), Site Synopsis Great Island Channel Site Code 001058 (NPWS) (see www.npws.ie for further details)

Cork Harbour Special Protection Area (site code 004030)	
Conservation objective	To maintain or restore the favourable conservation condition of the bird species listed as special conservation interests for this SPA.
Qualifying interests	Annex I-listed bird species: bar-tailed godwit, common tern (breeding), golden plover, ruff, whooper swan. Other birds of special conservation interest include black-headed gull, black-tailed godwit, common gull, curlew, dunlin, great crested grebe, grey heron, grey plover, lapwing, lesser black-backed gull, little grebe, oystercatcher, pintail, red-breasted merganser, redshank, shelduck, shoveler, teal, and widgeon. This site is an internationally important wetland site supporting > 20,000 wintering waterfowl.
References and further information	Conservation Objectives for Cork Harbour SPA [004030] (NPWS), Natura 2000 Standard Data Form (NPWS), Site Synopsis Cork Harbour SPA Site Code 004030 (NPWS) (see www.npws.ie for further details)

2. DETAILS OF PROPOSED DEVELOPMENT

Reference no.	L1005 Ballinlough Road Junction Improvement Scheme
Development consent type	Section 179 of Planning & Development Acts 2000-2021 Local Authority own development
Development location	Junctions of L1005 Ballinlough Road with L1053 Belair Estate and L1108 Wallace's Avenue in Ballinlough, Cork City. ITM co-ordinates: 568693E, 570977N
Description of development	The proposed development will consist of the following: <ul style="list-style-type: none"> • Re-construction of the Belair Estate and Wallace's Avenue junctions as "table junctions", incorporating a raised carriageway surface and a coloured pavement surfacing. • Provision of a Zebra Crossing across Belair Estate at its junction with Ballinlough Road, together with all associated signal poles, Belisha beacons and electrical control equipment. • Re-construction of uncontrolled pedestrian crossings at the junction of Ballinlough Road with Wallace's Avenue • Reconstruction and improvement of footpaths in the vicinity of both junctions, • Modification and improvement to public lighting, road markings and road signage, and, all associated ancillary site works.
Distance from SAC	Approximately 7.9km
Distance from SPA	Approximately 1.5km
Relevant strategies or policies	Cork City Development Plan 2022-2028 Road Safety Strategy 2021-2030
EIAR submitted?	No
Screening report/NIS submitted?	Yes

3. ASSESSMENT OF LIKELY DIRECT, INDIRECT AND CUMULATIVE EFFECTS

Yes / No

1. Is the proposed development directly connected to or necessary for the conservation management of the SPA and/or SAC? <i>(If yes, no further assessment required. If no, screening required.)</i>	No
2. Is the proposed development located within or partly within the SPA?	No
3. Is the proposed development located within 100m of the SPA?	No
4. Does the proposed project involve the development, extension or upgrade of a cycleway or walkway within 200m of the SPA?	No
5. Does the proposed development involve development in the intertidal or coastal zone within the potential impact zone of the SPA?	No
6. Could the proposed project increase the level of recreational or other use of marine or intertidal areas within the potential impact zone of the SPA?	No
7. Does the proposed development involve the excavation of previously undeveloped land within an area that has been identified to be at risk of flooding within the potential impact zone of the SPA?	No
8. Does the proposed development involve the removal of significant amounts of topsoil within 100m of the SPA?	No
9. Does the existing wastewater treatment system have the capacity to treat any additional loading?	N/A
10. Would the proposed development result in direct surface water or other discharge to water bodies in or feeding into the SPA or SAC?	Yes
1. Would it result in additional storm flows into a combined sewer and subsequently into a combined sewer overflow (CSO), resulting in increased frequency, quantity and/or duration of overflow from the CSO to watercourses feeding into the European sites?	No
11. Would the proposed development involve dredging or could it result in the mobilisation of marine sediments in the Harbour area?	No
12. Could the proposed development give rise to increased risk of oil or chemical spillage or leaks within the marine environment or watercourse within the potential impact zone for the SPA or cSAC?	No
13. Are there relevant plans or projects which, in combination with the proposed development, are likely to give rise to any cumulative effects?	No
<p>Comments or notes</p> <p>Q.9 No wastewater loading associated with this project.</p> <p>Q.10 Any surface water will be collected, as is currently the case, in the existing road drainage system.</p>	

4. SCREENING CONCLUSION STATEMENT

In view of the above it is considered that (tick one box only):

Appropriate Assessment is not required

The proposed development is directly connected / necessary to the conservation management of a site.

Appropriate Assessment is not required

It can be excluded through screening that the proposed development will have significant effects on the sites.

Further information is required

Potential impacts have been identified through initial screening and/or there is insufficient information to enable the planning authority to screen out impacts, but on balance it is determined that the issues could be resolved through minor modifications to the proposed development or by appropriate conditions. The information required is specified below.

Appropriate Assessment is required

Significant issues have been identified and/or significant effects are certain, likely or uncertain, and the submission of a Natura Impact Statement (NIS) is required, or the proposed development must be rejected.

Further information required / Comments or Notes

Name:	John Lonergan
Position:	Executive Engineer
Date:	25 th July 2022