



Cork Area Commuter Rail Programme

Depot Access Road

Options Selection 26/05/2026



Depot Access Road: Options Selection

1

Purpose

2

Options Selection Process

3

Options Characterisation

4

Options Comparison



Depot Access Road: Options Selection

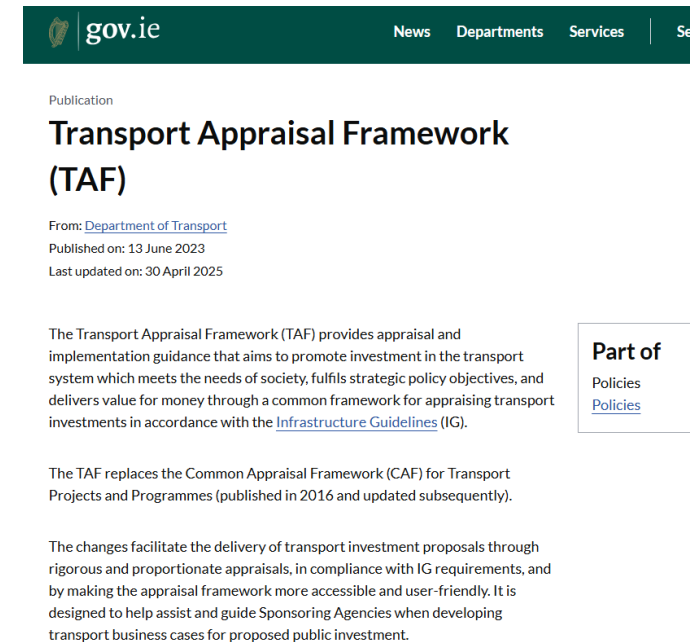
1. Purpose

- Non-statutory Public Consultation Process – feedback sought via submissions;
- Present the Process for selection of a preferred option;
 - Process intended to be even handed without weighting of one parameter over another;
 - Drawing of Options and detailed Multi-criteria analysis on display
- Describe the Assessment Parameters;
- Describe each option with characterization under the Assessment Parameters;
- Present the impact matrix in summary;
- Examine the preferred option in comparison to competing options;
- Feedback.

Depot Access Road: Options Selection

2. Options Selection Process

- Department of Transport: Transport Appraisal Framework (TAF);
 - “The changes facilitate the delivery of transport investment proposals through **rigorous and proportionate appraisals**, in compliance with IG requirements, and by making the appraisal framework more accessible and user-friendly.”
- 8 Modules
 - Module 1 Introduction
 - Module 2 various review and oversight requirements
 - Module 3 preparation of a Project / Programme Outline Document
 - Module 4 guidance on preparing Preliminary Business Cases
 - Module 5 requirements for Approval Gate 2
 - Module 6 guidance on preparation of the Final Business Case and requirements for Approval Gate 3.
 - **Module 7 discusses the principles of appraisal in detail and the various appraisal tools available.**
 - **Module 8 outlines how central government parameters and transport parameters are to be applied in an economic appraisal.**
 - Module 9 implementation, review and ex-post evaluation requirements.
 - Module 10 key definitions and useful resources for users of the TAF.
 - Module 11 guidance on the appraisal of programmes.



The screenshot shows the official website of the Department of Transport, Ireland (gov.ie). The page is titled "Transport Appraisal Framework (TAF)" and is categorized as a "Publication". It includes the following details:

- From:** Department of Transport
- Published on:** 13 June 2023
- Last updated on:** 30 April 2025

The main text describes the TAF as providing appraisal and implementation guidance to promote investment in the transport system, meeting societal needs and fulfilling strategic policy objectives. It states that the TAF replaces the Common Appraisal Framework (CAF) for Transport Projects and Programmes (published in 2016 and updated subsequently).

A key feature highlighted is that the changes facilitate the delivery of transport investment proposals through **rigorous and proportionate appraisals**, in compliance with IG requirements, and by making the appraisal framework more accessible and user-friendly. It is designed to help assist and guide Sponsoring Agencies when developing transport business cases for proposed public investment.

On the right side of the page, there is a "Part of" section indicating that the TAF is part of the "Policies" and "Guidelines" section of the website.

Depot Access Road: Options Selection

2. Options Selection Process

- Appraisal Criteria
 - Transport User Benefits and Other Economic Impacts
 - Accessibility Impacts
 - Social Impacts
 - Land Use Impacts
 - Safety Impacts
 - Climate Change Impacts
 - Local Environmental Impacts
- Impacts assessed on an absolute basis rather than comparative basis
- All criteria equally weighted

CACR Programme Options
Selection Process Aligned with TAF
Guidelines

7 – Highly positive Impact
6 – Positive Impact
5 – Slightly Positive Impact
4 – Neutral Impact
3 – Slightly Negative Impact
2 – Negative Impact
1 – Highly Negative Impact

Depot Access Road: Options Selection

2. Options Selection Process

TAF Criteria & Sub Criteria	Depot Access Road Sub Criteria
Transport User Benefits and Other Economic Impacts	Staff and Delivery Access Quality
Travel Time; Transport Costs; Journey Reliability	CAPEX and OPEX
Journey Quality; Change in Land Value; Agglomeration Effects; Imperfect Competition; Labour Market Imperfections	Change in Land Value
Accessibility Impacts	Impact on Residents
Access to Key Services; Access to Recreational Facilities; Access to Jobs; Access to International Transport Gateways; Freight Access	
Social Impacts	Social Impacts
Socially disadvantaged households; Mobility needs; gender impact	
Land Use Impacts	Change in Quality of Public Realm
Change in Quality of Public Realm; Existing Transport Network and Service Impact; Zoned Land, Land Use Planning and Spatial Planning	Existing Transport Network and Service Impact:
	Material Assets: Property
	Built Services: Utilities
	Soils & Geology
	Planning Applications
	Zoned Land, Land Use Planning & Spatial Planning
Safety	Collisions & Related Impacts
Collisions and Related Impacts; Other Safety Impacts	Other Safety Impacts
Climate Change Impacts	Climate Action Impact
Climate Action Impacts; Climate Adaption Impacts (measures address the impacts of climate change now locked in)	Climate Adaption Impact
Local Environmental Impacts	Biodiversity
Air Quality; Noise & Vibration; Biodiversity; Water Resources and Soil Quality; Landscape and Visual Quality; Cultural & Heritage	Water Resources
	Landscape & Visual Quality
	Cultural & Heritage
	Noise & Vibration
	Air Quality

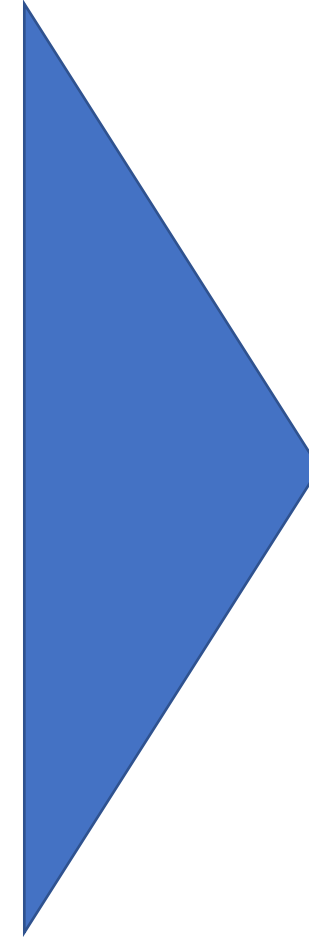
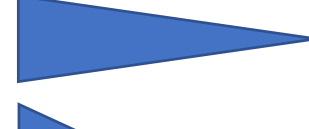
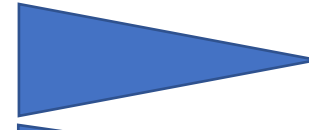
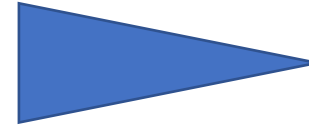
Each Sub-Criterion assessed by the relevant Specialist who will contribute to the EIA on the Preferred Option



Depot Access Road: Options Selection

2. Options Selection Process

Criteria	Sub-Criteria
Transport User Benefits and Other Economic Impacts	Staff and Delivery Access Quality
	CAPEX and OPEX
	Change in Land Value
Accessibility Impacts	Impact on Residents
Social Impacts	Social Impacts
Land Use Impacts	Change in Quality of Public Realm
	Existing Transport Network and Service Impact:
	Material Assets: Property
	Built Services: Utilities
	Soils and Geology
	Planning Applications
	Zoned Land, Land Use Planning and Spatial Planning
Safety	Collisions & Related Impacts
	Other Safety Impacts
Climate Change Impacts	Climate Action Impact
	Climate Adaption Impact
Local Environmental Impacts	Biodiversity
	Water Resources
	Landscape & Visual Quality
	Cultural & Heritage
	Noise & Vibration
	Air Quality



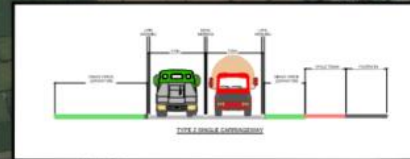
Scores Consolidated Into Criteria by Averaging.

Score Consolidated into Preferred Option by Averaging

Leads to an Apparent levelling of Scores

Important to examine why options score higher or lower than others

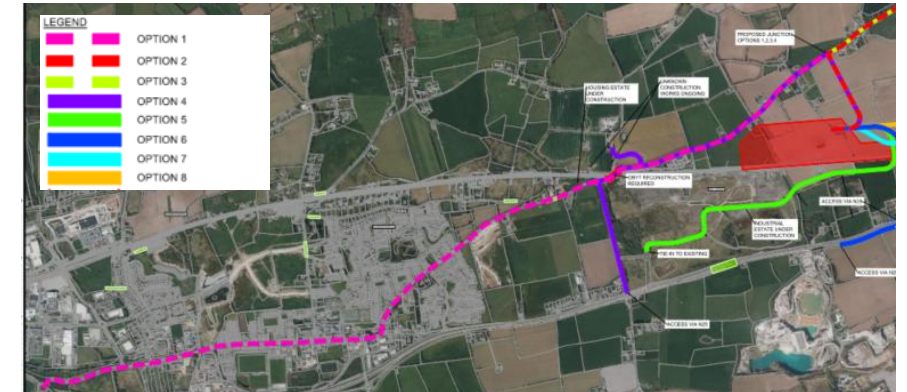
3. Options Characterisations



- Do-Something
 - (Five options incorporating proposed roads with tie-ins to existing roads also accommodating low-loaders and wider cross-section for active travel/greenway integration)

3. Options Characterisations

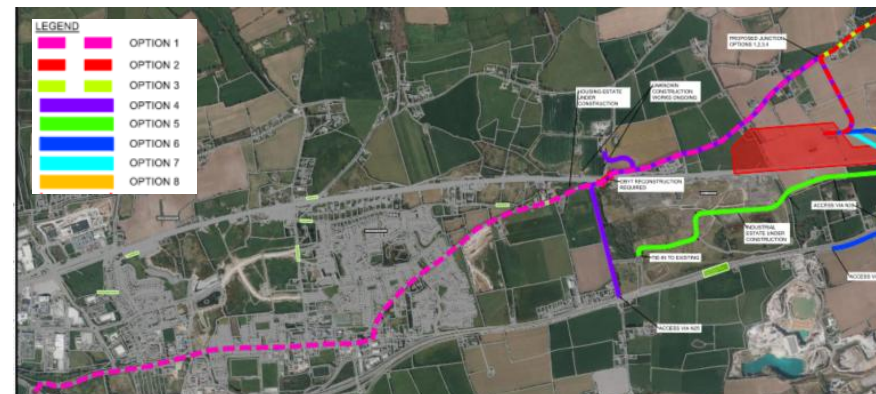
- Online Management Option utilising existing roads with access to the depot via connection off Ballyrichard More Road to accommodate low-loaders.
- Option passes through Consolidated Carrigtwohill centre; 5.876km Length;
- Local roads vary in widths with Type 2/3 Single Carriageway road widths;
- Existing NMU facilities available through Carrigtwohill Centre;
- Option terminates at N25 interchange tie-in;
- 1 existing bridge over rail (OBY7) reconstruction will be required, several surrounding fields are likely to be impacted due to bridge reconstruction



3. Options Characterisations

- Option 1

1	Transport User Benefits and Other Economic Impacts	1.1	Staff and Delivery Access Quality	2 - Negative Impact	2
		1.2	CAPEX and OPEX	4 - Neutral Impact	4
		1.3	Change of Land Value	7 - Highly positive Impact	7
2	Accessibility Impacts	2.1	Impact on Residents	1 - Highly Negative Impact	1
3	Social Impacts	3.1	Social Impacts	2 - Negative Impact	2
4	Land Use Impacts	4.1	Change in Quality of Public Realm	2 - Negative Impact	2
		4.2	Existing Transport Network and Service Impact:	3 - Slightly Negative Impact	3
		4.3	Material Assets: Property	3 - Slightly Negative Impact	3
		4.4	Built Services (Utilities)	2 - Negative Impact	2
		4.5	Soils and Geology (incl. Waste)	3 - Slightly Negative Impact	3
		4.6	Planning Applications	4 - Neutral Impact	4
		4.7	Zoned Land, Land Use Planning and Spatial Planning	6 - Positive Impact	6
5	Safety Impacts	5.1	Collisions & Related Impacts	2 - Negative Impact	2
		5.2	Other Safety Impacts	2 - Negative Impact	2
6	Climate Change Impacts	6.1	Climate Action Impact	3 - Slightly Negative Impact	3
		6.2	Climate Adaption Impact	3 - Slightly Negative Impact	3
7	Local Environment Impacts	7.1	Biodiversity	3 - Slightly Negative Impact	3
		7.2	Water Resources	3 - Slightly Negative Impact	3
		7.3	Landscape & Visual Quality	1 - Highly Negative Impact	1
		7.4	Cultural & Heritage	3 - Slightly Negative Impact	3
		7.5	Noise & Vibration	2 - Negative Impact	2
		7.6	Air Quality	3 - Slightly Negative Impact	3

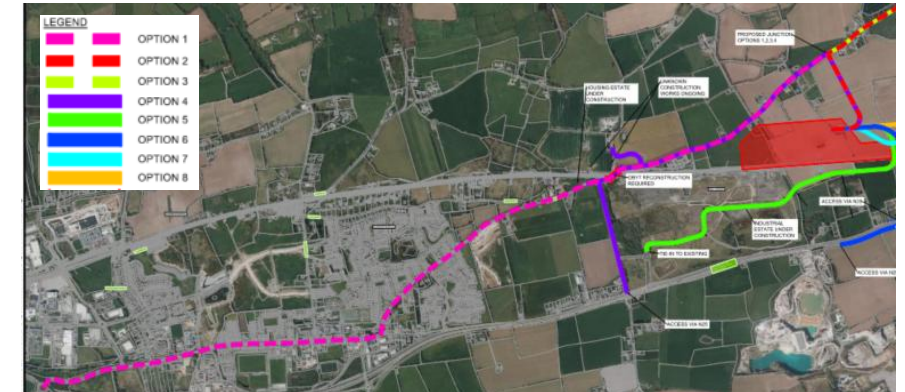


	Sub-Criteria Consolidation		
1	Transport User Benefits and Other Economic Impacts	4 – Neutral Impact	4
2	Accessibility Impacts	1 – Highly Negative Impact	1
3	Social Impacts	2 – Negative Impact	2
4	Land Use Impacts	3 – Slightly Negative Impact	3
5	Safety Impacts	2 – Negative Impact	2
6	Climate Change Impacts	3 – Slightly Negative Impact	3
7	Local Environment Impacts	3 – Slightly Negative Impact	3

Depot Access Road: Options Selection

3. Options Characterisations

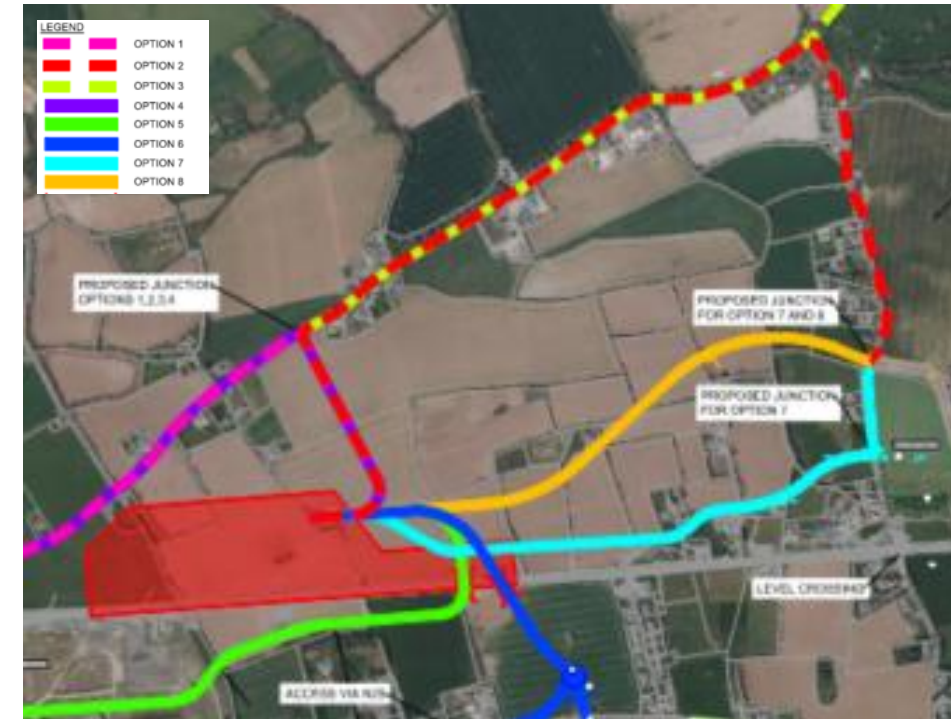
- Option 1 – Principal Issues
 - Access: Negative Impact due to route through centre of Carrigtwohill and over length of 5.8km;
 - Social Impacts: Negative Impact: bridge reconstruction impacts disadvantaged households and non-motorised user facilities temporarily;
 - Public Realm: Negative Impact due to routing through urban centre;
 - Soils and Geology: Slightly Negative Impact on due to material Import for Bridge Construction;
 - Safety: Negative Impact on collisions risk due to access through urban area;
 - Climate Action: Slightly Negative due to bridge reconstruction;
 - Climate Adaption & Water Resources: existing route crosses coastal and fluvial flood zones. Option won't impact on existing flood risk, however potential exists for flooding to impact access to the depot;
 - Noise and Vibration – Negative Impact due to number of receptors close to the proposed works, route;



Depot Access Road: Options Selection

3. Options Characterisations

- Option 2
 - Online Management Option utilising existing roads with access to the depot via connection off Ballyrichard More Road to accommodate low-loaders.
 - Roundabout access from Midleton Northern Relief Road onto New Water Rock Road to L3618 Castle-Rock Avenue
 - 3.9km Length
 - Local roads vary in widths with 6.0m / 7.0m Single Carriageway road widths
 - Existing NMU facilities available through Midleton Centre
 - This option utilises existing bridge OBY9B which already incorporates NMU facilities

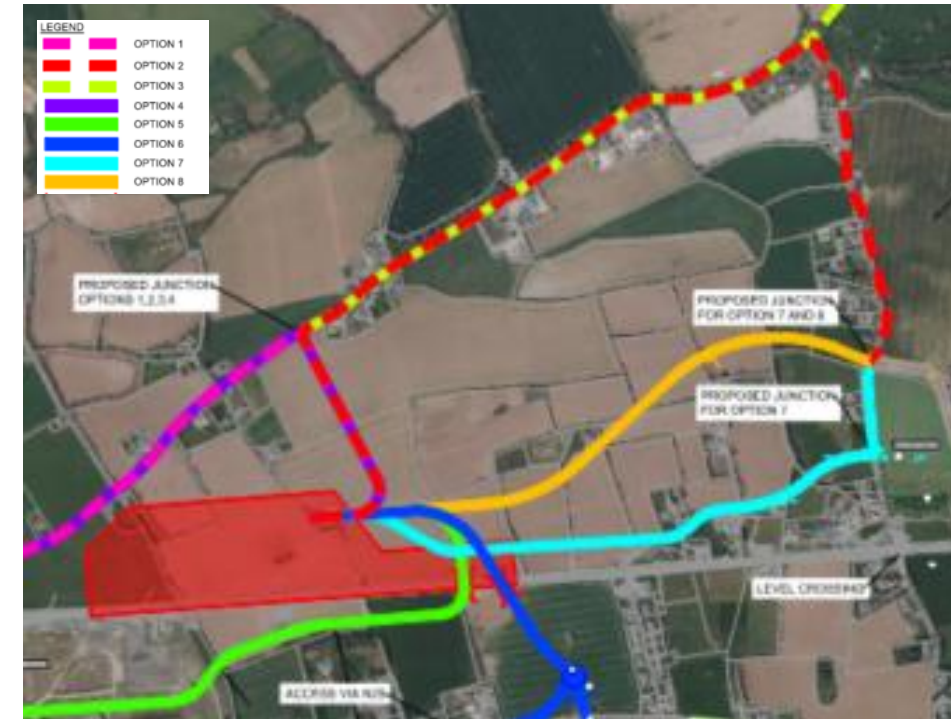


Depot Access Road: Options Selection

3. Options Characterisations

- Option 2

1	Transport User Benefits and Other Economic Impacts	1.1	Staff and Delivery Access Quality	2 - Negative Impact	2
		1.2	CAPEX and OPEX	4 - Neutral Impact	4
		1.3	Change of Land Value	7 - Highly positive Impact	7
2	Accessibility Impacts	2.1	Impact on Residents	3 - Slightly Negative Impact	3
3	Social Impacts	3.1	Social Impacts	3 - Slightly Negative Impact	3
4	Land Use Impacts	4.1	Change in Quality of Public Realm	2 - Negative Impact	2
		4.2	Existing Transport Network and Service Impact:	3 - Slightly Negative Impact	3
		4.3	Material Assets: Property	3 - Slightly Negative Impact	3
		4.4	Built Services (Utilities)	2 - Negative Impact	2
		4.5	Soils and Geology (incl. Waste)	3 - Slightly Negative Impact	3
		4.6	Planning Applications	4 - Neutral Impact	4
		4.7	Zoned Land, Land Use Planning and Spatial Planning	7 - Highly positive Impact	7
5	Safety Impacts	5.1	Collisions & Related Impacts	2 - Negative Impact	2
		5.2	Other Safety Impacts	2 - Negative Impact	2
6	Climate Change Impacts	6.1	Climate Action Impact	3 - Slightly Negative Impact	3
		6.2	Climate Adaption Impact	4 - Neutral Impact	4
7	Local Environment Impacts	7.1	Biodiversity	3 - Slightly Negative Impact	3
		7.2	Water Resources	4 - Neutral Impact	4
		7.3	Landscape & Visual Quality	2 - Negative Impact	2
		7.4	Cultural & Heritage	3 - Slightly Negative Impact	3
		7.5	Noise & Vibration	3 - Slightly Negative Impact	3
		7.6	Air Quality	3 - Slightly Negative Impact	3



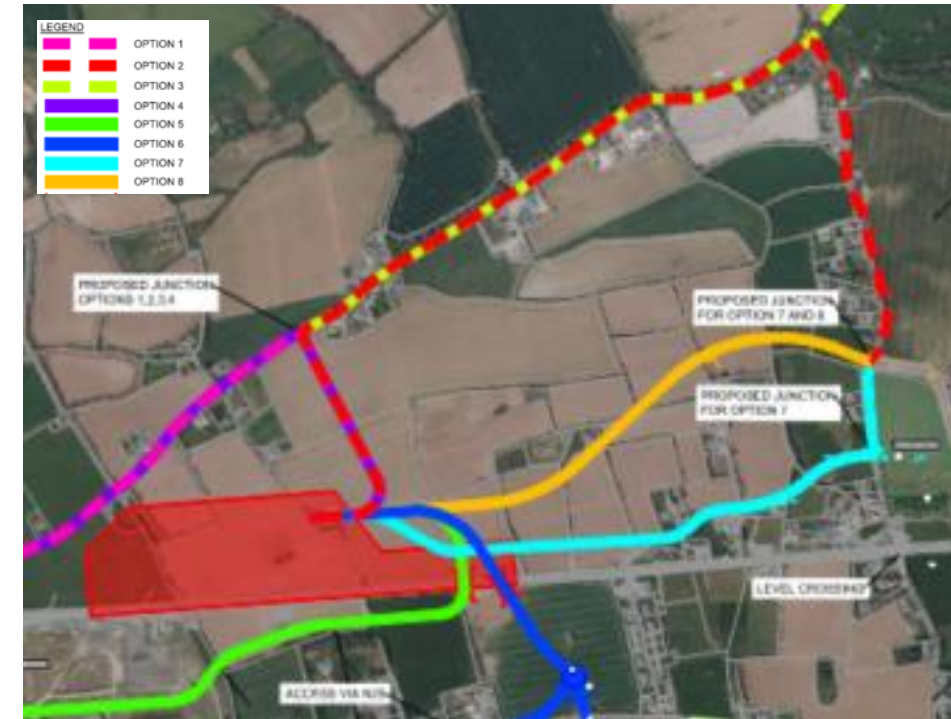
	Sub-Criteria Consolidation		
1	Transport User Benefits and Other Economic Impacts	4 - Neutral Impact	4
2	Accessibility Impacts	3 - Slightly Negative Impact	3
3	Social Impacts	3 - Slightly Negative Impact	3
4	Land Use Impacts	3 - Slightly Negative Impact	3
5	Safety Impacts	2 - Negative Impact	2
6	Climate Change Impacts	4 - Neutral Impact	4
7	Local Environment Impacts	3 - Slightly Negative Impact	3
	Criteria Consolidation		72
	Overall Ranking	3 - Slightly Negative Impact	3.2

Depot Access Road: Options Selection

3. Options Characterisations

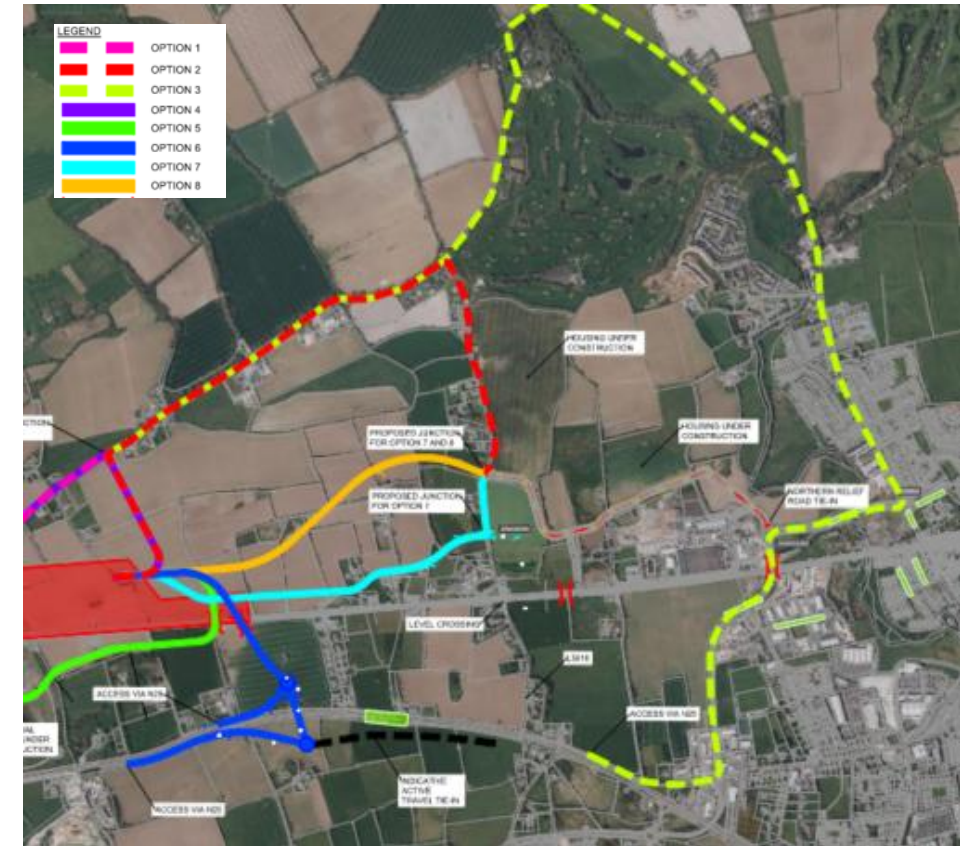
- Option 2 – Principal Issues

- Access: Negative Impact due access through L3618 Water-Rock, Ballyrichard More Road and L3617 Curragh – 3.8km;
- Public Realm: Negative Impact due to routing through L3618 Water-Rock, Ballyrichard More Road and L3617 Curragh, intensification of use;
- Existing Transport Network: Junction widening likely to be required at L3617 Curragh Road Junction
- Material Assets: Property – direct impact on one residential property;
- Soils and Geology: Slightly Negative Impact on due to material Import for roadworks;
- Safety: Negative Impact on collisions risk due to access through existing urban area;
- Climate Action: Slightly Negative due to junction modifications;
- Noise and Vibration – Slightly Negative Impact due to number of receptors close to the proposed works, route;



3. Options Characterisations

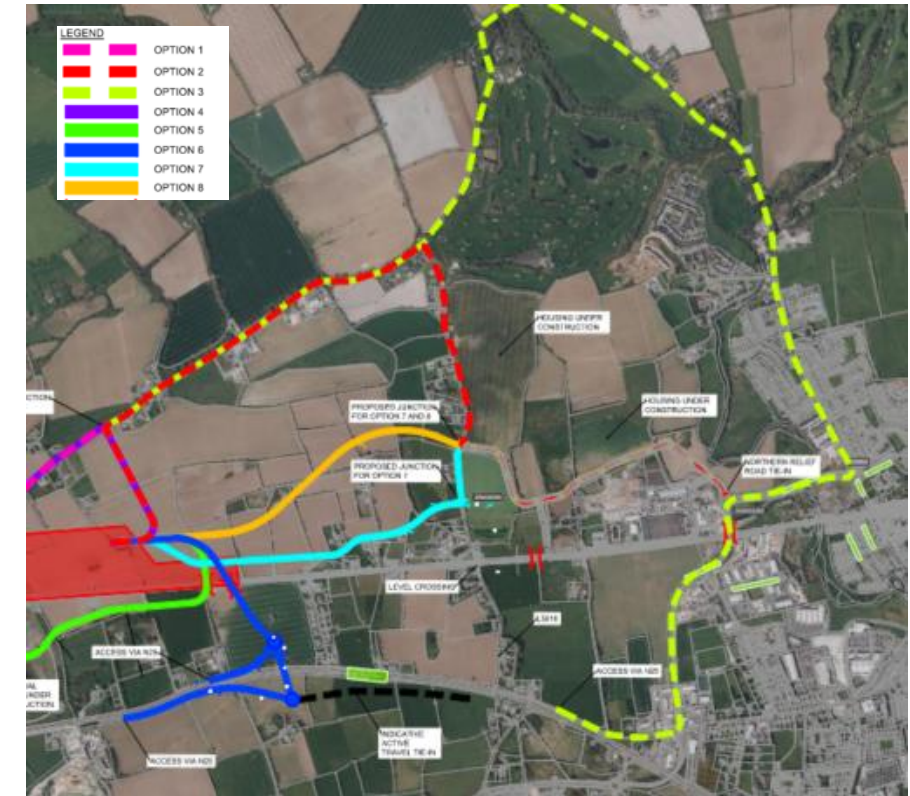
- Online Management Option utilising existing roads with access to the depot via connection off Ballyrichard More Road to accommodate low-loaders. Option passes through Midleton centre
- 7.103km Length
- Local roads vary in widths with 6.0m / 7.0m Single Carriageway road widths
- Existing NMU facilities available on Upper Mill Road and through Midleton Centre
- NMU facilities provided for entire road to depot and terminates at N25 Junction tie-in
- This option utilises existing bridge OBY9B which already incorporates NMU facilities
- This option utilises existing Ballyedmond Bridge (NIAH 20906515) on Upper Mill Rd



3. Options Characterisations

- Option 3

1	Transport User Benefits and Other Economic Impacts	1.1	Staff and Delivery Access Quality	2 - Negative Impact	2
		1.2	CAPEX and OPEX	4 - Neutral Impact	4
		1.3	Change of Land Value	7 - Highly positive Impact	7
2	Accessibility Impacts	2.1	Impact on Residents	2 - Negative Impact	2
3	Social Impacts	3.1	Social Impacts	2 - Negative Impact	2
4	Land Use Impacts	4.1	Change in Quality of Public Realm	2 - Negative Impact	2
		4.2	Existing Transport Network and Service Impact:	3 - Slightly Negative Impact	3
		4.3	Material Assets: Property	3 - Slightly Negative Impact	3
		4.4	Built Services (Utilities)	1 - Highly Negative Impact	1
		4.5	Soils and Geology (incl. Waste)	3 - Slightly Negative Impact	3
		4.6	Planning Applications	4 - Neutral Impact	4
		4.7	Zoned Land, Land Use Planning and Spatial Planning	7 - Highly positive Impact	7
5	Safety Impacts	5.1	Collisions & Related Impacts	1 - Highly Negative Impact	1
		5.2	Other Safety Impacts	2 - Negative Impact	2
6	Climate Change Impacts	6.1	Climate Action Impact	3 - Slightly Negative Impact	3
		6.2	Climate Adaption Impact	3 - Slightly Negative Impact	3
7	Local Environment Impacts	7.1	Biodiversity	3 - Slightly Negative Impact	3
		7.2	Water Resources	3 - Slightly Negative Impact	3
		7.3	Landscape & Visual Quality	1 - Highly Negative Impact	1
		7.4	Cultural & Heritage	3 - Slightly Negative Impact	3
		7.5	Noise & Vibration	2 - Negative Impact	2
		7.6	Air Quality	3 - Slightly Negative Impact	3



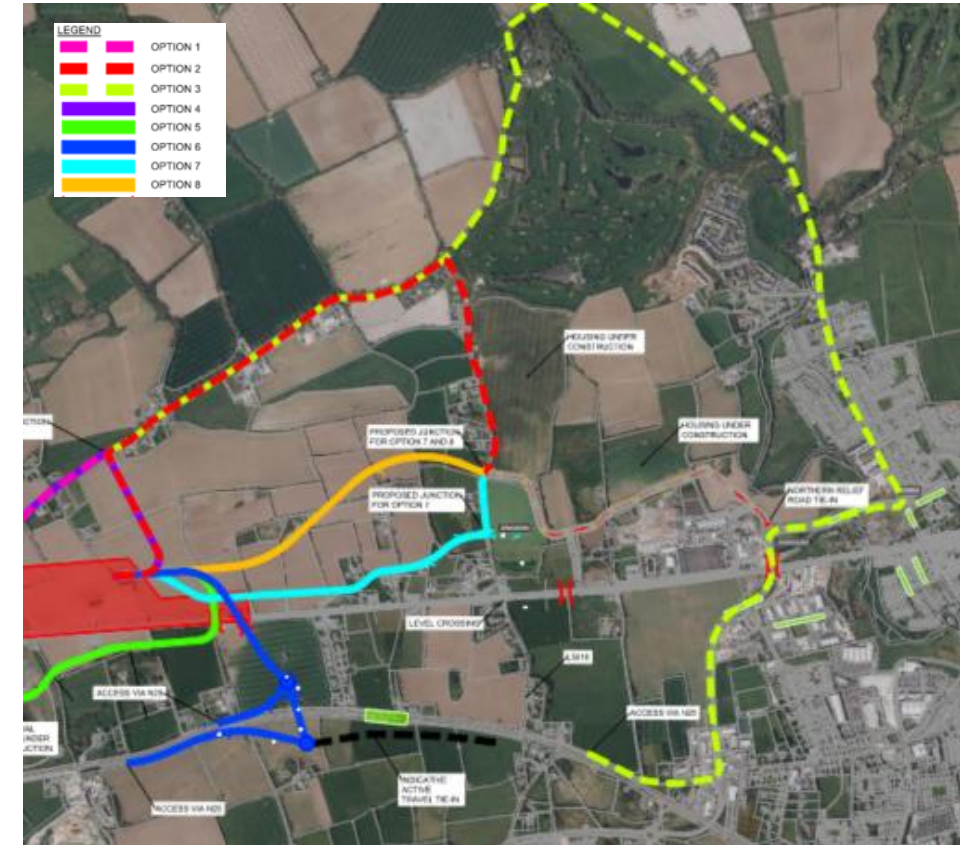
	Sub-Criteria Consolidation		
1	Transport User Benefits and Other Economic Impacts	4 - Neutral Impact	4
2	Accessibility Impacts	2 - Negative Impact	2
3	Social Impacts	2 - Negative Impact	2
4	Land Use Impacts	3 - Slightly Negative Impact	3
5	Safety Impacts	2 - Negative Impact	2
6	Climate Change Impacts	3 - Slightly Negative Impact	3
7	Local Environment Impacts	3 - Slightly Negative Impact	3
	Criteria Consolidation		64
	Overall Ranking	3 - Slightly Negative Impact	2.7

Depot Access Road: Options Selection

3. Options Characterisations

• Option 3 – Principal Issues

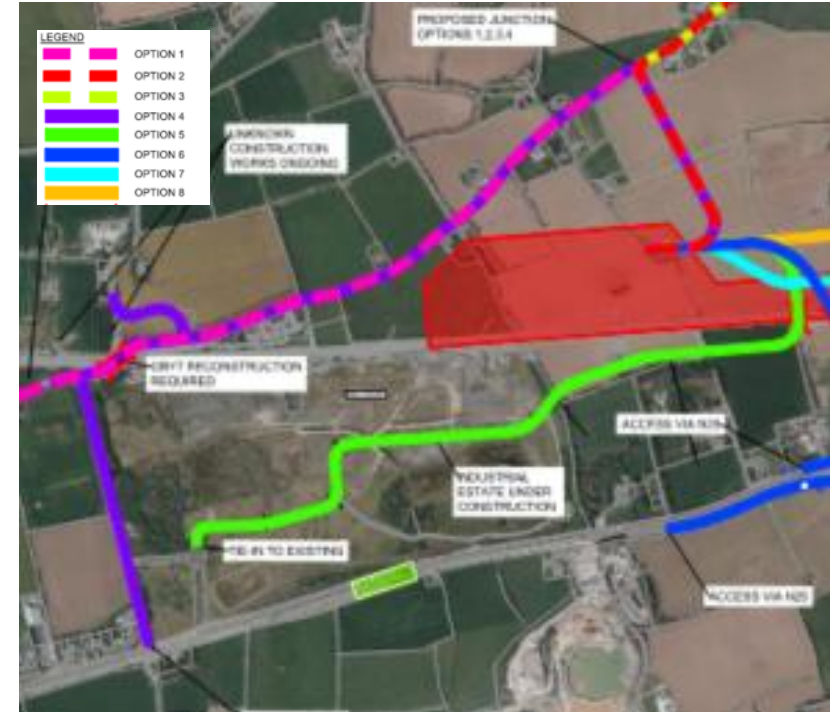
- Access: Negative Impact due access through Middleton – 7.1km;
- Accessibility: Negative – Impact on residential and commercial areas
- Social Impacts: Negative Impact: no benefit to disadvantaged households and non-motorised user facilities;
- Public Realm: Negative Impact due to routing through Middleton and Ballyrichard More Road, intensification of use;
- Existing Transport Network: Slightly Negative requires demolition and reconstruction of splitter islands and kerbs to accommodate traffic alterations;
- Material Assets: Property – Slightly Negative Impact: Direct impact with permanent land take and farm division on two agricultural properties;
- Built Services – Highly Negative Impact on ESB overhead lines and EIR services;
- Soils and Geology: Slightly Negative Impact on due to material import for roadworks;
- Safety: Highly Negative Impact on collisions, One fatal and one severe accident recorded on the existing route;
- Climate Adaption & Water Resources: existing route crosses coastal and fluvial flood zones. Option won't impact on existing flood risk, however potential exists for flooding to impact access to the depot;
- Noise and Vibration –Negative Impact due to number of receptors close to the proposed works, route;



Depot Access Road: Options Selection

3. Options Characterisations

- Option 4
 - Online Option accommodating low-loaders and wider cross-section for active travel/greenway integration
 - 2.8km Length
 - 7.0m Single Carriageway proposed
 - Left-in /Left-out access to N25 from L7642/Industrial Access (future access to industrial area)
 - NMU facilities provided for entire road to depot and terminates at N25 Junction tie-in
 - 1 existing bridge over rail (OBY7) reconstruction will be required, several surrounding fields are likely to be impacted due to bridge reconstruction

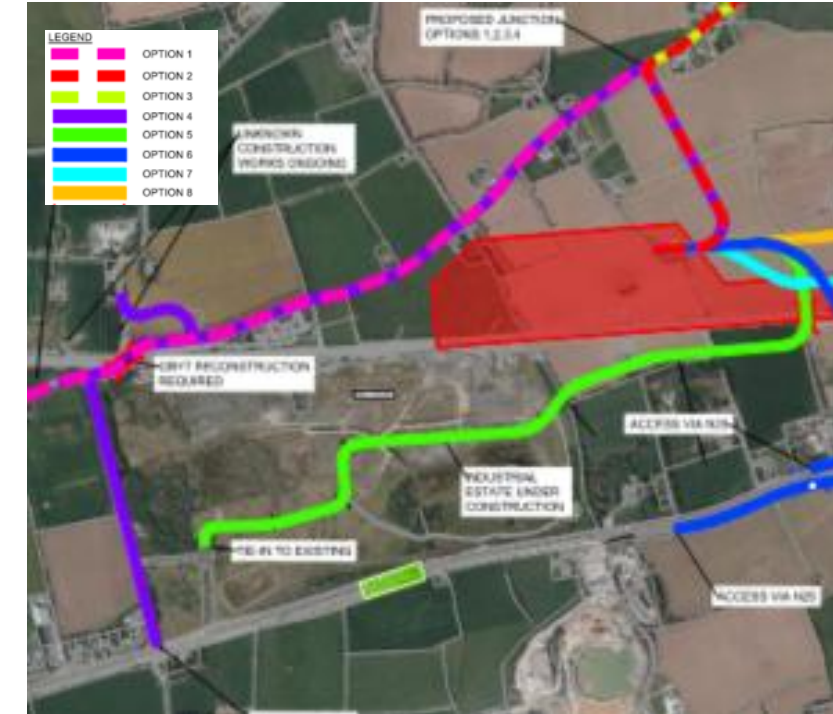


Depot Access Road: Options Selection

3. Options Characterisations

- Option 4

1	Transport User Benefits and Other Economic Impacts	1.1	Staff and Delivery Access Quality	5 - Slightly Positive Impact	5
		1.2	CAPEX and OPEX	1 - Highly Negative Impact	1
		1.3	Change of Land Value	7 - Highly positive Impact	7
2	Accessibility Impacts	2.1	Impact on Residents	4 - Neutral Impact	4
3	Social Impacts	3.1	Social Impacts	5 - Slightly Positive Impact	5
4	Land Use Impacts	4.1	Change in Quality of Public Realm	5 - Slightly Positive Impact	5
		4.2	Existing Transport Network and Service Impact:	5 - Slightly Positive Impact	5
		4.3	Material Assets: Property	2 - Negative Impact	2
		4.4	Built Services (Utilities)	2 - Negative Impact	2
		4.5	Soils and Geology (incl. Waste)	3 - Slightly Negative Impact	3
		4.6	Planning Applications	4 - Neutral Impact	4
		4.7	Zoned Land, Land Use Planning and Spatial Planning	5 - Slightly Positive Impact	5
5	Safety Impacts	5.1	Collisions & Related Impacts	5 - Slightly Positive Impact	5
		5.2	Other Safety Impacts	5 - Slightly Positive Impact	5
6	Climate Change Impacts	6.1	Climate Action Impact	2 - Negative Impact	2
		6.2	Climate Adaption Impact	4 - Neutral Impact	4
7	Local Environment Impacts	7.1	Biodiversity	2 - Negative Impact	2
		7.2	Water Resources	3 - Slightly Negative Impact	3
		7.3	Landscape & Visual Quality	1 - Highly Negative Impact	1
		7.4	Cultural & Heritage	3 - Slightly Negative Impact	3
		7.5	Noise & Vibration	3 - Slightly Negative Impact	3
		7.6	Air Quality	3 - Slightly Negative Impact	3

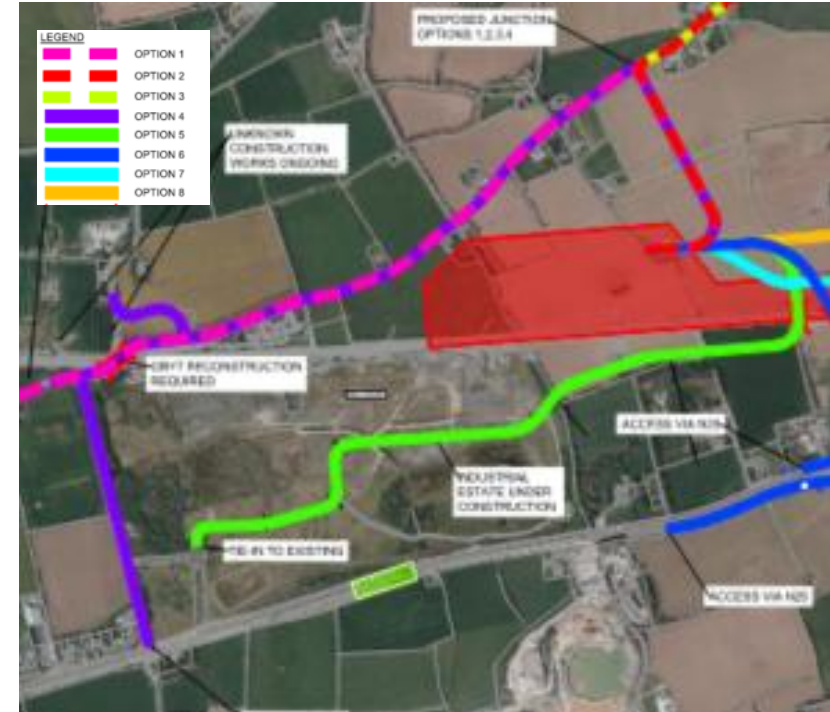


	Sub-Criteria Consolidation		
1	Transport User Benefits and Other Economic Impacts	4 - Neutral Impact	4
2	Accessibility Impacts	4 - Neutral Impact	4
3	Social Impacts	5 - Slightly Positive Impact	5
4	Land Use Impacts	4 - Neutral Impact	4
5	Safety Impacts	5 - Slightly Positive Impact	5
6	Climate Change Impacts	3 - Slightly Negative Impact	3
7	Local Environment Impacts	3 - Slightly Negative Impact	3
	Criteria Consolidation		79
	Overall Ranking	4 - Neutral Impact	3.9

Depot Access Road: Options Selection

3. Options Characterisations

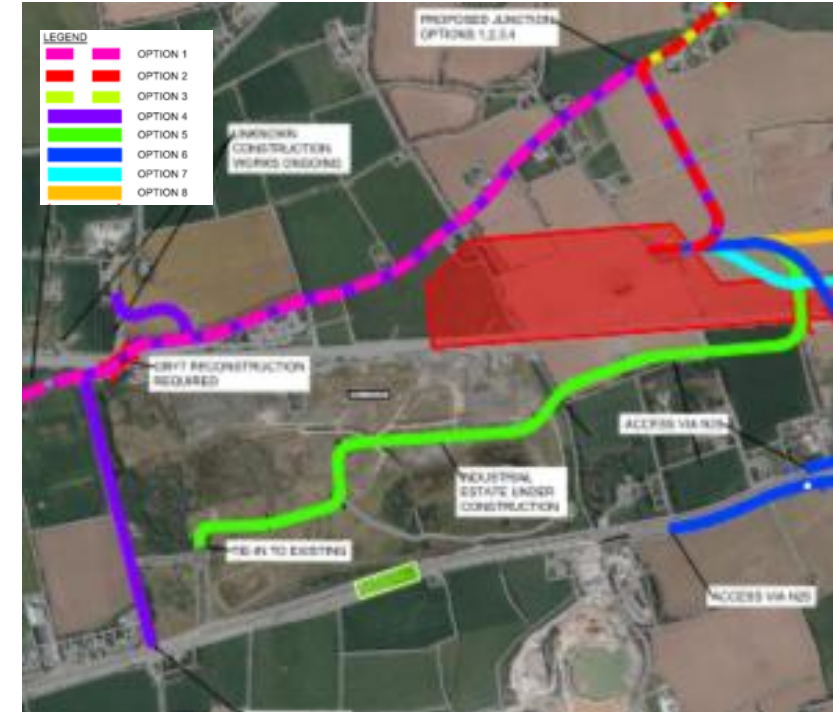
- Option 4
 - Access: Slightly Positive Impact due to improvements to access on L7642 – 2.8km;
 - Cost: Highly Negative Impact;
 - Social: Slightly Positive Impact due to improved facilities along route;
 - Public Realm: Positive Impact due to improved facilities along route;
 - Existing Transport Network: Slightly Positive: Carriageway widening and NMU facility improvements;
 - Material Assets: Property – Negative Impact: direct impact on two agricultural properties;
 - Built Services – Highly Negative Impact on ESB overhead lines and EIR services;
 - Soils and Geology: Slightly Negative Impact on due to material Import for roadworks;
 - Safety: Slightly Positive due to road improvements;
 - Climate Action: Negative due to road widening works;
 - Biodiversity – Negative due to hedgerow clearance
 - Noise and Vibration – Slightly Negative Impact due to number of receptors close to the proposed works, route;



Depot Access Road: Options Selection

3. Options Characterisations

- Option 5
 - Partially Offline Option with tie-ins to existing roads also accommodating low-loaders and wider cross-section for active travel/greenway integration
 - 2.214km Length
 - 7.0m wide single carriageway
 - Left-in /Left-out access to N25 from L7642/Industrial Access (future access to industrial area)
 - NMU facilities only provided on industrial estate access road to depot and terminates at L7642 Junction tie-in
 - 1 new bridge over the railway and the depot

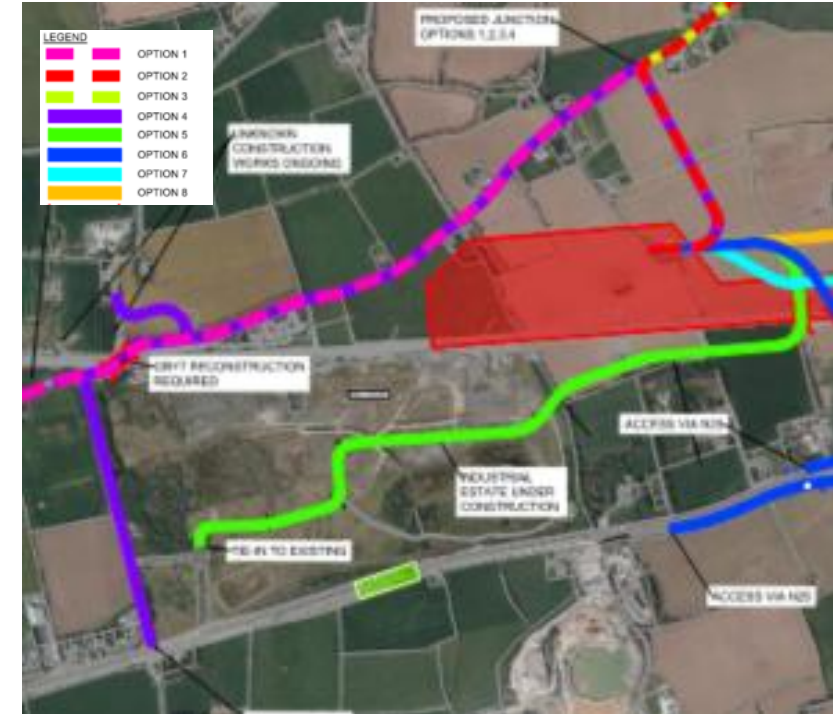


Depot Access Road: Options Selection

3. Options Characterisations

- Option 5

1	Transport User Benefits and Other Economic Impacts	1.1	Staff and Delivery Access Quality	6 – Positive Impact	6
		1.2	CAPEX and OPEX	1 – Highly Negative Impact	1
		1.3	Change of Land Value	7 – Highly positive Impact	7
2	Accessibility Impacts	2.1	Impact on Residents	5 – Slightly Positive Impact	5
3	Social Impacts	3.1	Social Impacts	4 – Neutral Impact	4
4	Land Use Impacts	4.1	Change in Quality of Public Realm	4 – Neutral Impact	4
		4.2	Existing Transport Network and Service Impact:	5 – Slightly Positive Impact	5
		4.3	Material Assets: Property	2 – Negative Impact	2
		4.4	Built Services (Utilities)	3 – Slightly Negative Impact	3
		4.5	Soils and Geology (incl. Waste)	2 – Negative Impact	2
		4.6	Planning Applications	4 – Neutral Impact	4
		4.7	Zoned Land, Land Use Planning and Spatial Planning	6 – Positive Impact	6
5	Safety Impacts	5.1	Collisions & Related Impacts	6 – Positive Impact	6
		5.2	Other Safety Impacts	6 – Positive Impact	6
6	Climate Change Impacts	6.1	Climate Action Impact	2 – Negative Impact	2
		6.2	Climate Adaption Impact	4 – Neutral Impact	4
7	Local Environment Impacts	7.1	Biodiversity	1 – Highly Negative Impact	1
		7.2	Water Resources	4 – Neutral Impact	4
		7.3	Landscape & Visual Quality	1 – Highly Negative Impact	1
		7.4	Cultural & Heritage	3 – Slightly Negative Impact	3
		7.5	Noise & Vibration	3 – Slightly Negative Impact	3
		7.6	Air Quality	3 – Slightly Negative Impact	3

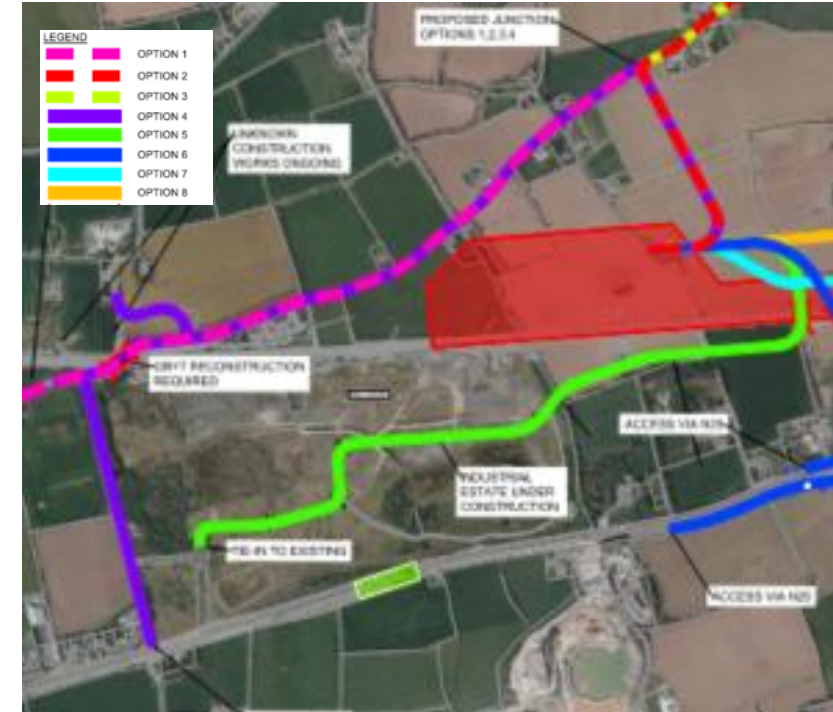


Sub-Criteria Consolidation			
1	Transport User Benefits and Other Economic Impacts	5 – Slightly Positive Impact	5
2	Accessibility Impacts	5 – Slightly Positive Impact	5
3	Social Impacts	4 – Neutral Impact	4
4	Land Use Impacts	4 – Neutral Impact	4
5	Safety Impacts	6 – Positive Impact	6
6	Climate Change Impacts	3 – Slightly Negative Impact	3
7	Local Environment Impacts	3 – Slightly Negative Impact	3
Criteria Consolidation			82
Overall Ranking		4 – Neutral Impact	4.1

Depot Access Road: Options Selection

3. Options Characterisations

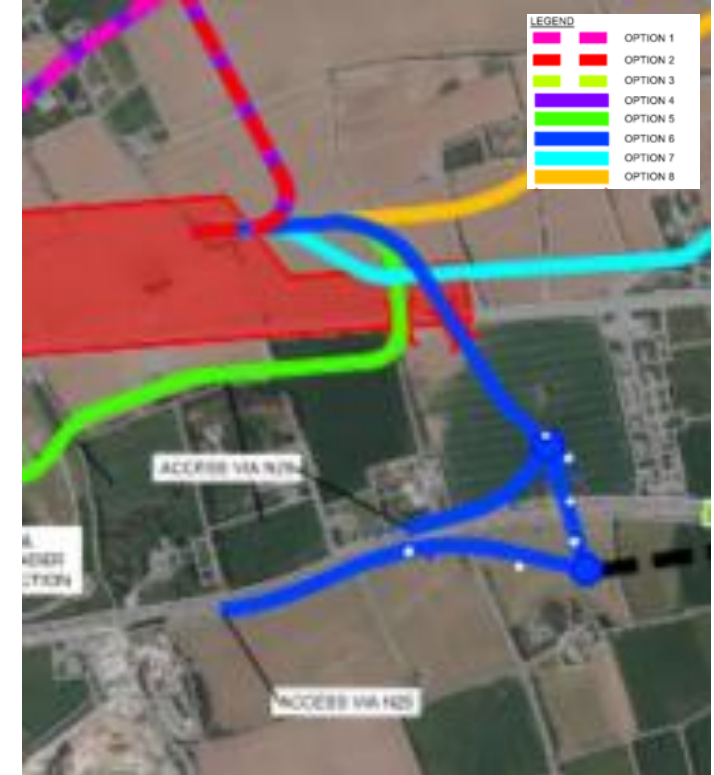
- Option 5
 - Access: Positive Impact direct from N25 1.1km;
 - Cost: Highly Negative Impact;
 - Existing Transport Network: Slightly Positive: enhances transport infrastructure in existing Industrial Area;
 - Material Assets: Property – Negative Impact: direct impact on three residential property;
 - Built Services – Slightly Negative Impact on ESB overhead lines;
 - Soils and Geology: Negative Impact on due to material Import for road and bridgeworks;
 - Safety: Positive as offline and avoids residential areas;
 - Climate Action: Negative due to road and bridgeworks;
 - Biodiversity – Highly Negative Impact due to hedgerow clearance and direct impact on a badger rest site
 - Landscape – Highly Negative due to visual impact of proposed bridge
 - Noise and Vibration – Slightly Negative Impact due to number of receptors close to the proposed works, route;



Depot Access Road: Options Selection

3. Options Characterisations

- Option 6
 - Proposed Offline Option with tie-ins to existing roads also accommodating low-loaders and wider cross-section for active travel/greenway integration
 - 1.6km length
 - 7.0m wide single carriageway
 - One-way access to N25 from raised roundabouts
 - NMU facilities only provided on access road to depot and terminates at roundabouts
 - 1 new bridge over railway and depot required
 - 1 new bridge over road required

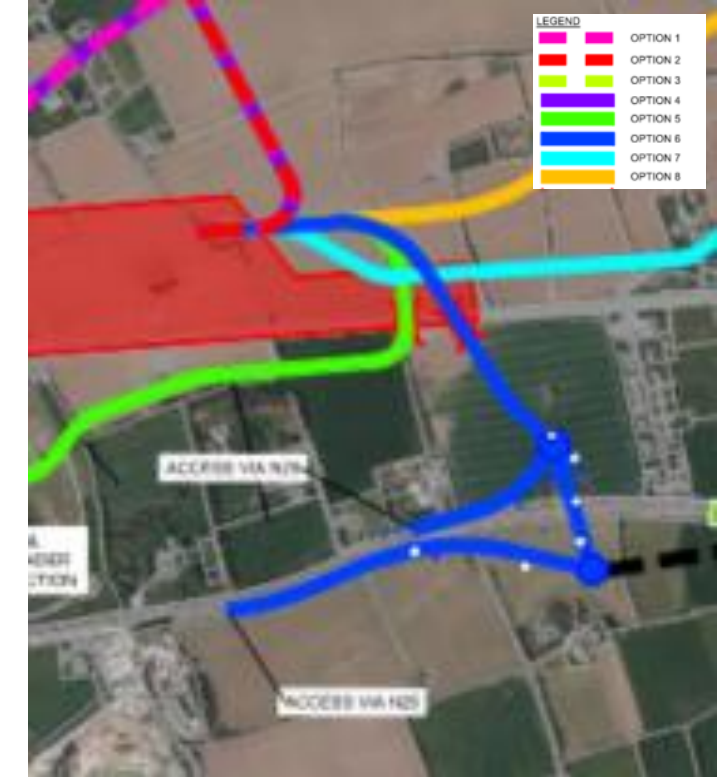


Depot Access Road: Options Selection

3. Options Characterisations

- Option 6

1	Transport User Benefits and Other Economic Impacts	1.1	Staff and Delivery Access Quality	5 - Slightly Positive Impact	5
		1.2	CAPEX and OPEX	2 - Negative Impact	2
		1.3	Change of Land Value	7 - Highly positive Impact	7
2	Accessibility Impacts	2.1	Impact on Residents	5 - Slightly Positive Impact	5
3	Social Impacts	3.1	Social Impacts	5 - Slightly Positive Impact	5
4	Land Use Impacts	4.1	Change in Quality of Public Realm	5 - Slightly Positive Impact	5
		4.2	Existing Transport Network and Service Impact:	5 - Slightly Positive Impact	5
		4.3	Material Assets: Property	2 - Negative Impact	2
		4.4	Built Services (Utilities)	3 - Slightly Negative Impact	3
		4.5	Soils and Geology (incl. Waste)	1 - Highly Negative Impact	1
		4.6	Planning Applications	4 - Neutral Impact	4
		4.7	Zoned Land, Land Use Planning and Spatial Planning	7 - Highly positive Impact	7
5	Safety Impacts	5.1	Collisions & Related Impacts	5 - Slightly Positive Impact	5
		5.2	Other Safety Impacts	3 - Slightly Negative Impact	3
6	Climate Change Impacts	6.1	Climate Action Impact	2 - Negative Impact	2
		6.2	Climate Adaption Impact	4 - Neutral Impact	4
7	Local Environment Impacts	7.1	Biodiversity	2 - Negative Impact	2
		7.2	Water Resources	3 - Slightly Negative Impact	3
		7.3	Landscape & Visual Quality	1 - Highly Negative Impact	1
		7.4	Cultural & Heritage	2 - Negative Impact	2
		7.5	Noise & Vibration	2 - Negative Impact	2
		7.6	Air Quality	3 - Slightly Negative Impact	3

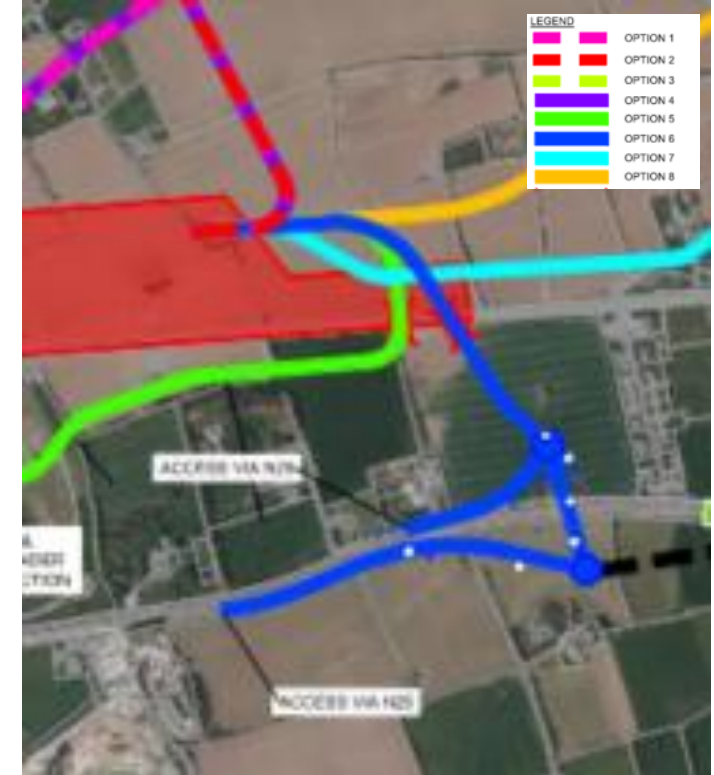


Sub-Criteria Consolidation			
1	Transport User Benefits and Other Economic Impacts	5 - Slightly Positive Impact	5
2	Accessibility Impacts	5 - Slightly Positive Impact	5
3	Social Impacts	5 - Slightly Positive Impact	5
4	Land Use Impacts	4 - Neutral Impact	4
5	Safety Impacts	4 - Neutral Impact	4
6	Climate Change Impacts	3 - Slightly Negative Impact	3
7	Local Environment Impacts	2 - Negative Impact	2
Criteria Consolidation			78
Overall Ranking		4 - Neutral Impact	4.0

Depot Access Road: Options Selection

3. Options Characterisations

- Option 6
 - Access: Slightly Positive Impact direct from N25 1.6km;
 - Cost: Negative Impact;
 - Existing Transport Network: Slightly Positive: Enhanced link to N25;
 - Material Assets: Property – Negative Impact: direct impact on three agricultural properties;
 - Built Services – Slightly Negative Impact on ESB overhead lines;
 - Soils and Geology: Highly Negative Impact on due to material Import for road and bridgeworks;
 - Safety: Slightly Positive as offline and avoids residential areas but increased risk of collision due to works on N25;
 - Climate Action: Negative due to road and bridgeworks;
 - Biodiversity – Highly Negative Impact due to hedgerow clearance and habitat fragmentation;
 - Landscape – Highly Negative due to visual impact of proposed bridges
 - Cultural & Heritage – potential direct impact on tree ring
 - Noise and Vibration –Negative Impact due to proximity of three receptors close to the proposed works, route;



Depot Access Road: Options Selection

3. Options Characterisations

- Option 7
 - Partially Offline Option with tie-ins to existing roads also accommodating low-loaders and wider cross-section for active travel/greenway integration;
 - 2.8km length;
 - Type 2 Single Carriageway;
 - Roundabout access from Northern Relief Road onto L3618 Castle-Rock Avenue;
 - This option utilises existing bridge OBY9B which already incorporates NMU facilities
 - NMU facilities provided on access road to depot and terminates at N25 Junction Tie-in
 - 1 new junction required



Depot Access Road: Options Selection

3. Options Characterisations

- Option 7

1	Transport User Benefits and Other Economic Impacts	1.1	Staff and Delivery Access Quality	6 – Positive Impact	6
		1.2	CAPEX and OPEX	2 – Negative Impact	2
		1.3	Change of Land Value	7 – Highly positive Impact	7
2	Accessibility Impacts	2.1	Impact on Residents	6 – Positive Impact	6
3	Social Impacts	3.1	Social Impacts	6 – Positive Impact	6
4	Land Use Impacts	4.1	Change in Quality of Public Realm	6 – Positive Impact	6
		4.2	Existing Transport Network and Service Impact:	5 – Slightly Positive Impact	5
		4.3	Material Assets: Property	2 – Negative Impact	2
		4.4	Built Services (Utilities)	3 – Slightly Negative Impact	3
		4.5	Soils and Geology (incl. Waste)	3 – Slightly Negative Impact	3
		4.6	Planning Applications	4 – Neutral Impact	4
		4.7	Zoned Land, Land Use Planning and Spatial Planning	6 – Positive Impact	6
5	Safety Impacts	5.1	Collisions & Related Impacts	6 – Positive Impact	6
		5.2	Other Safety Impacts	6 – Positive Impact	6
6	Climate Change Impacts	6.1	Climate Action Impact	3 – Slightly Negative Impact	3
		6.2	Climate Adaption Impact	4 – Neutral Impact	4
7	Local Environment Impacts	7.1	Biodiversity	1 – Highly Negative Impact	1
		7.2	Water Resources	4 – Neutral Impact	4
		7.3	Landscape & Visual Quality	3 – Slightly Negative Impact	3
		7.4	Cultural & Heritage	3 – Slightly Negative Impact	3
		7.5	Noise & Vibration	1 – Highly Negative Impact	1
		7.6	Air Quality	3 – Slightly Negative Impact	3



1	Transport User Benefits and Other Economic Impacts	5 – Slightly Positive Impact	5
2	Accessibility Impacts	6 – Positive Impact	6
3	Social Impacts	6 – Positive Impact	6
4	Land Use Impacts	4 – Neutral Impact	4
5	Safety Impacts	6 – Positive Impact	6
6	Climate Change Impacts	4 – Neutral Impact	4
7	Local Environment Impacts	3 – Slightly Negative Impact	3
Criteria Consolidation			90
Overall Ranking		5 – Slightly Positive Impact	4.7

Depot Access Road: Options Selection

3. Options Characterisations

- Option 7
 - Access: Positive Impact based on 7.0m wide roadway, junction enhancements - 1.0km;
 - Cost: Negative Impact;
 - Accessibility, Social – Positive Impact due to improved facilities.
 - Public Realm – Positive Impact due to improved facilities;
 - Existing Transport Network: provides for continuity in NMU facilities;
 - Material Assets: Property – Negative Impact: direct impact on three agricultural properties, division of farmland, Direct impact on one residential property;
 - Safety: Positive as partially offline, wider carriageway, accident history;
 - Biodiversity – Highly Negative Impact due to hedgerow clearance loss of breeding bird habitat, record of Himalayan balsam;
 - Noise and Vibration – Highly Negative Impact due to proximity of nine receptors close to the proposed works, route;



Depot Access Road: Options Selection

3. Options Characterisations

- Option 8
 - Partially Offline Option with tie-ins to existing roads also accommodating low-loaders and wider cross-section for active travel/greenway integration
 - 2.7km length
 - 7.0m wide single carriageway
 - Roundabout access from Northern Relief Road onto L3618 Castle-Rock Avenue
 - This option utilises existing bridge OBY9B which already incorporates NMU facilities
 - NMU facilities provided on access road to depot and terminates at N25 Junction Tie-in
 - 1 junction modification required



Depot Access Road: Options Selection

3. Options Characterisations

- Option 8

1	Transport User Benefits and Other Economic Impacts	1.1	Staff and Delivery Access Quality	6 – Positive Impact	6
		1.2	CAPEX and OPEX	2 – Negative Impact	2
		1.3	Change of Land Value	7 – Highly positive Impact	7
2	Accessibility Impacts	2.1	Impact on Residents	6 – Positive Impact	6
3	Social Impacts	3.1	Social Impacts	6 – Positive Impact	6
4	Land Use Impacts	4.1	Change in Quality of Public Realm	6 – Positive Impact	6
		4.2	Existing Transport Network and Service Impact:	5 – Slightly Positive Impact	5
		4.3	Material Assets: Property	1 – Highly Negative Impact	1
		4.4	Built Services (Utilities)	3 – Slightly Negative Impact	3
		4.5	Soils and Geology (incl. Waste)	3 – Slightly Negative Impact	3
		4.6	Planning Applications	4 – Neutral Impact	4
		4.7	Zoned Land, Land Use Planning and Spatial Planning	5 – Slightly Positive Impact	5
5	Safety Impacts	5.1	Collisions & Related Impacts	6 – Positive Impact	6
		5.2	Other Safety Impacts	6 – Positive Impact	6
6	Climate Change Impacts	6.1	Climate Action Impact	3 – Slightly Negative Impact	3
		6.2	Climate Adaption Impact	4 – Neutral Impact	4
7	Local Environment Impacts	7.1	Biodiversity	1 – Highly Negative Impact	1
		7.2	Water Resources	3 – Slightly Negative Impact	3
		7.3	Landscape & Visual Quality	2 – Negative Impact	2
		7.4	Cultural & Heritage	3 – Slightly Negative Impact	3
		7.5	Noise & Vibration	2 – Negative Impact	2
		7.6	Air Quality	3 – Slightly Negative Impact	3



	Sub-Criteria Consolidation		
1	Transport User Benefits and Other Economic Impacts	5 – Slightly Positive Impact	5
2	Accessibility Impacts	6 – Positive Impact	6
3	Social Impacts	6 – Positive Impact	6
4	Land Use Impacts	4 – Neutral Impact	4
5	Safety Impacts	6 – Positive Impact	6
6	Climate Change Impacts	4 – Neutral Impact	4
7	Local Environment Impacts	2 – Negative Impact	2
	Criteria Consolidation		87
	Overall Ranking	5 – Slightly Positive Impact	4.7

Depot Access Road: Options Selection

3. Options Characterisations

- Option 8
 - Access: Positive Impact based on 7.0m wide roadway, junction enhancements - 1.4km;
 - Cost: Negative Impact;
 - Accessibility, Social – Positive Impact due to improved facilities.
 - Public Realm – Positive Impact due to improved facilities;
 - Existing Transport Network: provides for continuity in NMU facilities;
 - Material Assets: Property – Highly Negative Impact: direct impact on three agricultural properties, division of two agricultural properties.
 - Safety: Positive as partially offline, wider carriageway, accident history;
 - Biodiversity – Highly Negative Impact due to hedgerow clearance loss of breeding bird habitat, loss of arable lands;
 - Landscape – Negative due to the introduction of a new road into high value landscape
 - Noise and Vibration –Negative Impact due to proximity of three receptors close to the proposed works, route;



Depot Access Road: Options Selection

4. Options Comparison

- Comparison of Options 7 and 8

4	Land Use Impacts	4.3	Material Assets: Property	2 – Negative Impact Direct impacts will involve permanent landtake on three agricultural properties and the farm division of a farmyard from retained lands on one property. There is a significant or greater impact on one agricultural property due to the landtake and farm division impacts. There will be a direct impact on one residential property due to permanent landtake from garden curtilage and an impact on the property boundary. There will be a temporary impact on access to the property during construction.	2	1 – Highly Negative Impact Direct impacts will involve permanent landtake on three agricultural properties and farm division on two agricultural properties. There is a significant or greater impact on two agricultural properties due to the landtake and farm division impacts. There are no direct impacts on non-agricultural property.	1
		4.7	Zoned Land, Land Use Planning and Spatial Planning	6 – Positive Impact The proposed route is in proximity of the site boundary of objective MD-C-01 "Provision of a site for a primary school as part of Phase 1 of the 'Water-Rock Urban Expansion Area.'" specified in Specific Development Objectives for Middleton in the Cork County Development Plan 2022 Vol. 4.	6	5 – Slightly Positive Impact This option exhibits poorer alignment with objective MD-C-01	5
		7.2	Water Resources	4 – Neutral Impact Do something option 7 results in Neutral impact on surface hydrological environment	4	3 – Slightly Negative Impact Do something option 8 requires more construction compared to Option 7 increasing risk to groundwater underlain by high vulnerability groundwater, elevating the comparative risk levels, and is scored as having a Slightly negative impact on Surface hydrological environment	3
7	Local Environment Impacts	7.3	Landscape & Visual Quality	3 – Slightly Negative Impact Option partly utilises Water-Rock development road and offline section requiring widening, affecting adjacent properties, vegetation, and trees. New infrastructure partially disrupts rural field pattern but benefits from low elevation, screening and being close to existing railway, reducing wider landscape impacts. Located within Settled Harbour and Estuary (Type 1) landscape of national importance. No predicted impacts on Scenic Routes S42 or S43.	3	2 – Negative Impact Within Settled Harbour and Estuary (Type 1) which is noted as a landscape character type of very high value and of national importance in the Cork County Draft Landscape Strategy. Option introduces new road through agricultural land, disrupting rural fabric and directly affecting High Value Landscape. Visual impacts on nearby receptors partly limited by existing screening. No predicted impacts on Scenic Routes S42 or S43.	2
		7.5	Noise & Vibration	1 – Highly Negative Impact A total of 9 no. receptors are within 100m of the Option 7 access road. During the construction phase, due to the junction widening works and the construction of a new road, the construction period for this option is long. The closest NSLs to new road section are residential properties at Castlerock Avenue and Ballyrichard More within 30m of the works. During the operational phase, all traffic will travel along the new road and the existing roads to join the Northern Relief Road. The closest NSLs to the new section of road are within 30m of this road. Given the absence of existing traffic in the vicinity these properties, there will be a potential for a significant operational noise impact without mitigation, depending on the volume traffic using the road and the vertical alignment of the road.	1	2 – Negative Impact A total of 3 no. receptors are within 100m of the Option 8 access road. During the construction phase, due to the construction of a new road, the construction period for this option is long. The closest NSL to new road section is 1 residential property at Castlerock Avenue within 60m of the works. During the operational phase, all traffic will travel along the new road to join the Northern Relief Road. The closest NSLs to the new section of road are within 60m of the new road and the additional traffic will pass existing residential dwellings to the north of western end of the Northern Relief Road. There is potential for a moderate operational noise impact, depending on the volume traffic using the road and the vertical alignment of the road.	2



Cork Area Commuter Rail Programme

Thank You

