



M28 Cork to Ringaskiddy Project

Ringaskiddy Urban Realm and Active Travel Environmental Impact Assessment Report - Screening Report

M28CRP-RING-EGN-ACTR-XXX-RP-JAC-EN-000001

1

2024-06-03





M28 Cork to Ringaskiddy Project

Project No: 32110902
 Document Title: Ringaskiddy Urban Realm and Active Travel Environmental Impact Assessment Report - Screening Report
 Document No.: M28CRP-RING-EGN-ACTR-XXX-RP-JAC-EN-000001
 Revision: 1
 Document Purpose: P2 - Coordination
 Document Acceptance: S - Issued
 Date: 2024-06-03
 Client Name: Cork County Council
 Client No: 5657
 Project Manager: Paddy.DeFeu@jacobs.com
 Author: C. HANNAN
 File Name: M28CRP-RING-EGN-ACTR-XXX-RP-JAC-EN-000001.docx

Jacobs
 Mahon Industrial Estate, Bessboro Road,
 Blackrock, Cork,
 T12 HY54
 Ireland
 T +353 21 451 5777
 F +353 0 21 435 8977
 www.jacobs.com

© Copyright 2024 Jacobs. The concepts and information contained in this document are the property of Jacobs. Use or copying of this document in whole or in part without the written permission of Jacobs constitutes an infringement of copyright.

Limitation: This document has been prepared on behalf of, and for the exclusive use of Jacobs' client, and is subject to, and issued in accordance with, the provisions of the contract between Jacobs and the client. Jacobs accepts no liability or responsibility whatsoever for, or in respect of, any use of, or reliance upon, this document by any third party.

Document history and status

Revision	Date	Description	Author	Checked	Reviewed	Approved
1	2024-06-03	For Determination	CH	MM	MM	SP
10	2024-03-01	For Review & Comment	MM	SP	SP	TC



Contents

1.	Introduction.....	1
2.	Description of the Proposed Scheme.....	3
3.	Requirement for EIA	6
4.	Screening Criteria and Sub-Threshold Assessment.....	10
5.	Environmental Sensitivities within Close Proximity.....	18
6.	Conclusion.....	31
7.	References.....	32

Appendix A. Figures

Table 4.1 : EIA Screening Criteria and Sub-Threshold Assessment (as per Schedule 7 of the Planning Regulations and Annex III of the EIA Directive).....	11
---	----



1. Introduction

1.1 Background

The proposed public realm enhancements and shared cycle/pedestrian facilities are located in the village of Ringaskiddy, Co. Cork (hereafter referred to as the Proposed Scheme). It is proposed to construct a new active cycle route along the N28 and L2545, with new alignment design for footpaths and trafficked areas incorporating new paving, kerbing, hard and soft landscaping and street furniture. In addition to the construction of the public realm and active travel scheme, the Proposed Scheme will also integrate a drainage design which will improve the road drainage collection system through sustainable drainage solutions.

There is a major reliance on strategic roads such as the N28 (connecting with Ringaskiddy) for national, regional and local connectivity. Maintaining the capacity of the roads with optimal levels of service is of critical importance for growing the economy of Cork.

Prior to the establishment of the Proposed Scheme, a public realm enhancement was initially proposed and consulted on for Ringaskiddy Village in September 2021 as part of a Part 8 planning approval. This Scheme is an extension of that initial public realm enhancement to extent cycle and pedestrian facilities along the N28 and the L2545, to Gobby Beach.

Ringaskiddy is long established as a location for industrial, chemical and pharmaceutical employment with a large number of international pharmaceutical companies located here. Ringaskiddy is also the location port facilities, ferry service, a naval and marine training institute. Ringaskiddy includes the villages of Shanbally and Ringaskiddy/Loughbeg. Cork County Council (herein referred to as CCC) recognises and supports the need for future development in the area having regard to these communities and their amenities.

The Proposed Scheme is aligned with National policy and is in keeping with the objectives of the Cork County Development Plan 2022 to 2028.

The Proposed Scheme is aligned with National Policy and is in keeping with the objectives of the Cork County Council Development Plan and the Cork Metropolitan Area Transport Strategy.

The Irish Government policy entitled 'Smarter Travel: A Sustainable Transport Future' which runs from 2009 to 2020 identifies key goals and objectives in order to introduce a national sustainable transport network. The Proposed Scheme will maximise the efficiency of the transport network through the addition of a high-quality cycleway and footway and support the provision of sustainable transport alternatives to reduce the reliance on car-based journeys.

A National Cycle Policy (NCP) was implemented to run alongside the main 'Smarter Travel plan (DDTAS 2009). The NCP mission states that it wants to 'create a strong cycling culture in Ireland' while also 'encouraging recreational cycling'. The NCP also outlines the importance of the National Cycle Network in attracting overseas tourists if the project is implemented.

The Proposed Scheme was presented to the public on 13th December 2023, through a community information event in Ringaskiddy Community Centre and online feedback was available until 14th January 2023. The issues raised during these sessions have been integrated into the wider design, where it has been possible to do so and further information regarding the consultation is available in the Ringaskiddy Urban Realm and Active Travel Community Information Event Report (M28CRP-RING-HGN-ACTR-XXX-RP-JAC-ZH-000001).

1.2 Purpose of the report

Jacobs have been appointed by CCC to prepare an Environmental Impact Assessment (EIA) Screening Report as part of a planning submission for an active travel high quality cycleway and footway along the N28, with integrated drainage in the village of Ringaskiddy. Walking, cycling and public transport are key sustainable travel modes, and the development of the Proposed Scheme will assist in providing access to sustainable active travel modes for members of the local and wider community on a daily basis. Changes to the existing pavements in the area provide opportunities for the installation of updated road drainage solutions.



The Proposed Scheme is approximately 1.7km in length and will require upgrades at any minor junctions along the route with the incorporation of active travel. This initiative aims to enhance local connectivity and promote sustainable transportation options in Ringaskiddy and wider area.

The purpose of this report is to determine whether the Proposed Scheme should be subject to EIA under the requirements for EIA as part of the planning process and whether the Proposed Scheme requires the preparation of an Environmental Impact Assessment Report (EIAR). The findings of the EIA screening assessment undertaken are presented in this report.

1.2.1 Proposed Scheme Objectives

The objective of the Proposed Scheme is to deliver high quality cycle and pedestrian facilities along the N28 and L2545 and to provide improved linkages, connections and access to public transport. This aim is to facilitate the future and continued sustainable growth and success of Ringaskiddy and its wider area.

The Proposed Scheme aims to achieve the following:

- Improved safety for pedestrians and cyclists through the introduction of dedicated walking and cycling facilities, where possible;
- Create a sustainable mode of active-travel access to community assets and schools;
- Provide a safe and convenient junction layout for pedestrians and cyclists; and,
- Improve the overall road drainage system in the area of the Proposed Scheme.

The route will be continuous and consistent in terms of alignment and feel and will be delivered to improve safety, reduce vehicle speeds, reduce journey times and contribute towards increased numbers of trips being made by bicycle and by foot in the local catchments. This will also assist in encouraging modal shift from vehicular traffic to healthier modes of travel such as walking and cycling for leisure and commuter trips. The drainage interventions proposed will improve the existing surface water drainage systems and overall improve surface water quality.

1.3 Authors Qualifications and Experience

This report has been prepared and checked by Caroline Hannan and Mary Maguire.

Caroline Hannan is a Graduate Environmental Scientist at Jacobs with 1.5 years' experience in environmental consultancy and holds a BSc (Hons) in Geography from Queens University, Belfast.

The report was checked by Mary Maguire, Mary is a Practitioner member of the Institute of Environmental Management and Assessment (IEMA) and Chartered Scientist. Mary has 19 years' experience as an Environmental Consultant, producing EIA, SEA and HRA. Mary is also a Full member of the Institution of Environmental Sciences. Mary has reviewed many types of screening report both in Ireland and the UK, Mary also completed the SEA screening for the Cork Cycle Network Plan.



2. Description of the Proposed Scheme

2.1 Location of the Proposed Scheme

The Proposed Scheme is located within the urbanised setting of Ringaskiddy village situated on the south coast of County Cork, with the Port of Cork situated to the north. Ringaskiddy village is located approximately 18.5km to the south-east of Cork City Centre, to which is connected by the N28 from the N40 Cork South Ring Road near Douglas.

The surrounding area predominantly consists of residential properties, with community facilities found adjacent to the Proposed Scheme along its length (N28 /L2545). A number of these properties and facilities are accessed via Martello Park, Shamrock Place, St Josephs Terrace, Old Post Office Road, Priests Avenue and Warren's Crescent to the south. To the north, there are two accesses to the Port of Cork which includes the National Maritime College of Ireland, NMCI Services, MaREI Centre, Yara Ireland, National Vehicle Distribution hub, Euromed Ireland Logistics, CLDN, Ringaskiddy Playground and Ringskiddy Ferry Terminal.

There are pavements which extend along the northern boundary of the existing N28 to Gobby Beach. There are bus stops within the study area and access to local roads exists within the boundary of the Proposed Scheme.

Access to the cycle path shall be gained via all existing regional and local road access points along the length of the route and are indicated on supporting drawings of this application, see Appendix A - Drawings.

The Proposed Scheme does not fall within any statutory or non-statutory designations. See Figure 2.1 in Appendix A showing the location of the Proposed Scheme.

2.2 Description of the Proposed Scheme

The Proposed Scheme is approximately 1.7km in length and has an area of approximately 3.8ha and will provide an active travel route along the existing N28 road, through the village of Ringaskiddy and on to the L2545 between the signalised junction with the R613 and the car park at Gobby Beach.

The design will not introduce any additional connections or catchment area into the existing combined foul sewer network. The overall catchment area discharging to the foul network will be reduced as additional gullies connecting to the surface water network and soakaways are proposed in areas currently draining to the foul network.

The Proposed Scheme involves the following public realm and active travel provisions:

- Reinstatement of the existing carriageway to create a 3m to 3.5m wide shared use path and a 1m verge to the north of the existing N28 between to the west of Warrens Court and Gobby Beach.
- The creation of a public realm scheme within Ringaskiddy to accommodate bicycle parking and benches, including landscaping.
- The installation of raised paving at crossing points.
- New signalised raised crossing in the centre of the village.
- The reinstatement of pavements at Shamrock Park.
- Rerouting of overhead ESB services in the village core to an underground ducted network.
- Reduced access to existing N28/Port access reduced in with to allow a shared access crossing.
- Updates to traffic signs and road marking to suit the proposed carriageway and shared use path.
- Updated landscaping and paving along pedestrianised routes.
- Speed reduction measures in the form of Gateway features and raised pedestrian crossings.



- Upgrade to the existing public lighting to a modern LED system.
- Carriageway re-surfacing throughout the length of the scheme.

The Proposed Scheme involves the following drainage provisions:

- New drainage edge collection system consisting of Combined Kerb Drainage units and new gullies.
- Grassed surface channels along the southern side of the L2342 connecting into an existing 450mm pipe within the southern verge and outfall at Gobby Beach.
- New soakaways with additional buildouts in the Proposed Development along with infiltration trenches along the L2545 from the eastern end of Martello Park.
- Areas of infiltration between proposed and existing drainage systems.
- Rain Garden installation in the gateway medians to the east and west of the Proposed Development.
- Repair of collapsed and damaged drainage pipes within Ringaskiddy in advance of the main work.
- A non return valve within a new chamber constructed on the line of the existing 525mm pipe prior to the Port of Cork entrance to prevent the surface water drainage network upstream being surcharged by the tide and making the 525mm pipe through the park available for storage during mid to high tide.

The Proposed Development will also have a construction compound established to the east of Martello Park, which will utilise an area of existing agricultural land and take up an area of approximately 1.2ha. The establishment of the compound will include the removal of existing vegetation, the installation of hardstanding, access improvements off the existing L2545 and appropriate screening around Ring House to reduce impacts to any residents present.

2.3 Construction Methodology

With the exception of the small areas of local widening, all of the construction works will be within the confines of the existing public roadway. The Proposed Scheme is likely to involve the following as required:

- Site clearance and the removal of identified trees;
- Excavation to foundation level for the sections of new road widening;
- Construction of new road pavement up to base course level using suitable granular materials;
- Relocation of services;
- Construction of new concrete kerblines and boundary walls;
- Construction of new footpath and new cycle track, using concrete and suitable bituminous bound surface for the cycle track;
- Excavation for the construction of new drainage pipes;
- Excavation of a 4m deep trench to install a precast chamber which will house the non return valve;
- Excavation for the integration of soakaways and infiltration trenches;
- Excavation of the installation of rain gardens at the gateway medians;
- Excavation of the installation of root barrier membranes to facilitate construction in areas with Japanese Knotweed;
- The establishment of a construction compound;



- New public lighting and new traffic signals; and
- Provision of landscaping and planting.



3. Requirement for EIA

3.1 Introduction

EIA Screening is a process by which a local authority can determine whether a project or proposal should be subject to an Environmental Impact Assessment (under the EIA Directive). The EIA Directive requires that certain types of “projects” that are likely to have significant effects on the environment be made subject to an assessment (i.e. an EIA) prior to “Development Consent” being given.

3.2 EIA legislation

The EIA Directive on the assessment of the effects of certain public and private projects on the environment is based on the precautionary principle and on the principles that preventive action should be taken, that environmental damage should, as a priority, be rectified at source and that the polluter should pay. Effects on the environment should be taken into account at the earliest possible stage in all the technical planning and decision-making processes.

The EIA Directive has been in place since 1985 (85/337/EEC) and has been amended three times (Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and subsequently codified by Directive 2011/92/EU in December 2011. Changes to the EIA Directive adopted by the Council of the European Union and Directive 2014/52/EU (hereafter referred to as the ‘2014 EIA Directive’) came into force in April 2014.

The requirements of the 2014 EIA Directive were transposed into Irish Law with the enactment of the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) (hereafter referred to as the EIA Regulations 2018), which came into effect from 1 September 2018.

The requirements of the 2014 EIA Directive were transposed into Irish Law with the enactment of the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) (hereafter referred to as the EIA Regulations 2018), which came into effect from 1st September 2018.

This EIA Screening Report has been prepared with reference to guidance published by the European Commission on EIA Screening (European Commission 2017) and the provisions of the EIA Regulations 2018 and with due consideration to the Planning and Development Act, 2000 (Number 30 of 2000) (as amended), the Planning and Development Regulations, 2001 (S.I. No. 600/2001) (as amended), and the European Communities (Environmental Impact Assessment) Regulations, 1989 (S.I. No. 349/1989) (as amended), through which the 2014 EIA Directive was implemented.

3.3 EIA Screening Methodology

EIA Screening is the first stage of the EIA process and determines whether the environmental impact of a proposed development or project will be such that an EIA is required.

EIA Screening for the Proposed Scheme was undertaken with consideration of the following legislation and guidance:

- Planning and Development Act, 2000 (as amended);
- Planning and Development Regulations, 2001 to 2022;
- Guidance on EIA Screening (European Union 2017);
- Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA 2022);
- EIA Directive 2011/92/EU (as amended);
- Roads Act 1993 (hereafter called the 1993 Act); and
- 1994 Road Regulations (hereafter called the 1994 Regulations).



3.3.1 EIA Screening – Requirement for Mandatory EIA

The EIA Directive specifies the classes of project for which an EIA is required and the information which must be furnished within an Environmental Impact Assessment Report (EIAR). In accordance with Article 4 (1) of the EIA Directive, all projects listed in Annex I to the EIA Directive are considered as having significant effects on the environment and shall be subject to Environmental Assessment. For projects listed in Annex II to the EIA Directive, the national authorities may determine whether an EIA is needed, either on the basis of thresholds / criteria or on a case-by-case examination.

The obligations as set out in the EIA Directive have been implemented into Irish law by the provisions of the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001 to 2022.

In order to determine whether an EIA is required for the Proposed Scheme, it is necessary to determine whether it is a project listed in one of the Annexes to the 2014 EIA Directive. These Annexes have been transposed into domestic law by the provisions of the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001-2022.

The relevant classes of developments that require EIA are set out in Schedule 5 of the Planning and Development Regulations 2001-2022. Classes within Schedule 5, Parts 1 and 2, that are most relevant to the Proposed Scheme were considered and a determination against each one made, as follows.

Schedule 5, Part 1

No classes of developments as outlined in Schedule 5, Part 1 of the Planning and Development Regulations 2001-2022 were considered applicable or fitting of the Proposed Scheme.

Schedule 5, Part 2

The most relevant class of development in Schedule 5, Part 2 is Class 10(b) which requires EIA for the following:

- (b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

The Proposed Development has a footprint a footprint in a built up to rural area around the village of Ringaskiddy, however this footprint is approximately 3.8 hectares which is lower than the 10 hectare threshold for Class 10(b) and therefore does not require an EIA.

On the basis of the above, the Proposed Scheme does not fall within the mandatory EIA requirements listed under Schedule 5, Part 1 and is below the threshold outlined in Schedule 5, Part 2 as the Proposed Scheme covers 3.31 hectares and therefore, this sub-threshold assessment is required to assess if the Proposed Scheme is likely to have significant impacts on the environment.

3.3.2 Roads Act 1993 (as amended)

The 1993 Act (as amended) requires EIA and / or EIA Screening for certain types of "road development". The Proposed Scheme falls under the requirements of the Roads Act as 'Road' is defined within the act to include:

- 'road' includes:
 - (a) Any street, lane, footpath, square, court, alley or passage;
 - (b) Any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway, (whether single or multiple), pavement or footway;
 - (c) Any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channelliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road; and
 - (d) Any other structure or thing forming part of the road and –



- (i) Necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or
- (ii) Prescribed by the Minister.

Section 50. (1) (a) of the Roads Act 1993, as amended states:

(1) (a) "A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

- (i) the construction of a motorway;
- (ii) the construction of a busway;
- (iii) the construction of a service area;
- (iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road".

The Proposed Scheme does not involve the construction of motorway, busway, or service area as outlined in point (i), (ii) or (iii). Under point (iv) above, the prescribed types are given in Regulation 8 of Roads Regulations, 1994. S.I. 119/1994 namely:

- (a) "The construction of a new road of four or more lanes"; or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area." or
- (b) "the construction of a new bridge or tunnel which would be 100 metres or more in length."

The Proposed Scheme does not satisfy Regulation 8 (a) or Regulation 8 (b) of the 1994 Regulations.

The Proposed Scheme has been screened against the criteria outlined in Section 50(1) (b) and 50 (1) (c) of the Roads Act 1993 (as amended). A summary of the relevant provisions of the Roads Act 1993 (as amended) in relation to EIS for a public road development is set out below:

Section 50. (1) (b) of the Roads Act 1993, as amended states:

"where the minister considers that any proposed road development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment he shall direct the road authority to prepare an environmental impact statement in respect of such proposed road development and the authority shall comply with such direction."

Section 50. (1) (c) of the Roads Act (1993, as amended) states:

"Where a road authority considers that any proposed road development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform the Minister in writing and where the Minister concurs with the road authority he shall give a direction to the road authority under paragraph (b)"

Where a road authority or, as the case may be the Authority, considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51 (1) in respect of the development. While the Proposed Scheme, as a result of the drainage work proposed, is likely to create improvements in surface water quality, it is unlikely this improvement will be significant, in that it will not beneficially or adversely impact the surrounding waterbody water framework directive designations and it will not result in a significant adverse effect to the environment.

Under Sections 50. (1) (d) of the Roads Act 1993, as amended, an EIA is required for certain types of road development. In particular, where a Proposed Scheme (other than development / scheme to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on protected sites as detailed below.



Section 50. (1) (d) of the 1993 Act states:

- Applies where the road development is “on”
 - (i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011); and
 - (ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),
 - (iii) land designated as a refuge for flora or fauna under section 17 of the Wildlife Act 1976 (No. 39 of 1976); or
 - (iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000.

The footprint of the Proposed Scheme does not interact with any of the areas prescribed in Section 50. (1) (d), it is broadly confined to the existing road boundaries, with the exception of the construction compound, which is not on land designated because of its natural heritage.

The Proposed Scheme is not a prescribed road type identified in Section 50. (1) (a) of the Roads Act 1993 (as amended). This EIA Screening report has been generated to assess if the road development would have significant effects on the environment under Section 50 (1) (c) and Section 50 (1) (d) of the Roads Act 1993 (as amended).

3.3.3 Sub-Threshold Development Requiring EIA – Criteria to Determine Significance

The EIA Directive states at Paragraph 27 that, ‘the Screening procedure should ensure that an environmental impact assessment is only required for projects likely to have significant effects on the environment.’

The EIA Directive is set out under Annexes I-III of the EU Directive 2011/92/EU, as amended by Directive 2014/52/EU (EIA Directive). Annex I list developments for which EIA is mandatory and Annex II lists projects which require a determination of their likely significant effects. Criteria to determine whether a sub-threshold development should be subject to an EIA is set out in Annex III.

The Roads Act 1993, as amended requires information detailed in Annex III of the EIA Directive to be considered in determining whether a road scheme is likely to have significant effects on the environment.

The EIA Directive includes an updated Annex III ‘Selection Criteria Referred to in Article 4 (3)’ (Criteria to determine whether the projects listed in Annex II should be subject to an Environmental Impact Assessment). This Annex is mirrored in the 7th Schedule of the Planning and Development Regulations 2001, as amended.

The criteria are grouped under three headings:

- Characteristics of projects;
- Location of projects; and
- Type and characteristics of the potential impacts.

The sub criteria associated with each of the above have been taken into account and are considered in the context of the Proposed Scheme in the sections below. To assist with the consideration of the above criteria, the Environmental Impact Assessment of Projects - Guidance on Screening (European Commission 2017) has been used to support these considerations and subsequently inform the EIA screening recommendation.

As noted above, the Proposed Scheme does not constitute the nature or scale of any of the classes of development within Schedule 5, Part 1 or Part 2 of the Planning Regulations, and therefore, a sub-threshold assessment of the potential for significant environmental effects on the environment is required.



4. Screening Criteria and Sub-Threshold Assessment

The EIA Regulations draw from the EIA Directive to set out screening criteria for EIA to assist in determining likely significant impacts and the requirement for EIA for projects which do not meet the thresholds in Schedule 5 Part 1 and Part 2 of the Planning and Development Regulations 2001, as amended.

Table 4.1 presents a summary of the findings of the sub-threshold assessment. It sets out the EIA screening criteria, a commentary on each of these (where these are addressed within the sub-threshold assessment), and a conclusion is drawn as to whether a significant impact against each criterion is identified.



Table 4.1 : EIA Screening Criteria and Sub-Threshold Assessment (as per Schedule 7 of the Planning Regulations and Annex III of the EIA Directive)

EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
Characteristics of Proposed Scheme			
<p>The size and design of the whole of the Proposed Scheme</p>	<p>The Proposed Scheme comprises of a number of measures / improvements, as outlined in Section 2, that are largely confined within the existing road network. The Proposed Scheme is not significant in terms of the size of design and is largely contained within the existing road network and public space. The Proposed Scheme seeks to undertake infrastructure updates that include junction improvement works, the installation of high-quality pedestrian facilities and other associated upgrades to the footways for the creation of a new active travel mode in Ringaskiddy, Co. Cork.</p> <p>The total length of the Proposed Scheme is approximately 1.7km and runs along the existing N28 road, through the village of Ringaskiddy and on to the L2545 between the signalised junction with the R613 and the car park at Gobby Beach.</p> <p>The Proposed Scheme involves the provision of upgrade of pedestrian cycling facilities in alignment with NTA guidance, public lighting, signage, line and pavement design to accommodate the Proposed Scheme. There is no likelihood of significant environmental effects arising from the Proposed Scheme having regard to the characteristics of the project.</p>	<p>Refer to Section 2 (Description of the Proposed Scheme)</p>	<p>No</p>
<p>Cumulation with other existing development and / or development the subject of a consent for the Proposed Scheme for the purposes of section 172(1A)(b) of the Act and / or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment</p>	<p>A search of Cork County Planning records has been undertaken for the application submitted. The majority of the development are small scale in nature (i.e. extension works or property retention works) and have therefore not been considered further. However the M28 protected road scheme is in the process of advanced work prior to construction and will interface with the Proposed Scheme to the west of Hammond Lane Metal Company. Taking this into account and given the scale and nature of the Proposed Scheme and these granted developments, no significant impacts are anticipated. The Proposed Scheme will not act in combination to give rise to any cumulative impacts.</p>	<p>Section 5.13 (Interrelationships between Environmental Topics and Other Developments)</p>	<p>No</p>
<p>The nature of any associated demolition works</p>	<p>No demolition works are proposed as part of the Proposed Scheme.</p>	<p>Refer Section 2 (Description of the Proposed Scheme)</p>	



EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
<p>The use of natural resources, in particular land, soil, water and biodiversity</p>	<p>Some excavations are anticipated to build the Proposed Scheme, however the impacts are not expected to be significant, as standard construction practice will reduce these impacts. The Proposed Scheme will have limited use of soils, which have already been excavated to create the existing road and footways and will not result in significant adverse impacts. The Proposed Scheme involves a small amount of topsoil stripping to allow for the provision of upgraded footpaths and pedestrian facilities. The Proposed Scheme will not be located in any designated geological heritage or ecological site. No protected habitat or species were identified in the confines of the site location of the Proposed Scheme.</p>	<p>Refer to Section 5.5 (Biodiversity), Section 5.6 (Soils, Geology and Hydrogeology)</p>	<p>No</p>
<p>The production of waste</p>	<p>The Proposed Scheme is not likely to have a significant environmental effect with regard to the production of waste. Waste materials will be produced during construction as a result of construction activities / processes. All waste generated will be handled, reused where possible, or transferred and disposed of to an appropriately licensed / permitted waste disposal / recovery facility.</p>	<p>Refer to Section 5.8 (Material Assets – Resource and Waste Management)</p>	<p>No</p>



EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
<p>Pollution and nuisances</p>	<p>During construction there is the potential that the Proposed Scheme may generate some noise, nuisance and air pollution as a result of the construction works. The permissible hours of construction within Cork County Council are Monday to Friday 08.00-17.00, and Saturday 08.00-12.00, with no works permissible on Sundays or bank holidays. The construction works will be subject to applicable standards including BS 5228:2009 and A1:2014 "Code of Practice for Noise and Vibration Control on Construction and Open Sites". Construction will require the use of machinery such as excavators etc. and the presence of such machines may result in temporary increases of noise. Noise levels will not exceed the indicative levels acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). Standard construction measures will be adopted to minimize the impact of any dust generated during construction. Several residential dwellings, gardens and community receptors are located directly along the Proposed Scheme. Any construction related impacts arising from noise, lighting and dust are expected to be short term in duration. It is anticipated that works will commence in Q4 2025 with an estimated construction period of 10 months. No significant impacts from pollution or nuisances during the Construction or Operational Phases are anticipated from the Proposed Scheme. Proposal to provide improved active travel infrastructure and pedestrian permeability may reduce vehicular dependency which would have a positive impact on local air quality and noise levels. With mitigation and monitoring measures proposed, no significant impacts are likely to result from the construction or operational phases of the Proposed Scheme.</p>	<p>Refer to Section 5.1 (Population and health), Section 5.2 (Air Quality), Section 5.3 (Climate), and Section 5.4 (Noise and Vibration).</p>	<p>No</p>
<p>The risk of major accidents and / or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge</p>	<p>The Proposed Scheme will be largely contained within the existing road network and will involve works small scale in nature that are not likely to have a significant impact on the surrounding environment. The likelihood of any accidents or incidents during construction and operation will be managed in accordance with relevant health and safety legislation and by the implementation of best practice construction and operational procedure management. The nearest Seveso site is located adjacent to the Proposed Scheme, approximately 500m to the south-west, however there is no pathway between the Proposed Scheme and the Seveso site. Neither the construction or operation of the Proposed Scheme will interact with the Seveso site or impact its ability to function.</p>	<p>See Section 5.12 (Major Risk and Accidents)</p>	<p>No</p>



EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
<p>The risks to human health (for example, due to water contamination or air pollution)</p>	<p>The design and operation of the Proposed Scheme is not expected to result in water contaminations and is expected to improve overall surface water quality. The Proposed Scheme does not cross any water body and the construction of the Proposed Scheme will be completed in accordance with best practice guidelines to reduce the likelihood of any accidental emissions to water and to mitigate any likely impacts associated with noise, dust or pollution from construction activities. The Proposed Scheme will be connected to existing infrastructure.</p>	<p>See Section 5.2 (Air Quality), Section 5.4 (Noise and Vibration) Section 5.7 (Hydrology and Flood Risk)</p>	<p>No</p>
<p>Location of Proposed Scheme</p>			
<p>The existing and approved land use</p>	<p>The Proposed Scheme will be constructed within an urban and port related setting of Ringaskiddy village along the N28 which is maintained by Cork County Council. The location of the Proposed Scheme has been detailed previously in Section 2.1. The Proposed Scheme. The Proposed Scheme will require some landtake from existing footways and verges to complete the works.</p>	<p>See Section 2.1 (Location of the Proposed Scheme)</p>	<p>No</p>
<p>The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</p>	<p>Construction works will comprise of relatively small-scale measures that will require limited amount of natural resources, including materials such as concrete which will be imported.</p>	<p>Section 2.2 Description of the Proposed Scheme)</p>	<p>No</p>



EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
<p>The absorption capacity of the natural environment, paying particular attention to the following areas:</p> <ul style="list-style-type: none"> (i) Wetlands, riparian areas, river mouths; (ii) Coastal zones and the marine environment; (iii) Mountain and forest areas; (iv) Nature reserves and parks; (v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive; (vi) Areas in which there has already been a failure to meet the environmental quality standards, laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure; (vii) Densely populated areas; and (viii) Landscapes and sites of historical, cultural or archaeological significance. 	<p>There will be no impact on the absorption capacity of the natural environment.</p> <p>The site location of the Proposed Scheme is located predominantly within the existing road network, the site of which is not located in any environment type as listed in (i) to (viii).</p>	<p>See Section 5.5 (Biodiversity), Section 5.7 (Hydrology and Flood Risk) and Section 5.10 (Archaeology, Architectural Heritage and Cultural Heritage).</p>	<p>No</p>
Types and Characteristics of Potential Impacts			
<p>The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)</p>	<p>The spatial extent of potential impacts is limited to the localized footprint of the Proposed Scheme as described in Section 2. The population of Ringaskiddy may experience some temporary effects during construction (such as noise, dust and traffic), however these are not expected to be significant. Based on the location, current site setting and the nature of the Proposed Scheme, any potential impacts (during the construction and operational phases) are not likely to be significant in magnitude.</p>	<p>Section 2</p>	<p>No</p>



EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
The nature of the impact	<p>There will be no significant impact on the receiving environment arising from the Proposed Scheme (during the construction and operational phases).</p> <p>During operation, the Proposed Scheme will result in a positive long-term effects through the provision of improved urban realm space, improved active travel infrastructure and potential improved health benefits to the local communities with the facilitation of a high quality sustainable new mode of transportation. However there will be slight adverse effects resulting from the changes in parking patterns which the Proposed Scheme will create.</p>	Section 5.1	No
The transboundary nature of the impact	The Proposed Scheme will not result in transboundary impacts.	Section 4 – Section 5	No
The intensity and complexity of the impact	Any potential construction impact will be of low intensity and complexity. Impacts arising during the construction phase will be temporary and short-term in nature. Construction works will be managed through best practice construction guidelines with respect of excavation, soil removal dust, traffic and lighting. Waste generated during the construction phase will be controlled through best practice measures.	Section 5	No
The probability of the impact	The probability of impacts has been considered throughout this sub-threshold assessment and are as reported herein.	Section 4 – Section 5	No
The expected onset, duration, frequency and reversibility of the impact	Regarding the onset, duration, frequency and reversibility of impacts, it should be noted that no significant impacts are anticipated with respect to construction or operation of the Proposed Scheme. Impacts associated with construction are expected to last approximately 10 months, during standard and regularized construction hours of operation. There are no operational impacts anticipated.	Section 4 – Section 5	No
The cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	<p>The majority of planning applications in the immediate vicinity of the Proposed Scheme involved the construction of residential properties, extension of existing residential properties and the construction and upgrades to commercial properties.</p> <p>However the M28 road improvement scheme (04.HA0053) is in the process of advanced work prior to construction and will interface with the Proposed Scheme to the west of Hammond Lane Metal Company. Taking this into account and given the scale and nature of the Proposed Scheme and these granted developments, no significant impacts are anticipated. The Proposed Scheme will not act in combination to give rise to any cumulative impacts.</p>	Section 5.13 (Interrelationships between Environmental Topics and Other Developments)	No



EIA Screening Criteria	Commentary	Sub-Threshold Assessment Topic Area(s)	Significant Impact?
<p>The possibility of effectively reducing the impact</p>	<p>With respect to the possibility of effectively reducing the impact, the design of the Proposed Scheme has been optimized to ensure that environmental impacts are minimized as far as reasonably practicable. Standard mitigation measures will be implemented, where appropriate, to ensure any potential impacts are minimised as far as possible in accordance with best practice construction management. The potential impacts are not considered significant and do not result in a requirement for EIA.</p>	<p>N/A</p>	<p>No</p>



5. Environmental Sensitivities within Close Proximity

This Section has regard to the environmental topics as set out within the EIA Directive, as amended, as follows:

- Population and Human Health (See Section 5.1);
- Air Quality (See Section 5.2);
- Climate (See Section 5.3);
- Noise and Vibration (See Section 5.4);
- Biodiversity (See Section 5.5);
- Soil, Geology and Hydrogeology (See Section 5.6);
- Water Quality (See Section 5.7);
- Material Assets - Resource Use and Waste Management (See Section 5.8);
- Traffic and Transport (See Section 5.9);
- Archaeology and Cultural Heritage (See Section 5.10);
- Landscape and Visual (See Section 5.11);
- Major Risk and Accidents (See Section 5.12); and
- Interrelationship Between Environmental Topics and Other Developments (See Section 5.13);

The assessments here provide an overview of the potential impacts taking into account any mitigation measures necessary during construction; no mitigation is identified for operational impacts given the nature and minor scale of the infrastructure proposed as part of the Proposed Scheme.

5.1 Population and Health

When considering the environmental characteristics of the study area in the context of EIA, population and human health is directly linked to the size of the population in proximity to the Proposed Scheme and those who are likely to be exposed to its potential effects, whether these are beneficial or adverse.

According to the 2022 census there were 575 people living in the small town of Ringaskiddy-Loughbeg, a total decrease of 5 people from the 2016 census which recorded 580 persons. Multiple residential properties, including a pub, a church and a café are located along the Proposed Scheme. Many of these properties can only be accessed via this section of the N28. There is existing parking on the N28 to the north and along some of the side streets to the south.

A parking usage survey was completed between the 19th January and 21st January 2024, which separated the Proposed Scheme into four zones and measured the amount of residential, visitor, employee and other parking.

The four zones were:

- Zone 1 – on both sides of the N28 between Warrens Crescent and Priests Avenue
- Zone 2 – the northern side of the N28 between Priests Avenue and the eastern extent of Main Street
- Zone 3 – the southern side of the N28 at Priests Avenue and including Main Street
- Zone 4 – on both sides of the N2 until Shamrock Park

The results of the parking survey showed the 19th January had the largest number of total cars parking (no. 324), compared to the 20th and 21st, however this was driven by a large number of cars parking which were not identified as residents, visitors or employees.



Across the three survey days, Zone 1 had the highest number of parkers, with a total of 329 parkers and Zone 2 had the least number of parkers, with 77. Zones 3 and 4 had a total of 217 and 123 parkers respectively.

In the context of the breakdown of the of users, only Zone 3 recorded users in the four classifications (ie, 63 residents, one visitor, three employees and 150 other). The total Zone 4 parkers were recorded as 84 residents and 39 others, there were no visitor or employee parkers recorded.

For Zones 1 and 2, there were no visitor parkers recorded, for Zone 1, there were 98 residents, 23 employees and 208 other parkers and for Zone 2, there were 26 residents, three employees and 150 other parkers.

5.1.1 Potential Construction Phase Impacts

During construction, there may be some temporary adverse impacts to properties and residents close to construction zones from increased traffic, dust, noise and vibration. There may also be some temporary adverse impacts on traffic on local roads (including non-vehicular users) during this time. Air Quality, Climate and Noise are considered in this section; traffic is considered in Section 5.9.

5.1.2 Potential Operational Phase Impacts

The operation of the Proposed Scheme will reduce the volume of vehicular traffic using the routes and, will improve air quality and noise level and provide additional social and recreational infrastructure within the town. It is therefore considered that the Proposed Scheme will afford a beneficial – permanent long-term impact post construction associated with increased accessibility of the area for walkers and cyclists.

There is parking on the northern side of the N28 road and a small area of parking on the southern side of the road, east of Main Street. The facilities used were the playground, community centre and church.

The parking survey has identified that while the removal of parking will change parking patterns, the parking retained will be able to absorb the existing residential usage and will not impede employee parking.

While there will be a modal shift to walking and cycling, there may be impacts associated with the displacement of parking around community facilities. However, while this impact will be adverse, it is not expected to be significant as improvements in public realm and paving will make travelling on foot easier.

5.2 Air Quality

Baseline air pollutant concentrations vary depending on the context of the surrounding environment (i.e. urban or rural). The baseline air pollutant concentrations within the area of the Proposed Scheme are likely to be lower than that which is typical in urban areas across Ireland given its predominantly rural location. The Proposed Scheme site is located within Air Zone B (Cork Conurbation). The closest current air quality monitoring site is located in the Cork Port; Station 112 Port of Cork, situated directly adjacent to the Proposed Scheme. The Proposed Scheme lies within a populated area and there are sensitive receptors adjacent to the scheme i.e. residential properties. The air quality at the Proposed Scheme is 'good' (EPA, 2024). Management of dust will be in line with relevant best practice measures such as those set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011).

5.2.1 Potential Construction Phase Impacts

There may be some potential for short-term impacts to air quality during the construction phase of the Proposed Scheme caused by construction activities and increased construction traffic (i.e. dust generation from construction activities, machinery, and vehicle emissions).

Given the predominantly small scale and overall nature of the Proposed Scheme, all construction activities are considered to have a negligible impact on the current background air quality levels in this area. All construction activities will be carried out in accordance with best practice and guidelines for the management of dust generation (Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition, Dublin City Council, 2016), including the following:

- Adequate dust/debris screening will be in place at the site boundary to contain and minimise the amount of windblown dust;



- Continuous dust monitoring along the site boundary will be undertaken during any demolition or ground works;
- Appropriate dust suppression must be employed to prevent fugitive emissions affecting those occupying neighbouring properties or pathways; and
- A Dust Management Plan (DMP) will be prepared by the contractor to outline how these measures will be implemented on site.

With the implementation of mitigation, significant adverse impacts to air quality are not expected.

5.2.2 Potential Operational Phase Impacts

The operational phase of the Proposed Scheme will not result in any air quality emissions during the operational phase, therefore no significant air quality impacts are expected.

5.3 Climate

Climate management in Ireland is governed by the Climate Action Plan 2021 (DECC 2021), part of its remit is to identify total emissions and the emission per person. In the context of Transport, the emissions CO₂eq per person was identified as 2.5 tonnes. The CCC has prepared a draft Cork County Council Climate Action Plan 2024-2029, which is currently under consultation and this document provides a strategic overview of how planning applications should be viewed in terms of climate.

5.3.1 Potential Construction Phase Impacts

In the context of the construction phase, the construction site, workers, materials and construction equipment may be vulnerable to extreme climate events such as heavy rainfall or storms.

GHG emissions will be generated during the construction phase of the Proposed Scheme due to construction works, the construction materials (embodied manufacturing emissions) and the transport of these materials. Due to the nature and scale of the Proposed Scheme it is not anticipated that these impacts will be significant.

5.3.2 Potential Operational Phase Impacts

The introduction of a segregated cycle infrastructure has the potential to have a positive impact by potentially reducing greenhouse gas emissions as a result of the expected reduction in the number of vehicle road users by the introduction of a high quality active mode of travel. As a result, it is not expected the operation of the Proposed Scheme will impact climate.

5.4 Noise and Vibration

The Proposed Scheme falls within an urban environment with extensive noise and vibration sensitive receptors in its vicinity. Receptors include but are not limited to the following residential properties: the Perry Street Market cafe, Ringaskiddy Community Centre, the Ferry Boat Inn, Ringaskiddy Playground and Ringaskiddy Oratory. All of which are located adjacent to the Proposed Scheme.

The nature of the prevailing local noise environment is expected to be typical of an urban area with the predominant sources of background noise from road traffic on the local and regional road network.

5.4.1 Potential Construction Phase Impacts

There may be a short-term increase in noise and vibration in the immediate vicinity of the Proposed Scheme during the construction phase. Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA 2014). It is anticipated that the works will be scheduled during day-time hours and in agreement with the local authorities. The Construction contractor(s) will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297



of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). will not have a significant impact on noise.

All construction activities will be carried out according to best practice and guidelines for the management of noise and vibration, such as the British Standard 5228: Code of Practice for Noise Control on Construction and Demolition Sites, and Safety, Health and Welfare at Work (General Application) Regulations 2007, and including the following:

- Use of suitable equipment: all plant used during the Proposed Scheme shall be the quietest of its type available for carrying out the work required and shall be maintained in good condition with regard to minimising noise output;
- Control of normal site working hours as specified by the planning authority. No heavy construction equipment/machinery (to include pneumatic drills, construction vehicles, generators etc.) shall be operated on or adjacent to the construction site outside of the agreed working hours; and
- During the construction phase noise levels at noise sensitive locations shall not exceed 70dB(A) between 0800 to 1700 hours Monday to Friday and 0800 to 1400 hours Saturday and 45dB(A) at any other time.

A Construction Environmental Management Plan (CEMP), or similar, will be required as part of a conditional planning consent and used to ensure that such best practice measures are adhered to. Due to the nature and scale of the Proposed Scheme it is anticipated that the construction works will not have a significant impact on noise.

5.4.2 Potential Operational Phase Impacts

As the Proposed Scheme will not result in noise and vibration producing activities being moved closer to sensitive receptors, there will be no significant adverse impacts as a result of the operation of the Proposed Scheme.

5.5 Biodiversity

The results of the biodiversity walkover survey which took place in 18 April 2024 identified the following habitats as present.

The majority of the area was classified as buildings and artificial surfaces (Fossitt code: BL3). This included the built land within the Ringaskiddy area and the national, regional and local road network.

Scattered trees and parkland (Fossitt code: WD5) and amenity grassland (Fossitt code: GA2) were present to the western half of the study area and grass verges within the Proposed Development had been planted with trees. Tree species present include hornbeam (*Carpinus betulus*), silver birch (*Betula pendula*), Norway maple (*Acer platanoides*), cherry (*Prunus spp*), hybrid black poplar (*Populus x canadensis*), Swedish whitebeam (*Sorbus intermedia*) and sycamore (*Acer pseudoplatanus*). The trees have been planted on amenity grassland, with species present in the sward including red fescue (*Festuca rubra*), perennial rye-grass (*Lolium perenne*), meadow grass (*Poa spp*), creeping buttercup (*Ranunculus repens*), common mouse-ear (*Cerastium fontanum*), daisy (*Bellis perennis*), dandelion (*Taraxacum agg*) and ribwort plantain (*Plantago lanceolata*).

Dry meadows and grassy verges (Fossitt code: GS2) were present on the north side of the road in the eastern half of the Proposed Development. These areas were being managed under a "low mow" regime in accordance with the All-Ireland Pollinator Plan. Species recorded in these areas included sweet vernal-grass (*Anthoxanthum odoratum*), cock's-foot (*Dactylis glomerata*), Yorkshire fog (*Holcus lanatus*), false oat-grass (*Arrhenatherum elatius*), hogweed (*Heracleum sphondylium*), germander speedwell (*Veronica chamaedrys*), curled dock (*Rumex crispus*), hedge woundwort (*Stachys sylvatica*) and ragwort (*Senecio jacobaea*).

Treelines (Fossitt code: WL2) were recorded throughout the study area, both along the road and along the boundaries of the parkland and amenity areas. Species recorded included hornbeam, Swedish whitebeam, alder (*Alnus glutinosa*) and hybrid black poplar.



In addition to the habitats identified, the following bird species were also identified:

- Blackbird;
- Blue tit;
- Goldfinch;
- Wood Pigeon;
- Hooded Crow; and,
- Rook.

All of these species are common in Ireland and are not species of conservation concern. During the walkover survey, the trees which will require removal as a result of the Proposed Scheme were also assessed for Potential Roost Features (PRFs), however a ground level survey did not identify any features.

The Japanese knotweed recorded at Ringaskiddy had been sprayed with herbicide and there was no sign of regrowth recorded during the field walkover survey.

A review of desk based sources identified there is one European site and two nationally designated site are located within 3km of the Proposed Scheme and include:

- Cork Harbour Special Protected Area (SPA) located approximately 830m to the south and 900m to the north-west;
- Monkstown Creek Proposed National Heritage Area (pNHA) located approximately 830m to the south; and
- Owenboy River National Heritage Area (NHA) located approximately 2.4km to the south.
- Whitegate Bay proposed Natural Heritage Area (pNHA) located approximately 2.9km to the west.

The location of these sites in relation to the Proposed Scheme is illustrated in Figure 5.5 in Appendix A.

5.5.1 Appropriate Assessment Screening

An Appropriate Assessment (AA) Screening was completed (PW no. M28CRP-RING-EBD-ACTR-XXX-RP-JAC-EN-000001) to identify if the construction or operation of the Proposed Scheme would result in likely significant effects on European site(s). The AA Screening concluded, the Proposed Scheme is not connected with, or necessary to, the management of any European site(s).

The conclusion of the Screening for Appropriate Assessment is that there is no potential for Likely Significant Effects, alone or in combination, on the conservation objectives of Cork Harbour Special Protection Area (SPA) (004030), Ballycotton Bay SPA (004022), Sovereign Islands SPA (004124), Ballymacoda Bay SPA (004023) and Blackwater Estuary SPA (004028) and no further assessment is required.

5.5.2 Potential Construction Phase Impacts

The Proposed Scheme will not result in impacts to any protected / notable habitats, however there will be a requirement to complete vegetation clearance outside of the breeding bird regulation periods and that invasive species are not spread as a result of the Proposed Scheme. Should the breeding bird and invasive species regulations be adhered to then there will be no significant adverse effects on biodiversity during construction. In addition, should the detailed design stage require the removal of any more trees, further PRF inspection surveys may be required, which may require climbing or access equipment such as cherry pickers to gain access to PRFs to access in more detail their likely suitability for bats and look for evidence of bats. The aim of this survey is to reclassify PRFs and determine the presence/absence of bats at the time of survey and the need for further survey and/or mitigation. Bat presence /absence surveys may also be required.



5.5.3 Potential Operational Phase Impacts

The Proposed Scheme does include a landscape element, which will be designed to include native species and complement existing habitats. The management of grassland areas for pollinators will enhance the overall biodiversity of the wider area. As a result of this, it is not expected the Proposed Scheme will be not result in any significant operational phase impacts to biodiversity.

5.6 Soils, Geology and Hydrogeology

The Proposed Scheme will require third party land take on either side of the existing road at a small number of locations. The existing land use consists of discontinuous urban fabric.

In terms of geology, the extent of the Proposed Scheme overlies mudstone, sandstone and thin limestone and waulsortian mudbank and pale-grey massive limestone. To the north of the Proposed Scheme, the Port of Cork has developed Ringaskiddy, which has resulted in made ground being predominant in the area, which is underlain with glacial till. In addition to the made ground at the Port of Cork entrance, there is also Japanese knotweed contaminated soil present within the proposed construction compound area.

The Proposed Scheme is located within the Ringaskiddy ground waterbody which was identified as having good status in the period 2016-2021. It is predominantly classed as extreme vulnerability, the remaining is of high vulnerability. There are groundwater discharges to the rivers and streams crossing the ground waterbody and to the sea in Cork Harbour.

The groundwater vulnerability of the site is predominantly classified as extreme, with an area of high to the west. There are no areas of bedrock outcrop along the Proposed Scheme, with the nearest location less than 100m to the south of the Proposed Scheme.

There are a number of facilities which are industrial licensed facilities, whereby emissions to air and groundwater are monitored by the EPA. In addition to industrial licenced facilities, the Port of Cork has given notice regarding dumping at sea (Permit S0013-03). While some of these facilities have had incidents, they are in the process of being remediated based on information in the public domain.

5.6.1 Potential Construction Phase Impacts

Due to the scale of the Proposed Scheme, it is not anticipated to have any significant adverse impacts on soils and geology, either as a result of site works or site maintenance processes which will be managed using best Health and Safety practices to ensure the protection of the environment. The excavations proposed to create the construction compound will be in soil where Japanese knotweed has been present and checks will be required in advance of construction to confirm that ribosome material is not present once the Japanese knotweed has been removed.

In addition, the excavations proposed to install the precast chamber which will contain the cutoff valve will be approximately 4m deep, at this depth, there may be a requirement for excavation pumping and sediment settlement in advance of discharge to soakaways. Where this process is required, it will be completed in accordance with best practice and the method for deployment will be detailed within the Contractors CEMP in advance of construction beginning.

Waste produced will be of limited quantities, likely consisting of soils excavated and general site waste. Excavated soils will be reused where possible. Where practicable waste will be recycled, otherwise disposed at a licensed waste facility. Construction works will be managed through best practice construction guidelines with respect of excavation and soil removal and through the implementation of standard mitigation measures impacts on soils, geology and hydrogeology with be minimised as far as possible.

5.6.2 Potential Operational Phase Impacts

There are no significant operational phase impacts on land soils, geology and hydrogeology anticipated.



5.7 Hydrology and Flood Risk

The Proposed Scheme is located adjacent to the Cork Harbour coastal water body, there are no rivers adjacent to the Proposed Scheme. Cork Harbour coastal water body has been classified with a “moderate” water quality status for the period 2016-2021 (as illustrated on Figure 5.7, Appendix A). The Cork Harbour coastal waterbody contains an SPA.

Ringaskiddy has been subject to historical flood events due to heavy rainfall, which have resulted from surface water not being able to drain. The Proposed Scheme will include infiltration areas and soakaways which will increase the amount of time water is held in the catchment before being discharged.

5.7.1 Potential Construction Phase Impacts

The principal potential impacts to surface water is associated with discharges to the receiving watercourses (Cork Harbour), as water requirements during construction will either be managed using a mains supply or carried to site and not abstracted from a watercourse.

As part of the accommodation works for the Scheme, the existing drainage will be relocated and connected into the existing stormwater network to manage existing flooding issues.

It is considered that the enforcement of industry best practice pollution prevention measures will prevent the occurrence of a pollution event (for example CIRIA Guideline Document C532 Control of Water Pollution from Construction Sites and C648 Control of water pollution from linear construction projects), will mean the Proposed Scheme will not produce significant adverse impacts to hydrology.

5.7.2 Potential Operational Phase Impacts

The Proposed Scheme will be designed in accordance with existing best practice and as such road drainage will be integrated, so surface water will not collect or move flood water into the wider area, as a result, no significant adverse impacts are anticipated during operation. The infiltration areas, rain gardens and soakaways will provide some natural attenuation.. The planting proposed as part of the Proposed Scheme, there may be very minor benefits to increasing the area of interception during rain events.

5.8 Material Assets - Resource and Waste Management

The Proposed Scheme is located within county Cork, and therefore, the waste arising will be governed by the Southern Waste Region, through the implementation of the Southern Region Waste Management Plan 2015-2021. The Southern Region Waste Management Plan 2015-2021 contains policies for waste management and in the context of materials reuse, there is also capacity to have surplus excavated soils and stone as a by-product under Article 27 of the European Communities (Waste Directive) Regulations 2011 (S.I. No. 126 of 2011). Whereby soil and stone which has been excavated as part of construction, and which cannot be reused within the project (e.g. as fill or for landscaping) may be managed as a by-product under Article 27 if it satisfies the following requirements:

‘(a) further use of the substance or object is certain;

(b) the substance or object can be used directly without further processing other than normal industrial practice;

(c) the substance or object is produced as an integral part of a production process; and

(d) further use is lawful in that the substance or object fulfils all relevant product, environmental and health protection requirements for the specific use and will not lead to overall adverse environmental or human health impacts.’

Where identified there is potential for materials suitable for reuse to be excavated, this mechanism can be used to divert waste from landfill.

The Proposed Scheme construction compound also has pockets of Japanese Knotweed present, which will require specialist removal, so as to not undermine the construction compound structure. In advance of the removal of the Japanese knotweed, site hygiene procedures will have to be in place so as to not facilitate spread.



5.8.1 Potential Construction Phase Impacts

The majority of waste (soils / aggregates) which will arise as a result of the Proposed Scheme will be created during the construction phase.

Waste produced will be of limited quantities, likely consisting of soils excavated and general site waste. Excavated soils will be reused where possible. Where practicable waste will be recycled, otherwise disposed at a licensed waste facility. Construction works will be managed through best practice construction guidelines with respect of excavation and soil removal and through the implementation of standard mitigation measures impacts on soils, geology and hydrogeology will be minimised as far as possible.

While exact quantities of materials are not known at this stage, given the scale and nature of works proposed, it is not anticipated that resource use would be at a scale that would not cause adverse significant effects either local or regional supplies. The mechanism also exists to manage excavated materials as by-products and use an Article 27 Notification, which would be made by the appointed contractor to the EPA.

The Contractor would also provide a Site Waste Management Plan (SWMP) for the Proposed Scheme as part of construction management. The SWMP will indicate, in detail, how the Contractor proposes to comply with statutory requirements for waste management and will be developed to ensure that waste arising on-site during the construction phase of the Proposed Scheme would be managed and disposed of in a way that ensures the provisions of the Waste Management Acts, 1996-2011 and associated Regulations 1996 and 2011 are complied with and to ensure that the principles of waste hierarchy are implemented.

The SWMP which will be developed prior to construction must contain (but not be limited to) the following information:

- Details of waste storage (e.g. skips, bins, containers) to be provided for different waste and collection times;
- Details of where and how materials are to be disposed of (i.e. landfill or other appropriately licensed waste management facility);
- Details of storage areas for waste materials and containers;
- Details of how unsuitable excess materials will be disposed of, where necessary; and,
- Details of how and where hazardous wastes such as oils, diesel and other hydrocarbon or other chemical waste are to be stored and disposed of in a suitable manner.

The approach to resource use and waste management for the Proposed Scheme will follow sustainable waste management principles which incorporates the European Union 'Waste Hierarchy'. This includes:

- **Prevent:** The SWMP will consider the application of the Guidelines for Designing out Waste for Civil Engineering Projects to reduce materials use as well as waste arisings. Both will be monitored as part of the SWMP review process;
- **Reuse:** Opportunities for reusing 'waste' before recycling, recovery or disposal will be considered. Site set up will involve stripping vegetation and topsoil for some of the construction areas. Surface vegetation, topsoil and subsoils will be stored separately for re-use and handled in accordance with good practice methods. Excavated soil will be reused on site for 'fill' wherever possible to minimise the offsite disposal of the soil;
- **Recycle:** General construction waste may be produced, such as wood, plastics and cardboard packaging. These will be segregated and stored for short periods on site in secure designated areas prior to removal from site to a recycling facility;
- **Recover:** General food waste will be taken to a composting, anaerobic digestion or biomass plant; and
- **Disposal:** The disposal of waste from the Proposed Scheme to landfill will be regarded as a last resort. All other options, as described above, will be considered prior to considering disposing of waste to landfill. If required, disposal will be undertaken in a safe and responsible manner ensuring that all waste carriers



and management facilities are appropriately licensed, in accordance with the procedures outlined in this document.

The Japanese Knotweed present on the construction compound site will require specialist removal, so as to cleanse the site in advance of the placement of the construction compound infrastructure. The plant material must be removed by a licenced contractor and placed in an area or landfill which is has been prepared to take Japanese Knotweed waste.

5.8.2 Potential Operational Phase Impacts

No operational phase impacts on resource use and waste management anticipated.

5.9 Traffic and Transport

The Proposed Scheme is located along the N28 which is a national road, connecting the Port and village of Ringaskiddy to the N40 South Ring Road in Cork city. The L2545 is a local road which serves Gobby Beach and the surrounding headland.

The existing N28 is a heavily trafficked route serving inter alia the Port and various heavy goods industries, including pharma, technology and educational facilities. A Bus Eireann bus stop with shelter is incorporated into the existing N28.

5.9.1 Potential Construction Phase Impacts

During the 10 month construction period, there will be a short-term and temporary increase in construction-related traffic. Which will result in potential for delays to public transport as a result of the Proposed Scheme. Any potential impacts are expected to be temporary and short-term in duration. Traffic management requirements will be agreed with CCC and all other relevant authorises in advance of construction. Increases in construction traffic are expected to be small, however safety requirements for carriageway works may require single lane closures and where these are required, they will be agreed in advance with CCC and publicised to reduce disruption to the wider population.

Any road closures and / or restrictions will be widely publicised within the local and wider area to minimise disturbance to local residents and are to be agreed with the relevant local authorities.

Any bus stop closures will be advertised prior to commencement of works, to minimise disruption to local users. Alternative pedestrian / cyclist routes should be established in the event of the temporary closure of footway / cycleway. These will be clearly visible and fit for all abilities.

As a result, the construction of the Proposed Scheme will not result in significant adverse impacts to traffic and transport.

5.9.2 Potential Operational Phase Impacts

There are no significant adverse operational phase impacts expected for traffic or transport as cyclists and pedestrians will be segregated from other road users and road crossings will be managed by signalised junctions.

5.10 Archaeology, Architectural Heritage and Cultural Heritage

There is one Record of a Protected Structure within 300m of the Proposed Scheme, the Martello Tower, two sites recorded on the Sites and Monuments Record (Martello Tower, CO087-053 and Prospect House – Barnahely CO087-111) and there are four reported National Inventory of Architectural Heritage (NIAH) sites located within 300m of the Proposed Scheme. The four are:

1. Martello Tower (NIAH No. 20987047);
2. Ring House (HIAH No. 20987046);
3. Rock Cottage (NIAH No. 20987045); and,
4. The Oratory (NIAH No. 20987044).



Each of the sites are of regional importance and are between approximately 300m to adjacent to the Proposed Scheme. None will be directly impacted by the Proposed Scheme. The location of these sites and monuments is presented in Figure 5.11 in Appendix A.

In addition to registered sites, there is also a section of post medieval/early modern shore walling, which was excavated as part of a wider scheme of investigation to inform the resolution of archaeology for the M28 motorway scheme. In this instance, the shore wall was excavated and recorded, it was found to be of local significance only but will be integrated into the wider public realm design.

The remainder of the Proposed Scheme is either in the footprint of the existing N2 / L2545 or on made ground associated with the Port of Cork and as such is of limited archaeological interest.

5.10.1 Potential Construction Phase Impacts

As none of the receptors will be directly impacted by the construction of the Proposed Scheme and the Proposed Scheme does not interact with the zones of notification for Prospect House or Martello Tower. For the Martello Tower, Rock Cottage and the Oratory there may be temporary short term impacts to setting caused by construction vehicles being in the general area, however these are expected to be low because these sites are to the south of an existing port, which along with having industrial activity take place within it, also involves the movement of heavy goods vehicles. In the case of Ring House, while impacts will be temporary, they will be closer because Ring House is adjacent to the location of the construction compound. It is proposed to use hoarding to separate Rock Cottage from the construction compound, however there will be more noise and setting disturbance at Rock Cottage because of its closer proximity to the Proposed Development.

Due to the proximity of the construction compound to Ring House and the requirement for excavation to install the construction compound, further archaeological investigation will be required to remove the risk of disturbance to previously unrecorded cultural heritage. This will include as a minimum a geophysical survey to identify if remains are present and then a schedule of excavation. It is expected that any licensing will be agreed with TII as part of the work proposed to excavate the remainder of the post medieval/early modern shore walling in Ringaskiddy.

With regard to the post medieval/early modern shore walling in Ringaskiddy, the majority of the structure will be retained, however to ensure that it is not damaged during removal of the part of this structure to be removed, it is proposed to fence this area off and include signage identifying this part of the wall cannot be excavated. It is also proposed to have a toolbox talk to remind workers that they are removing part of an historic structure and to be aware of it when they are moving machinery, excavating to remove the part to be removed.

The removal of the post medieval/early modern shore walling will take place under licence, with supervision and will be subject to archaeological recording by the licence holder.

There is potential for the Proposed Scheme to encounter previously undiscovered archaeological / historic material, it is not considered likely as the excavations for the Proposed Scheme will predominantly be in made ground, other than for the construction compound and are not expected to cause major disturbance in an area which has already been subject to excavation. The construction of the Proposed Scheme will not result in significant adverse impacts to cultural heritage.

5.10.2 Potential Operational Phase Impacts

There are no operational phase impacts on archaeology, architectural heritage and cultural heritage anticipated.

5.11 Landscape and Visual

The Proposed Scheme lies entirely within a high value landscape and as such has a high landscape value and high landscape sensitivity and is of county importance. The Proposed Scheme will require widening of the street scene, vegetation removal and encroachment onto third party land, however it will also enhance the public realm and introduce new landscaping features. This is likely to result in potential landscape impacts on the existing landscape character and visual amenity of residents along the N28 and L 2545.

An Arboricultural Impact Assessment has been completed to inform the Proposed Scheme and identify impacts to tree groups, it was identified that of the 48 individual trees were present and eight tree groups, five individual



trees would require removal and 1 tree group would require partial removal and one tree group would be encroached upon.

5.11.1 Potential Construction Phase Impacts

During the construction phase the presence of plant and machinery may detract from certain views. Such impacts are short term and temporary in nature and as such are unlikely to result in a significant adverse impact. Due to the nature and scale of the Proposed Scheme it is not anticipated to have a significant impact on landscape.

5.11.2 Potential Operational Phase Impacts

The Proposed Scheme may impact the existing views, however the inclusions of place making activities may enhance, rather than detract from views and the wider landscape, as they will be designed with cognisance of the local character (and its high sensitivity and importance). These inclusions will not result in a significant adverse impact to views and landscape during the operation of the Proposed Scheme.

With regard to tree removal as a result of the Proposed Scheme, all of the tree removals can be mitigated for through the introduction of a high quality planting scheme, which is part of the Proposed Scheme.

5.12 Major Risks and Accidents

Major Accidents and Disasters (MANDs) such as extreme drought, precipitation, wind, temperature or human events can have an impact on the Proposed Scheme as well as the existing environment. The Proposed Scheme is not expected to increase the risk of major risks or accidents as outlined in the following sections.

A review of the Upper Tier and Lower Tier sites in County Cork (HSAa;HSAb) and their respective distances from the Proposed Scheme was undertaken. Pharmaceutical area

- Janssen Biologics Irelans pharmaceutical company Lower Tier site is located approximately 500m to the south-west; and
- Pfizer Pharmaceutical company Upper Tier site is located approximately 950m to the north-west.

In both cases, during the construction of the Proposed Scheme, the CEMP will include measures to manage traffic, thereby reducing the impacts of the Proposed Scheme on the Seveos sites and reference the incident management plans which are in effect for these sites.

5.12.1 Accidents / Disasters

In the context of the Proposed Scheme, there is potential for accidents as a result of the location of the Proposed Scheme (adjacent to a live carriageway). However, the Proposed Scheme will be designed to comply with the Safety, Health and Welfare at Work (Construction) Regulations (S.I No. 291 of 2013), which places a duty on designers carrying out work related to the design of a project to take account of the 'General Principles of Prevention' as listed in Schedule 3 of the Safety, Health and Welfare at Work Act. In addition to the duties imposed by Regulation 15 of the Safety, Health and Welfare at Work (Construction) Regulations, designers must comply with Section 17(2) of the Safety, Health and Welfare at Work Act which requires persons who design a project for construction work to ensure, so far as is reasonably practicable, that the project is designed and is capable of being constructed to be safe and without risk to health, can be maintained safely and without risk to health during use, and complies in all respects, as appropriate, with other relevant legislation. This includes S.I. No. 138/2012 - Building Regulations (Part A Amendment) Regulations 2012 (as amended) and, if the works being designed are intended for use as a workplace, the relevant parts of the Safety, Health and Welfare at Work (General Application) Regulations. In accordance with these requirements, the engineering design team established a consistent and appropriate means of assessing the risks that may arise from design decisions using a Design Risk Assessment and Hazard Elimination Risk Reduction Register, and of applying the General Principles of Prevention, measures that are to be embedded into the design of the Proposed Scheme.

It is not anticipated that the Proposed Scheme will give rise to risks of major accidents and/or disasters. As, in addition to imbedded design principles, the construction of the Proposed Scheme will be managed in



accordance with relevant health and safety legislation and by the implementation of best practice construction procedure management (i.e. night-time / out of operational hours working, etc.).

The risk to human health during the operation of the Proposed Scheme has been addressed through design which includes the provision of signalised crossing facilities, upgraded street lighting, access consolidation to manage crossing movements and the provision of shared priority zones for cyclists and pedestrians. These design provisions will manage pedestrian and cyclist crossings, segregate cyclists and pedestrians from other road users. As a result, the Proposed Scheme significant adverse impacts from accidents and / or disasters are not anticipated. Risks to human health from other types of accidents or disasters are also not expected to be significant.

5.13 Interrelationships Between Environmental Topics and Other Developments

There will likely be interactions between several of the different environmental aspects outlined individually above. For example, increases in traffic during construction could likely result in increases in road noise and vehicle emissions and dust in respect to air quality. However, these effects will be temporary and short term in duration. Best construction practices will be adhered to during construction, which will include but not limited to proper site management, maintenance, and operation of all machinery, this will be presented and form part of the Contractor CEMP. The CEMP will include standard construction practices for processes which will generate dust and excessive noise. As a result, it is considered these interactions will not result in significant adverse impacts to surrounding communities.

A review of planning applications in the area has identified mainly domestic applications, however the Proposed Scheme will directly interface with the construction of the Protected Road part of the M28 motorway improvements. The M28 is described as follows:

- Approximately 11 km of Standard Dual divided motorway, consisting of two lanes and a hard shoulder in each direction divided by a segregating barrier passing through the townlands of Douglas, Monfieldstown, Mounthovel, Maryborough, Moneygureny, Castletreasure, Ballinimlagh and Ballinrea in the District Electoral Division of Douglas; Shannonpatrick, Hilltown and Carrigaline Middle in the District Electoral Division of Carrigaline; Ballyhemiken and Raffeen in the District Electoral Division of Monkstown Rural; Shanbally, Barnahely and Ballintaggart in the District Electoral Division of Carrigaline in the County of Cork.
- Approximately 1.6 kilometres of Type 1 single carriageway (Protected Road) consisting of one lane and a hard shoulder in each direction passing through the townlands of Barnahely, Loughbeg and Ringaskiddy in the District Electoral Division of Carrigaline in the County of Cork.
- A proposed service area approximately 1.8 ha in size located in the townland of Loughbeg and Ringaskiddy in the District Electoral Division of Carrigaline in the County of Cork comprising:
 - One full grade separated junction at Carr's Hill;
 - Three partial grade-separated junctions at Bloomfield/Rochestown Road, Shannonpatrick and Shanbally, with associated roundabouts and slip roads;
 - Four on-line roundabouts at Barnahely, Loughbeg, Ringaskiddy and Port of Cork;
 - Six new road underbridges;
 - One underbridge widening;
 - One new underpass to facilitate pedestrian and cyclist movement along the Old Post Office Road;
 - Shared use pedestrian / cyclist underpass at Carr's Hill Interchange;
 - Removal of existing Maryborough Hill overbridge and construction of a new overbridge;
 - 16 new retaining wall structures;
 - 15 culvert structures;



- Utility divisions including overhead and underground electricity lines, gas mains, watermains and communications cables;
- Access road and accommodation works;
- All associated ancillary and consequential works.

The Proposed Scheme has been designed to be compatible with the drainage design of the Protected Road and the active travel element of the Proposed Scheme has been designed, to be placed around the Protected Road, so no part of it needs to be removed to put the Protected Road in place. In the context of the drainage design, the outfall at Gobby Beach will be renewed as part of the Protected Road construction, however this work will also benefit drainage on the Proposed Scheme.

The construction of the Proposed Scheme will be approximately 10 months and in parallel with the work on the Protected Road, however to reduce impacts to the surrounding population, the mitigation proposed within the EIA screening must be completed by any contractor. Ringaskiddy Roundabout on the Protected Road scheme that splits the Proposed Scheme will be built early and within 6 months of an expected contract date of August 2024. This phasing will retain access to the east of Ringaskiddy during construction of the remainder of the Protected Road. The mitigation proposed will reduce impact to both the surrounding community and the natural environment. The Protected Road will also require an Environmental Operating Plan which will contain similar mitigation to reduce impacts.



6. Conclusion

The Proposed Scheme does not fall under the classification specified in Annex I of the 2014 EIA Directive, or within Part 1 of Schedule 5 of the Planning and Development Regulations; 2001 (as amended) and therefore does not automatically trigger the need for an EIA.

The Proposed Scheme is not a prescribed road type identified in Section 50. (1) (a) of the Roads Act 1993, as amended. The Proposed Scheme does not satisfy the criteria outlined in part (a) of Regulation 8 of the 1994 Regulations and does not exceed the length thresholds of part (b) of Regulation 8 of the 1994 Regulations.

The Proposed Scheme constitutes the nature but not the scale in class of development as stated under Class 10(b)(iv) of Schedule 5, Part 2 of the Planning and Development Regulations, 2001 (as amended). As such, a sub-threshold assessment of the potential significant environmental effects on the environment as a result of the Proposed Development has been undertaken to support the relevant planning authorities (in this case Cork County Council) as the competent authority in determining whether an EIA is required for the Proposed Development, as per Section 172, Section 1(b)(iii) to (iv) of the Planning and Development Act. The sub-threshold assessment has been completed in line with Schedule 7 of the Planning and Development Regulations, 2001 (as amended).

This sub-threshold assessment has determined this is no potential for significant environmental effects in respect to population and health, air quality, climate, noise and vibration, biodiversity, soils, geology and hydrogeology, hydrology and flood risk, material assets – resources and waste management, traffic and transport, archaeology, architectural heritage and cultural heritage, landscape and visual, major risks and accidents and interrelationships between environmental topics and other developments. It is considered an Environmental Impact Assessment (EIA) is not required.



7. References

Central Statistics Office (CSO) (2022). Census 2022

Cork County Development Plan 2022 – 2028 (online) Available at [Cork County Development Plan 2022-2028 | Cork County Council \(corkcoco.ie\)](https://www.corkcoco.ie/development-plan) [Accessed February 2024]

EPA (2022). Guidelines of the Information to be contained in Environmental Impact Assessment Reports.

EPA (2018). EPA Maps [Online] Available from: <https://gis.epa.ie/EPAMaps/>

European Union (EU) (2017). Environmental Impact Assessment of Projects – Guidance on Screening [Online] Available from: https://ec.europa.eu/environment/eia/pdf/EIA_guidance_Screening_final.pdf

European Commission (2017). Environmental Impact Assessment of Projects – Guidance on Screening. Available at: https://environment.ec.europa.eu/law-and-governance/environmental-assessments/environmental-impact-assessment_en. [Accessed:February 2024].

Cork County Council (2023) Cork County Council Planning Application Finder (online). Available from: <https://planning.corkcoco.ie/ePlan/> [Accessed February 2024]

[final-draft-climate-action-plan-2024-29-for-website.pdf \(corkcoco.ie\)](https://planning.corkcoco.ie/ePlan/final-draft-climate-action-plan-2024-29-for-website.pdf) [Accessed 12 February 2024]

HSA (2024a). Upper Tier Establishments (21.02.24). [Online] Available at . Accessed February 2024.

HSA (2024b). Lower Tier Establishments (21.02.24). [Online] Available at . Accessed February 2024.

National Monuments Service (NMS) (2020). Archaeological Survey of Ireland Sites and Monuments Record Database [online]. Available from <https://webgis.archaeology.ie/historicenvironment/>

Office of Public Works (OPW) (2018). FloodInfo.ie [online]. Available from: <https://www.floodinfo.ie/map/floodmaps/>

7.1 Directives and Legislation

Council Directive 85/337/EEC of 27 June 1985 on the assessment of the effects of certain public and private projects on the environment.

Council Directive 97/11/EC of 3 March 1997 amending Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment.

Directive 2003/35/EC of the European Parliament and of the Council of 26 May 2003 providing for public participation in respect of the drawing up of certain plans and programmes relating to the environment and amending with regard to public participation and access to justice Council Directives 85/337/EEC and 96/61/EC.

Directive 2009/31/EC of the European Parliament and of the European Council of 23 April 2009 on the geological storage of carbon dioxide and amending Council Directive 85/337/EEC, European Parliament and Council Directives 2000/60/EC, 2001/80/EC, 2004/35/EC, 2006/12/EC, 2008/1/EC, and Regulation (EC) No. 1013/2006

Directive 2011/92/EU of the European Parliament and of the Council of 13 December 2011 on the assessment of the effects of certain public and private projects on the environment.

Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

European Communities (Environmental Impact Assessment) Regulations, 1989 (S.I. No. 349/1989) (as amended).

European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296/2018).

Planning and Development Act, 2000 (No. 30 of 2000) (as amended).

Planning and Development Regulations, 2001 (S.I. No. 600 of 2001) (as amended).



Appendix A. Figures

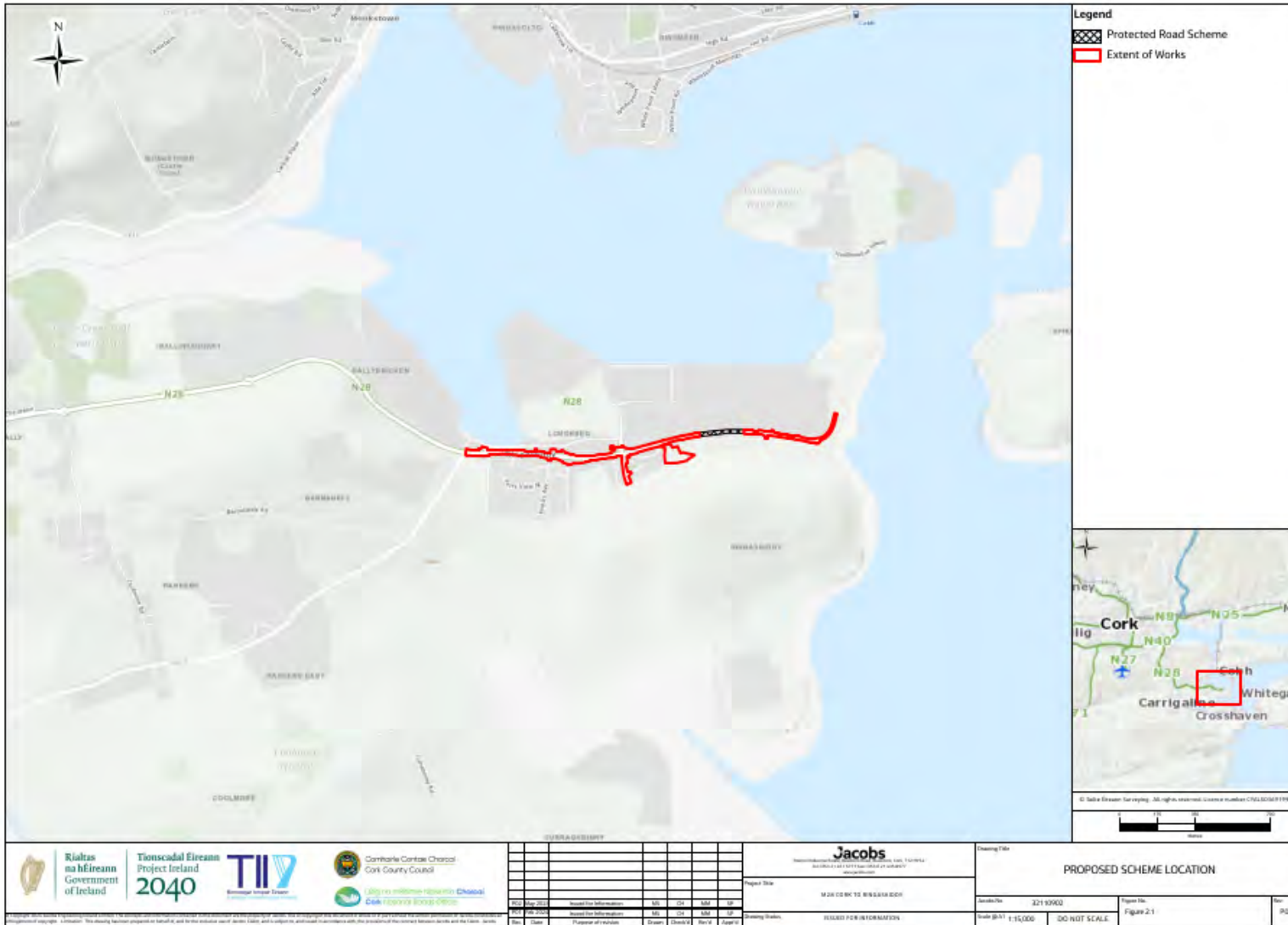


Figure 2.1 : Proposed Scheme Location

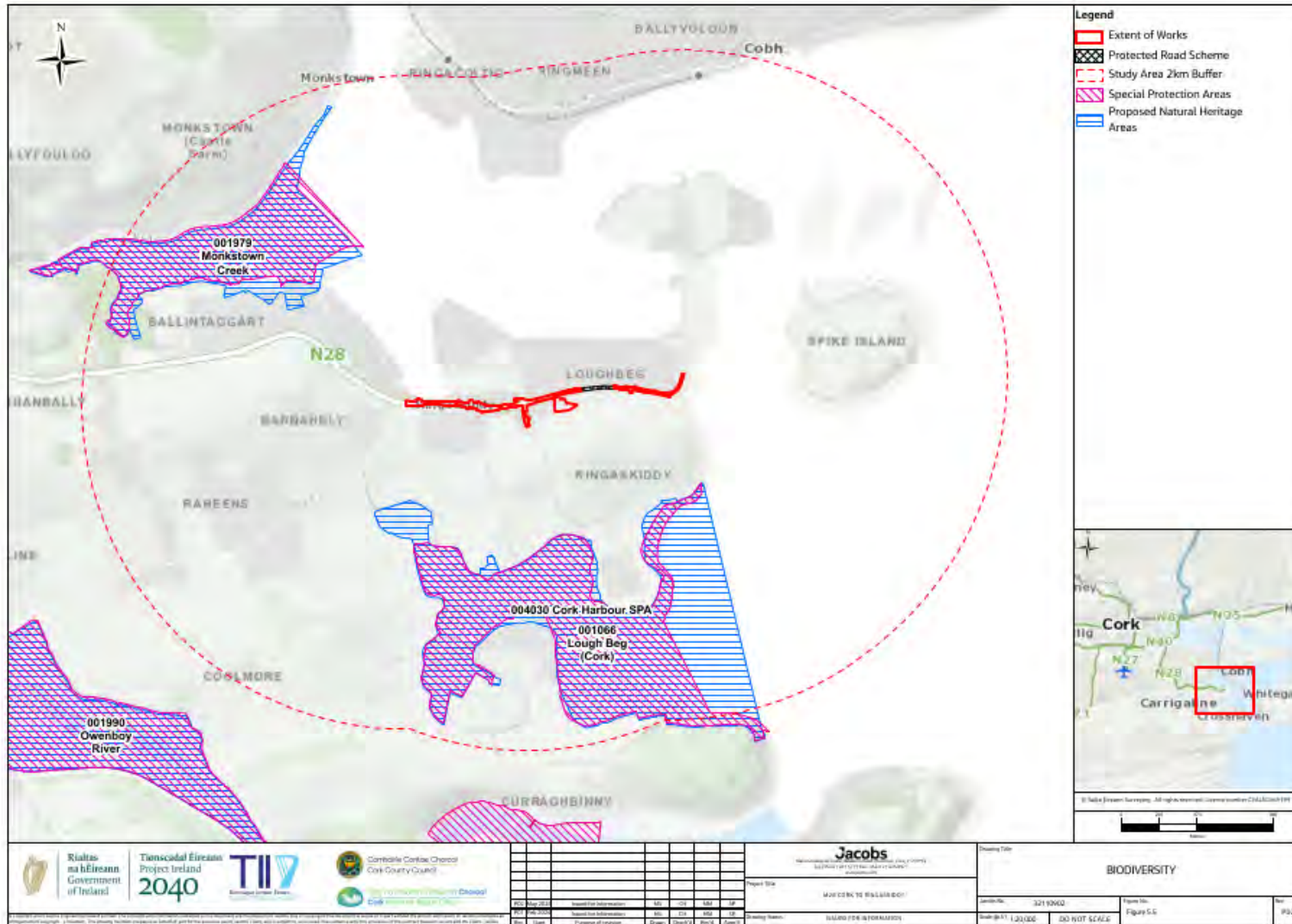


Figure 5.5 : Biodiversity – Designated Sites

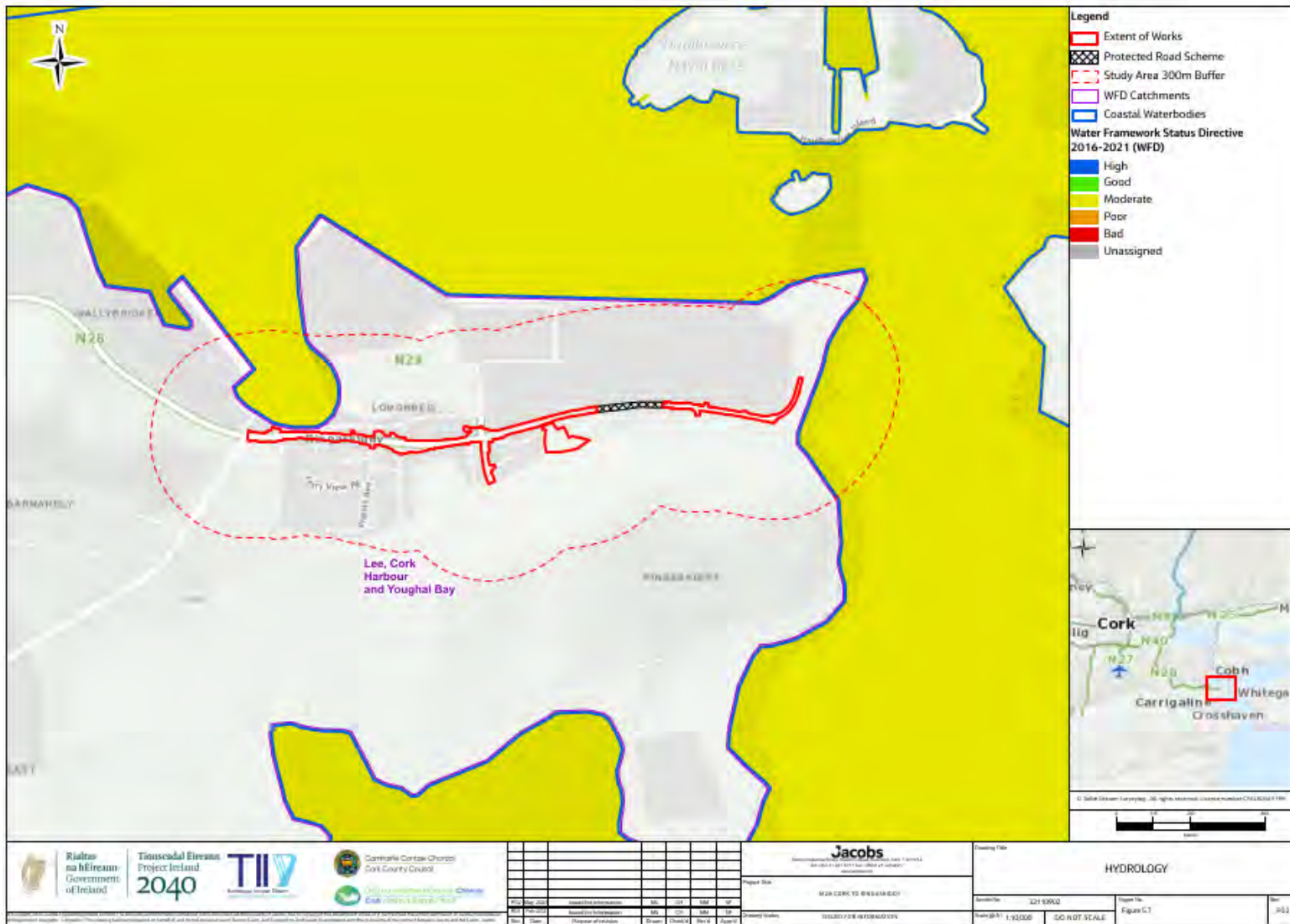


Figure 5.7 : Hydrology – WFD Designated Sites

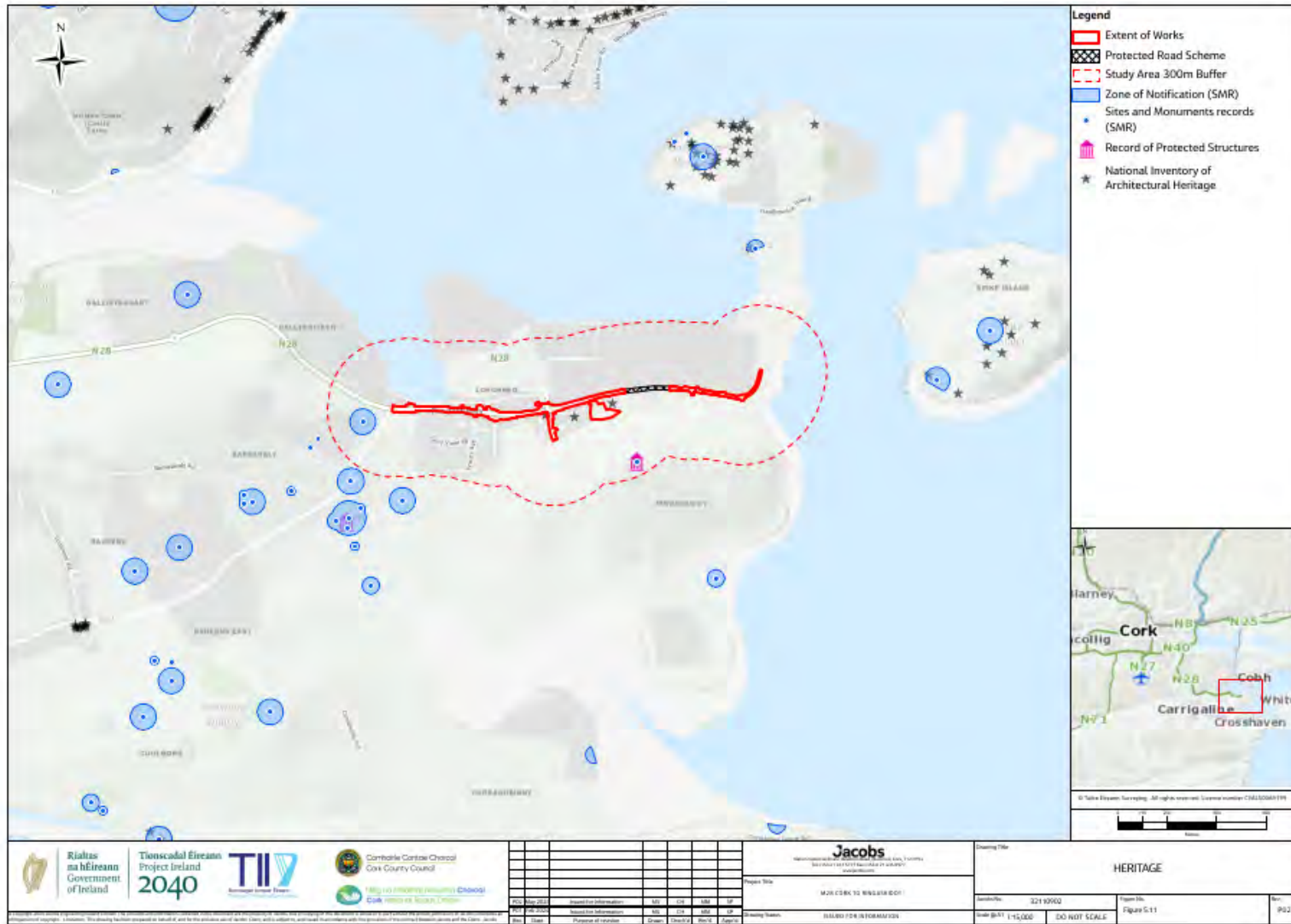


Figure 5.11 : Heritage Assets