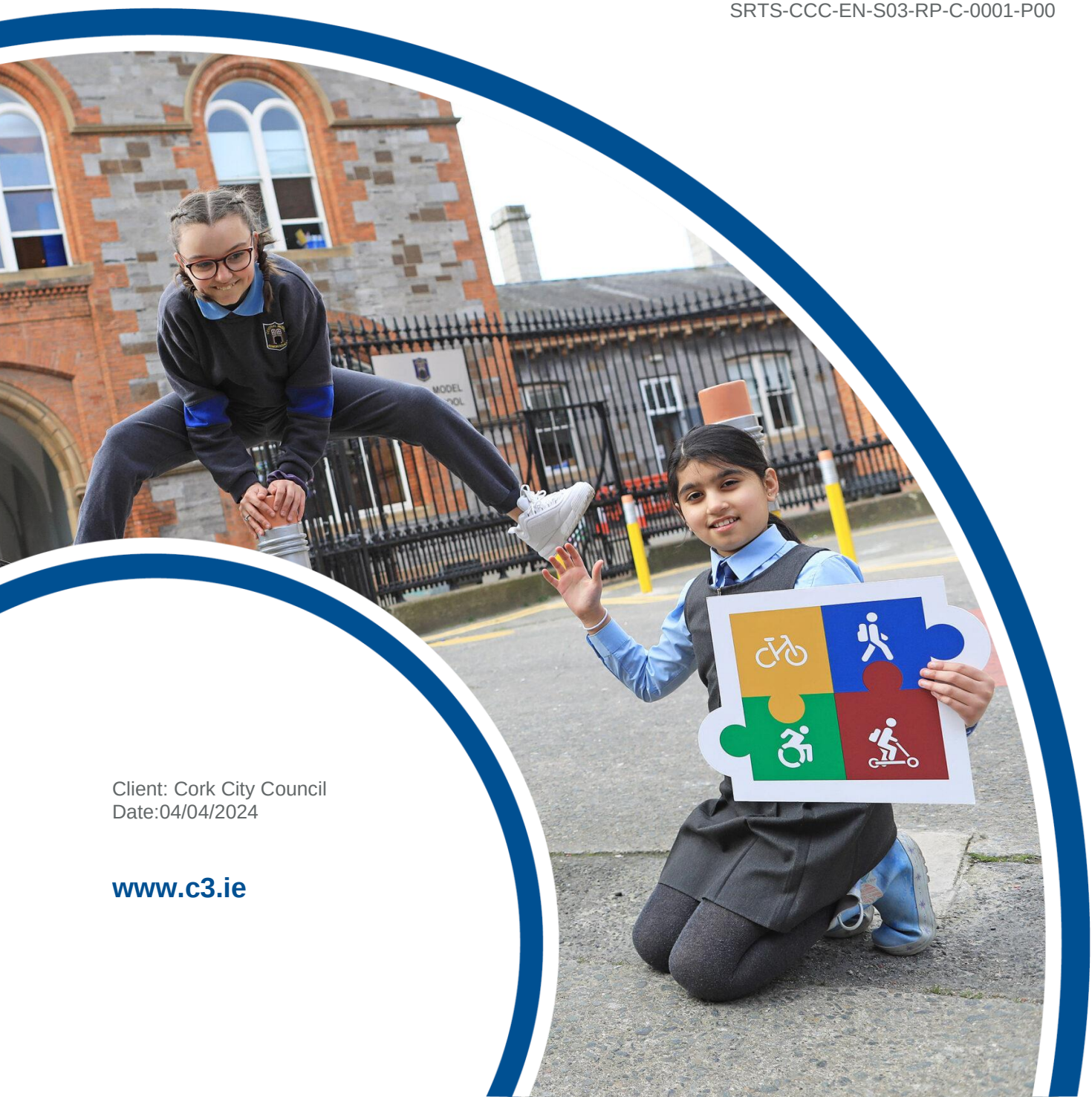
CLANDILLON
CIVIL CONSULTING

SAFE ROUTES TO SCHOOL CORK CITY: SCOIL NAOMH ÍOSAF

EIA Screening Report

SRTS-CCC-EN-S03-RP-C-0001-P00



Client: Cork City Council
Date:04/04/2024

www.c3.ie

Table of Contents

1. Introduction **4**
1.1 The Safe Routes to School Programme 4
2. Scheme Description **5**
2.1 Scoil Naomh Íosaf 5
2.2 Need for the Scheme 5
2.3 Proposed Scheme 5
3. Environmental Impact Assessment Legislative Context and Guidance **6**
3.1 EIA Directive 6
3.2 Planning and Development Act, 2001 7
3.2.1 Mandatory EIA 7
3.2.2 Sub-threshold EIA 7
3.3 Road Traffic Act, 1993 and The Roads Act, 2007 7
3.3.1 Sub-threshold Development 8
3.4 EIA Guidance 9
3.4.1 Environmental Impact Assessment Screening OPR Practice Note PN02 (2021) 9
3.4.2 Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment 9
3.4.3 Other Guidance 9
3.5 Screening Assessment Conclusion 10
4. Compliance with National and Local Development Plans **11**
4.1 National Development Plan 2021 - 2030 11
4.2 Cork Metropolitan Area Transport Strategy 11
4.3 Cork City Development Plan 2022 - 2028 12
5. Preliminary Examination **14**
6. Recommended Mitigation Measures **17**
7. EIA Screening Conclusions **18**

Appendices

Appendix A - Scheme Drawings .....

List of Figures

Figure 1: Locations of Safe Routes to School Initial Programme 4

Issue and revision record

Date	Rev	Change Description	Author	Checker	Approver
04/04/2024	P00	Issue for Section 38	RK	JH	TM

Detailed Change Log

Rev	Change Description
P00	First Issue

1. Introduction

Cork City Council (CCC) have appointed Clandillon Civil Consulting (CCC) to prepare an Environmental Impact Assessment (EIA) screening report to inform a Section 38 development for Scoil Naomh Íosaf Safe Routes to School Project. The proposed project contains designs of interventions to improve infrastructure outside and on the route to Scoil Naomh Íosaf with the aim to create a safer, calmer, more attractive route to school and front of school environment at Scoil Naomh Íosaf.

The project is located on the north side of Cork City, in Riverstown, Glanmire. **Error! Reference source not found.** below shows the location of Scoil Naomh Íosaf and the scheme extents are shown on Drawing No. SRTS-CCC-S03-GA-DR-0010-P03 included in Appendix A.

Figure 1: Location of Scoil Naomh Íosaf

1.1 The Safe Routes to School Programme

The Safe Routes to School (SRTS) Programme was developed by the National Transport Authority (NTA) in partnership with Green - Schools in 2020 as a response to the need to support schools to increase the number of children who walk, cycle or scoot to schools.

The aims of SRTS Programme are:

- improve safety at the school gate by providing “front of school” treatment to alleviate congestion and improve access,
- improve access routes to school by improving walking and cycling infrastructure,
- increase the number of students who cycle to school by expanding the amount of cycle parking.

Active Travel Programme aims address problems related to commuting to and from schools in the following ways:

- road safety of travelling children and parents/ guardians – space and visibility
- environment - air quality/ noise pollution

- mode of travels
- inactivity and obesity
- social interaction

The solution is to provide integrated street design which incorporate elements of high-quality urban design and landscaping that instinctively alter behaviour, thus promoting safer streets. This could be achieved by:

- simpler and more legible street networks with higher level of connectivity, thus reducing travel distances,
- higher quality of street environment which promotes the use of more sustainable forms of transport and gives priority to pedestrians and cyclists,
- self-regulating engineering calming traffic measures which enhance driver behaviour.

2. Scheme Description

2.1 Scoil Naomh Íosaf

Scoil Naomh Íosaf is a co-educational School. The school is located in a residential cul de sac, situated in Riverstown, Glanmire.

2.2 Need for the Scheme

The need for the Scheme was identified in the SRTS Audit Report undertaken by the Safe Routes to School Infrastructure Officer in the Audit Report of September 2021 with key findings as follows:

- The catchment area for the school is mainly from the Hazelwood Road estates to the north and Marwood to the south. 44% of students are currently living within 1km of the school, having to navigate missing footpath links.
- The speed limit outside the school is 30kph with a one-way loop system in St. Josephs View.
- There are several Park and Stride opportunities in neighbouring supermarket carparks. The cyclist/pedestrian connectivity to these carparks is poor.
- The area at the front of school could benefit from better signage, road markings and place making.

2.3 Proposed Scheme

The main features of the proposed works are as follows:

- Signage to highlight the implementation of a “SCHOOL STREET” with restricted local vehicle access during set operational hours.
- Extension of the existing paved congregation area at the front of school.
- The provision of a segregated congregation area to include artwork/street furniture at the Front of School area.
- The provision of road markings to highlight a shared cyclist/vehicle carriageway.
- Junction tightening to facilitate uncontrolled courtesy crossings.

- The provision of raised table crossings on St Saint Joseph's View.
- The provision of a continuous footpath across the school vehicle entrance.
- The provision of a 3m wide shared use footpath at the Front of School area.
- The implementation of a one-way traffic system, flowing South to North on St. Josephs View.
- The implementation of a one-way traffic system, flowing North to South on Marble Park.
- The implementation of a one-way traffic system, flowing West to East on St. Josephs View (west).
- Road realignment including narrowing of the carriageway to facilitate traffic calming.
- Other necessary associated ancillary works.

The proposed works are outlined in SRTS-CCC-S03-GA-DR-0010-P03 contained in Appendix A.

3. Environmental Impact Assessment Legislative Context and Guidance

The current requirements for EIA for projects are set out by the European Union in Council Directive 2011/92/EU on the Assessment of the Effects of Certain Public and Private Projects on the Environment as amended by Directive 2014/52/EU.

The Planning and Development Acts 2000 to 2022 and the Planning and Development Regulations 2001 to 2022 were both amended by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI No. 296 of 2018) to take account of the requirements of the EIA Directive (Directive 2014/52/EU).

Section 172 of the Planning and Development Acts 2000 to 2022 sets out the requirement for EIA whilst the prescribed classes of development and thresholds that trigger a mandatory EIA are set out in Schedule 5 of the Planning and Development Regulations 2001 to 2022 and Section 50 of the Roads Act 1993, as amended. Further details are provided in Section 3.2 below.

Section 103 of the Planning and Development Regulations 2001 to 2022 and Section 50(1)(b) and 50(1)(c) of the Roads Act 1993, as amended, sets out the requirements for screening a sub-threshold development for EIA. Further details are provided in Section 3.3 below. Finally, the information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA is set out in Schedules 7 and 7A of the Planning and Development Regulations 2001 to 2022. Further details are provided below.

3.1 EIA Directive

EIA Directive 2014/52/EU provides criteria that are applied in the screening phase to determine if a development is likely to have a significant effect on the environment. The criteria are as follows:

- the Characteristics of the Projects, which must be considered having regard, in particular, to the size and design of the whole Project, the cumulation with other existing and/or approved Projects, the use of natural resources, the production of waste, pollution and nuisances, and the risk of major accidents and/or disasters and the risks posed to human health.
- the Location of the Projects, so that the environmental sensitivity of geographic areas likely to be affected by Projects must be considered, having regards to the existing and approved land use, the relative abundance, availability, quality and regenerative capacity of natural resources and the absorption capacity of the natural environment in particular.
- Type and Characteristics of the potential impact with regards to the impact of the Project on the environmental factors specified in Article 3(1).

The characteristics of the project, its location and potential impact are described and assessed in Chapter 6 of this report.

3.2 Planning and Development Act, 2001

In the context of planning, the EIA Directive is given effect in Ireland through the Planning and Development Act 2000 (as amended). Ireland transposed Directive 2014/52/EU into Irish law, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, came into operation on 1st September 2018. A strengthened screening procedure was one of the key changes introduced by the 2014 Directive. It sets out new information requirements for the developer (Annex IIA) and new selection criteria to be used by the competent authority in making their screening determination (Annex III).

Where there is a possibility that the development may significantly affect the environment, Cork City Council must prepare information on the development specified under Annex II and Annex III of the EIA Directive and transposed into Irish legislation under schedule 7A of the Planning and Development Regulations which is the appropriate information necessary to undertake an EIA Screening. This is the information which would typically be presented in a report to inform EIA Screening.

3.2.1 Mandatory EIA

Every project listed in Part 1 of Schedule 5 of the Planning and Development Regulations must be subject to an EIA if the stated threshold set out within that Schedule has been met or exceeded or where no thresholds are set, and accordingly, an EIAR must be submitted to the competent authority with an application for development consent in this regard.

No development types listed in Schedule 5 Part 1 are applicable to the proposed scheme. Accordingly, the project is not subject to a mandatory EIA.

3.2.2 Sub-threshold EIA

An examination of Parts 1 and 2 of the Schedule 5 of the Planning and Development Regulations indicates that the nature and scale of the proposed scheme is such that it would not trigger a mandatory EIA under these Regulations.

3.3 Road Traffic Act, 1993 and The Roads Act, 2007

The proposed development falls under the EIA requirements of the Roads Act 1993 as amended by the Planning and Development Acts (2000-2011) and the Roads Act (2007). A road within the 2007 act is defined to include:

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 weighting or inspection of vehicles, toll plaza or other facility for the collection of tolls, services area, emergency, telephone, first aid post, culvert,

arch, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve.

Section 50 of the Roads Act (1993 to 2015) sets out the types of roads projects for which mandatory EIA is required. The classes of proposed road development automatically subject to EIA is set out below:

Table 1: Screening matrix for mandatory EIA for road developments.

Screening Matrix for Mandatory EIA for Road Projects		
Mandatory Threshold	Regulatory Reference	Assessment
Construction of a Motorway	S. 50(1)(a)(i) of the Roads Act, 1993, as amended	The proposed development is not a Motorway. Mandatory threshold not reached.
Construction of a Busway	S. 50(1)(a)(ii) of the Roads Act, 1993, as amended	The proposed development is not a Busway. Mandatory threshold not reached.
Construction of a Service Area	S. 50(1)(a)(iii) of the Roads Act, 1993, as amended	The proposed development is not a Service Area and does not incorporate a Service Area. Mandatory threshold not reached.
Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely: • 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 • The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (prescribed type of road development for the purposes of S. 50(1)(a)(iv) of Section 50 of the Act	Neither the existing road nor the proposed realigned roads include four or more lanes. Mandatory threshold not reached. The proposed development does not involve the construction of a bridge or a tunnel of more than 100m in length. Mandatory threshold not reached.

None of the development types set out in Section 50(1)(a)(i) to (iv) of the Roads Act are applicable to the proposed scheme. Accordingly, the project is not subject to a mandatory EIA.

3.3.1 Sub-threshold Development

Road projects falling below the thresholds created (i.e. 'sub-threshold' development) need to be screened for EIA on a case-by-case basis.

Section 50(1)(b) and 50(1)(c) of the Roads Act 1993, as amended sets out the requirements for screening a sub-threshold development for EIA.

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

'If An Bord Pleanála considers that any road development proposed (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 direct the development be subject to an environmental impact assessment'.

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

"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 [paragraph (a) relates to development mandatorily requiring EIA]) 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."

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

"Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III."

3.4 EIA Guidance

3.4.1 Environmental Impact Assessment Screening OPR Practice Note PN02 (2021)

This Practice Note was published in June 2021 by the Office of the Planning Regulator (OPR) and provides information and guidance on screening for EIA by planning authorities. It includes useful templates and addresses issues that commonly arise. The OPR Practice Note does not have the status of Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000, but are issued for general information purposes only, in accordance with the OPR's statutory remit to engage in education, training and research activities.

3.4.2 Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) have transposed Directive 2014/52/EU and are incorporated into the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (the Guidelines). Chapter 3 of these Guidelines deals with the EIA Screening process.

As referred to in Section 3.5 of the Guidelines, the EIA Screening process is based on professional expertise and experience, having due regard to the 'Source - Pathway - Target' (SPT) model, which identifies the source of likely significant impacts, if any, the environmental factors (target) which will potentially be affected, and the route (pathway) along which those impacts may be transferred from the source to the receiving environment.

As per Section 3.1 of the Guidelines, the screening determination "is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative".

The EIA Screening process must also have regard to the European Court ruling that the EIA Directive has a "wide scope and a broad purpose" when determining if an EIAR is required.

3.4.3 Other Guidance

The screening assessment was also undertaken with regard to the following guidance:

- European Commission (2001), Guidance on EIA Screening;
- EPA (2002), Guidelines on the Information to be Contained in Environmental Impact Statements;
- EPA (2003), Advice Notes on Current Practice in the Preparation of Environmental Impact Statements;

- Department of Environment, Heritage and Local Government (2003), EIA Guidance for Consent Authorities regarding Sub-threshold Development;
- EPA (2015), Advice Notes for Preparing Environmental Impact Statements, Draft; and,
- Department of Housing, Planning, Community and Local Government (2017) Transposition of 2014 EIA Directive (2014/52/EU) in the Land Use Planning and EPA Licencing Systems.

3.5 Screening Assessment Conclusion

Table 2: Workflow determining the need for an EIA screening, in fulfilment of all appropriate legal requirements.

Establishing if the proposal is a *'sub-threshold development'*:		
Was a Screening Determination carried out under section 176A-C?	☐	Yes, no further action required
	X	No, Proceed to **Part A**
A. Schedule 5 Part 1 - Does the development comprise a project listed in Schedule 5, **Part 1**, of the Planning and Development Regulations 2001 (as amended)?		
Yes	☐	**EIA is mandatory** No Screening required
No	X	Proceed to **Part B**
B. Schedule 5 Part 2 - Does the development comprise a project listed in Schedule 5, **Part 2**, of the Planning and Development Regulations 2001 (as amended) **and** does it meet/exceed the thresholds?		
No, the development is not a project listed in Schedule 5, Part 2	X	**No Screening required**
Yes the project is listed in Schedule 5, Part 2 **and** meets/exceeds the threshold, specify class (including threshold): __[specify class & threshold here]___	☐	**EIA is mandatory** No Screening required
Yes, the project is of a type listed **but** is sub-threshold: All private roads which would exceed 2000 metres in length	☐	Proceed to **Part C**
C. If Yes, has Schedule 7A information/screening report been submitted?		
Yes, Schedule 7A information/screening report	☐	**Screening Determination required.**

Establishing if the proposal is a *'sub-threshold development'*:		
has been submitted by the applicant.		
No, Schedule 7A information/screening report has not been submitted by the applicant	☐	**Preliminary Examination required.** (Or in the case of S42 extension of duration applications request the Schedule 7A information/screening report to be submitted.)

4. Compliance with National and Local Development Plans

4.1 National Development Plan 2021 - 2030

In respect of planning documentation is that the development of the SRTS is referred to within the national development plan (National Development Plan 2021 – 2030). The following extract refers:

"The Safe Routes to School (SRTS) Programme, launched in March 2021, aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who walk or cycle to school by providing safe infrastructure to do so. The improvements to the school commute could range from an upgraded footpath or new cycle lane to a complete reworking of a school's entrance."

4.2 Cork Metropolitan Area Transport Strategy

The National Planning Framework (NPF) 2040 envisages that Cork will become the fastest-growing city region in Ireland with a projected 50% to 60% increase of its population in the period up to 2040. The Cork Metropolitan Area Transport Strategy will inform the development of regional and local planning, and associated investment frameworks. The following extract refers:

"There are high levels of car usage for relatively short trips to places of education, particularly for primary schools across the CMA. Walking will become a more attractive choice through the implementation of safe, legible, pleasant walking routes and improvements to the pedestrian and cyclist environment within the immediate vicinity of the school."

Moreover, the Cork Metropolitan Area Transport Strategy supporting measures will be essential to the creation of physical, social and cultural environments where walking, cycling and public transport are attractive, practical and logical alternatives to the private car. Extracts of these relevant to SRTS can be referred at Table 3 below.

Table 3: Cork Metropolitan Transport Strategy

Cork Metropolitan Area Transport Strategy	
Pedestrian and Cycle Wayfinding	There are a number of existing behavioural change initiatives across the CMA supported by the NTA and other sources. These include the following: • Green Schools Travel;
School Travel Strategy	There are a number of land use planning and transport planning considerations relevant to the provision of new schools and the retrospective provision of walking and cycling infrastructure within the catchment of existing schools: • Review and targeted improvements to walking and cycling conditions in the vicinity of existing schools; • Identification of drop off areas for parents and school buses within walking distance of the school to facilitate Park and Stride campaigns or 'Walking Buses'; • Implementation of vehicle-restricted areas in the immediate vicinity of schools; • Implementation of 'No idling' areas in the immediate vicinity of schools to reduce emissions created by stationary vehicles with engines running; • A significant uplift in cycle parking provision in primary and secondary schools.

4.3 Cork City Development Plan 2022 - 2028

Cork City Council have published a number of documents in which they seek to encourage the Safe Routes to School. The Cork City Development Plan 2022 – 2028 has been reviewed as part of the screening process, which states as follows:

"The Safe Routes to School programme aims to create safer walking and cycling routes within communities, alleviate congestion at the school gates and increase the number of students who walk or cycle to school by providing walking and cycling facilities."

"The improvements to the school commute could range from an upgraded footpath or new cycle lane to a complete reworking of a school's entrance or the potential for school environments to be made safer by 30 km/h speed limits and the removal of on-street parking. It is funded by the Department of Transport through the National Transport Authority (NTA) and is supported by the Department of Education."

"An Taisce's Green-Schools is co-ordinating the programme, while funding will be made available to local authorities which will play a key part in delivering the infrastructure along access routes and at the school gate. Cork City Council will fully support and engage with the programme by delivering the infrastructure along access routes and at the school gate."

The Cork City Development Plan 2022 – 2028 highlights the increasing demand from its community for more cycling and walking infrastructure amenities. There are a number of local development plan LDP policies which specifically identify Safe Routes to School as a key project. Key relevant extracts from the Cork City County Council Development Plan 2022-2028 are outlined in Table 4 below.

Table 4 Excerpts from Cork City Development Plan 2022-2028, relevant to the proposal.

Cork City Development Plan 2022 – 2028	
Strategies and objectives	
SO3 – Transport & Mobility	Integrate land-use and transportation planning to increase active travel (walking and cycling) and public transport usage. Enable the key transport projects in the Cork Metropolitan Area Transport Strategy (CMATS) delivering multi-modal usage and smart mobility, accessible for all.
Objective 2.10	To support the delivery of a 15-Minute City that supports Compact Liveable Growth by creating vibrant local communities that can access all necessary amenities within a 10-minute walk/cycle and access workplaces and other neighbourhoods with a 15-minute public transport journey. Implementation will include walkable neighbourhoods, towns and communities with mix of uses, house types and tenure that foster a diverse, resilient, socially inclusive and responsive city. This includes support for public and active travel infrastructure projects and services and enhanced neighbourhood permeability. Strategic infrastructure and large-scale developments shall demonstrate how they contribute to a 15-minute city and enhance Cork City's liveability and accessibility.
Objective 2.14	New development shall be designed to make positive additions to their neighbourhoods, towns and communities by: f. Being well-connected with easy access to public transport and active travel
Objective 4.4	To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city. To support the 15-minute city concept and walkable neighbourhoods with adequate walking and cycling infrastructure connected to high-quality public realm elements, including wayfinding and supporting amenities (benches, water fountains, bike stands). To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electric bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme.
Objective 10.70	During the lifetime of the Plan, Cork City Council in consultation with relevant stakeholders will prepare and implement a Framework Plan to identify short-, medium- and long-term regeneration objectives to provide a distinctive town centre for Glanmire. These objectives will prioritise a vibrant, distinctive, welcoming and accessible town centre with a focus on sustainable and active travel, place making and nature-based solutions. The framework will coordinate provision of services, infrastructure, land use, travel, urban design and development.

5. Preliminary Examination

Table 5: Preliminary Examination

Preliminary Examination: The planning authority shall carry out a preliminary examination of, at the **least, the nature, size or location of the development.**		
	Comment	Yes/No/ Uncertain
Nature of the development: *Is the nature of the proposed development exceptional in the context of the existing environment?* *Will the development result in the production of any significant waste, or result in significant emissions or pollutants?*	• **Population and Human Health** The 2016 census indicates that the population of County Cork is 581,231, of which 22,33 persons lived in Cork City (CSO, 2022). It is anticipated that the proposed road safety improvements will positively affect human health by improving recreational access to the outdoors. It is also believed there will be health benefits brought about by improving safety nearby the school within this scheme. • **Biodiversity** Having regard to the location, nature and size of the proposed development, there are no anticipated effects on biodiversity during either construction or operations phases. The site of works is not connected or necessary to the management of any Natura 2000 Designated Sites. The works are not likely to have significant effects on the sites, nor will they undermine the sites conservation objectives. (See Appendix for Appropriate Assessment Screening). • **Land and Soil** Given the nature of the proposed development taking place within an existing urban road corridor, and due to the proposed works, there will be no excavation and therefore there is no impact expected on land and soils. • **Material Assets** It is anticipated that the road safety improvements would have a positive impact on material assets in the area, improving local infrastructure. Overall, it is considered that there will be no significant negative impacts on land use and material assets. • **Landscape** **Operation Phase:** The Project is located wholly on existing roads and footways and is unlikely to have any significant negative impact on the landscape of	No

Preliminary Examination:

The planning authority shall carry out a preliminary examination of, at the **least, the nature, size or location of the development.**

the area. The improvement of footpath and road surfaces may contribute a modest improvement to the visual amenity of the streetscape in the vicinity of the site.

Construction Phase:

Presence of plant and machinery may temporarily detract from certain views. However, this will be a very mild negative impact which is short-term and easily offset by the benefits accrued from improved road safety at the operational stage.

- **Air Quality and Climate**

Operation Phase:

The objective of the project is improved road safety at the location for all road users. The proposed improvements will benefit pedestrians in particular. The improved pedestrian facilities may have some potential towards the displacement of motor vehicles and in this manner, may contribute a very modest improvement in air quality and climate in the immediate locality.

Construction Phase:

The level of construction traffic required for a project of this scale will not have any significant negative impact on the local air quality or climate; neither will a road improvement project of this scale result in any significant generation of dust.

- **Noise and Vibration**

Operational Phase:

Lower vehicular speeds and improved pedestrian facilities at the scheme location will likely have a mild positive impact on noise or vibration in the local environment.

Construction Phase:

Works will be carried out in compliance with BS5228: Part 1 and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001. This will ensure a controlled level of noise during construction phase. The level of construction traffic and construction operations required for a relatively short-term project of this scale will not result in the creation of any significant negative impact through noise and vibration.

- **Hydrology**

Operation Phase:

Preliminary Examination: The planning authority shall carry out a preliminary examination of, at the **least, the nature, size or location of the development.**		
	The existing drainage regime will be retained and the proposed development will not increase or alter the quantity of surface water discharging to the receiving bodies. **Construction Phase:** Runoff from the site will continue to be collected by the existing road drainage system which will not be significantly affected by the works. Where necessary, appropriate measures will be implemented to prevent any deleterious materials such as oils or cement from entering the drainage system. • **Archaeology, Architecture and Cultural Heritage** **Operational Phase:** There are a number of recorded monuments and protected structures in Cork City. However, the proposed scheme takes place within the road corridor surrounding the school, and thus, not impacting protected structures. The proposed scheme is located wholly within the bounds of existing road and footpath alignments. Therefore, there will be no significant impact on any archaeology, architecture or cultural heritage. **Construction Phase:** Presence of plant and machinery may temporarily detract from certain views. However, this will be a very mild negative short-term impact and is easily offset by the benefits accrued from improved road safety at the operational stage. To mitigate against any potential negative impact on structures associated with vibration, the works will be carried out in compliance with BS 5228:2009 "Code of Practice for Noise & Vibration Control on Construction and Open Sites.	
Size of the development: *Is the size of the proposed development exceptional in the context of the existing environment?* *Are there cumulative considerations having regard to other existing and/or permitted projects?*	Scoil Naomh Íosaf front is due to be improved with upgraded raised crossing points, wider footpaths, and congregation area, and upgraded signage. *The Project will have negligible impact on the quality and regenerative capacity of natural resources in the area. All construction material will be imported for the construction of the Project.* *The scheme will be in an existing urban/suburban environment and will be confined to the existing road alignments and is limited in scale and extent. While other developments may be ongoing in the*	No

Preliminary Examination: The planning authority shall carry out a preliminary examination of, at the **least, the nature, size or location of the development.**		
	surrounding areas such as residential and commercial developments, those developments and the current scheme will not have any significant impact or connection with each other. *It is not expected that there are cumulative considerations having regard to other and/or permitted projects.*	
Location: *Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?* *Does the proposed development have the potential to affect other significant environmental sensitivities in the area?*	The footprint of the Project will be within the existing bounds of public road and footpath alignments. There will be no change in land use. There is not likely to be any significant negative impact on road users because of the scheme. Construction will be for a short duration and will not significantly impede traffic flow in the area. During operation it is intended that the proposed scheme will lead to improved road safety in the area, with pedestrians benefiting from the improved pedestrian facilities in particular. Preventative measures will be implemented during and post construction to reduce the risk of pollution to surface waters. It has been concluded that the Project does not have the potential to impact, either directly or indirectly, the Qualifying Interests or Special Conservation Interests of any European site. Consequently, there will be no adverse impacts on the Conservation Objectives of any European sites as a result of the Project.	No

6. Recommended Mitigation Measures

While the scheme will be developed largely within the footprint of the existing infrastructure, and the scale of the works are such that impacts on the environment are negligible, it is pivotal that best practice methods and appropriate monitoring of potential effects are considered during development. Recommended mitigation measures to avoid and prevent any adverse impacts on the environment are listed below:

- Prior to construction, appropriate setback distances should be set between sensitive receptors (e.g., adjacent watercourses) and the scheme works.
- A waste management plan (WMP) should be prepared by the contractor, outlining methods to prevent waste, maximise the re-use, recycling and recovery of waste.
- Best construction techniques and adherence to the standard construction mitigation measures will prevent sediments and pollutant releases to land and soils during construction.
- A Construction Environmental Management Plan (CEMP) should be prepared by the contractor to ensure that any environmental impact is eliminated.
- All hazardous materials must be stored in appropriate containers and labelled to identify the contents, hazards and precautions required.

- Should trimming or removal of vegetation be required, works should be carried out outside of the bird breeding season (March 1st – August 31st).

7. EIA Screening Conclusions

This EIA Screening Report has been completed to provide Cork City Council as the competent authority, with the information to allow a determination to be made on whether the proposed scheme is likely to have significant effects on the environment or not.

This Report provides an assessment of whether the development would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended).

The Report has concluded that the proposed scheme would not be likely to have significant effects on the environment for the following reasons:

- the nature and scale of the proposed scheme, which is not a development type listed in Schedule 5 Part 1 or 2;
- the site is not located in a Natura 2000 site or national designated site;
- an AA screening was prepared for the proposed scheme and concluded that the proposed scheme either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European Site, in light of their conservation objectives;
- the project will be incorporated into the existing roadway;
- an examination of the types and characteristics of the potential impacts has been completed and has concluded that no significant effects are predicted.

This Environmental Impact Assessment Screening Report therefore concludes that the proposed project, when taken individually and cumulatively with associated existing and approved development, will not result in the potential for significant impacts to arise on the environmental receptors as a result of the proposed scheme. As such it is concluded that the preparation and submission of an EIAR is not required.

Table 6: Summary of EIA Screening Conclusion

EIA Screening Conclusion Summary:		
Based on a preliminary examination of the nature, size or location of the development. (Tick as appropriate)		
[X] There is no real likelihood of significant effects on the environment. EIA is not required.	[ ] There is real likelihood of significant effects on the environment. An EIAR is required.	[ ] There is significant and realistic doubt regarding the likelihood of significant effects on the environment. Request the applicant to submit the Information specified in Schedule 7A for the purposes of a screening determination. Proceed to Screening Determination.

CLANDILLON
CIVIL CONSULTING

APPENDIX A - SCHEME DRAWINGS

www.c3.ie

SECTION 38

HAZELWOOD ROAD SCHEME TO UPGRADE EXISTING CROSSING TO AN AT GRADE TOUCAN CROSSING

PATH WIDENED TO ACCOMMODATE CYCLISTS FROM HAZELWOOD ROAD

SHARED ROAD SURFACE (CYCLISTS + VEHICLES)

SAINT JOSEPH'S VIEW

RRM 019 ACCOMPANIED WITH RUS 050 NO ENTRY SIGNS ON EITHER SIDE OF THE CARRIAGEWAY

RUS 013: NO LEFT TURN

ONE WAY SYSTEM (SOUTH TO NORTH)

RUS 012: NO RIGHT TURN

RUS 021: PEDESTRIANISED STREET FITTED WITH P 052: OPERATIONAL HOURS SIGN. POST SHARED WITH RUS 012

RAISED CROSSING TO HIGHLIGHT THE BEGINNING OF SCHOOL STREET GATEWAY

RRM 019

2.40

ST JOSEPH'S VIEW

RRM 019 ACCOMPANIED WITH RUS 050 NO ENTRY SIGNS ON EITHER SIDE OF THE CARRIAGEWAY

ONE WAY SYSTEM (NORTH TO SOUTH)

Saint Josephs View Cork

UNCONTROLLED RAISED PEDESTRIAN CROSSING AS PER CC-SCD-05115

RRM 019

CARRIAGEWAY NARROWED VIA BUILDOUTS AND TIGHTENED RADII

RUS 013: NO LEFT TURN SHARING POST WITH RUS 050

BARRIERS TO BE REMOVED, FOOTPATH WIDENED

3.50

2.40

R6.00

3.50

SAINT JOSEPH'S VIEW

RRM 019 ACCOMPANIED WITH RUS 050 NO ENTRY SIGNS ON EITHER SIDE OF THE CARRIAGEWAY

ONE WAY SYSTEM (WEST TO EAST)

EXISTING RAISED TABLE TO BE RETAINED

ONE WAY SYSTEM (NORTH TO SOUTH)

MARBLE PARK

2x PARALLEL DISABLED PERSONS' PARKING BAY FRAMED USING BUILDOUT

7.00

3.00

PEDESTRIAN BARRIERS TO BE REMOVED/ GATE TO BE WIDENED

BUILD OUT AND CONTINUOUS CROSSING TO ACCOMMODATE CYCLISTS AND PEDESTRIANS AT THE MAIN ENTRANCE GATE

BOLLARDS AND ROAD MARKING TO CREATE CONGREGATION AREA WITH STREET ART AND STREET FURNITURE

EXISTING ONE WAY SYSTEM (SOUTH TO NORTH) RETAINED

Sports Surface Multiple Use

Scoil Naomh Iosaf

Primary School

School

Crestfield Shopping Centre

Riverstown National School

ST JOSEPHS VIEW

RRM 019 ACCOMPANIED WITH RUS 050 NO ENTRY SIGNS ON EITHER SIDE OF THE CARRIAGEWAY

PLAN

Scale 1:500

0m 5.0m 10.0m 15.0m 20.0m 25.0m 30.0m 35.0m 40.0m 45.0m 50.0m

Scale 1:500

NOTES

1. This drawing is the property of Cork City Council. This drawing should not be relied on or used in circumstances other than those for which it was originally prepared and for which Cork City Council was commissioned.
2. No part of this document may be reproduced or transmitted in any form or stored in any retrieval system of any nature without the written permission of CCC as copyright holder expect as agreed for use on the project for which the document was originally issued. Do not scale. Use figured dimensions only. If in doubt - Ask!
3. Co-ordinate system used is Irish Transverse Mercator.

LEGEND

- CONTINUOUS FOOTPATH
- 3.0M SHARED USE PATH
- PROPOSED FOOTPATH
- UNCONTROLLED COURTESY CROSSING
- RAISED TABLE
- 125MM HALF-BATTER KERBLINE
- 25MM BULL NOSE KERBLINE
- TRANSITION KERB
- UNCONTROLLED CROSSING BUFF TACTILE PAVING
- CORDUROY PAVING
- 1075MM X 80MM REBOUNDABLE PENCIL BOLLARD
- PLANTER BOX

REV	DATE	DESCRIPTION	BY	CHK	APD
P03	02/04/2024	SECTION 38	JH	TM	TM
P02	06/02/2024	REVISED AS PER NTA DESIGN GUIDE AND COMMENTS	JH	TM	TM
P01	21/09/2023	PRELIMINARY DESIGN	JH	MM	TM
P00	19/12/2022	DRAFT	WC	TM	TM

CLIENT/ CONSULTANT

Comhairle Cathrach Chorcaí / Cork City Council

NTA Údarás Náisiúnta Iompair / National Transport Authority

Green-Schools An Taisce

SAFE ROUTES TO SCHOOL

CLANDILLON CIVIL CONSULTING

PROJECT

SAFE ROUTES TO SCHOOL
CORK CITY

DRAWING TITLE

S03 -SCOIL NAOMH IOSAF SCHEME
RIVERSTOWN, GLANMIRE, CORK

PURPOSE OF ISSUE	STATUS/SUITABILITY	
SECTION 38	S3 - SUITABLE FOR REVIEW AND COMMENT	
DATE	SCALE	SHEET SIZE
02/04/2024	1:500	A1
DRAWING NUMBER		REVISION
SRTS-CCC-S03-GA-DR-0010		P03