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DESIGNING AND DELIVERING
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COONEY'S LANE PEDESTRIAN IMPROVEMENT SCHEME

EIA Screening Report

Prepared for:

Cork City Council



Comhairle Cathrach Chorcaí
Cork City Council

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Abstract: Fehily Timoney and Company is pleased to submit this EIA Screening Report having been prepared in consideration of the proposed Cooney's Lane Pedestrian Improvement Scheme.

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1. INTRODUCTION

1.1 Introduction

Fehily Timoney and Company have been commissioned by Cork City Council (CCC) to provide multi-disciplinary consultancy services - including the preparation of this EIA Screening report - for the design and provision of safe, high quality, and continuous pedestrian routes and pedestrian crossings that will allow vulnerable road users to commute and access local amenities, with particular interest in improving the connections between local residential areas and existing local services such as grocery stores and schools, etc.

This report presents an assessment of whether or not the proposed pedestrian improvement scheme should be subject to Environmental Impact Assessment (EIA). This assessment is based upon the EPA (2022) Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR) - as well as the other guidance documents set out in Section 3.4 - and considers the characteristics of the proposed pedestrian improvement scheme and the likelihood significant effects on the environment.

The proposed pedestrian improvement scheme is located in a suburban area encompassing an estimated project area of approximately 2.4ha. Refer to Figure 1-1 below for the location of the proposed site.

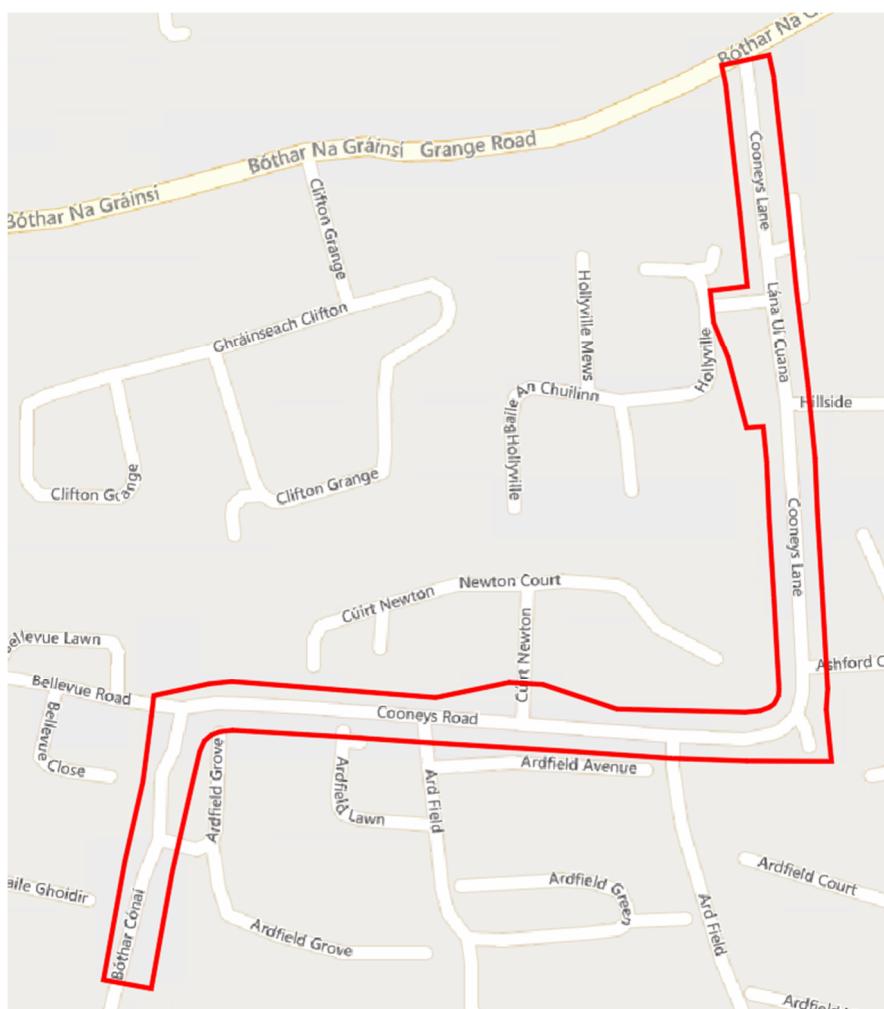


Figure 1-1: Site Location



2. PROJECT DESCRIPTION

2.1 Description of Scheme

The proposed scheme aims to deliver improved pedestrian facilities, providing enhanced connectivity for pedestrians, safe passage for vulnerable road users to commute and access local amenities, and to encourage lower vehicle speeds within the 50km/h speed zone. The proposed scheme will upgrade the existing sub-standard or non-existent pedestrian facilities, providing improved footpath connectivity, controlled and uncontrolled crossings, public lighting and traffic calming measures along Cooney's Lane.

2.2 Existing Arrangements

The 0.8km stretch of the Cooney's Lane under consideration is a two-lane, two-way carriageway with a posted speed limit of 50km/h with intermittent footpaths provided on either side. At some locations where there is not enough width to fit a footpath alongside the road, footpaths have previously been provided offset from the road behind hedges / mature trees. There are three locations where footpaths are not currently provided, these locations have created some notable gaps in footpath connectivity, which this scheme aims to resolve.

The existing Cooney's Lane carriageway width varies between approximately 6.50-8.50m, providing opportunity to widen footpaths towards the road, keeping a minimum carriageway width of 6.15m while minimising required property acquisition. Where existing footpath is in place, it is generally less than 2.0m wide, and is less than 1.8m wide in several locations. Some segments of footpath are uneven and pose a trip hazard. The absence of connected, continuous footpaths along Cooney's Lane prevents pedestrians from walking safely and conveniently and increases the likelihood of such short duration trips being undertaken by car.

2.3 Proposed Scheme

The proposed scheme consists of a number of pedestrian improvement features along the Cooney's Lane, including footpath upgrades, additional lengths of new footpath, and associated infrastructure as outlined below. The route will incorporate the use of existing footpaths and targeted enhancements to pedestrian infrastructure, aiming to deliver a typical footpath width of 1.80m where space permits. In more constrained areas, a reduced minimum width of 1.60m has been applied. Additional footpaths will be constructed where none currently exist to ensure continuous pedestrian connectivity. The proposed scheme will also comprise:

- Pedestrian crossings;
- Energy efficient Public Lighting;
- Traffic calming measures incorporated along Cooney's Lane (Raised table; Courtesy Crossing Points);
- Improvement to Boundary treatments and Landscaping

A total of three locations have been identified where footpaths are not provided, resulting in significant gaps in pedestrian connectivity along Cooney's Lane. These locations include:

- The northern side of Cooney's Lane between Bellevue Road and Ardfield
- The southern side of Cooney's Lane between Ardfield Road and Ashford Court
- The western side of Cooney's Lane between Ashford Court and Hillside



A new residential development is proposed for the northern side of Cooney's Lane, situated between Bellevue Road and Ardfield. As part of the residential development project, a new footpath will be constructed to address the current gap in pedestrian connectivity along this stretch. The existing gap in the footpath network enroute to the school will also be resolved at this location. These works will integrate with the Cooney's Lane Pedestrian Improvement Scheme, ensuring a cohesive and enhanced pedestrian infrastructure. The remaining two locations identified will also be addressed through the Cooney's Lane Pedestrian Improvement Scheme, with new footpaths provided to improve overall connectivity and safety for pedestrians. One key section between Ardfield Road and Ashford Court will require partial property acquisition and the realignment of a property boundary to facilitate the construction of a 1.60m wide footpath and a retaining wall. This will involve the removal of several trees and hedgerow. The proposed works are illustrated in the Preliminary Design Drawings.

The majority of the scheme is located on public land, with the exception of a small section of third-party land that will need to be acquired to facilitate the construction of the footpath and retaining wall between Ardfield Road and Ashford Court.

The minor junctions will feature tightened kerb radii, tightened to a radius of 6m, and dropped kerbs with tactile paving for improved pedestrian access. Cooney's Lane carriageway width will be reduced to a minimum of 6.15m to accommodate footpath widening.

The junctions at Bellevue Road and Ashford Court will both be converted to raised tables, and the remaining pedestrian crossings across Cooney's Lane will also be converted to raised tables to aide traffic calming through the neighbourhood. A new raised table will be added at the most southern tie-in point of Cooney's Lane, to introduce traffic calming measures for vehicles travelling on Cooney's Lane.

2.4 Compliance with Design Standards

The width of the footpaths was determined by reference to DMURS Section 4.3.1. Where new footpaths are being provided, or existing footpaths are being widened, a typical width of 1.80m has been applied. However, in areas where space is constrained, the footpath width has been reduced to a minimum of 1.60m.

2.5 Proposed Typical Cross Sections

The scheme aims to provide footpaths with a typical width of 1.80m where space permits, ensuring a comfortable pedestrian environment. In more constrained areas, a reduced width of 1.60m has been applied. Wider footpaths are prioritised along the roadway close to public open spaces, and where feasible.



3. EIA LEGISLATION

3.1 EIA Legislative Background

The first test is to examine whether the project is a type that is prescribed in the EIA Directive, as transposed into Irish law via the Planning & Development Regulations 2001 (as amended) ('the Regulations'). If a project is not of a type that is included in the Regulations, then there is no statutory requirement for it to be the subject of an EIA.

The European Union Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment, requires member states to ensure that a competent authority carries out an assessment of the environmental impacts of certain types of projects, as listed in the Directive, prior to development consent being given for the project.

The EIA Directive requires that:

"in order to ensure a high level of protection of the environment and human health, screening procedures and EIA assessments should take account of the impact of the whole project in question, including where relevant, its subsurface and underground, during the construction, operational and, where relevant demolition phases."

The requirements for the EIA of various types of development are transposed into Irish legislation under the Planning and Development Act, 2000 (as amended), and the Planning and Development Regulations, 2001 (as amended).

Schedule 5, Part 1 of the Planning Regulations includes a list of projects which are subject to EIA based on their type. Part 2 of the same schedule includes a list of projects which by reason of scale also fall into the EIA category, for example under Part 10 - Infrastructure Projects 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 fall into Part 2.

Schedule 5: Part 2 of the P&D Regulations includes a section relating to 'sub-threshold' (discretionary) EIA:

"Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7."

Any project listed in Schedule 5 Part 2 which does not exceed a quantity, area or other limit (e.g. 10 hectares of a built-up area), should be subject to EIA where the project would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7 of the Regulations.



3.2 Establishing if the proposal is 'Sub-threshold development'

Table 3-1 reviews the Cooney's Lane Pedestrian Improvement Scheme against the infrastructure categories contained in Schedule 5 of the Planning & Development Regulations 2001. The only category listed under Part 10 'Infrastructure' of relevance to this Pedestrian Improvement Scheme is set out below.

Table 3-1: Assessment Against Schedule 5 of the Planning & Development Regulations 2001.

Category	Assessment
<p>iv) <i>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.</i></p> <p><i>(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)</i></p>	<p>The Cooney's Lane Pedestrian Improvement Scheme total site area is 2.4ha, and does not fall within a business district. The scheme therefore falls below the 10 hectares threshold relating to built-up areas. It is concluded, if one were to screen the proposed development against the criteria set out in 'Planning and Development (Amendment) (No.2) Regulations 2023', the project is well below the threshold identified, and therefore does not require mandatory EIA.</p>

Taking the above information into account, it is evident that the Cooney's Lane Pedestrian Improvement Scheme is significantly below the threshold for mandatory EIA, however this project falls into the EIAR category for sub-threshold assessment pursuant to Part 15 of the Regulations, and therefore we have carried out a Schedule 7 Assessment on the development.

3.3 Sub-threshold EIA Screening

The following criteria are laid down in Schedule 7 of the Planning and Development Regulations 2001 (as amended) for the purposes of assessing if a proposed development would or would not be likely to have significant effects on the environment. These criteria have been updated in accordance with Annex III of the 2014 Directive 2014/52/EU:

1. Characteristics of the Proposed scheme

The characteristics of projects must be considered, with particular regard to:

- a) *the size and design of the whole project;*
- b) *cumulation with other existing and/or approved projects;*
- c) *the use of natural resources, in particular land, soil, water and biodiversity;*
- d) *the production of waste;*
- e) *pollution and nuisances;*
- f) *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;*
- g) *the risks to human health (for example due to water contamination or air pollution).*



2. Location of the Proposed scheme

The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to:

- a) *the existing and approved land use;*
- b) *the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;*
- c) *the absorption capacity of the natural environment, paying particular attention to the following areas:*
 - (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 and;*
 - (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;*
 - (viii) *landscapes and sites of historical, cultural or archaeological significance.*

3. Types and Characteristics of Potential Impacts

The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account:

- a) *the magnitude and spatial extent of the impact (for example geographical area and size of the affected population likely to be affected);*
- b) *the nature of the impact;*
- c) *the transboundary nature of the impact;*
- d) *the intensity and complexity of the impact;*
- e) *the probability of the impact;*
- f) *the expected onset, duration, frequency and reversibility of the impact;*
- g) *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, and;*
- h) *the possibility of effectively reducing the impact.*

3.4 EIA Screening Guidelines

In order to assist the Competent Authority in their assessment, this Report has been structured so as to present the information required under Schedule 7A against the criteria set out in Schedule 7. This assessment was undertaken having regard to the following guidance:



- Guidelines on the information to be contained in Environmental Impact Assessment Reports (EIAR) (EPA, 2022);
- Guidance on EIA Screening (Directive 2011/92/EU as amended by 2014/52/EU), European Commission, 2017;
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development DEHLG (updated December 2020);
- Environmental Impact Assessment of National Road Schemes – A Practical Guide (NRA, 2008);
- Office of the Planning Regulator Practice Note (PN02) 'Environmental Impact Assessment Screening' (OPR, 2021); and
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, 2009 (revised 2010).

3.5 Receiving Environment

Section 171A of the Planning and Development Act outlines the aspects of the environment likely to be significantly affected by a proposed scheme, which must be considered in EIA. These are:

- population and human health;
- biodiversity and land;
- soil and water;
- air and climate;
- material assets; and
- cultural heritage and landscape.

A summary of each of the above topics as they relate to the receiving environment is provided below.

3.5.1 Population and Human Health

The proposed scheme will be located within the suburban fabric of the study area to the southeast of Cork City Centre, which is dominated by residential housing, a number of commercial premises, and several pockets of open space areas.

3.5.2 Biodiversity and Land

The proposal comprises enhancement works to approx. 0.8 km of existing road. The scheme is not located within the boundary of or adjacent to any sites of National or European importance designated for the protection of habitats or species. The surrounding area primarily consists of residential developments in the immediate vicinity with small pockets of grassland and treelines / hedgerows. It is noted that the existing road boundary comprises managed trees and hedgerows, property boundary walls, and landscape planting which are of low ecological value. The proposed construction works will require vegetation removal, including removal of mature trees on corner of Bellevue Road and southern side of Ashford Court where a new retaining wall is required, and loss of a small portion of amenity grassland for new footpath.



The wider environment comprises; areas of suburban fabric, commercial units, recreational parks/fields, including rural context to the south of Cooney's Lane which opens into agricultural fields. The disjointed and heavily managed landscaped planting, urban nature of the area, and the high level of artificial lighting, makes the roadside vegetation of low potential.

3.5.3 Soil and Water

There are no surface water features on or adjacent to the site. Groundwater will in turn be at low risk of being impacted.

3.5.4 Air and Climate

The EPA host an air quality monitoring station at South Link Road, Cork (Station 56) monitoring PM10 and PM2.5, Nitrogen Dioxide and ozone. The station was commissioned in May 2020. Recent data from the station is available up to 20th January 2024 and this data indicates 'Good' Air Quality Index for Health. The second nearest station, at University College Cork (Station 21) also indicates 'Good' Air Quality Index for Health in the area.

3.5.5 Material Assets

This existing road network will contain the following underground services: gas, eir, electricity, sewer and water supply.

A 110kV overhead line traverses the southern portion of the site while a 38kv line runs c. 90m to the southwest of the site.

3.5.6 Cultural Heritage

There are no records of any NIAH within or surrounding the site boundary.



4. ASSESSMENT AGAINST SCHEDULE 7 CRITERIA

Having considered the above environmental factors, the aim of the next section is to address likely impacts on the environment by the implementation of the proposed scheme. A brief overview of the sensitivities and impacts are highlighted. Whether an EIA would be deemed relevant to the scale of the project and the environment is determined. The following sections present the EIA Screening based on the criteria contained in Schedule 7 of the P&D Regulations and are grouped under the following headings:

1. Characteristics of the Proposed scheme - Table 4-1
2. Location of the Proposed scheme -
3. Table 4-2
4. Types and Characteristics of Potential Impact - Table 4-3
5. EU Guidance EIA Screening Checklist Questions – Table 4-4

Table 4-1: Characteristics of the Proposed Scheme

Criterion	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):
The size and design of the whole of the proposed development (including any demolition works).	The proposed scheme entails upgrade works to a 0.8 km stretch of Cooney's Lane, to provide for improved pedestrian facilities. The scheme will deliver footpaths with a typical width of 1.80m and a minimum width of 1.60m in constrained areas, with the carriageway reduced to a minimum width of 6.15m. The proposed scheme will have a slight effect on land in terms of design and size; thus not significant.
Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:	The proposed scheme involves upgrading an existing carriageway, and there is one location between Ardfield Grove and Ashford Court where the existing property boundary will need to be set back in order to accommodate footpath provision. While minor temporary construction works may overlap temporarily with other local maintenance activities in the area, these would be at such a small scale that no cumulative effects are expected.
Use of natural resources, in particular land, soil, water and biodiversity:	Natural resources will be used, where possible, in terms of fill material and surfacing material for the footpaths, and any reinstatement of road surfacing. Construction material will be sourced locally, where possible. There will be some road widening of Cooney's Lane resulting in the permanent removal of short sections of hedgerow and roadside trees of low ecological value. However, the lengths of hedgerow to be removed are far less than the 4 km threshold for EIA and will not result in re-contouring above 5 hectares, nor will the area of lands to be restructured by removal of field boundaries be above 50 hectares.



Criterion	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):
Production of waste:	<p>During construction, solid waste will be generated, however volumes requiring off-site management will not be significant.</p> <p>Any waste from the construction process will either be reused within the scheme or recycled/disposed of at an authorised waste facility.</p>
Pollution and nuisances:	<p>Temporary, localised nuisance is likely during the construction of the proposed scheme, which can be reduced and managed through standard environmental and construction best practice methods and controls such as dust dampening/ road sweeping, use of silt fences, use of noise mufflers/barriers, control over times of operation etc.</p> <p>While groundwater vulnerability is 'High Risk' across the site, given that the works are being carried out on the existing carriageway rather than on natural soils, the works are unlikely to interact with natural soils and groundwater. The risk to groundwater from pollution can be reduced and managed through standard environmental and construction best practice methods and controls such as the CIRIA series on 'Control of Water Pollution'. Drainage at the site will connect into the existing piped drainage network.</p> <p>In terms of surface waters, due to the scale and type of the works proposed, and the lack of any surface water features within close proximity, there is no potential for interaction between surface waters and the works. There will be potential run-off from the site into the local municipal drainage network. Again, risks of pollution will be reduced and managed through standard environmental and construction best practice methods and controls such as the CIRIA series on 'Control of Water Pollution'.</p> <p>During operation no significant pollution / nuisance is envisaged. While the construction works would likely produce a short-term negative impact due to dust and noise nuisance for users pedestrian users, the completed development would result in a long-term positive impact through improvement of safety.</p>
Major accidents and disasters:	<p>There is significant industry experience in Ireland in the construction of roads schemes such that it is not considered likely that the construction or operational phases of the proposed scheme could be considered as presenting a significant accident risk.</p> <p>The proposed scheme is not located within lands identified as being at flood risk. Risks associated with climate change are not envisaged.</p>



Criterion	If relevant, briefly describe the characteristics of the development (i.e. the nature and extent):
Risks to human health, for example due to water contamination or air pollution:	<p>No risk to human health due to pollution is likely considering adoption of best practice construction methods.</p> <p>The operational scheme will allow for safer pedestrian navigation. The operational scheme should also encourage a modal shift towards more pedestrian use for local residents along Cooney's Lane, reducing vehicular use and thereby improving air quality.</p> <p>Surrounding land use is primarily residential, with a number of commercial units to north of Cooney's Lane. The proposed pedestrian improvement scheme will support this new residential development along with pre-existing residences in the area.</p>

Table 4-2: Location of the Proposed Scheme

The environmental sensitivity of geographical areas likely to be affected by the proposed development:	If relevant, briefly describe the characteristics of the location (with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):
The existing and approved land use	<p>The proposed scheme is associated with the existing Cooney's Lane and will not result in a change in land use.</p> <p>Surrounding land use is primarily residential with a number of commercial units, and several pockets of open space areas. The proposed pedestrian improvement scheme will support the future development of residential lands.</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>The proposed scheme is relatively small in scale, it will not take a significant area of land, will not impact natural soils or surface water. Potential impacts to groundwater will be controlled by best practice methods and controls such as the CIRIA series on 'Control of Water Pollution'.</p> <p>The development will result in permanent removal of short sections of hedgerow and roadside vegetation which are of low ecological value. Opportunities for reinstatement of vegetation and landscape planting can be adopted as feasible.</p>
The absorption capacity of the natural environment, paying particular attention to the following areas: (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	<p>The project has very limited potential to interact with the natural environment given its location being predominantly within the suburban fabric associated with Cooney's Lane.</p> <p>There are no areas designated for the protection of important habitats or species in proximity to the proposed scheme.</p> <p>The proposed scheme is located within an area surrounded by residential and commercial development. It is expected that the development will</p>



The environmental sensitivity of geographical areas likely to be affected by the proposed development:	If relevant, briefly describe the characteristics of the location (with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):
<p>under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and; (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;</p> <p>(vii) densely populated areas;</p> <p>(viii) landscapes and sites of historical, cultural or archaeological significance.</p>	<p>have a beneficial effect of providing improved access, amenity value, and increased safety to the road users.</p> <p>The development is not located within an area of landscape sensitivity. There is no record of a NIAH within the red line boundary of the subject site.</p> <p>The proposed scheme is not located along a scenic route.</p>



For criteria 3 'Types and Characteristics of Potential Impact' the Regulations require that the likely significant effects on the environment of the proposed scheme (in relation to criteria set out under 'Characteristics of the Proposed Development' and 'Location of the Proposed Development') are assessed for the environmental topics set out in section 171A of the Planning and Development Act (i.e. population and human health, biodiversity, land, soil, water, air and climate, material assets, cultural heritage and the landscape) taking into account—

- a) *the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),*
- b) *the nature of the impact,*
- c) *the transboundary nature of the impact,*
- d) *the intensity and complexity of the impact,*
- e) *the probability of the impact,*
- f) *the expected onset, duration, frequency and reversibility of the impact,*
- g) *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, and*
- h) *the possibility of effectively reducing the impact.*



Table 4-3: Types and Characteristics of Potential Impact

Criterion	If relevant, briefly describe the characteristics of the potential impacts under the headings below. (including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):	If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.	Is this likely to result in significant effects on the environment?
Population & Human Health	<p>Potential for localised nuisance to local residents and business community during the construction works through increase in noise and dust.</p>	<p>There will be restrictions on access to existing footpaths / road lanes during the works which will cause traffic disturbance.</p> <p>On completion of the proposed scheme there will be increased safety and accessibility for pedestrians.</p>	<p>Significance of effect: Likely Slight temporary negative effect</p> <p>Significance of effect: Likely positive long-term effect.</p>
Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive: *	<p>The site boundary is located in a urban residential area. The habitat within and surrounding the site boundary is of low ecological value. The proposed scheme will result in the removal of short sections of managed hedgerow, considered to be of low ecological value.</p> <p>There were nine non-native species identified during the ecological walkover survey. However, these are all considered low-impact invasive species and are not listed as Third Schedule Invasive species that require restrictions under Regulations 49 and 50.</p>	<p>N/A</p>	<p>Significance of effect: Negligible</p>
Land, soil, water, air and climate	<p>No amounts of cut and fill are anticipated.</p>	<p>Likely effects of pollution to groundwater can be mitigated through best practice</p>	<p>Significance of effect: A slight, short-term effect</p>



Criterion	<p>If relevant, briefly describe the characteristics of the potential impacts under the headings below.</p> <p>(including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):</p>	<p>If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.</p>	<p>Is this likely to result in significant effects on the environment?</p>
		<p>construction methodologies and environmental controls. Given the scale and type of the proposed scheme there will be no significant impact to groundwater.</p> <p>There are no surface water features on or adjacent to the site.</p>	<p>on local groundwater may occur but is considered unlikely and will be controlled by best practice methods and controls such as the CIRIA series on 'Control of Water Pollution'.</p>
Air and climate	<p>Localised impacts arising from machinery operation and earthworks during construction resulting in a temporary increase in dust and exhaust emissions.</p> <p>Traffic emissions are not considered likely to be significantly increased due to the proposed scheme and the objective to create a modal shift towards walking.</p>	<p>These emissions during the works phase can be minimised through best practice.</p>	<p>Significance of effect: Overall slight long-term positive effects.</p>
Material assets, Cultural heritage and the landscape	<p>Temporary localised interruption to services might occur if, for example, a service buried in the existing road/footpath was struck by an excavator during works.</p> <p>The proposed scheme does not directly interact with any NIAH feature. No effects are anticipated.</p>	<p>This will be controlled by subsurface surveys prior to breaking ground and hand-digging where excavations are being progressed in close proximity to existing services.</p>	<p>Significance of effect: Temporary effects deemed not significant.</p> <p>Significance of effect: No significant (i.e. neutral) effect.</p>



Criterion	If relevant, briefly describe the characteristics of the potential impacts under the headings below. (including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):	If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.	Is this likely to result in significant effects on the environment?
Cumulative Effects	No cumulative effects are identified.	N/A	No
Transboundary Effects	The site is remote from any transboundary location and the nature of the development is such that any impact would not affect a large geographical area.	N/A	No



Table 4-4: EU Guidance EIA Screening Checklist Questions

EU Guidance EIA Screening Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
1. Will construction, operation, decommissioning, or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	No. The proposed scheme entails upgrade works to a 0.8 km stretch of existing road within a suburban area to provide travel facilities for pedestrians. The project does not propose any changes to waterbodies or other established land-used in the area.	No. The Project is considered to assimilate into the receiving suburban environment effectively and is not considered to significantly impact on the locality in this regard.
2. Will construction or the operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or are in short supply?	Yes. The proposed development involves construction works, which by their nature will involve the use of fossil fuels for construction machinery. However, if this project is permitted then there will be increased access to sustainable travel measures will help reduce the number of private car trips, thereby having a net positive impact.	No. Given the scale of development, it is not likely to result in a significant impact.
3. Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	No.	No.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes. During construction, solid waste will be generated, however volumes requiring off-site management will not be significant Any wastes from the construction process will either be reused within the scheme or recycled/disposed of at an authorised waste facility.	No. Any wastes from the construction process will either be reused within the scheme or recycled/disposed of at an authorised waste facility.



EU Guidance EIA Screening Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC?	<p>No.</p> <p>Construction works will be managed through standard environmental, and construction best practice methods and controls will be put in place such as dust dampening/ road sweeping, use of silt fences, control over times of operation etc.</p>	No.
6. Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	<p>Yes.</p> <p>During construction, the project will create short term and minor noise/vibration confined within the site locality and will occur during normal hours of construction work.</p> <p>The project will not release lighting, heat energy or electromagnetic radiation.</p> <p>Post construction - No.</p>	<p>No.</p> <p>Construction works will be managed through standard environmental, and construction best practice methods and controls will be put in place with regards to noise limits.</p>
7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	<p>No.</p> <p>There are no surface water features on or adjacent to the site.</p> <p>Likely effects of pollution to groundwater can be mitigated through best practice construction methodologies and environmental controls. Given the scale and type of the proposed scheme there will be no significant impact to groundwater.</p>	<p>No.</p> <p>This is not likely to result in a significant impact with normal best practice maintenance practices.</p>
8. Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	<p>No.</p> <p>No risk to human health due to pollution is likely considering adoption of best practice construction methods.</p>	No.



EU Guidance EIA Screening Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
9. Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	<p>Yes.</p> <p>The operational scheme will allow for safer pedestrian navigation. The operational scheme should also encourage a modal shift towards active travel connectivity, reducing vehicular use and thereby improving air quality.</p>	<p>Yes.</p> <p>A positive significant impact, by helping to reduce vehicular use thus providing a more sustainable way for people to move around the area.</p>
10. Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	No.	No. No significant impacts are considered to occur due to consequential development.
11. Is the Project located within or close to any areas which are protected under international, EU or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	<p>No.</p> <p>An Appropriate Assessment Screening Report has been prepared which concluded that the scheme is not located within the boundary of or adjacent to any sites of national or European importance designated for the protection of habitats or species. It has been evaluated that there are no likely significant effects on the qualifying interests, special conservation interest or the conservation objectives of any designated European site.</p>	<p>No.</p> <p>Refer to Appropriate Assessment Screening Report.</p>
12. Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g., wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project	No.	No.
13. Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g., for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	No.	No.



EU Guidance EIA Screening Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	No.	No.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	No.	No.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	No	No.
17. Are there any transport routes on or around the location that are susceptible to congestion, or which cause environmental problems, which could be affected by the Project?	During construction - No. Post construction - No.	No.
18. Is the Project in a location in which it is likely to be highly visible to many people?	Yes. The proposed scheme will be visible, however it involves upgrading of an existing carriageway.	No.
19. Are there any areas or features of cultural importance on or around the location that could be affected by the Project?	No.	No.
20. Is the Project located in a previously undeveloped area where there will be a loss of greenfield land?	No.	No.
21. Are there existing land uses within or around the location e.g., homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Yes. There are a number of residential properties in proximity to the project site. A small number of commercial properties are concentrated on the Eastern side of Cooney's Lane, near its junction with Grange Road. These properties may be impacted during construction. Temporary, localised nuisance is likely during the construction of the proposed scheme, which can be	No.



EU Guidance EIA Screening Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
	reduced and managed through standard environmental and construction best practice methods and controls such as dust dampening/ road sweeping, use of silt fences, use of noise mufflers/barriers, control over times of operation etc.	
22. Are there any plans for future land uses within or around the location that could be affected by the Project?	No.	No.
23. Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	Yes. The scheme is located in a suburban area of Cork City. Temporary, localised nuisance is likely during the construction of the proposed scheme, which can be reduced and managed through standard environmental and construction best practice methods and controls such as dust dampening/ road sweeping, use of silt fences, use of noise mufflers/barriers, control over times of operation etc.	No.
24. Are there any areas within or around the location which are occupied by sensitive land uses e.g., hospitals, schools, places of worship, community facilities, that could be affected by the Project?	Yes. The scheme is located in a suburban area of Cork City. Temporary, localised nuisance is likely during the construction of the proposed scheme, which can be reduced and managed through standard environmental and construction best practice methods and controls such as dust dampening/ road sweeping, use of silt fences, use of noise mufflers/barriers, control over times of operation etc.	No.
25. Are there any areas within or around the location which contain important, high quality or scarce resources e.g., groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be Affected by the Project?	No.	No.
26. Are there any areas within or around the location which are already subject to pollution or environmental damage e.g.,	While groundwater vulnerability is 'High' across the majority of the study area, given that the majority of the works are being carried out on the existing carriageway	No.



EU Guidance EIA Screening Checklist Questions	Yes/No/Briefly describe	Is this likely to result in a significant impact? Yes/No/Why?
where existing legal environmental standards are exceeded, that could be affected by the Project?	<p>rather than on natural soils, the works are unlikely to interact with natural soils and groundwater. The risk to groundwater from pollution can be reduced and managed through standard environmental and construction best practice methods and controls such as the CIRIA series on 'Control of Water Pollution'.</p> <p>The proposed concrete works associated with the Pedestrian Improvement Scheme will be minor and local to the area. Given the small volumes of concrete required, temporary nature of the works, downstream distance and tidal effect of the estuary, there is as such no pathway for contaminants to affect the nearby Cork Harbour SPA.</p> <p>During operation no significant pollution/nuisance is envisaged. While the construction works would likely produce a short-term negative impact due to dust and noise nuisance for users (pedestrians and cyclists), the completed development would result in a long-term positive impact through improvement of safety.</p>	
27. Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g., temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	No.	No.



5. CONCLUSION

This EIA screening assessment has been carried out in accordance with the Planning and Development Regulations 2001 (as amended). The report assessed the impact of the proposed project, in conjunction with committed developments in the surrounding area, and other viable scheduled projects within the proposed project area.

Based on all available information, and taking account of the scale, nature, and location of the proposed project, it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Part 1 or Part 2 of Schedule 5). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7. The proposed scheme consists of footpath enhancement work, improved footpath connectivity, controlled and uncontrolled crossings, and improved traffic calming measures.

- No significant effects likely to arise associated with the characteristics of the proposed scheme. The works associated are minor in character and relate to upgrading the existing road to provide for improved pedestrian facilities.
- No significant effects likely to arise associated with the location of the proposed scheme. The ecological, cultural and landscape resources within the area are not particularly sensitive to the proposed scheme.
- The Types and Characteristics of Potential Impacts associated with the proposed scheme will not result in significant environmental effects. Potential impacts relate primarily to temporary impacts at construction stage and the implementation of the Best Practice Construction measures will provide safeguards to avoid significant impacts at this stage; particularly in relation to the protection of groundwater and reduction of noise and dust nuisance.

In summary, no significant adverse impacts to the receiving environment are likely to arise from the proposed Cooney's Lane Pedestrian Improvement Scheme. It therefore submitted that sub-threshold EIA is not required for the project due to the project's limited impact on the receiving environment with respect to Schedule 7 of the Planning and Development Regulations 2001 (as amended), Annex II of the EIA Directive and the screening checklist provided in the EC guidance document for EIA Screening, as set out in this document.



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