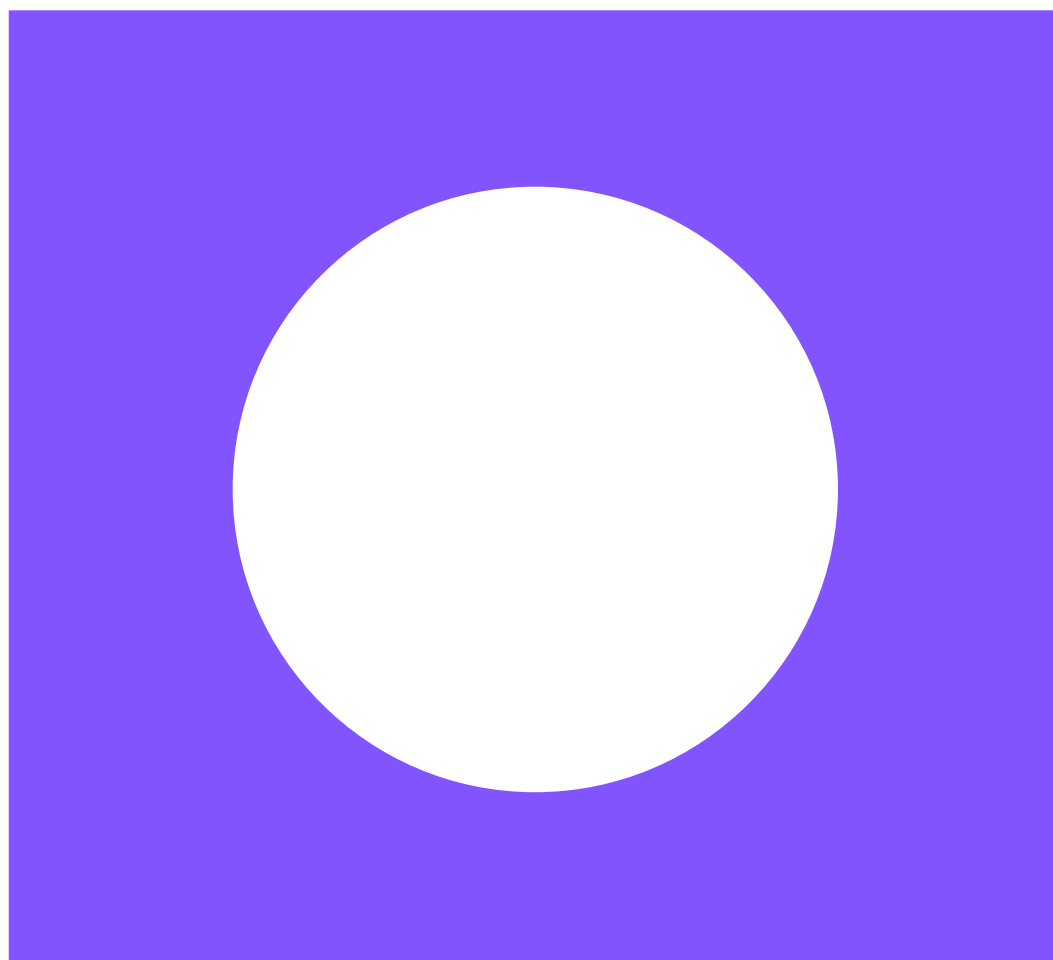




R610 St. Patrick's Junction Improvement Scheme

Screening for Environmental Impact Assessment

August 2026

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Screening for Environmental Impact Assessment

August 2026

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1 Introduction

1.1 Project Overview

Mott McDonald Ireland Limited have been appointed by Cork City Council to prepare and lodge a Part 8 planning application for the construction/delivery of the R610 St. Patrick's Junction Improvement Scheme within Cork City (hereafter referred to as the "proposed development").

This report will enable Cork City Council (as the competent authority), to undertake a screening determination and decision on whether an Environmental Impact Assessment (EIA) is required for the proposed development.

1.2 Purpose of this Report

This EIA Screening Report has been prepared on behalf of Cork City Council to facilitate their role as the competent authority on EIA and their requirement to undertake an EIA Screening Determination pursuant to Article 120(1B)(b) of the Planning and Development Regulations 2001, as amended, which is reproduced below;

(b) The local authority shall make a screening determination and—

(i) if such determination is that there is no real likelihood of significant effects on the environment arising from the proposed development, it shall determine that an EIA is not required, or

(ii) if such determination is that there is a real likelihood of significant effects on the environment arising from the proposed development, it shall—

- (I) determine that the development would be likely to have such effects, and*
- (II) prepare, or cause to be prepared, an EIAR in respect of the development.*

This Environmental Impact Assessment Screening Report assesses the project (i.e. the proposed development) against the Directive (2011/92/EU) as amended by Directive 2014/52/EU (together, the "EIA Directive") and transposed national legislation, namely the Planning and Development Regulations 2001, as amended and the Roads Act 1993, as amended. This report will be used by Cork City Council to prepare their EIA Determination.

The EIA Determination is a separate document prepared by Cork City Council and made available with the Part 8 planning application documentation; the determination will set out the likelihood of significant effects and the main reasons on whether EIA is required or not.

1.3 Guidance

In addition to the various requirements of planning legislation, the following guidance was also considered in the preparation of this EIA Screening Report:

- Guidance for EIA and AA Screening of Active and Sustainable Transport Projects Funded by the NTA, National Transport Authority, Rev 01, 2025
- Guidelines on the Information to be Contained in Environmental Impact Assessment Reports, Environmental Protection Agency, May 2022
- Environmental Impact Screening Assessment, Practice Note 02 [PN02], Office of the Planning Regulator, June 2021

- Guidelines for Planning Authorities and An Coimisiún Pleanála (formerly An Bord Pleanála) on carrying out Environmental Impact Assessment, Department of Housing, Planning and Local Government, August 2018
- Guidance on EIA Screening (Directive 2011/92/EU as amended by 2014/52/EU), European Commission, 2017
- EIA, Guidance for Consent Authorities regarding Sub-Threshold Development, Department of the Environment, Heritage and Local Government, 2003
- Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, 2009

1.4 Statement of Competency

Mott MacDonald is a multidisciplinary consultancy with over 20 years' experience of undertaking complex and challenging EIA Screenings and of writing environmental impact assessment reports for a wide range of projects. These include some of the Ireland's largest infrastructure, engineering and development projects.

Mott MacDonald is a corporate member of the Institute of Environmental Management and Assessment and hold its EIA Quality Mark. The Quality Mark Scheme allows organisations that lead the co-ordination of statutory EIAs in the UK and Ireland to make a commitment to excellence in their EIA activities and have this commitment independently reviewed. The EIA Quality Mark is a voluntary scheme, with organisations free to choose whether they are ready to operate to its seven EIA Commitments.

2 Description of Development

2.1 Introduction

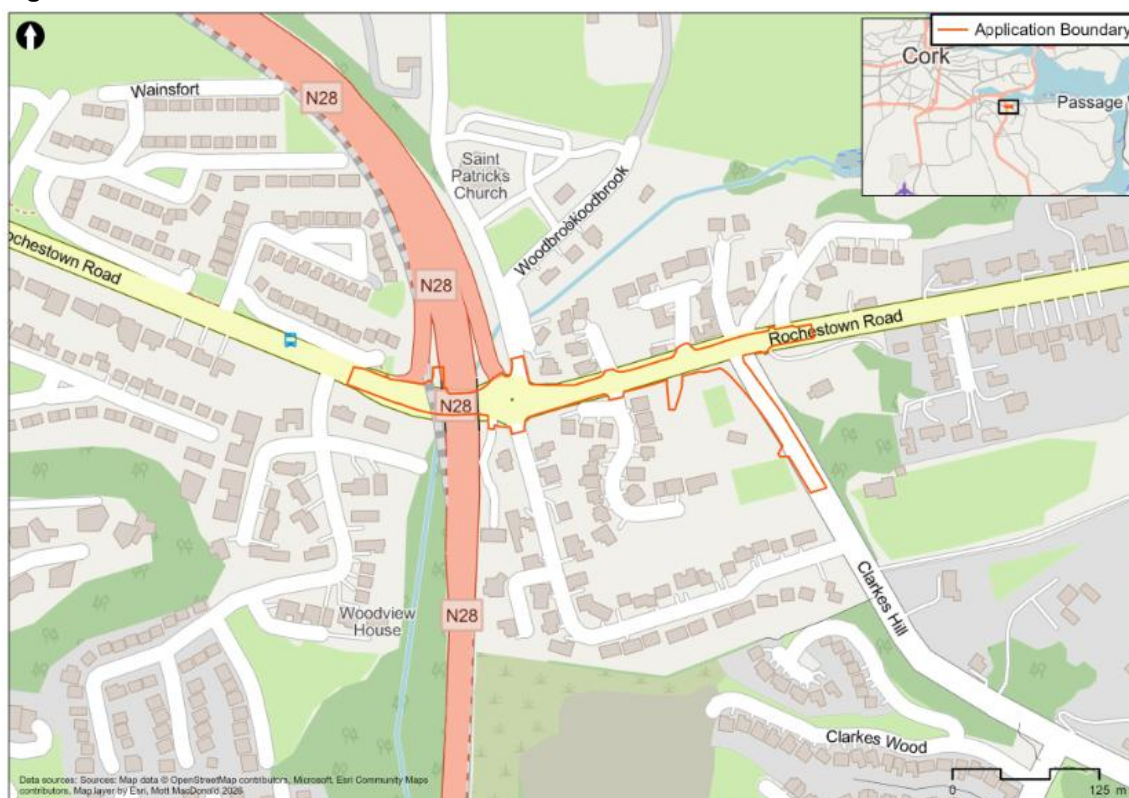
The preliminary design which is presented in this Part 8 planning application has been prepared in accordance with the principles outlined in the Design Manual for Urban Roads and Streets (DMURS), published by the Department of Transport, Tourism and Sport (DTTAS) in 2013, as well as the Cycle Design Manual, published by the National Transport Authority in 2023.

2.2 Site Location

The proposed development is located approximately 3km southeast of Cork city centre within the suburban area of Rochestown, within the townlands of Maryborough, Monfieldstown and Mounthovel. The proposed Active Travel Scheme will be located on Rochestown Road (R610) and Clarke's Hill (L2471), both these sections of roads within the application boundary are located within a suburban residential area and predominately facilitate local traffic movements along Rochestown Road and to the city centre.

The R610 links Rochestown and other villages in lower Cork Harbour, to the city centre. Rochestown Road also links Douglas with the N40 South Ring Road.

Figure 2.1: Site Location



Source: Mott MacDonald Ireland Limited

The N28 flyover intersects the route of the Proposed Development, running in a north-south direction through the area. The Proposed Development also incorporates a c.0.15km section of Clarke' Hill, with Lough Mahon (Code: IE_SW_060_0750) located c.130m to the northeast

(straight line) distance. Lough Mahon is a transitional waterbody which is designated as a Special Protection Area (SPA) as part of Cork Harbour SPA (Site code: 004030), comprising a sheltered bay system with intertidal flats and recognised as an internationally important wetland site. Cork Harbour SPA boundary occurs approximately 100 m northeast of the Proposed Development at its closest point.

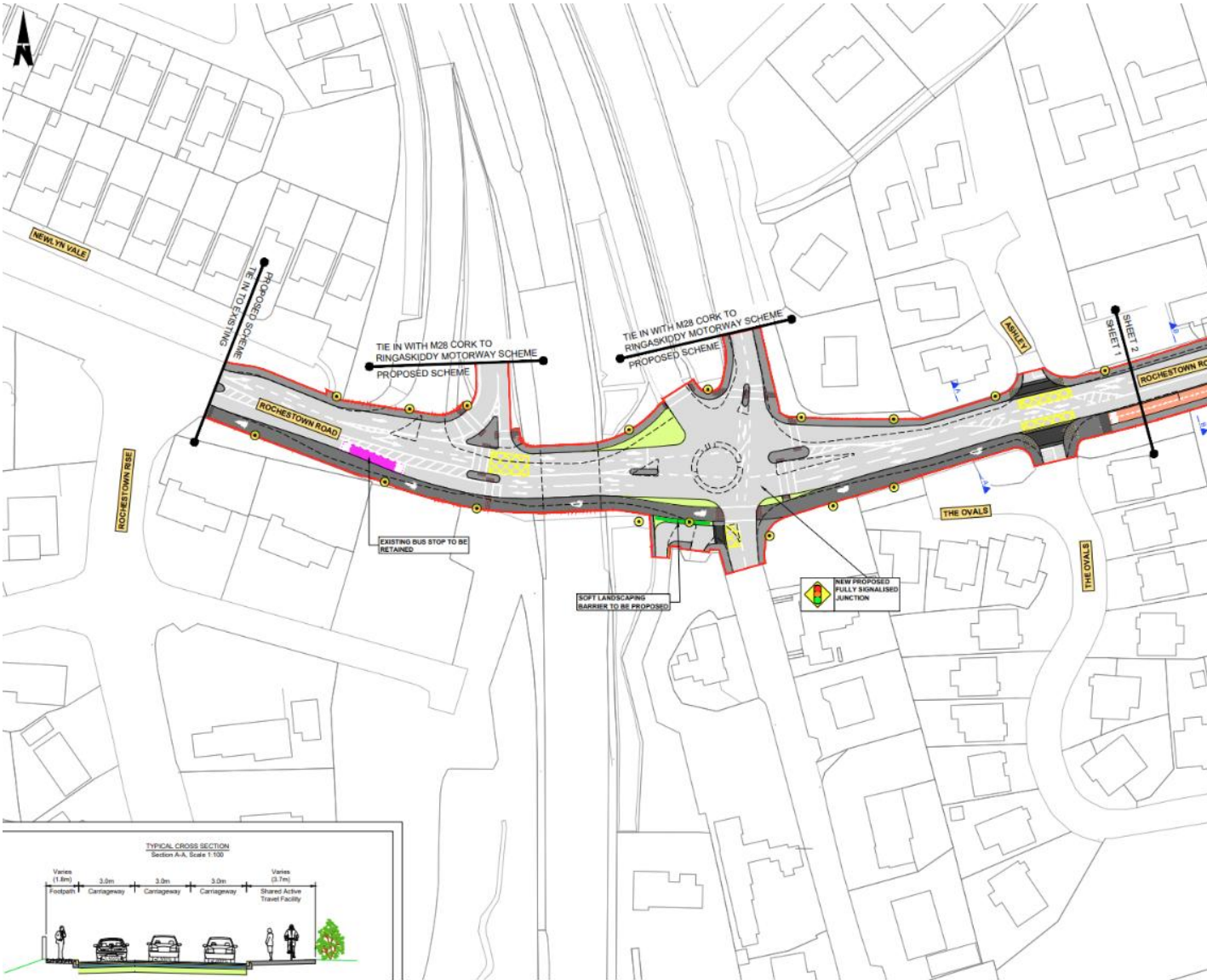
2.3 Development Description

Cork City Council proposes to deliver new cycling and pedestrian infrastructure with a total scheme length of approximately 0.4 km along Rochestown Road (R610), extending between Rochestown Rise and Riverside and a c. 0.15km section of Clarke's Hill. The proposed works are intended to enhance active travel provision, improve pedestrian and cyclist safety, and provide greater connectivity along this corridor.

The proposed development comprises the following:

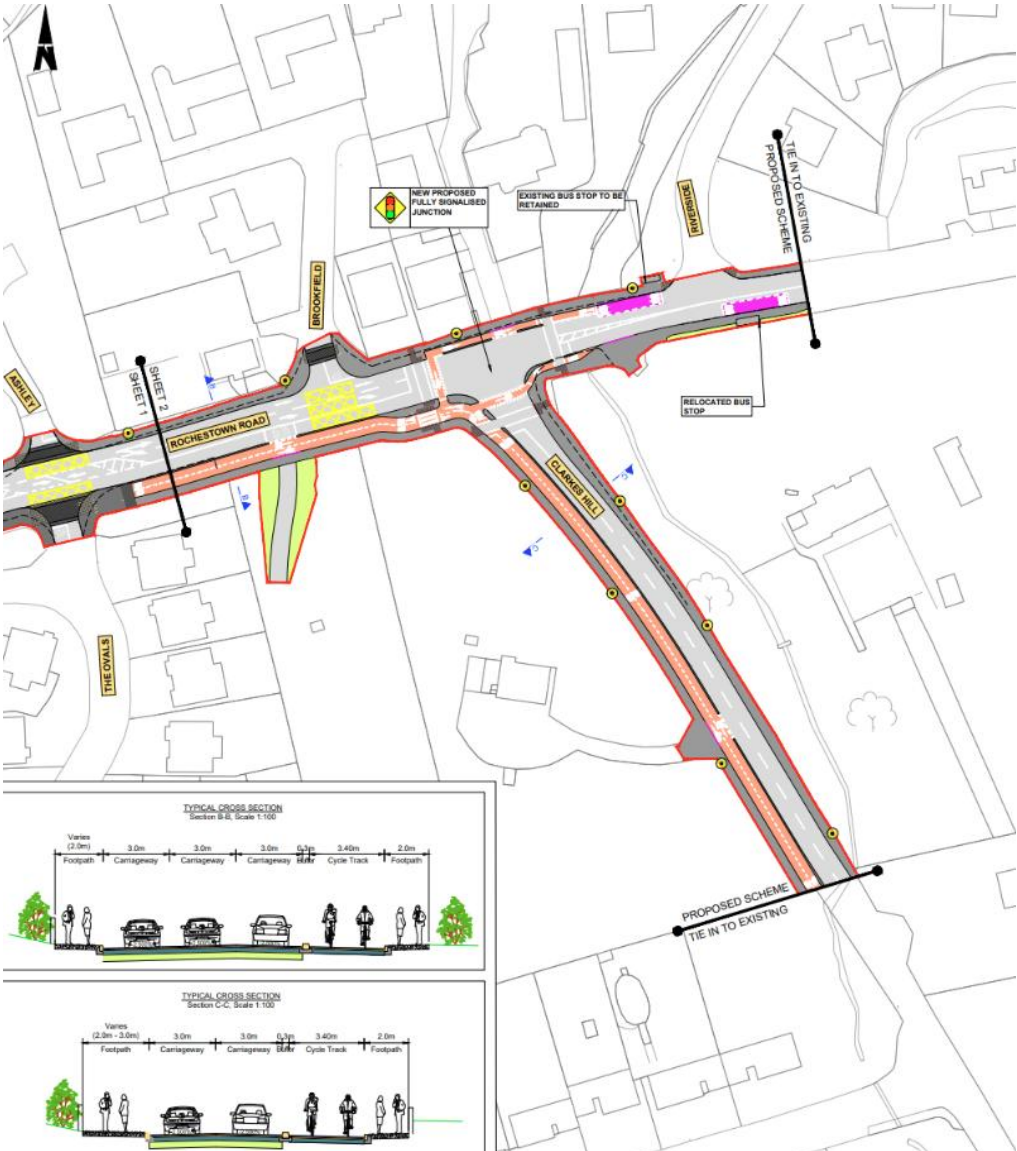
- Provision of an upgraded road layout along approximately 0.4 km of Rochestown Road (R610) and c. 0.15 km of Clarke's Hill (L2471), comprising a 6.0 m wide carriageway together with the delivery of safe, high-quality, fully segregated cycling and pedestrian facilities along the length of the route.
 - Cycle tracks will be 2.4m wide (one way) / 3.4m wide (two-way) with 0.3m buffer; and
 - Footpath enhancement and widening up to 3m width;
- New fully signalised junction at Clarke's Hill and St. Patrick's roundabout on Rochestown Road;
- Uncontrolled raised table crossings at 4no. junctions along the route;
- Relocation of 1no. existing bus stop along Rochestown Road;
- Setback reduction of private property boundaries to facilitate provision of the cycle facilities where required; and;
- All associated works to facilitate the development e.g. upgrading and extension of storm drainage network and public lighting, provision of road signage, road markings, bollards, tactile paving, kerbing, traffic signalling and landscaping, as required.

Figure 2.2: Site Layout (Sheet 1)



Source: Extract from Mott MacDonald Ireland Limited planning drawing, drawing number 229101186-MMD-0100-XX-DR-C-0009

Figure 2.3: Site Layout (Sheet 2)



Source: Extract from Mott MacDonald Ireland Limited planning drawing, drawing number 229101186-MMD-0100-XX-DR-C-0010

2.3.1 Junction Reconfiguration

Junctions along the scheme corridor will be reconfigured, as appropriate, to maintain pedestrian and cyclist priority and to ensure the safe and efficient operation of the proposed active travel facilities. All existing junctions along the R610 Rochestown Road will be retained, with no new junctions proposed as part of the scheme.

Minor geometric and layout modifications to existing junctions will also be undertaken, where required, to improve safety and operational performance. As part of the proposed works, the Rochestown Road/Clarke's Hill junction and the St Patrick's Roundabout will be upgraded to fully signalised junctions.

In addition, the scheme will be designed to interface effectively with other existing and proposed transport initiatives, including those identified within the Cork Metropolitan Area Transport Strategy (CMATS), and relevant complementary projects such as the M28 Cork to Ringaskiddy Motorway Project and the Clarke's Hill Road Improvement Scheme, where applicable.

2.3.2 Public Utilities and Drainage

The proposed road drainage will facilitate the efficient removal of surface and sub-surface water, while minimising the impact of runoff on the receiving environment. The principal type of drainage system will be kerb and gully, which will be integrated into the existing drainage network, with new gullies and gully connections to be installed, where required.

The design of the proposed road improvement scheme will include for the provision of road lighting for the full length of the route, tying into the existing local public lighting network. It will also include tying into other existing public utilities such as foul sewers, watermains, telecommunications and gas mains, in the vicinity of the proposed road development.

Local utility diversions and alterations will be made, as necessary, to facilitate the proposed development. Ducting will be provided for any future extension of services such as telecommunications and electricity.

2.3.3 Signage

Appropriate signage and road markings will be provided, as required, in accordance with the Traffic Signs Manual.

2.3.4 Vehicle Restraint Systems

Vehicle Restraint Systems (VRS) are not anticipated to be required as part of the proposed development. However, should the need for VRS be identified during detailed design, they will be designed and installed in accordance with the relevant Transport Infrastructure Ireland (TII) Publications.

2.4 Pre-construction surveys

In advance of construction works the following ecological surveys will be required to be completed.

2.4.1 Bat Emergence Surveys

Bat emergence surveys are required for trees that have been identified for potential bat roosts features. An initial survey was carried out by Mott MacDonald ecologists from the public road identifying several mature sycamore, ash and beech trees as FAR (Further Assessment Required). Access to these lands is required to carry out future survey work. Such survey

should follow appropriate bat emergence survey methodology outlined in, for example, Collins (2023) Bat Surveys for Professional Ecologists: Good Practice Guidelines (4th Edition). The Bat Conservation Trust, London

2.4.2 Birds

The removal of vegetation/felling of trees, will be cleared outside of the birds nesting season (1st March to 31st August inclusive) where vegetation removal will occur within the nesting season:

Pre-construction nest check surveys will be carried out for breeding birds prior to the felling of trees.

- Where vegetation clearance is proposed within the nesting season, a suitably qualified Ecological Clerk of Works (ECoW) will conduct pre-construction surveys to assess risk of disturbance to nesting birds to inform vegetation clearance activity.
- In the event where pre-construction surveys confirm or presume nesting birds are present, an exclusion zone will be established around the nesting bird (to include the risk of abandonment due to indirect disturbance), and no vegetation clearance may proceed until young have fledged, or nesting has failed.
- Pre-construction confirmatory surveys will be undertaken no more than 72 hours before clearance, after which repeat surveys will be required if vegetation has not been cleared.

2.4.3 Invasive species

No invasive species listed on part 1 of SI 374/2024 European Union (Invasive Alien Species) Regulations 2024 were recorded during the walkover survey.

2.5 Construction Activities

2.5.1 Road Closures/Re-Alignments

The works required for the proposed development do not include, and do not necessitate, the extinguishment of any public rights of way, and no permanent road closures are proposed. Notwithstanding this, the scheme will involve the reallocation of existing carriageway and roadside space to accommodate the proposed active travel facilities.

The proposed realignment may necessitate the acquisition of limited areas of private land. It is estimated that two adjacent properties along Rochestown Road may be affected by the proposed works. Any associated land-take would be required solely to facilitate the delivery of the proposed active travel upgrades along the route.

Traffic management measures will be required during the construction phase of the proposed works. A detailed Traffic Management Plan (TMP) will be prepared by the Contractor and submitted for review, consultation and agreement with An Garda Síochána and Cork City Council, in advance of the commencement of construction works.

The Traffic Management Plan will be prepared in full compliance with the requirements of "Chapter 8 of the Traffic Signs Manual" (Temporary Traffic Measures and Signs for Roadworks), issued by the Department of Transport.

The Contractor will also be required to take account of the "Guidance for the Control and Management of Traffic at Road Works", issued by the Department of Transport, in the implementation of the TMP, as well as the "Guidelines for Managing Openings in Public Roads" issued by the Department of Transport, Tourism and Sport.

2.5.2 Tree Removal

An Arboricultural Impact Assessment and Tree Protection Plan has been undertaken in accordance with BS5837:2012 Standards and is included within this planning application. This assessment concluded, following a tree survey it was concluded that in order to facilitate the proposed development of 39 trees will be required to be removed (both individual trees and grouped trees) and part removal of 21. no trees with two tree groups. All trees were categorised as category 'B' (moderate value) with the exception of one ash tree which was categorised a 'U' (low value) due visible rot.

All trees which are scheduled for removal are located within an existing private residential property. Replacement planting will be provided which will comprise a diverse mix of native and climate-resilient tree species. This mitigation will enhance the site's biodiversity, habitat value and long-term landscape character while providing a more resilient and sustainable tree population in the long term.

2.5.3 Earthworks/Excavation

Limited earthworks are anticipated to facilitate the construction of widened sections of Rochestown Road and Clarke's Hill, where segregated pedestrian and cycle facilities are proposed. It is anticipated that excavation works will be required adjacent to existing retaining walls to facilitate the proposed road widening. In addition, new retaining walls may be required at certain locations to retain the existing earth embankments adjoining the road corridor. It is anticipated that topsoil will be required in newly developed areas adjacent to the carriageway to support appropriate landscaping, and in locations where portions of private gardens have been acquired, in order to restore and retain the existing landscape character.

2.5.4 Demolition

It is anticipated that there are sections of existing boundary walls that will need to be demolished in order to facilitate the slight realignment and/or widening of the road to accommodate the proposed cycle and pedestrian facilities in some locations along the route. No house or building will be required to be demolished.

2.5.5 Temporary lighting

Any temporary lighting associated with the construction works will be placed strategically by the Contractor following consultation with the ECoW, such that illumination beyond the works area is controlled and kept to a minimum. Lighting will be cowed and directional, to reduce significant light splay. Lighting will be directed away from potential bat roosts features and foraging habitat.

Conditions following NPWS derogation licences will be followed where required.

2.6 Indicative Construction Programme

The construction of the proposed development is anticipated to commence in July 2027, with an approximate duration of six months, with completion scheduled for December 2027.

3 EIA Legislative Review

3.1 Requirements under the EIA Directive

The primary objective of the of the EIA Directive (Directive 2011/92/EU), as amended by Directive 2014/52/EU (together, the “EIA Directive”), is to ensure a high level of protection of the environment and human health, through the establishment of minimum requirements for environmental impact assessment (EIA), prior to development consent being awarded, of public and private developments that are likely to have significant effects on the environment.

The EIA Directive provides in Recital (27) that the screening procedure should ensure that an environmental impact assessment is only required for projects likely to have significant effects on the environment.

The EIA Directive 2014/52/EU provides a definition of environmental impact assessment as being a process consisting of:

- The preparation of an environmental impact assessment report (EIAR);
- The carrying out of consultations required to inform the EIAR;
- The examination by the competent authority of the information presented in the EIAR and any supplementary information provided, where necessary, by the developer and relevant information received through consultations with the public, prescribed bodies and any affected Member States;
- The reasoned conclusion by the competent authority on the significant effects of the project on the environment; and
- The integration of the competent authority's reasoned conclusion into any development consent decision.

In determining the requirement for EIA, the EIA Directive differentiates between the projects that always automatically require EIA and those for which an EIA may be required. These projects are listed in Annex I and Annex II of the EIA Directive respectively.

3.2 Requirements under the Planning and Development Regulations 2001, as amended

In determining the requirement for EIA, the EIA Directive differentiates between projects that always require EIA and those for which an EIA may be required. These projects are listed in Schedule 5, Part 1 and Part 2 of the Planning and Development Regulations 2001, as amended (hereafter the P&D Regulations) as discussed below.

- **Schedule 5, Part 1 projects** are projects which are considered as having significant effects on the environment and require a mandatory EIA, if such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in Part 1 or no quantity, area or other limit is specified in that Part in respect of the development concerned.
- **Schedule 5, Part 2 projects** are those not included in Part 1 but which may require EIA where the proposed development is of a class specified in Part 2 and equals or exceeds the relevant thresholds; or, where the proposed development would be of a class specified in Part 2, but does not equal or exceed a prescribed threshold in Part 2, yet it is concluded, determined or decided, that the proposed development is likely to have a significant effect on the environment.

The initial step in screening for EIA is understanding the nature of the proposal and whether it comprises a project within the meaning of the EIA Directive. Where a proposal is not a project, i.e. where a proposal is not of a development class listed in Annex I or II, as transposed into Schedule 5 of the P&D Regulations, then the EIA Directive is not relevant to the proposal.

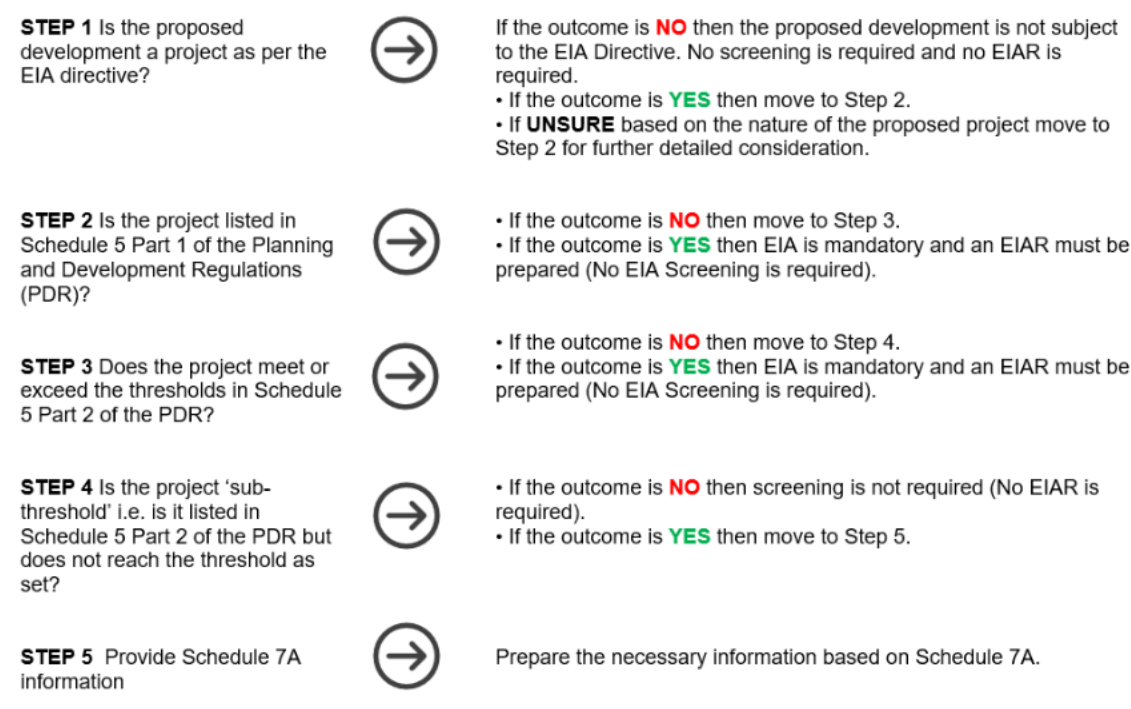
As stated above, where a project falls within a class of development in Schedule 5 Part 1, or where the thresholds of Part 2 are met or exceeded, an EIA is always mandatory.

Where a project can be defined as a type of development class listed under Schedule 5 Part 2, but does not meet or exceed the prescribed thresholds, then the project is categorised as a 'sub-threshold development' and must be screened for EIA.

Where the requirement to carry out EIA cannot be excluded, the information in Schedule 7A of the P&D Regulations must be provided for the project.

The steps in determining the requirement for EIA are illustrated in Figure 3.1.

Figure 3.1: Steps in EIA Screening process



3.2.1 Schedule 5, Part 1 Projects

The proposed development is not a type of project identified in Part 1 of Schedule 5 of the P&D Regulations, therefore an EIA is not automatically required.

3.2.2 Schedule 5, Part 2 Projects

The proposed development can be described as an urban development type and therefore Paragraph 10(b)(iv) may be applicable to the proposed development, which is quoted below. Within the definitions listed in Paragraph 10(b)(iv) the proposed development is not considered to be located within a business district, which is defined in Schedule 5 as *"a district within a city or town in which the predominant land use is retail or commercial use"*. The proposed development is considered to fall under the definition of 'built-up area'; however, the threshold

of 10 hectares is not met as the total area covered by the proposed development measures 1.09 hectares.

The proposed development is also subject to Paragraph 15 (quoted below) as it has been identified as project under Paragraph 10(b)(iv), with the likely significance of effects to be determined in Section 4 of this report.

Table 3.1: Requirements for EIA for Schedule 5, Part 2 Projects

Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended	EIA Required on this basis?
Paragraph 10 (b)(iv) [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.	No. The proposed development is considered to be urban in nature and occurs in a 'built-up area' but does not meet the associated threshold of 10 hectares as it measures a total area of 1.09 hectares.
Paragraph 10(dd) [Infrastructure Projects] All private roads which would exceed 2000 metres in length	No. The works are to existing public roads.
Paragraph 13 [Changes, extensions, development and testing] (a) Any change or extension of development already authorised, executed or in the process of being executed (not being a change or extension referred to in Part 1) which would: (i) result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and (ii) result in an increase in size greater than – - 25 per cent, or - an amount equal to 50 per cent of the appropriate threshold, whichever is the greater	No. The proposed changes / extensions of development will not result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended.
Paragraph 15 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.	The decision as to whether the proposed development is likely to have 'significant effects' is assessed in Section 4 of this report.

3.3 Requirements under the Roads Act 1993 as amended

The applicability of EIA to public road developments is prescribed under the Roads Act 1993, as amended. Section 50 (1)(a) [Environmental Impact Assessment Report] of the Roads Act 1993, as amended, requires a [public] road development comprising any of the following road development types listed in Table 3.1 to be subject to an environmental impact assessment. For clarity, Cork City Council are considered to be the Road Authority for the purposes of Section 50 (1) of the Roads Act 1993, as amended.

Table 3.2: Requirement for EIA under Section 50

Requirement for EIA under Section 50		EIA Required on this basis?
(a)(i) Construction of a motorway		No. The proposed development consists of improvements to existing local roads only and does not comprise any works related to the construction of a motorway.
(ii) Construction of a busway	Section 44 (1) of the Roads Act 1993 as amended provides a definition of a busway; "A busway means a public road or proposed public road specified to be a busway in a busway scheme approved by the Minister under Section 49 of the Act."	No. The proposed development does not include the construction of a busway.
(iii) Construction of a service area		No. The proposed development does not include any service area.
(iv) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of a public road The types of road development are prescribed under Article 8 the Roads Regulations 1994 (S.I. No. 119 of 1994), as comprising;	The construction of a new road of four 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 on a rural area, or 500 metres or more in length an urban area The construction of a new bridge or tunnel which would be 100 metres or more in length	Yes. The proposed development incorporates improvements to approx. 0.55km of an existing urban road corridor and is primarily confined to existing public road infrastructure and adjoining verges. Whilst the proposed development includes the widening of existing lanes to improve pedestrian, cycle and road user safety, this widening only occurs along the 0.15km section of the proposed development, allow Clarke's Hill through the addition of a footpath and two-way cycle track. The proposed development therefore does not meet or exceed the threshold, and no mandatory EIA is required.
(b) Where an An Coimisiún Pleanála considers that a proposed road development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS		An EIA Screening is required. No. An opinion from An Coimisiún Pleanála (formerly An Bord Pleanála) has not been sought, therefore there is no scope for an An Coimisiún Pleanála determination at this stage of the project, instead a determination based on the outcome of this EIA Screening assessment provides Cork City Council's opinion on EIA requirements – refer to Section 5 of this report.
(c) Where a road authority considers that a proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs it shall direct the road authority to prepare an EIS	Only way they can confirm the likely effects is to do a screening	No. There is no mandatory requirement for EIA based on description of development and type. The significance of effects on the environment can only be addressed by way of a screening assessment, this is addressed in Section 4 of this report.
(d) Where a proposed road development would be located on certain environmental sites the road authority shall decide whether the proposed road development would be	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),	No. The proposed development is not located on any European Site or any site listed under the Wildlife Act. The Appropriate Assessment Screening Report prepared for this application

Requirement for EIA under Section 50	EIA Required on this basis?
likely to have significant effects on the environment. The sites concerned are:	confirms no significant effects to European Sites within proximity to the proposed road development. Sites designated under the Wildlife Act are not adversely or significantly impacted by the proposed development.
(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),	
(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or	
(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,	
(v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976	The road authority (Cork City Council) must satisfy itself as to whether a road development would have significant effects on the environment, this can only be accomplished by conducting an EIA Screening.
the road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.	
(e) 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.	The outcome of the assessment in Section 4 of this report provides a conclusion on the likely significance of effects.
The proposed development does not trigger mandatory EIA under the Roads Act 1993, as amended. It does meet the description of a prescribed type of road development, but does not meet the thresholds for the improvement of an existing public road within an urban area. Cork City Council as the road authority for the proposed development must be satisfied that the proposed development does not result in significant effects to the environment under the Roads Act 1993, as amended. Thus, an assessment of the proposed development in Annex III to the EIA Directive, as transposed in Schedule 7 to the Planning and Development Regulations 2001, as amended.	

4 Schedule 7 & 7A Information

4.1 Introduction

The proposed development has been defined as sub-threshold development under the Planning and Development Regulations 2001, as amended, and is deemed to be a prescribed type of road development as it relates to Section 50(1) of the Roads Act 1993, as amended. The proposed development is thereby required to be assessed for significant effects under the criteria within Annex III to the EIA Directive, as transposed in Schedule 7 to the Planning and Development Regulations 2001, as amended.

4.2 Information under Schedule 7A

The information as required under Schedule 7A is reproduced in the purple shaded box below. As noted in Paragraph 4 of Schedule 7A, the information provided should take into account Schedule 7, where applicable. In the interest of clarity, the more detailed information required within Schedule 7 is provided in relation to the Proposed Development in Tables 5.1, 5.2 and 5.3 herein.

The Proposed Development is described within Section 2 of the report and is sufficiently detailed to provide a response to Schedule 7A paragraph 1(a) and is therefore not reiterated hereunder. Responses to Paragraph 2 and 3 are provided in Table 5.1, 5.2 and 5.3 herein.

Schedule 7A - Information to be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment

1. A description of the Proposed Development, including in particular—
 - (a) a description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works, and
 - (b) a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the Proposed Development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the Proposed Development on the environment resulting from—
 - (a) the expected residues and emissions and the production of waste, where relevant, and
 - (b) the use of natural resources, in particular soil, land, water and biodiversity.
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

4.2.1 Schedule 7 Information – Characteristics of Proposed Development

Text provided in italics within these tables is reproduced from Appendix A, Form 3 – Screening Determination, within the Practice Note PN02 Environmental Impact Assessment Screening (Office of the Planning Regulator, 2021).

Table 4.1: Characteristics of the Proposed Development

Criterion	Project Information
The size and design of the whole of the Proposed Development	The application site measures an area of ca 1.09 hectares. The scale of the project is therefore not considered to result in potential significant environmental effects. The design of the proposed development is not considered to be significant as the proposed development utilises a standard design for active travel measures which are common in Cork City, across the county and across Ireland and have been subject to previous assessments of impact such that impacts can be predicted and effective mitigation can be readily implemented to ensure that significant adverse impacts are not readily likely.
Cumulation with other existing development 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	A review of projects of relevant occurring within a 5km radius of the application boundary was undertaken when determining the cumulative impact of the proposed Development. Projects of relevance are projects which have potential for in-combination effects with the Proposed Development due to their location, scale or nature, Cork City Council and An Coimisiún Pleanála online repository websites were reviewed for private development, Strategic Infrastructure Development and authority development. The office of Public Works website was also reviewed for existing or future projects. It is noted that the M28 motorway scheme was granted approval in 2018 (An Coimisiún Pleanála - Case reference: HA04.HA0053) with construction commencing in 2025 and scheduled for completion in 2028, as such, there will be an overlap with the construction phase of both projects. The M28 will be in the final phases of completion with all the main civil works completed, as such, the nature of the works will be of a similar type to the subject proposed development with appropriate traffic management measures continuing for the M28 project Given the size, scale and location of the proposed development it has been concluded that no significant cumulative or in-combination impacts will occur. It is concluded that significant cumulative or in-combination impacts between other developments and the subject of the proposed development are not reasonably foreseeable.
The nature of any associated demolition works	The proposed development will incorporate any demolition works; notwithstanding it will require the removal and dismantling of existing boundary treatments such as walls and fences and the removal and replacement of associated road infrastructure including lights.
The use of natural resources, in particular land, soil, water and biodiversity <i>Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</i>	Land The proposed development will be constructed largely within the existing road; however, some surplus land including grass verges will be lost during the construction of the proposed development. Soil Removal of surplus soils will occur during the construction phase for the proposed development which requires the clearing of grass verges and vegetation. Overall, the volume of soils removed will not be significant. Any surplus soil will be disposed of by a licenced waste contractor if classified as waste to a licenced waste disposal facility in accordance with the requirements of the Waste Management Act (as amended) and associated guidelines. Water There is limited water usage required for the construction of the proposed development which will be limited to providing water for concrete mixing, dust suppression management and potable water for construction staff. There will be no impact to the culverted Rochestown_19 river which is located beneath the R610. Additionally, there limited changes to the existing road drainage already in place which will comprise only an extension of storm drainage, while the status quo is retained and road drainage will continue to tie into Uisce Éireann infrastructure which flows to Ronayne's Court Pumping Station.

Criterion	Project Information
	Biodiversity Due to the nature of the proposed development, which comprises improvements to an existing road, there is limited opportunity for biodiversity enhancement. The scheme will require the removal of up to 60 trees, either individual trees or those forming a tree group. All trees which are scheduled for removal are located within an existing private residential property. Replacement planting will be provided which will comprise a diverse mix of native and climate-resilient tree species. This mitigation will enhance the site's biodiversity, habitat value and long-term landscape character while providing a more resilient and sustainable tree population in the long term. As a result of the tree felling pre-construction confirmatory bat surveys will be required, due to the bat roost potential identified during an ecological walkover undertaken in July 2025 by a Mott MacDonald Ireland Limited ecologist (it is noted that due to part of the application site along Clarke's Hill being located in private lands not all trees could be surveyed, notwithstanding, all trees identified for removal and those immediately adjacent with tree groups will have bat surveys conducted).
The production of waste <i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i>	Waste will be produced from the excavation of soils to allow for the laying of concrete for the proposed footpaths, cycle lanes and road and green waste from tree removal. The volume of waste that will be produced is currently unknown; however, it will be limited to excess waste from construction and will not be of a volume that will result in significant environmental effects. Waste management will be carried out in accordance with the <i>Environmental Protection Agency's Best Practice Guidelines for the Preparation of Resource & Waste Management Plans for Construction & Demolition Projects (EPA, 2021)</i> and with the Waste Management Act 1996, as amended, and removed from site via a licensed contractor to a licensed waste facility, as per the requirements of the Waste Management Act (as amended) and associated regulations.
Pollution and nuisances <i>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</i>	During the construction phase potential pollution and nuisances include temporary increases in exhaust emissions to air as a result of construction machinery, noise from construction plant/machinery, leaks, spills of hydrocarbon containing materials used, dust generation from construction activities, runoff of materials to and the sedimentation of nearby water courses. There are more than 100 high sensitivity receptors (residential properties) within 20m of the proposed works area(s) which may be impacted by potential dust arisings from construction works. Sensitive residential receptors have high sensitivity to dust arising and medium to low sensitivity to particulate matter (PM10) emissions. The proposed construction phase will result in temporary noise and dust emissions which will be managed through the implementation of best practice measures. These impacts are negative, short term and temporary and are not considered to be significant. They can be appropriately mitigated and managed in accordance with environmental good practice e.g. CIRIA Environmental Handbook for Building and Civil Engineering Projects: Part 2 Construction, Mitigation measures will be outlined in the appointed Contractor's construction environmental management plan. The temporary noise and dust disturbance will not result in significant emissions or pollutants following the implementation of best practice measures. A detailed Traffic Management Plan (TMP) will be prepared by the Contractor and submitted for review, consultation and agreement with An Garda Síochána and Cork City Council, in advance of the commencement of construction works. There is no waste, pollution, emissions or nuisance from the operational phase as the status quo will be returned.
The risk of major accidents, and/or disasters which are relevant to the project concerned,	Within the definition of the EIA Directive the Proposed Development is not considered vulnerable to, nor likely to cause, major accidents and/or disasters. The works comprise standard road improvement measures within an existing road corridor and do not involve

Criterion	Project Information
including those caused by climate change, in accordance with scientific knowledge	hazardous activities, processes, or substances that could result in significant environmental effects associated with major accidents or disasters. Accordingly, no likely significant effects are anticipated in this regard. Additionally, there are no sites which are listed as a Lower or Upper Tier Establishment, pursuant to the COMAH Regulations (The Chemicals Act (Control of Major Accident Hazards involving Dangerous Substances) Regulations 2015, referred to as the COMAH Regulations), within or adjacent to the application boundary. The closest COMAH Establishment (an Upper Tier Establishment), is c.3.1km north of the application boundary).
The risks to human health (for example, due to water contamination or air pollution)	There will be emissions to air during the construction phase from construction plant/vehicles. Dust can arise from numerous construction activities such as concrete batching, hardstanding removal, rock breaking, wind erosion on material stockpiles and earth moving. It can be mechanically transported either via wind or through the movements of vehicles onto public highways (transport of debris on vehicle wheels or uncovered loads). However, emissions will not be of a scale so as to be a significant risk to human health due their limited duration, nature and source of emission (construction vehicles). The proposed active travel measures are likely to be beneficial to human health. The Proposed Development is not considered likely to give rise to significant risks to human health as a result of contamination or pollution, having regard to the nature, scale and duration of the proposed works.

4.2.2 Schedule 7 Information - Location of Proposed Development

Table 4.2 describes the location of the proposed development. It focuses on the environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to (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.

Table 4.2: Location of Proposed Development

Criterion	Project Information
Existing and approved land use	There is no land use zoning applicable to the application site. The site of the proposed development comprises of an existing road, and its immediate surrounding lands comprise primarily of residential properties. The Proposed Development would be compatible with the existing land use as a public road and the surrounding residential development which will benefit from the improvements to improve safety for vulnerable road users (pedestrians and cyclists).
<i>Generally describe the location of the site and its surroundings:</i>	
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water, and biodiversity) in the area and its underground.	The proposed development will result in the permeant loss of grass verges and amenity grassed areas which have low ecological value; the reinstatement of small areas of grassed verges, in addition to a small section (ca.20m) of hedge planting. There is limited opportunity for biodiversity enhancement given that the proposed development relates to land which is already predominately hardstanding, and that adjoining lands are part of private residential properties. Notwithstanding, there is no change to the abundance, availability, quality and regenerative capacity in relation to biodiversity, due to the limited change from the existing baseline. The proposed development does not cross or abut any European or nationally Protected Site (designated for birds or habitats). The closest site is Douglas River Estuary proposed Natural Heritage Area (Site code 001046) and Cork Harbour Special Protection Area (site

Criterion	Project Information
<i>Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</i> — European site — NHA/pNHA — Designated Nature Reserve — Designated refuge for flora or fauna — Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan.	code 004030), which share a boundary to the north of the application site, with both sites are ca.80m north of the proposed development. Soils will be used on-site wherever possible, where soils will be required to be removed for off-site management or disposal due to being surplus to requirements the volumes are not considered likely to result in significant effects on the environment. The best practice construction management measures contained within the CEMP will protect soils (and groundwater) from construction phase pollution.
The absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths	The proposed development will not result in a significant impact on the wetlands, riparian areas or other river mouths due to its containment in land and separation distances to such environments. The Rochestown_19 river is culvert beneath the R610 and will not be impacted by the proposed development.
The absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment	The proposed development will not result in a significant impact on the coastal or marine environment due to its containment in land and separation distances to such environments. The closest marine environment is 120m north of the application site (high water mark as mapped by Maritime Area Regulatory Authority).
The absorption capacity of the natural environment, paying particular attention to mountain and forest areas	The proposed development will not result in a significant impact on mountain and forest areas, due to the separation distances to such environments (approximately 46km straight-line distance to the nearest mountain and forest environment (Ballyhoura Mountains).
The absorption capacity of the natural environment, paying particular attention to nature reserves and parks	The proposed development is unlikely to give rise to significant adverse effects on nature reserves or parks; due to the distances to such environments (approximately 74km straight-line distance to the closest National Park (Killarney National Park).
The absorption capacity of the natural environment, paying particular attention to areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive	Cork Harbour Special Protection Area (SPA) [site code 004030] is located 80m north from the proposed development. The noise caused from the proposed development has the potential to cause localised effects; however; the associated Appropriate Assessment Screening Report has concluded that these would not be likely significant effects, with the effects of the proposed development to only reach a small area of the SPA where there is known winter roost of Site of Community Importance (SCI) Species.
The absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union	The proposed development does not cross any Water Framework Directive protected areas as identified below: ● Drinking Waters – S.I. No. 122/2014 – European Union (Drinking Water) 2014 ● Bathing Waters – S.I. No. 79/2008 – Bathing Water Regulations 2008, as amended; S.I. No. 351/2011 – Bathing ● Water Quality (Amendment) Regulations 2011 ● European Communities (Quality of Shellfish Waters) (Amendment No. 2) Regulations 2009

Criterion	Project Information
and relevant to the project, or in which it is considered that there is such a failure	European Communities (Quality of Salmonid Waters) Regulations, 1988 The proposed development does cross the Rochestown_19 river (EPA code: 19R36); however, this river is culverted beneath the R610 and there is no interaction with the culvert as part of the proposed development. There is no requirement for mitigation measures to protect groundwater or surface waters beyond standard best practice measures.
The absorption capacity of the natural environment, paying particular attention to densely populated areas <i>Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?</i>	Whilst the proposed development is located within an urban populated area, it is suburban in nature and is not considered densely populated, the proposed development represents an improvement of existing road infrastructure which is compatible with the surrounding residential uses and will result in a positive impact for vulnerable road uses.
The absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or archaeological significance	The proposed development traverses in close proximity to a structure listed on the National Inventory Architectural Inventory, Beechvale Lawn [house] (NIAH Reg no. 20872014) situated along Rochestown Road, this building is setback 30m from the proposed development. There are no recorded archaeological monuments in proximity to the application site (closest Sites and Monument Record is ca.420m southwest) or Protected Structures in proximity to the application site (no Protected Structures within 500m radius of the application site). There is no direct impact any archaeological, architectural or cultural heritage features, no mitigation measures are required.

4.2.3 Schedule 7 Information – Types and characteristics of potential impact.

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of Annex III of the EIA Directive, with regard to the impact of the project on the factors specified in Article 3(1), 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 approved projects;
- h. the possibility of effectively reducing the impact.

Table 4.3: Types and characteristics of potential impact

Environmental Topic to be assessed	Potential Impact
Population and Human Health	The proposed development has the potential for temporary negative effects to some residents in the area during its construction phase from noise and dust emissions. There effects are not significant. No specific mitigation or monitoring measures are proposed for the construction and operational phases. However, in accordance with best practice, noise emissions will be minimised at source to minimise the exposure to site personnel to noise from construction. This will include measures to limit, manage and monitor noise emissions in line with Best Available Techniques, if appropriate. Traffic impacts as a result of the proposed development will be temporary, slight negative effects during the construction phase. A detailed Traffic Management Plan (TMP) will be prepared by the Contractor and submitted for review, consultation and agreement with An Garda Síochána and Cork City Council, in advance of the commencement of construction works. The proposed development is expected to result in long term positive effects for the community through increased safety of road users and the promotion of sustainable travel.
Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive	There are no likely significant effects relating to biodiversity. The removal of up to 60 trees will have a negative, slight and short-term effect as replacement planting will be provided. Replacement planting will be provided which will comprise a diverse mix of native and climate-resilient tree species. This mitigation will enhance the site's biodiversity, habitat value and long-term landscape character while providing a more resilient and sustainable tree population in the long term. Pre-construction confirmatory bat surveys will be required on trees identified for felling, with any resulting mitigation or recommendations following the survey will be required to be implemented by the appointed Contractor. The proposed development is not considered likely to give rise to significant effects on biodiversity.
Land and Soils	The proposed development will have permanent, imperceptible negative impact related to construction phase, particularly in relation to areas requiring the construction of a new road surfacing. There are no likely significant effect on land and soil given the limited soil removal and use of existing carriageway ways.
Water	No likely significant effects on water quality, hydrology or hydrogeology have been identified. There will be no construction works which will impact the culverted Rochesown_19 river. The project does not result in likely significant effects on water resources in the environment and no mitigation measures beyond standard best practice measures during the construction phase is required. The status quo will be retained during the operational phase in relation to road drainage as the extended storm drainage

Environmental Topic to be assessed	Potential Impact
	will connect to the existing drainage network which flows to Ronayne's Court Pumping Station.
Air Quality and climate	During the construction phase of the proposed development localised impacts arising from machinery such as excavators will occur. Emissions during works phase will be minimised through standard construction best practice and traffic related emissions are not considered significant but are likely to remain the consistent with current emissions as the project will progress in phases to minimise disturbance to routine traffic flow during its six month construction phase. Best practice mitigation measures adapted from the Institute of Air Quality Management (January 2024 (Version 2.2)). 'Guidance on the assessment of dust from demolition and construction' will be implemented during the construction phase. There is potential for Greenhouse Gas emissions (GHG) during construction phase of the proposed development. The GHG emissions are likely during the transportation of construction materials and transportation of construction waste. The proposed uprate works are relatively small scale in nature. The proposed development involves small scale, localised soil excavation works requiring the use of non-intrusive access methods. Such limited ground disturbance works will not result in significant climate impacts. During its operational phase the proposed development will contribute positively at local scale by providing increased pedestrians and cycling infrastructure.
Material assets	Significant effects on other material assets are not considered likely. The location of all electrical, telecommunications, water and wastewater below ground assets will be identified in advance of the construction works commencing to provide protection from potential damage.
Noise and Vibration	During the construction phase there may be temporary and short-term noise and nuisance but the proposed works will be undertaken during construction daytime hours (7am to 7pm Monday to Friday and 8am to 1pm on Saturday). Therefore, the proposal would not result in likely significant effects on the environment.
Cultural Heritage	The project does not significantly impact any cultural heritage on or near the application site, due to the separation distance from the application site and any such features there is no mitigation required.
Landscape	The proposed development is not considered likely to result in significant effects on landscape character, and the proposed design will retain the urban design and character of the area whilst increasing the space for cyclists and pedestrians. The limited removal of a single tree to facilitate the development will have no negative impact the visual aspects of the site. the proposed development is not considered likely to result in significant adverse effects on the surrounding landscape or visual amenity.
Interrelationship between the factors mentioned within the above rows of this table	The key interrelationship arises between Population and Human Health, Material Assets, and Landscape. The proposal does not result in any significant negative effects on the environment and is expected to enhance the wellbeing of the community in the longer term and the wellbeing of the local community.
Transboundary effects	There are no transboundary effects due to the localised nature of the works.

5 Conclusion

Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, it is considered that the proposed development would not be likely to have significant effects on the environment and, therefore, the preparation and submission of an EIAR is not required.

In concluding that no significant effects on the environment will result, the following was considered within this EIA Screening Report:

The nature and scale of the proposed development -

- Improvement of an existing public road which is a common type of development throughout the city and across the State.
- Modest and limited spatial extent of the works.
- The limited duration of the works.
- No requirement to alter existing road drainage.

The location of the proposed development –

- The existing pattern and established pattern of development in the area.
- Separation distance between the proposed development and designated ecological sites (SCA, SPA, NHA, pNHA), archaeological, architectural or cultural heritage features.

The types and characteristics of potential impacts –

- The low intensity and complexity of the impacts arising having regard to the nature of the works.
- Traffic disruption will result due to the nature of the proposed development, notwithstanding a Traffic Management Plan (TMP) will be prepared by the Contractor and submitted for review, consultation and agreement with An Garda Síochána and Cork City Council, in advance of the commencement of construction works. This TMP will acknowledge the construction works relevant to the adjacent M28 project.
- Best practice guidance to ensure that construction phase impacts for residential or environmental receptors are avoided or minimised and that residential or ecological receptors are protected from harm and nuisance.
- The limited duration of the works.
- The conclusion of the Appropriate Assessment Screening Report which stated that on the basis of objective scientific information that the proposed development, individually or in combination with other plans or projects, will not have a significant effect on any European Site.

Having regard to the nature, scale and location of the Proposed Development, it is considered that significant effects on the environment are not likely to arise. An Environmental Impact Assessment (EIA) is therefore not required, and the preparation of an Environmental Impact Assessment Report (EIAR) is not required.

It is noted that this is a recommendation to support the final determination by the competent authority.

