

MONAHAN ROAD EXTENSION
ENVIRONMENTAL IMPACT ASSESSMENT SCREENING

CORK CITY COUNCIL

C941-OCSC-XX-XX-RP-C-0012

JULY 2021



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OCSC

O'CONNOR | SUTTON | CRONIN

Multidisciplinary
Consulting Engineers

Monahan Road Extension

Environmental Impact Assessment Screening



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CORK CITY COUNCIL
O’CONNOR SUTTON CRONIN & ASSOCIATES
MULTIDISCIPLINARY CONSULTING ENGINEERS
PROJECT NO. C941

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1. INTRODUCTION

O'Connor Sutton Cronin Multidisciplinary Consulting Engineers (OCSC) was commissioned by Cork City Council to develop a design for the completion of the Monahan Road Extension (MRE) project. The MRE comprises approximately 400m of new 4-lane two-way carriageway (2 eastbound and 2 westbound) with central reservation, verges, cycle tracks and footpaths.

The new roadway will begin on Monahan Road, at the existing junction with Marquee Road where a new cross-roads junction will be formed. From there, the MRE will extend eastwards and pass to the northwest of Pairc Uí Chaoimh. At the eastern end of the MRE, the road levels will be elevated above existing ground level to connect to the future Eastern Gateway Bridge over the River Lee estuary, while providing multi-modal access to adjoining lands in the interim.

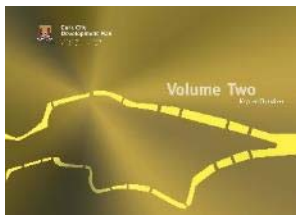
This Environmental Impact Assessment (EIA) Screening Report seeks to aide in determining whether an EIA is required for the proposed Monahan Road Extension project (hereinafter referred to as 'the proposed development') in Cork City.

This document sets out the results of the EIA Screening and provides the competent authority Cork City Council with the information necessary to undertake the EIA screening assessment in respect of the proposed development.

2. BACKGROUND & DESCRIPTION

Background

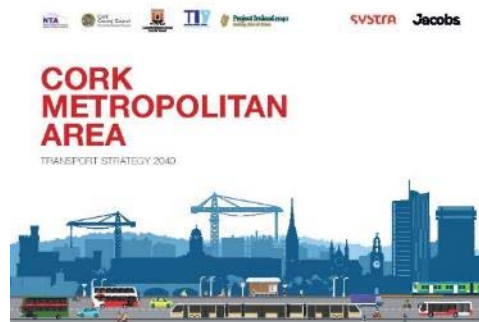
The Cork Area Strategic Plan (CASP) 2001-2020 establishes the policy framework for land use and transportation in the Cork region. A significant component of this plan is the promotion of redevelopment in the Docklands to achieve employment and population growth.



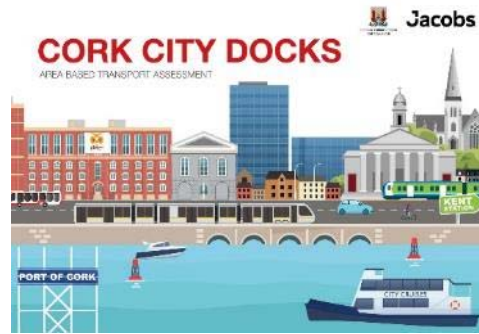
The Cork City Development Plan 2015-2021 identifies the Docklands as one of the Key Development Areas where most growth and development is expected to occur.

Cork City Council developed and published the Docklands Public Realm Strategy 2011, which included the south docklands area up to Monahan Road and Marina Park. The Strategy shows the Monahan Road Extension as an approach to the Eastern Gateway Bridge, with a tree-lined central median for part of the length. Further detail of the public realm requirements for Monahan Road Extension is provided by the Cork Docklands Draft Area Based Transport Assessment (ABTA).

The Cork Metropolitan Area Transport Strategy 2040 (CMATS), which was developed by the National Transport Authority (NTA) in collaboration with Transport Infrastructure Ireland (TII), Cork City Council (CCC) and Cork County Council, sets out a framework for the delivery of transport infrastructure and services in the Cork Metropolitan Area. The CMATS identifies the Eastern Gateway Bridge as providing a key multi-modal access to the South Docks from the strategic road corridors located north of the River Lee.



The Cork Docklands Draft Area Based Transport Assessment (ABTA) was prepared to assist in the process of producing a new City Docks Local Area Plan. The ABTA makes recommendations for transport management of the Area, including key new infrastructure.



Description

The extension of Monahan Road is one of the objectives of the Cork City Development Plan 2015-2021. The MRE will be one of the key arterial routes in the South Docks; it is proposed to extend the existing Monahan Road in a north easterly direction to provide access to the Cork South Docklands from Tivoli via the proposed Eastern Gateway Bridge, as shown in Figure 1.

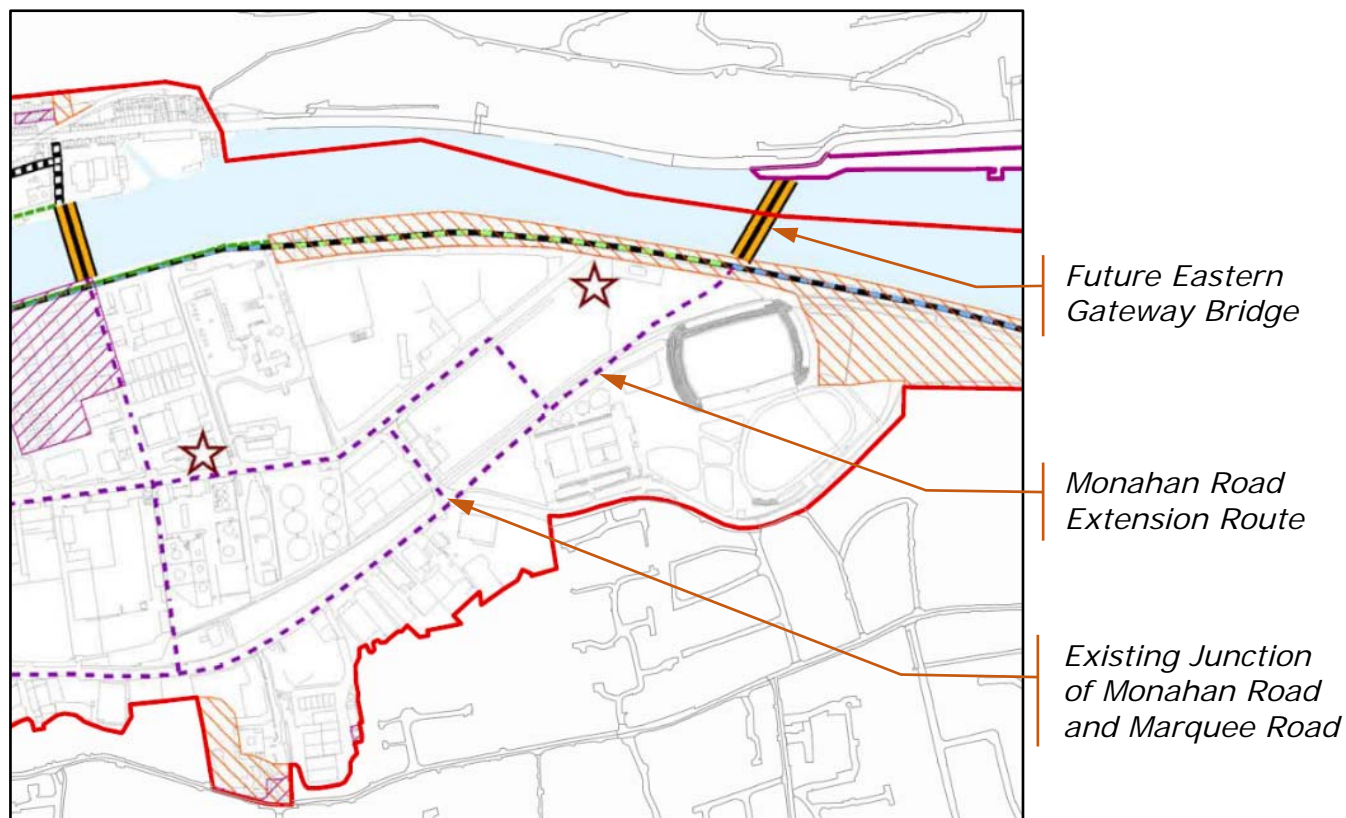


Figure 1: Extract from Cork City Development Plan 2015-2021

The route corridor for the MRE extends from the existing junction of Monahan Road and Marquee Road in a northeasterly direction between the former Ford site and Marina Park – see outline corridor in Figure 2 overleaf.



Figure 2: Monahan Road Extension general site area

The scheme comprises 400m of new road (identified herein as the Monahan Road Extension), 180m realignment of Monahan Road (east of Marquee Road junction) and 30m realignment of Marquee Road (on approach to the new junction).

The realignment of Marquee Road is proposed to facilitate the new junction arrangement and allow for the vertical alignment tie-in of the existing Marquee Road with the proposed levels of Monahan Road Extension. The cross section of the realigned Marquee Road will match the existing, including the new separated cycle lane provided in 2020 under Section 38 works by Cork City Council.

The realignment of Monahan Road (east) is proposed to facilitate the new junction arrangement. The cross section of the realigned Monahan Road

(east) will match existing, with the addition of 3m-wide footpaths both sides of the road.



Figure 3: View of Proposed New Road

Further details of the proposed road scheme are presented in the Part 8 Drawings.

3. LEGISLATIVE CONTEXT

The current requirements for EIA are set out by the European Union in Council Directive 2011/92/EU as amended by 2014/52/EU (EIA Directive). This legislation guides member states on the assessment of the effects of certain public and private projects on the environment.

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

Under s.50(1)(a) of the Road Act 1993 (substituted by reg.5 of the European Union (Roads Act 1993) (Environmental Impact Assessment) Regulations 2019 (S.I. No.279 of 2019)), an EIA is required for proposed road developments comprising of:

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

Two types of proposed road development have been prescribed as requiring an EIA:

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

4. SCREENING DETAILS

The EIA screening exercise initially assesses the development for Mandatory EIA using classifications defined in the appropriate legislation. Where no mandatory requirement is concluded, screening advances to sub-threshold development assessment, where the competent authority evaluates whether the project is likely to have a significant effect on the environment, with reference to its scale, nature, location, and context.

Mandatory EIA Thresholds

Table 1 (overleaf) provides the mandatory thresholds relevant to the proposed project.

It is concluded that the proposed scheme does not fall within the mandatory requirement for an EIA as addressed in EU Directive 85/337/EEC (as amended by Directive 97/11/EC). These proposed works are thus assessed as a sub-threshold development.

The approach adopted in the relevant legislation is that EIA is mandatory for the construction of motorways, busways, service areas and prescribed types of road developments. The proposed development (Monahan Road Extension scheme) does not fall within any of these categories that would mandate an EIA.

Table 1: Mandatory EIA Threshold Assessment

Mandatory Criterion	Clarification	Regulatory Reference	Response
Does the proposed development involve the construction of a motorway, busway, or service area?	--	S. 50(1)(a) of the Roads Act, 1993 as substituted by S.9(1)(d)(i) of the Roads Act, 2007	No
Is the proposed development a prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road?	The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road is eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.	Article 8 of the Roads Regulations 1994 (Road development prescribed for ^[1] the purposes of S.50 (1)(a) of the Roads Act, 1993	No
Has a direction been issued by An Bord Pleanála (ABP) to the Road Authority to prepare an EIAR?	Where ABP 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 EIAR	S.50(1)(b) of the Roads Act, 1993	No
Does the road authority consider that the proposed road development would be likely to have significant effects on the environment and has it informed ABP in writing of such an opinion?	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 EIAR.	S.50(1)(c) of the Roads Act, 1993	Decision will be based on outcome of this EIA screening process

Mandatory Criterion	Clarification	Regulatory Reference	Response
<p>Is the proposed road development located on 'certain environmental sites' and has the road authority determined whether any significant effects are likely on the environment as a result?</p>	<p>Certain environmental sites concerned are:</p> <p>Special Area of Conservation (SAC): A site notified in accordance with Regulation 4 of the European Communities (Natural Habitats) Regulations, 1997 (S.I. No. 94 of 1997);</p> <p>Special Protection Area (SPA): A site where consultation has been initiated in accordance with Article 5 of Council Directive 92/43/EC on the conservation of natural habitats and of wild flora and fauna;</p> <p>A Nature Reserve within the meaning of Sections 15 or 16 of the Wildlife Act, 1976 Refuge for Fauna under Section 17 of the Wildlife Act, 1976.</p>	<p>S.50 (1)(d) of the Roads Act, 1993 as inserted by Art. 14 (a) of the EIA (Amendment) Regulations, 1999</p>	<p>No Natura sites occur within the route. No Nature Reserves occur within the route.</p> <p>Cork Harbour SPA (004030) is located 1.6km from the route.</p> <p>Great Island SAC (001058) is located 7km from the route.</p> <p>Blackwater River (Cork/Waterford) SAC (002170) is located 14.8km from the route.</p> <p>A Stage 1 Appropriate Assessment Screening has been conducted and report is provided under separate cover. This project has been screened out at Stage 1 and therefore it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).</p>

Sub-Threshold EIA Screening

Where a proposed road development would be located on certain environmental sites the road authority shall decide whether the proposed road development would be likely to have significant effects on the environment. The key issue, in the context of the possible need for EIA of sub-threshold development, is whether or not such development is likely to have *significant* effects on the environment.

The 2014 amending EIA Directive (2014/52/EU) contains guidance for Member States in terms of deciding whether or not a development is likely to have “significant effects on the environment”. The guidance is provided by way of criteria set out in Annex III of the Directive. The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment. The criteria for determining whether a development would or would not be likely to have significant effects on the environment are taken from Annex III of the Directive and are grouped under the following three headings:

1. Characteristics of proposed development
2. Location of proposed development
3. Characteristics of the potential Impacts

Tables 2, 3 and 4 (overleaf) address the likely impacts, if any, on the environment by the implementation of the proposed development having regard to the criteria set out in the EIA Directive, as amended. Criteria for determining whether the project would or would not be likely to have a significant effect on the environment as per the requirements of Article 120 of the Planning and Development Regulations 2001 and subsequent amendment 2011.

Table 2: Characteristics of the Proposed Development

CHARACTERISTICS OF THE PROPOSED DEVELOPMENT	
Size of the Proposed Development	<p>The route corridor for the MRE extends from the existing junction of Monahan Road and Marquee Road in a northeasterly direction between the former Ford site and Marina Park. The scheme comprises 400m of new road (identified herein as the Monahan Road Extension), 180m realignment of Monahan Road (east of Marquee Road junction) and 30m realignment of Marquee Road (on approach to the new junction). The scheme will provide approximately 352m of road with four or more lanes.</p> <p>The total construction area required for the proposed development is 1.99 hectares (ha). It does not equal nor exceed the 10-hectare threshold; therefore, a mandatory EIA is not required.</p>
Cumulation with other Proposed Development	<p>The Strategic Housing Development (SHD) of the former Ford Distribution Site (ABP-309059-20) has been identified as a development which has the potential to result in cumulative effects with the proposed development. However, the Construction Traffic Management Plan (CTMP) implemented by the Contractor will be required to consider the SHD construction schedule. Therefore, significant effects are not envisaged.</p>
Use of Natural Resources	<p>Services such as power and water will be required during the construction phase. Mobile generators will be used during the construction phase. Construction materials will include paving sets, asphalt, stone fill, pipework, gullies, kerbing, cabling, ducting, traffic signal equipment etc. It is not considered that there will be significant use of these resources as part of the development.</p> <p>A Report for Screening for Appropriate Assessment was prepared by OCSC Environmental. It is the opinion of OCSC Environmental that it is possible to rule out any significant effects on Natura 2000 sites.</p>

CHARACTERISTICS OF THE PROPOSED DEVELOPMENT	
Production of Waste	<p>Standard construction materials will be used and will not be harmful to human health or the environment. The contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No.291 of 2013). It is envisaged that the risk of accidents having regard to substances or technologies is very low and therefore will not result in significant effects.</p> <p>Inert construction waste generated will be removed from the site areas and disposed of at a suitable licenced facility. The production of waste will be managed in accordance with the relevant waste legislation.</p>
Pollution and Nuisances	<p>It is expected that some dust will be emitted during the construction works but this will not be significant. Emissions from construction plant and vehicles will arise during the construction phase but these will be minimal.</p> <p>Standard construction noise is expected during construction activities.</p> <p>The extent of the works on land is relatively small. Excavation works are not significant. During excavation works some water will be encountered and this will be allowed to percolate naturally through the existing soils There will be no works carried out in the River Lee.</p>
Risk of Accidents	<p>A "Project Supervisor for Construction Stage" will be appointed to manage safety issues during construction.</p>
Risks to Human Health	<p>No risks to human health are predicted by the proposed development. The operational phase presents no enhanced risks to human health. Rather, road safety will improve following the completion of works.</p>

Table 3: Location of the Proposed Development

LOCATION OF THE PROPOSED DEVELOPMENT	
Existing Land Use	<p>The land use across the area of the proposed development is classified as 'artificial surfaces' according to the EPA Corine (Coordination of Information on the Environment) land cover classification.</p> <p>No significant negative effects on land use or material assets are predicted during the construction or operational phases of the proposed development.</p> <p>The majority of the proposed development area consists of hardstanding – mostly road surface, cycle track and footpath with limited greenfield space. The extension of Monahan Road is one of the objectives of the Cork City Development Plan 2015-2021.</p>
Relative Abundance, Quality, and regenerative Capacity of Natural Resources in the Area	<p>The extent of the works within an urbanised area are relatively small. Thus, significant effects on the relative abundance, quality, and regenerative capacity of natural resources in the area are not predicted.</p>
Absorption Capacity of the Natural Environment	<p>The works associated with this development are minor and construction work is frequent throughout the development area. This, along with the fact that the development area is not of significant ecological importance means the absorption capacity of this environment is high, making it less sensitive to works of this kind.</p>

LOCATION OF THE PROPOSED DEVELOPMENT	
Sites designated for conservation: e.g. SACs, SPAs, pNHAs	<p>No Natura sites occur within the route.</p> <p>Cork Harbour SPA (004030) is located 1.6km from the route.</p> <p>Great Island SAC (001058) is located 7km from the route.</p> <p>Blackwater River (Cork/Waterford) SAC (002170) is located 14.8km from the route.</p> <p>A Stage 1 Appropriate Assessment Screening has been conducted and report is provided under separate cover. This project has been screened out at Stage 1 and therefore it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).</p>
Nature reserves and Parks	There are no nature reserves or parks within the area proposed for works.
Architectural Conservation Areas	There are no Architectural and Conservation Areas within the area proposed for works.
Protected structures or Recorded Monuments and Places of Archaeological Interest	No Recorded Monuments or Places of Archaeological Interest occur within the area proposed for works.

The EC Guidance on EIA Screening (EC, 2017) provides a checklist to help users decide whether EIA is required based on the characteristics of a project and its environment. This screening checklist is included in Table 4 below.

Table 4: Screening Checklist to determine if EIA is required.

Brief Project Description	Yes/ No	Is this likely to result in a significant impact? Yes/No - Why
1. Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes	No. Ground levels will be raised and lowered in places to facilitate construction of the proposed development. However, this area of the city is already developed for infrastructure. The works proposed will not cause any significant physical changes to the surrounding environment.
2. Will construction or operation of the project use natural resources such as land, water, materials, or energy, especially any resources which are non-renewable or in short supply?	Yes	No. Services such as power and water will be required during the construction phase. Mobile generators will be used during the construction phase. Construction materials will include paving sets, asphalt, stone fill, pipework, gullies, kerbing, cabling, ducting, traffic signal equipment etc. It is not considered that there will be significant use of these resources as part of the development.

Brief Project Description	Yes/ No	Is this likely to result in a significant impact? Yes/No - Why
3. Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes	No. Standard construction materials will be used and will not be harmful to human health or the environment. The contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No.291 of 2013). It is envisaged that the risk of accidents having regard to substances or technologies is very low and therefore will not result in significant effects.
4. Will the project produce solid wastes during construction or operation or decommissioning?	Yes	No. Inert construction waste generated will be removed from the site areas and disposed of at a suitable licenced facility. The production of waste will be managed in accordance with the relevant waste legislation.
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?	No	No. It is expected that some dust will be emitted during the construction works but this will not be significant. Emissions from construction plant and vehicles will arise during the construction phase but these will be minimal.
6. Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	No. Standard construction noise is expected during construction activities.

Brief Project Description	Yes/ No	Is this likely to result in a significant impact? Yes/No - Why
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?	No	No. The extent of the works on land in an urbanised area is relatively small, excavation works are not significant. During excavation works some water will be encountered and this will be allowed to percolate naturally through the existing soils There will be no works carried out in the River Lee.
8. Will there be any risk of accidents during construction or operation of the project which could affect human health or the environment?	Yes	No. A "Project Supervisor for Construction Stage" will be appointed to manage safety issues during construction.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes	No. The proposed development will have a positive effect on people living, working, and visiting the area as there will be improved access and facilities for pedestrians and cyclists. The proposed development will contribute to urban renewal in the South Docks area.
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes	No. The Strategic Housing Development (SHD) of the former Ford Distribution Site (ABP-309059-20) has been identified as a development which has the potential to result in cumulative effects with the proposed development. However, the Construction Traffic Management Plan (CTMP) implemented by the Contractor will be required to consider the SHD construction schedule. Therefore, significant effects are not envisaged.

Brief Project Description	Yes/ No	Is this likely to result in a significant impact? Yes/No - Why
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?	Yes	No. No Natura sites occur within the route. Cork Harbour SPA (004030) is located 1.6km from the route. Great Island SAC (001058) is located 7km from the route. Blackwater River (Cork/Waterford) SAC (002170) is located 14.8km from the route. A Stage 1 Appropriate Assessment Screening has been conducted and report is provided under separate cover. This project has been screened out at Stage 1 and therefore it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests, or woodlands, which could be affected by the project?	No	No. There are no additional areas of importance.

Brief Project Description	Yes/ No	Is this likely to result in a significant impact? Yes/No - Why
13. Are there any areas on or around the location which 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?	Yes	No. No Natura sites occur within the route. Cork Harbour SPA (004030) is located 1.6km from the route. Great Island SAC (001058) is located 7km from the route. Blackwater River (Cork/Waterford) SAC (002170) is located 14.8km from the route. A Stage 1 Appropriate Assessment Screening has been conducted and report is provided under separate cover. This project has been screened out at Stage 1 and therefore it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).
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?	Yes	No. No Natura sites occur within the route. Cork Harbour SPA (004030) is located 1.6km from the route. Great Island SAC (001058) is located 7km from the route. Blackwater River (Cork/Waterford) SAC (002170) is located 14.8km from the route. A Stage 1 Appropriate Assessment Screening has been conducted and report is provided under separate cover. This project has been screened out at Stage 1 and therefore it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).
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?	Yes	No. The proposed development is located immediately adjacent to the new Marina Park Phase 1. Design of both the Park and the proposed development have been coordinated to provide a high quality interface between the Park and the proposed development.

Brief Project Description	Yes/ No	Is this likely to result in a significant impact? Yes/No - Why
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?	Yes	No. A Construction Traffic Management Plan will be implemented for the duration of the construction works to minimise any disruption to traffic flow and pedestrian movements. In addition to providing new access routes, the proposed development maintains and enhances existing routes.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	No	No. A Construction Traffic Management Plan will be implemented for the duration of the construction works to minimise any disruption to traffic flow on the road network at and surrounding the proposed development areas.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	No. The proposed development is located immediately adjacent to the new Marina Park Phase 1. Design of both the Park and the proposed development have been coordinated to provide a high-quality interface between the Park and the proposed development.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No	No. There are no Architectural and Conservation Areas within the area proposed for works. No Recorded Monuments or Places of Archaeological Interest occur within the area proposed for works.
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	No. There will be no loss of greenfield as part of this development.

Brief Project Description	Yes/ No	Is this likely to result in a significant impact? Yes/No - Why
21. Are there existing land uses on 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 which could be affected by the project?	Yes	No. The proposed development involves works on the public road. A Construction Traffic Management Plan will be implemented for the duration of the construction works to minimise any disruption to traffic flow and pedestrian movements. Significant impacts will not arise.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	Yes	No. The proposed development aims to enhance and improve access to future land uses around the location.
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	No. The proposed development involves works on the public road. A Construction Traffic Management Plan will be implemented for the duration of the construction works to minimise any disruption to traffic flow and pedestrian movements. Significant impacts will not arise.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes	No. The proposed development involves works on the public road. A Construction Traffic Management Plan will be implemented for the duration of the construction works to minimise any disruption to traffic flow and pedestrian movements. Significant impacts will not arise.

Brief Project Description	Yes/ No	Is this likely to result in a significant impact? Yes/No - Why
<p>25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?</p>	<p>No</p>	<p>No Natura sites occur within the route. Cork Harbour SPA (004030) is located 1.6km from the route. Great Island SAC (001058) is located 7km from the route. Blackwater River (Cork/Waterford) SAC (002170) is located 14.8km from the route. A Stage 1 Appropriate Assessment Screening has been conducted and report is provided under separate cover. This project has been screened out at Stage 1 and therefore it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).</p>
<p>26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?</p>	<p>No</p>	<p>No. There are no areas around the proposed development which are already subject to pollution or environmental damage.</p>
<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?</p>	<p>No</p>	<p>No. The proposed development is located within a polder; the area is defended from high tides and extreme coastal and fluvial flooding. The proposed development will not exacerbate existing flooding.</p>

5. OVERALL CONCLUSION

It is concluded that the characteristics of the proposed development would not be considered likely to have significant effects on the environment. This is based primarily on the very limited size and scale of the proposed works and low potential to have significant impacts. No other projects emerged from the screening process with which the proposed works may have significant cumulative impacts. No demolition is anticipated. The works will be below the threshold of quantity requiring EIA. No water abstraction will be required. No waste materials will arise from the proposed works in any significant quantities. No significant pollution or nuisance is anticipated to the population here. No significant risk of accidents is anticipated.

It is concluded that there will be no significant direct or indirect impacts by virtue of the location of the proposed development on the receiving environment. This is based primarily upon the low risk of impacts to any Natura 2000 site qualifying interests. The European Communities (Natural Habitats) Regulations, 1997 requires that an Article 6(3) assessment be carried out where it is considered that a development is likely to have a significant effect on Natura 2000 sites. An Article 6(3) Appropriate Assessment Screening Report has been completed for the proposed works; this concluded that based on a consideration of the likely impacts arising from the works, no likely significant impacts on the conservation objectives of any Natura 2000 site had been identified. Works will not take place within any designated site. The operational phase of the route will have no potential for negative impacts on these sites. No archaeological or built heritage assets will be negatively impacted upon by the proposed works.

It is concluded that the type and characteristics of the potential impacts would not be considered significant. This is based primarily upon the limited size and scale of the proposed works. Impacts on landscape, soils and geology are not considered significant, given the scale of works; while it is considered that the impacts in terms of material assets and human beings would be largely positive due to the new access to a safer road route with

the exception of minor local short-term noise impacts. There may also be some short-term negative impacts from delays to local traffic on Monahan Road and Marquee Road; however, these would be of short-term duration and readily managed.

The assessment has been carried out on the proposed works as a sub threshold development. The overall conclusion of this screening exercise is that there should be no specific requirement for a full Environmental Impact Assessment of the proposed works.

Having regard to the above, and in particular to the nature, scale and location of the proposed project, by itself and in combination with other plans and projects, it is considered that the overall impact on the receiving environment is considered low. Therefore, it is not considered that an EIA is required at this time. Table 5 provides the Screening Checklist identified in European Commission publication Environmental Impact Assessment of Projects, Guidance on Screening (2017).

Table 5: Screening Checklist

Checklist	Response
Will there be a large change in environmental conditions?	No
Will new features be out-of-scale with the existing environment?	No. Adjacent to an urban area. A new roadway required to facilitate travel via an alternative to Main Street.
Will the impact be unusual in the area or particularly complex?	No
Will the impact extend over a large area?	No
Will there be any potential for transboundary impact?	No

Checklist	Response
Will many people be affected?	Minor temporary impacts. Overall positive impact in improving automotive and pedestrian access.
Will many receptors of other types (fauna and flora, businesses, facilities) be affected?	No (refer to AA screening)
Will valuable or scarce features or resources be affected?	No (refer to AA screening)
Is there a risk that environmental standards will be breached?	No (refer to AA screening)
Is there a risk that protected sites, areas, features will be affected?	No (refer to AA screening)
Is there a high probability of the effect occurring?	No
Will the impact continue for a long time?	No, Temporary short term.
Will the effect be permanent rather than temporary?	No (refer to AA screening)
Will the impact be continuous rather than intermittent?	Temporary short-term during construction. No impact following.
If it is intermittent, will it be frequent rather than rare?	N/A
Will the impact be irreversible?	N/A
Will it be difficult to avoid, or reduce or repair or compensate for the effect?	N/A



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