Mahon Cycling Scheme

Screening for Environmental Impact Assessment

Doherty Environmental Consultants Ltd.

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1.0 INTRODUCTION

Doherty Environmental Consultants (DEC) Ltd. have been commissioned by Cork City Council to undertake an Environmental Impact Assessment Screening Report Assessment for the proposed Mahon Cycling Scheme (see Figure 1.1 for location and Figure 1.2 for aerial imagery showing the extent of the proposed project).

The findings of the EIA Screening assessment for the proposed cycling scheme (i.e. the project) are presented in this report.

1.1 PURPOSE OF THIS REPORT

This EIA screening report contains necessary information to enable the competent authority, in this case Cork City Council, to undertake an EIA screening assessment and determine whether an EIA is required for the proposed development. The findings of the EIA screening assessment are presented in this report and will inform the determination by Cork City Council for the proposed cycling scheme (to be referred to throughout this report as "the project" or "the proposed development").

The purpose of this Report is to determine whether or not the project is likely to have significant effects on the environment and, as such, requires an EIA to be carried out and an EIAR to be prepared. This screening report provides an overview of the project (section 3), the existing baseline environment (section 4) and then assesses the potential environmental impacts (Section 5) posed by the proposed project.

2.0 LEGISLATIVE CONTEXT

EIA requirements derive from EU Directive 85/337/EEC (as amended by Directive 97/11/EC, Directive 2014/52/EU and S.I. 454 of 2011; S.I. 464 of 2011; S.I. 456 of 2011; S.I. No. 296 of 2018) on the assessment of the effects of certain public and private projects on the environment. The purpose of this Environmental Impact Assessment Screening Report is to determine whether this proposed development has the potential to result in likely significant effects to the environment.

Mahon Cycling Scheme

Figure 1.1

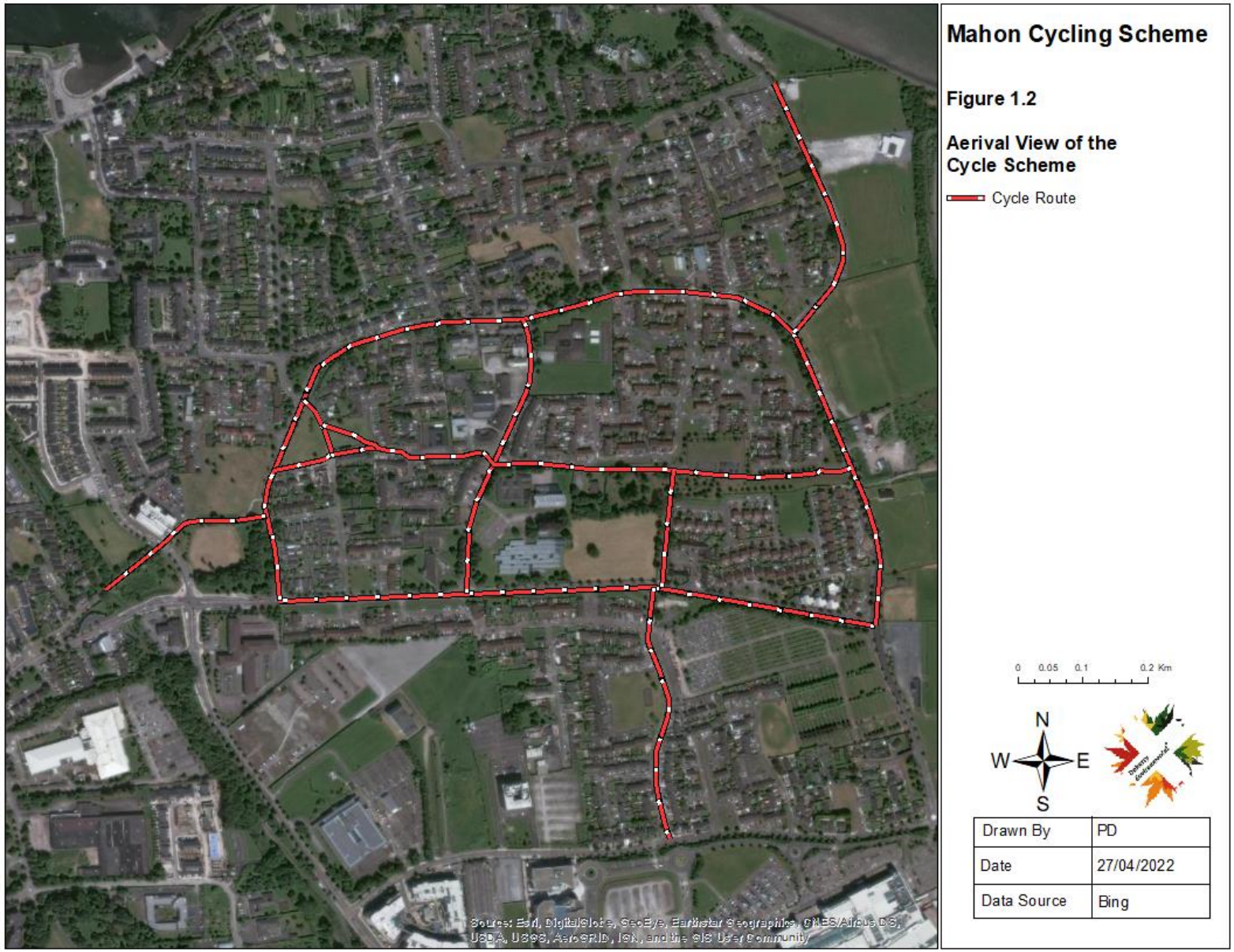
Scheme Location

Cycle Route

0 0.225 0.45 0.9 Km

N
W E
S

Drawn By	PD
Date	27/04/2022
Data Source	Bing


Mahon Cycling Scheme
Figure 1.2
Aerival View of the Cycle Scheme
Cycle Route
0 0.05 0.1 0.2 Km
N
W
E
S
Drawn By PD
Date 27/04/2022
Data Source Bing
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment ("**EIA**"), including screening for EIA. Projects listed in Annex I of the EIA Directive require a mandatory EIA while projects listed in Annex II require screening to determine whether an EIA is required. The proposed development does not require a mandatory EIA under the provisions of the EIA Directive as it is not a project listed in Annex I.

The prescribed classes of development and thresholds or criteria that trigger the need for an EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001, as amended. A review of the classes of development listed in Schedule 5, Part 1 was carried out to determine whether the project falls into any of the development classes that are listed in Part 1 and which require an EIA. The project does not fall into any of the classes described in Schedule 5, Part 1 of the Planning and Development Regulations, 2001, as amended.

A review of the classes of development listed in Schedule 5, Part 2 was carried out to determine whether the project falls into any of the development classes that are listed in Part 2 and which require an EIA. The project is representative of an infrastructure project and as such particular attention was given to establishing whether or not the project falls under Part 2, Class 10 Infrastructure Projects. The project site is located within an area that is defined as an urban area, as set out in the current Cork City Council zoning map for the area. The project is less than 15 Ha in size and as such does not trigger EIA with respect to Class 10(a). The project is also considered to be representative of an urban development. Urban development is listed under Class 10(b)(iv) of Part 2. Given that the project is not located within a business district, which for the purposes of the Regulations is defined as a district within a city or town in which the predominant land use is retail or commercial use, and represents a development of less than 10 Ha within a built-up area, it does not fall into the class of development specified under Class 10(iv). Furthermore the project does not fall into the class of development specified under any other class listed in Part 2 of Schedule V.

Given that the project will also comprise small-scale demolition works associated with the removal of existing sections footpaths and their replacement with upgraded footpath and cycle lanes and the small-scale removal of street features such as bollards etc. attention was also given to establishing whether or not the project falls under Part 2, Class 14 Works of Demolition. As indicated above the demolition works associated with the project are minor in scale and will not pose a risk of significant negative impacts to environmental receptors. Based on the findings of

these assessments it is concluded that the demolition activities required for the project will not result in significant effects on the environment and as such the requirement for EIA is not triggered under Class 14 from Part 2 of Schedule 5 of the Regulations.

Given that the project does not fall under a class of development listed in Part 1 or Part 2 of Schedule 5 the need for a mandatory EIA has therefore not been triggered under the requirements of the Planning and Development Regulations, 2001, as amended.

The proposed development also falls under the EIA requirements of the Roads Act 1993 as amended by the Planning and Development Acts (2000-2011) and the Roads Act (2007) as well as regulations made under the Roads Acts, The European Communities (Environmental Impact Assessment) (Amendment) Regulations 1989-2001, and EC Directives 85/337/EC and 97/11/EC referenced above. A road within the 1993 act is defined to include:

(a) any street, lane, greenway, square, court, alley or passage,

(b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge flyover, carriageway whether single or multiple, pavement or footway,

(c) any weighbridge or other facility for the weighting or inspection of vehicles, toll plaza or other facility for the collection of tolls, services area, emergency, telephone, first aid post, culvert, arch, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve.

Section 50 of the Roads Act 1993 (as amended) outlines the requirements for EIA for "proposed road developments". An overview of the legislative requirements of section 50 of the Roads Act 1993 (as amended), and its applicability to the proposed development are outlined in Table 2.1 below.

Table 2.1: Screening for Mandatory EIA

Screening Question	Regulatory Reference	Response
Does the project comprise the construction of a motorway, busway or service area?	S.50(1)(a) of the Roads Act, 1993, as amended.	The proposed development is not a motorway, busway or service area. This requirement for mandatory EIA is not triggered.
Is the project representative of a prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, where the prescribed types of road development comprise: • The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area. • The construction of a new bridge or tunnel, which would be 100 metres, or more in length.	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993	The proposed development does not involve the provision of a road of four or more lanes for a distance of 8km or more in a rural area or 500m or more in an urban area. The proposed development does not involve the construction of a bridge or tunnel. These requirements for mandatory EIA are not triggered.

Has a direction been issued by An Bord Pleanála (ABP) to the Road Authority to prepare an Environmental Impact Assessment Report (EIAR)?	S.50(1)(b) of the Roads Act, 1993	ABP has not directed the Road Authority (Cork City Council) to prepare an EIAR for the proposed cycling scheme.
Where the road authority consider that the 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	Where Cork City Council considers the proposed development would be likely to have significant effects on the environment, Cork City council is to inform ABP in writing of this and await direction from the Board.
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?	S. 50(1)(d) of the Roads Act, 1993, as amended by reg. 56(7) of the European Communities (Birds and Natural Habitats) Regulations 2011)	No. A Screening Report for Appropriate Assessment has been undertaken for the project and this Report concluded that the proposed development will not have any likely significant effects, whether on its own or in combination with other plans or projects, on any European sites based on the best scientific evidence and taking into account the conservation objectives of the European sites. The project will not have the potential to interact with or negatively affect the conservation status of any Natural Heritage Areas in the

		wider area surrounding the project site. No geological heritage sites are located in close proximity to the project site.

Pursuant to section 50(1)(c) of the Roads Act 1993 (as amended), Cork City Council are required to turn their attention to whether the proposed development is likely to have significant effects on the environment, such that an EIAR is required.

Section 50(1)(e) of the Roads Act, 1993 (as amended) states "Where a decision is being made pursuant to this subsection on whether a proposed road development would or would not be likely to have significant effects on the environment, An Bord Pleanála or the road authority concerned (as the case may be) shall have regard to the criteria specified for the purposes of article 27 of the European Communities (Environmental Impact Assessment) Regulations, 1989."

The purpose of this EIA Screening Report is to assist Cork City Council in determining whether the proposed development is likely to have significant effects on the environment.

According to European Commission Guidance (2017[1])

"Screening has to implement the Directive's overall aim, i.e. to determine if a Project listed in Annex II is likely to have significant effects on the environment and, therefore, be made subject to a requirement for Development Consent and an assessment, with regards to its effects on the environment. At the same time, Screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible, thereby ensuring a more efficient use of both public and private resources. Hence, Screening has to strike the right balance between the above two objectives."

[1] Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU). European Commission 2017. Page 23.

Recent guidelines from the Department of Housing, Planning and Local Government (2018) [2] in relation to screening state:

"3.1. Screening is the initial stage in the EIA process and determines whether or not specified public or private developments are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made. A screening determination is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative.

3.2. Screening must consider the whole development. This includes likely significant effects arising from any demolition works, which must be carried out in order to facilitate the proposed development. In the case of transboundary developments, screening must consider the likely significant effects arising from the whole project both sides of the boundary. A screening determination that EIA is not required must not undermine the objective of the Directive that no project likely to have significant effects on the environment, within the meaning of the Directive, should be exempt from assessment."

Annex III of the EIA Directive (as amended)/Schedule 7 to the Planning and Development Regulations 2001, as amended, lists the criteria for determining whether a project should be subject to EIA.

Annex IIA of the EIA Directive (as amended)/Schedule 7A to the Planning and Development Regulations, 2001, as amended, set out the information to be provided for the purposes of EIA Screening. The information set out in Schedule 7A is grouped together under 3 main headings:

[2] Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

Annex IIA requirements	Relevant section of this screening report
A description of the proposed development, including in particular – a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected	Section 3 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading
A description of the aspects of the environment likely to be significantly affected by the proposed development	Section 4 of this Report describes the aspects of the environment that may be affected by the proposed development
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	Section 5 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading.

3.0 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

3.1 BACKGROUND

The overall aspiration of the scheme is to deliver a high quality, safe, coherent, direct, and attractive cycle network. The delivery of this infrastructure will provide opportunities to upgrade and enhance the identity of localities along the route, assisting in providing inherent orientation, and enhancing the physical presentation and appeal of localities so as to encourage more walking and more cycling for trips to destinations along and within the lateral catchment of the route.

3.2 NEED FOR THE SCHEME

The Cork Metropolitan Area Transport Strategy 2040 (CMATS) proposes significant traffic management changes that will change the culture and expectation of mobility within the city. Such changes will contribute greatly to increased use of cycling and better utilisation of the public realm.

The scheme is located in the southeast of Cork City and encompasses a predominantly residential area with several schools, sports facilities and retail outlets. The catchment has no substantial length of dedicated cycle facilities. As such, the transport network is heavily focused on motor-based vehicles. The area has therefore been recognised as lacking quality cycle facilities, which discourages people from cycling within this area and to and from the city centre. Cyclists must share the road with the general traffic in traffic lanes that are wide enough to encourage unreasonably high speeds for the residential nature of these roads. The lack of proper cyclist facilities discourages some people from cycling even for short journey trips (e.g. less than 15minutes trips).

The provision of Active Travel infrastructure to provide a safe, coherent and functional network of cycle and pedestrian facilities encourages uptake through the phenomenon of 'numbers through safety'. Without designated infrastructure and traffic calming measures, the modal share of Active Travel methods for commuting will stagnate due to user hesitance arising from perception of the existing level of service provided to slow modes within a transport network that is dominated by motor vehicles. Increased provision of accessible Active Travel facilities can stimulate demand in vulnerable population cohorts which were previously uncatered for. Modal shift is best stimulated through initiatives which focus on both on both infrastructural and behavioural change intervention. There is also scope, through traffic calming and bus priority measures, to increase the modal share of public transport within the area.

3.3 SCHEME OBJECTIVES

The overriding purpose of the project is the delivery of continuous and consistent two-way cycle links where possible along the route and the provision of cyclist priority measures elsewhere. In instances where this is not feasible due to the constraints present, traffic calming measures such as signage and road markings will be implemented to provide a safe cycle network. These links

will be attractive premium cycle links that cater for commuting, leisure, tourist and family cycling, as well as improved accessibility for pedestrians.

The proposed scheme must not only increase accessibility and permeability within the immediate study area, but also provide enhanced and safer connectivity with other areas and routes. Ultimately the route should be delivered to improve safety, reduced vehicle speeds, reduce journey times, and contribute towards increased numbers of trips being made by bicycle and by foot in the local catchment.

The scheme aims to provide improved pedestrian and cyclist facilities that provide high quality linkage to the surrounding catchment, including:

- Improvement of footpath and crossing facilities for vulnerable road users and pedestrians, e.g. reduced crossing delays and additional crossing locations for pedestrians;
- Provision of cycling facilities and improvements to cyclist priority and safety along the route, particularly at junctions;
- Provision of a cohesive streetscape catering for all types of vehicular, public transport and active transit modes whilst giving public transport and active modes priority where practicable;
- To provide a safe and legible route for commuter, leisure and delivery cyclists to access the retail and residential premises along the route;
- Reduced vehicle speeds and carriageway widths on self-enforcing traffic calmed roads where cycle facilities are on a shared road surface; and
- Introduce a streetscape that is conducive to cycling, ie; bollards instead of guard rails, providing shelter from wind/rain where possible, provision of smooth surfaces that are free from obstructions, routes that minimise inclines, reducing conflict points for cyclists by providing cyclist priority, avoidance of street clutter, and minimising on street parking.

The proposed solutions will consider the impact on general traffic in the study area as these routes serve as links for public transport and private vehicles also. The proposed solutions will achieve the above objectives whilst providing the best value-for-money design for the medium to long term. A multi-disciplinary approach reflecting the vision of the Design Manual for Urban Roads

and Streets (DMURS) for an integrated design process and providing opportunities for improvement of the public realm for all will be taken in the design of this cycle route.

The Scheme aims to provide a local route that provides connectivity at a neighbourhood level by providing dedicated cycle facilities to access local retail outlets, hospitality services, workplaces, schools, sports clubs and residential hubs.

The overall Scheme objective is to provide both a utility network (to connect residential, shopping, work and education centres for functional cycle trips) and a recreational network (to provide a route of sufficient length and quality to cater for exercise, social and tourism trips).

3.4 OVERVIEW OF ROUTE SECTIONS

Table 2.1 below provides an overview description of the route sections.

Table 3.1: Description of Route Sections

Ringmahon Road	A segregated cycle track is provided in each direction where possible. A 3m traffic lane is maintained in each direction. Existing footpaths, trees and verges are maintained with cycle lanes/shared space at pinch points (Meadowgrove Convenience Store) to facilitate this. Informal parking is banned on the road although some form of set down / collection arrangement may need to be maintained at the primary school on the road. Designated parking will be provided intermittently, where necessary and parking will be provided at the Meadowgrove Convenience Store. The western junction with Skehard Road is signalised.

Avenue de Rennes	A segregated two-way cycle track on the east side of the carriageway to be provided. Road width 3m traffic lanes maintained in each direction. The majority of on-street parking is maintained with improved landscaping provided. Signalisation of the junctions of Avenue de Rennes with Skehard Road and with Ringmahon Road.
Skehard Road	Extension of the segregated cycle track to be facilitated in a two way track on the southern edge of this carriageway where substantial green verge space exists. Proposed Signalised Junction at Ringmahon Road (west). Removal of right turn lane from Skehard Road to Ave de Rennes and road realignment required at the pinch point and signalisation of the junction of Skehard Road and Avenue de Rennes. Two-way cycle track maintained at the pinch point at the private garden east of the junction with Avenue De Rennes.
Castle Road	Maintain existing arrangement with traffic calming and road markings to provide a shared carriageway to cater for cyclists.

Ballinure Avenue	A segregated cycle track is provided in each direction. A 3m traffic lane is maintained in each direction. Existing footpaths, trees and verges are largely maintained. Informal parking is banned on the road.
Passage Greenway Tie-In	Widen the path where possible, and resurface to improve the quality of service.
Ashwood to Castle Park Link	A two-way vehicular access on a carriageway of width 2.5m on with a cycle track in each direction trafficked sections. A 4m shared surface is provided on un-trafficked sections.

3.4.1 Surface Type

The design proposes an overlay treatment, for shape correction, to the existing pavement along the route as part of refurbishing works within the proposed scheme for shape correction to the existing pavement. The existing pavement will be repaired at the defect sections, levelled to designed levels, cleaned and coated with binding agent prior to overlaying treatment.

At locations where full pavement repair/ restoration is required (at crossings and footpaths), the pavement shall be constructed as per design standard, to be finalised at the detailed design stage.

3.4.2 Scheme Lighting

The public lighting along the route is proposed to be broadly maintained and enhanced were possible. Public lighting poles will be located at the back to the footpath in all instances. It is noted that public lighting is currently provided throughout the cycle scheme routes.

3.5 SURFACE CONSTRUCTION MATERIALS

Materials for construction of the surface upgrade will be imported and stockpiled at the construction compound, which will be located on a site that is buffered from any watercourse by a minimum distance of 50m. The materials to be employed shall principally consist of:

- Geotextile ground reinforcing cloth
- Granular sub-base material (NRA clause 804)
- Asphalt.

3.6 CONSTRUCTION METHODOLOGY

In general, the route is in moderate condition with the exception of areas where patches were observed due to utilities work.

The design proposes an overlay treatment, for shape correction, to the existing pavement within the scheme extents as part of refurbishing works. The existing pavement will be repaired at the defect sections, levelled to designed levels, cleaned and coated with binding agent prior to overlaying treatment.

Sections of the road and current footpath will be closed to the public on a phased basis during the construction phase, which is expected to last for approximately 18-months. Construction materials will be transported from stockpiled areas at an existing Cork City Council construction depot, an existing Cork City Council site compound or an existing area of hard standing directly adjacent the site in 6-ton dumper trucks for construction of the scheme.

Excavations, using one 20-ton excavator, will be required for the removal of the existing path surface. Excavation of the existing surface will be kept to a minimum, only comprising the footprint of the path surface that is to be upgraded. It is estimated that a minimal amount of surplus spoil will be generated for offsite disposal. Such spoil will be disposed of at an appropriately licenced facility.

Works will be undertaken on a section-by-section basis and section sizes will be kept to a minimum to reduce the potential for disturbance to adjacent ecological receptors.

3.7 PLANT & CONSTRUCTION MATERIALS REQUIRED

The type of plant and machinery required will be typical civil engineering road construction plant for earthworks and paving, and is likely to include:

- 360-degree 20 tonne Excavators (crawler track machines)
- Rubber-tyred Excavators 6 tonne JCB
- 3 tonne Mini Diggers
- 30 tonne Dump Trucks
- 6 tonne Dumpers
- 7.5 tonne multi-purpose truck
- 20 tonne and 30 tonne delivery trucks (importation of rock and bitumenous paving materials
- Teleporter for erection of lighting columns
- Site Vehicles (4x4 wheel short base and vans)
- Compactor plates
- 1 tonne hand roller
- 6 tonne vibrating Rollers
- 10 tonne dead weight rollers
- Blawknox Paving Machine
- Bitumen Boiler/Hot Box
- Oil Tanker/Sprayer

- Road Planing Machine
- Extruded Kerb Laying Machine
- Road Saws/Con Saws/chain saws
- Bark Mulchers
- Air Compressors
- Jack Hammers
- Stihl Saws
- Small tools/hand tools
- Traffic Management Signs, Cones & Barriers
- Herras Fencing
- Mobile Traffic Lights
- Road Sweeper & Water Tank Truck
- PPE

All machinery will be inspected and certified to be free of leaks and weeps prior to mobilisation on site.

The materials will be typical civil engineering road construction materials consisting of cement, sand, gravel of various aggregate sizes, imported and reused top soil and precast concrete kerbs.

3.8 SITE PERSONNEL

The number of site personnel required for the construction phase will be finalised by the appointed contractor but it is estimated that a maximum of 10 site personnel will be required to complete works for the project.

3.9 CONSTRUCTION COMPOUND

An existing Cork City Council construction depot, an existing Cork City Council site compound or existing hard standing adjacent the site will be provided for the duration of the works. The location will be decided upon appointment of the Contractor and subject to CCC approval.

3.10 SPOIL STORAGE

All spoil excavated during the construction phase of the project will be reused so that the requirement of the import of material is eliminated or minimised to a low level. Any soil material excavated within the area of works or imported to the site will be stored in the area designated for spoil storage.

3.11 DURATION OF CONSTRUCTION PHASE

It is estimated that the construction process for all phases of the scheme will take up to 18 months.

3.12 BEST PRACTICE CONSTRUCTION METHODS

The following best practice construction methods will be implemented throughout the duration of all works associated with the project:

All works will be completed in accordance with health and safety regulations and best practice guidelines;

The works phase will implement all relevant measures outlined in the TII best practice guideline documents *Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes* and *Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes*.

In order to confirm during the works phase that the vibration impacts to the Castle Tower House are avoided vibration monitoring will be undertaken for works being completed within the zone of notification of the Castle Tower House monument (see Figure 4.2 below for location). The vibration monitoring will be completed in accordance with *BS ISO 4866: 2010: Mechanical*

vibration and shock – Vibration of fixed structures – Guidelines for the measurement of vibrations and evaluation of their effects on structures.

The works phase will implement all relevant measures outlined in the CIRIA best practice construction guidelines: *CIRIA Environment Good Practice on Site* and *CIRIA Control of Water Pollution from Construction Sites: Technical Guidance C648.*

The works phase will implement all relevant measures outlined in the CIRIA best practice guideline Archaeology and Construction: Good Practice Guidance (C799).

3.13 ASSESSMENT OF THE CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

An assessment of the potential characteristics of the Proposed Development as described above against the criteria outlined in Schedule 7 of the Planning and Development Regulations 2001 to 2018 are outlined in Table 3.1 below and a concluding rationale is provided to determine whether these characteristics have the potential to result in likely significant effects to the environment.

Table 3.2: Characteristics of the Proposed Development

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
(a) the size and design of the whole project	The project comprises the enhancement and repair of existing road and footpath surfaces to accommodate a new cycle route, which will be approximately 3.7km in length. All construction works will be restricted to the footprint of paved surface in the form of roads and footpaths and verges of amenity grassland along limited sections of the route. The proposed works are estimated to be completed within an approximate timeframe of 18 months.

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	The scale of the proposed development is minor and the completed upgrade works will be in keeping with the existing urban landscape in which the project is situated.
(b) cumulation with other existing and/or approved projects;	The works are very minor in extent that will not have the potential to result in perceptible environmental effects and will not be of a quantum that will have potential to combine with other projects in the surrounding area to result in additive/cumulative effects to the environment.
(c) the nature of any associated demolition works	Minor demolition works are associated with the project such as the breaking out of the existing patches of defected footpath and roadway verge surface that will accommodate the cycling scheme. The demolition associated with this will be minor and will not pose a risk of significant negative effects to the surrounding environment.
(d) the use of natural resources, in particular land, soil, water and biodiversity;	Construction related activities will be restricted to the footprint of the project site. Soil that will be excavated within the project site will be reused for landscaping and filling, where possible. Where surplus soil material is generated it will be disposed of at an approved facility. Water required for the construction phase of the project will be supplied by the existing mains water supply. No significant effects to biodiversity are predicted to arise as a result of the construction or operation of the project. No protected Annex I habitats occur along the project footprint. The habitats that do occur along the footprint of the project are representative of made ground/artificial surfaces and strips of amenity grassland, flower beds and stone walls along footpath edges. The habitats occurring along the route are of negligible biodiversity value. Natural resources in the form of hydrocarbons will be required for energy and electricity during the construction phase of the project.

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	Other building raw materials will be required during the construction phase. However the natural resources required will be typical of those required for the development and their provision will not have the potential to result in significant negative effects.
(e) the production of waste;	Solid inert waste in the form of soil and stone will be produced during construction but materials will be only ordered as required. Any wastes from the construction process will either be reused within the scheme, or recycled/disposed of at an authorised waste facility. During the construction phase the waste management hierarchy will be implemented onsite, which prioritises the prevention and minimisation of waste generation. The operation phase is not anticipated to generate large volumes of waste. Litter prevention measures will be put in place along the proposed development.
(f) pollution and nuisances;	During development projects the construction phase generally presents the greatest risk of pollution. Given the absence of any surface watercourses in the vicinity of the proposed project site there will be no potential for the construction phase of the project to result in a significant risk of pollution to surface water bodies occurring in the wider surrounding area. It is also noted that the bulk of all material required for the construction phase will be stored at the proposed construction compound which will be situated on existing made ground that will be located in an existing Cork City Council construction depot, an existing Cork City Council site compound or existing hard standing directly adjacent the works. The construction compound will also be situated within Cork city which is serviced by an existing combined drainage network that will further eliminate the release of any untreated surface water to receiving water bodies in the wider surrounding area. Furthermore the approach to the proposed construction works will be completed on a section by section basis, thereby limiting the extent of exposed ground during the breaking out of the existing surface and will in turn limit to a small scale the exist of exposed surface at any one time. As such surface water runoff from

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	any exposed surface will be limited in volume and will not have the potential to result in the generation of significantly polluted surface water runoff. The potential for the construction phase to result in nuisance to surrounding receptors as a result of noise, vibrations and dust generated during construction activities is assessed as being negligible. This is primarily due to the staged approach that will be adopted to the construction works. This will involve works being undertaken at one section at a time, thereby always minimising the extent of works and the potential for nuisance as a result of noise or air emissions or changes to traffic patterns. It is further noted that the works to be completed at each section will be short-lived, thereby again minimising any potential for nuisance effects. The proposed cycle network has the capacity to contribute positively to both the local area and to its residents through a combination of direct and indirect benefits. The modal shift from private car to walking or cycling, which is particularly feasible for short distance trips, is linked to a reduction in greenhouse gas emissions. This in turn lowers the level of harmful particulate matter in the ambient air. Air quality is further improved upon through reduced vehicular noise and speed levels. Public health is also directly benefited through increased levels of physical activity in the population.
(g) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;	Provided that all measures outlined above are implemented and that all associated building and environmental regulations are adhered to it is not predicted that the project will not have the potential to result in a major accident or disaster.
(h) the risks to human health (for example due to water contamination or air pollution).	The preceding items to this Table outline the measures that are to be implemented to ensure that the project does not result in pollution to waters or air or nuisance generated by noise, dust or vibration emissions. All best practice mitigation measures outlined in this screening report will represent a minimum requirement to be

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	implemented for the construction phase of the project. With the implementation of these measures the construction phase will not represent a significant risk to human health.

Conclusion: No significant effects likely to arise associated with the characteristics of the proposed development.

Rationale: The scale and extent of the works proposed are representative of a small-scale project and are proposed on habitats of negligible to low ecological value in an area of urban made ground land use and high levels of human activity. Measures that form part of the project will also ensure protection of the receiving environment. The implementation of targeted mitigation measures to minimise noise levels at sensitive receptors will also ensure that the project does not result in nuisance to the receiving population.

4.0 LOCATION OF THE PROPOSED DEVELOPMENT

The Mahon Cycling Scheme route that will be subject to upgrade works is located along the existing road carriageway and footpath. The habitats occurring along the route are dominated by artificial surfaces (Fossitt Habitat Code BL3). Strips and playing fields of amenity grassland (GA2), flower beds (BC4) as well as stone walls (BL1) occur along the sections of the route corridor.

There are no watercourses occurring at the surface along or adjacent to the route, with the nearest waterbody represented by the River Lee Estuary approximately 100m to the northeast of the project site.

The project site is located within the Glasheen (Cork City) SC_010 sub-catchment of the Lee and Tramore Coastal surface water catchments. The surrounding lands are drained by a network of existing drains that form part of the Cork City combine sewerage network that conveys surface water to the municipal wastewater treatment plant for final treatment prior to discharge to the receiving environment

Table 4.1: Location of the Proposed Development

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
(a) the existing and approved land use;	The existing land use within the project site is dominated by existing artificial surfaces in the form of footpath and road surfaces. The project site is located within an area dominated by urban land use. The project is in line with the objectives of the Cork Metropolitan Area Transport Strategy 2040 (CMATS).
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	The project will not result in any changes to the existing environment that will compromise the regenerative capacity of the natural environment. As noted above the footprint of the project is restricted to existing road and footpath surfaces and minor areas of amenity grassland that is of negligible nature conservation value.

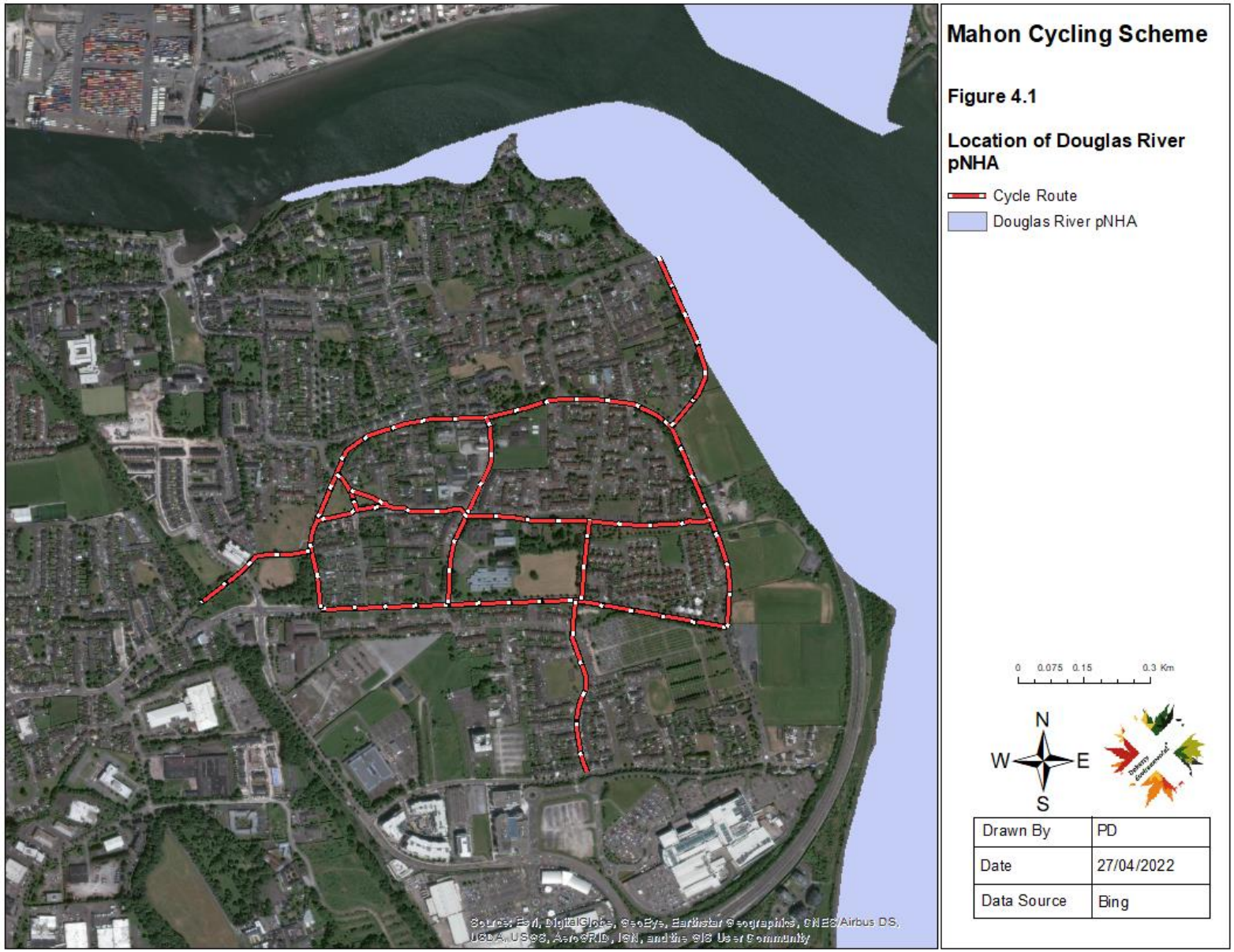
Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
(c) the absorption capacity of the natural environment, paying particular attention to the following areas: (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;	The potential for the project to significantly affect the absorption capacity of the environment, with respect to the parameters listed in Column 1 opposite are outlined below. (i) no works are proposed that will affect wetlands, riparian areas or river mouths. (ii) not applicable, the project is located at a remote distance from the coastal zone. (iii) not applicable, the project is located at a remote distance from mountainous and forested areas. (iv) not application, the project is located at a remote distance from any nature reserves and parks. (v) The Screening Report for Appropriate Assessment that has been prepared for the project has examined the likely significant effects of the proposal on the conservation objectives of European Sites and has concluded in a finding of no likely significant effects. In addition no NHAs are located along or immediately adjacent to the project site. The nearest pNHA is the Douglas River Estuary pNHA, located immediately adjacent to the northeast section of the scheme along

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
	Castle Road. This pNHA is a large site situated in the north-west corner of Cork Harbour, stretching from Blackrock to Passage West. It is an integral part of Cork Harbour, which contains several other pNHAs. This site occurs within the upper harbour and consists of extensive mudflats, formed from fine silts, bisected by the Douglas River. Damp grassland occurs on part of the southern side, extending to some low islands which are inundated in extreme tides. This site is of interest because it is an essential part of the Cork Harbour complex and contains much higher densities of waders than would be expected from its relative size. It is ranked as the second most important area within the harbour. The land occurring within the pNHA boundary adjoining Castle Road is not representative of any semi-natural habitats. The land cover here is dominated by amenity grassland in the form of playing pitches. The amenity grassland provides suitable foraging habitat for waterbirds that are supported by the pNHA (and the Cork Harbour SPA). It is noted that no waterbirds were identified as relying on this grassland habitat during a field survey of the site completed on the 9th February 2022. The works associated with the project along Castle Road will be restricted to the existing footpath, road surface and minor areas of amenity grassland verge and will not result in any loss of or

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
	disturbance to the wider area of grassland occurring habitat associated with the playing pitches immediately to the east within the pNHA boundary. The required works for Castle Road will be minor in scale, involving the repair of small patches of defected footpath and road surface and the resurfacing of the road surface. The works will be short lived and will not have the potential to result in noise or visual emissions that could lead to significant of disturbance of waterbirds that are supported by the pNHA and the Cork Harbour SPA further east.
(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;	No areas along the footprint of the project have been identified as failing to meet environmental quality standards.
(vii) densely populated areas;	The subject lands are located within Cork City. The surrounding area is representative of a densely populated area and the provision of the project will provide enhanced pedestrian and cycling facilities in the

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
	area, thereby contributing to sustainable modes of movement and transport.
(viii) landscapes and sites of historical, cultural or archaeological significance	A review of the Historic Environment Viewer at https://maps.archaeology.ie/HistoricEnvironment indicates the presence of one sites and monument record in the vicinity of the cycle scheme. This is the Castle tower house (C0074-053), located to the north of Ringmahon Rd. The location of this monument is shown on Figure 4.2. This monument is located within the grounds of Ringmahon House which is separated from the northern road footpath and verge by an existing stone wall. The works associated with the cycle route upgrade at this location will be minor involving resurfacing of the existing road surface. No significant excavations will be required and there will be no potential for the works to result in ground vibration that could pose a risk to this protected monument. The cycle route scheme is located within the Zone of Notification of this monument (see Figure 4.2) and the Department will be notified of all works intended to take place within the zone of notification prior to the commencement of such works. In addition the works will be overseen by an archaeologist appointed by Cork City Council to

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
	ensure that such works are undertaken in strict accordance to all works being completed within a zone of notification.


Mahon Cycling Scheme
Figure 4.1
Location of Douglas River pNHA
Cycle Route
Douglas River pNHA
0 0.075 0.15 0.3 Km
N
W
E
S
Drawn By PD
Date 27/04/2022
Data Source Bing
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community


Mahon Cycling Scheme
Figure 4.2
Location of Sites & Monuments Record
Castle Tower House
Zone of Notification
Cycle Route
0 0.0475 0.095 0.19 Km
N
W
E
S
Drawn By PD
Date 27/04/2022
Data Source Bing

Conclusion: No significant effects likely to arise associated with the location of the proposed development.

Rationale: The project relates to small-scale works to be completed along the approximate 3.7km cycle scheme. The works will involve repairs to patches of defected footpath and road surface and resurfacing along the scheme route so that clearly distinguished shared transport surfaces are provided for. The works will be completed on a section by section basis and will not represent a risk of significant effects to the environment. A Screening Report for Appropriate Assessment has determined a finding of no likely significant effects on the conservation management objectives of European Sites within the wider area surrounding the study area. There will be no potential for significant effects to NHAs or pNHAs, water quality or other environment receptors. There will be no potential for significant effects to archaeology and archaeological supervision of the works in the vicinity of the Castle Tower House will be required. The project will represent a positive development for permeability and sustainable movement and transport in the area and is consistent with the land use zoning of this location. The provision of a high-quality cycle scheme will encourage people to switch to sustainable modes of transport and provide for safe and efficient movement of people within the southeast of Cork City. This provision of the cycle scheme has the potential to result in positive impacts for environment of the southeast of Cork City and its public realm. The proposed scheme would create a better quality public realm with visual enhancement of the area. The provision of the scheme will have the potential to increase pedestrian and cycle movement across the city, improving connectivity between businesses, schools, housing, places of worship, etc creating more attractive and vibrant streets that will in turn have potential to reduce dependence on the use of cars for short and short to medium trips thereby reducing carbon footprint.

5.0 CHARACTERISTICS OF POTENTIAL IMPACTS

Having considered the above environmental factors the aim of this section is to address likely impacts on the environment by the implementation of the proposed development. Whether an EIA would be deemed necessary relevant to the scale of the project and the environment will then be determined.

The 2014 EIA Directive requires that an assessment of the likely significant effects of a project on the environment must be considered with regard to the factors specified in Article 3(1) of

the Directive and Section 171A(b)(i)(I) to (V) of the Planning and Development Regulations 2001 to 2018, 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.

The factors outlined in Article 3(1) of the Directive are presented in Table 5.1 below under the heading of "Environmental Factor". The results of the assessment provided in Table 5.1 are then used to inform an assessment against the criteria evaluating the characteristics of potential impacts.

Table 5.1: Characteristics of Potential Impacts on Environmental Factors

Environmental Topic	**Potential Impact**
Populations & Human Health	The works associated with the delivery of the cycle scheme will be small in scale and of a short lived duration and will not have the potential to result in significant negative effects to the receiving population and health. Over the longer-term an increase in sustainable transport by means of cycling and a reduction in reliance on vehicles will have the potential to result in positive impacts to human health by way of increasing active

Environmental Topic	**Potential Impact**
	travel and aerobic activity and reducing exhaust emissions to the local ambient environment. With regard to human health and the construction phase it is noted that all construction activities will have to comply with best practice measures. All relevant best practice mitigation measures required for avoiding likely significant effects to populations and human health will be required to be implemented as part of the construction phase of the project. No negative operational impacts are identified for human beings.
Biodiversity	As the habitats present along the footprint of the project relate to habitats of negligible value no significant negative impacts are identified for habitats during the construction or operation phases. The habitats occurring along the project route do not have the potential to function as important habitats for fauna and the delivery and future use of the scheme will not have the potential to result in significant negative effects to fauna. As outlined above the provision of the cycle scheme will not have the potential to result in negative effects to the Douglas River Estuary pNHA. The Screening Report for Appropriate Assessment that accompanies the Section 38 Notice has also concluded that the project will not have the potential to result in likely significant effects to this the Cork Harbour SPA or any other European Sites in the wider surrounding area. No NHAs occur in the wider surrounding and there will be no potential for the project to result in significant negative effects to NHAs.
Soil and Geology	There will be no significant impact to soils or geology.
Water	There are no watercourses occurring along the project route and the delivery of the cycle route upgrades and future use of the project will not result in any interactions with waterbodies or water resources. Furthermore it is noted that all surface water runoff draining the project route is currently managed as part of the Cork main drainage network and is treated prior to discharge to the receiving environment. There will be no potential for the project to result in significant negative effects to waters.

Environmental Topic	**Potential Impact**
Air Quality and climate	Given the small-scale nature of the works required for the delivery of the scheme as well as the short-lived duration of works, there will be no potential for the project to result in emissions to air that could perturb air quality in the receiving environment. The operation phase of the project will have the potential to contribute to improvements in air quality through a change in transport modes with an increase in cycling and a decrease in vehicle movements for short and short-medium distance journeys.
Noise and Vibration	Given the small-scale nature of the works required for the delivery of the project there will be no potential for it to result in significant changes to baseline noise levels and there will be no vibration impacts to the receiving environment and sensitive receptors such as neighbouring properties including the Castle Tower House.
Cultural Heritage	The Castle Tower House is the only feature of cultural heritage identified as occurring along the proposed route. For reasons set out in Section 4 above there will be no potential for the project to result in significant impacts to this monument.
Landscape & Visual	The project will not result in any changes to the landscape or visual setting along the project site. The upgrade of footpaths and roads and the provision of the cycle scheme will have the potential to result in positive impacts for the public realm and the landscape and visual setting of the areas through which it passes.
Interrelationship between above parameters	Inter-relationships occur between environment parameters such as noise and wildlife; air quality and water quality; vibration and cultural heritage; noise and air pollution nuisance and human health etc. In light of the considerations outlined in the foregoing sections of this report it is considered that there will be no potential for interactions to occur between environmental parameters that could lead to significant negative effects to the environment.

Table 5.2: Characteristics of the potential impacts

Characteristics of potential impacts (The potential significant effects of proposed development in relation to criteria set out below are informed by the results of the assessment provided in Table 5.1 above)	**Potential Impact**
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	Imperceptible to minor and localized temporary impacts are identified primarily at construction stage only.
(b) the nature of the impact;	The nature of the impact associated with the project to environmental parameters have been set out in Table 5.1 above. It has been concluded that given the small scale of the project, the short-lived duration of works and its location within an existing suburban area the project will not have the potential to result in significant environmental effects.
(c) the transboundary nature of the impact;	Given the size, scale and location of the proposed development potential transfrontier impacts will not arise.
(d) the intensity and complexity of the impact;	The project is representative of a small-scale development. The construction phase will be of a short-term duration being completed within an estimated timeframe of 18 months. It will not result in intense or complex impacts to the receiving environment.
(e) the probability of the impact;	The probability of a significant impact occurring to the environment is considered to be unlikely.

(f) the expected onset, duration, frequency and reversibility of the impact;	All works associated with the delivery of the project will be short-lived and of a brief to temporary nature. The works will not have the potential to result in significant negative effects to the environment. The operation phase of the cycle scheme will be over the long-term and will have the potential to result in positive long-term effects for environment in terms of human health, air quality and landscape and visual.
(g) the cumulation of the impact with the impact of other existing and/or approved projects;	As outlined in Table 3.1 given the small scale of the project, the minor works required to deliver the project and the project's location within an area already consisting of roads and footpaths there will be no potential for the project to combine with other projects or land uses to result in significant cumulative negative impacts to the environment.
(h) the possibility of effectively reducing the impact.	Standard best practice measures will be implemented throughout the works phase of the project. These measures, as described in Section 3 above will further ensure that the project does not result in significant negative effects to the environment.

Conclusion: No significant effects likely to arise associated with the potential impacts on environmental parameters.

Rationale: As outlined in Table 5.1 the project will not have the potential to result in significant negative effects to biodiversity, soils and geology, water, landscape and cultural heritage.

Conclusion: No significant effects likely to arise associated with the characteristics of the potential impacts.

6.0 CONCLUSION

The proposed cycling scheme does not trigger the threshold for mandatory EIA/EIAR as set out in the 2001 Regulations (as Amended) and has been assessed as a sub-threshold EIA development. This EIA Screening Assessment has determined that the proposed development's potential to result in significant environmental effects will not arise due to the scale and nature of the proposed development and the characteristics and sensitivities of the receiving environment.

The European Guidance on EIA Screening provides a checklist to assist with the decision of whether an EIA is required based on the characteristics of a project and its environment. This screening checklist is presented in Table 6.1 below and have been informed by the various assessments that have been set out in Sections 3, 4 and 5 above.

Table 6.1: Screening Checklist

Questions to be Considered	Yes / No? Briefly describe	Is this likely to result in a significant effect? 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. The construction of the proposed development will involve a minor change in land cover within sections of its footprint. This will involve a small area of physical land cover change. The project has been designed to be in keeping with the surrounding landscape.
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. The proposed development will require natural resources in the form of standard construction materials. The quantities to be used as part of the proposed development will be relatively small given the scale of the proposed development.

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 for a proposed project will be used during construction, however it is unlikely that this would include any quantity of materials that could be harmful to human health or the environment. Best practice construction will be implemented during the construction phase and all such materials will be stored in secure locations and will be handled in accordance with accepted construction procedures.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes	No. Waste in the form of construction material wrappings and pallets etc. will be generated during the project. In addition, waste generated by site operative at the site canteen etc. will be generated. All solid waste will be managed in accordance with relevant waste legislation and all waste would be removed by the site by a licensed contractor and disposed of at a licensed facilities. Efforts will be made to reuse wherever possible soil material generated during excavations at the project site. Where materials cannot be reused (e.g. where soil material is at risk of being contaminated with non-native invasive species seed material) they will be transferred off site by a licensed contractor and disposed of at a licensed facilities. The movement of a soil material from the project site will be subject to the control measures.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	No	No. It is expected that dust and emissions from construction vehicles, plant and equipment may be released temporarily during construction. Mitigation measures as outlined in this Screening Report will be implemented to minimise emissions and prevent discharge. All emissions will be kept within standard air quality limits outlined in the relevant legislation.
6. Will the Project cause noise and vibration or release of	Yes	No. It is expected that noise and vibration will occur during construction of the project will be

light, heat energy or electromagnetic radiation?		of a negligible level that will not result in negative impacts to the receiving environment.
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 wasters or the sea?	No	All potential polluting substances will be stored and managed appropriately by the contractor to reduce the risk of accidental spillages and/or discharges. There will be no discharge to surface water; groundwater, coastal waters or the sea and appropriate measures to ensure effective incident control will be provided for the construction phase of the project. The operation phase of the project will not pose a risk of contamination of waters.
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	No	No. Construction activities would be undertaken with due regard to occupational health and safety. The site manager would be responsible for the management of health and safety on site during construction.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	No	No. The project is not predicted to have the potential to result in social changes in demography, traditional lifestyles or employment.
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?	No	This Report undertook a review of the Cork City Council planning portal to identify other existing and approved projects within the wider surrounding area. Projects were identified and an assessment for cumulative effects has been completed. This assessment has found that the proposed cycling scheme will not have the potential to combine with these other projects to result in significant negative impacts to the environment.
11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which	No	No. European Sites occur in the wider area surrounding the project site. A Screening Report for Appropriate Assessment has examined the potential for the project to result in likely significant effects to the European Sites and has found that there will be no

could be affected by the project?		potential for the project, alone or in-combination with other plans or projects, to result in likely significant effects to European Sites. An examination of the potential for the project to result in negative effects to the Douglas River Estuary pNHA has been completed for this project and it has been found that the project will not result in significant negative effects to the pNHA. One protected monument in the form of the Castle Tower House was identified in the vicinity of the project and the project is located within the zone of notification of this monument. The project will not have the potential to result in negative effects to this monument. No features of landscape or other value occur in the vicinity of the proposed cycling scheme.
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	The habitats occurring under the footprint of the project are dominated by artificial man-made ground of negligible value. There will be no potential for the project to undermine the status of the existing biodiversity baseline conditions occurring at and in the vicinity of the project.
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?	No	No such areas occur along or in the vicinity of the project.
14. Are there any inland, coastal, marine or underground waters on or around the location which	Yes	The project will not have the potential to result in negative impacts to coastal waters or freshwaters in its vicinity. This is due to the small scale of the project and the low quantities of potentially polluting material required for the project and the low risk of the project

could be affected by the project?		generating contaminated surface water runoff. Furthermore it is noted that all surface water runoff generated at the project site will drain to the existing Cork City combine sewer network and which will provide existing treatment prior to release to the environment.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No	No.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	The footprint of the route will be restricted to the existing road corridor and will be completed in stages. The works will not affect other public facilities in the vicinity of the proposed route. Once completed the cycle scheme will contribute to the extent of public facilities available in the area.
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?	Yes	No. The construction phase will be of a short-term duration and will involve a low number of construction vehicular movements that are not predicted to have the potential to result in significant traffic volumes that could lead to congestion. The provision of the project will have positive implications for traffic and transport congestion by offering more effective traffic conveyance at the proposed cycling scheme.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	Yes. During the construction phase mitigation measures will be put in place to minimise the visual disturbance caused by the construction works. Once constructed the project will blend in with the surrounding built landscape.
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 areas of historic or cultural importance occurring along the proposed cycling scheme. .

20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	No. The project site is located in a developed man made environment. The project will not change the land cover within the project site.
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. As outlined in this Report the project will not have the potential to result in nuisance to properties occurring adjacent to the project site.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	No.
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 construction phase will be restricted to the project site and with the implementation of a best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.
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	Yes, such receptors occur in the vicinity of the project, however the construction phase will be restricted to the project site and with the implementation of a best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.
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?	No	No.

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?	No	No.
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?	Yes	No.

Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed development (during the construction or operational phases) is considered to be low, as summarised in Table 5.3 above.

No significant environmental impacts will occur and the implementation of best practice measures outlined in this Report will further reduce the potential for such impacts to arise.

The information provided in this EIA Screening Report can be used by the competent authority, Cork City Council, to conclude and determine that an EIA is not required for the proposed cycling scheme as there will be no significant environmental effects.