**SUB THRESHOLD EIS SCREENING REPORT**

**Skehard Road Phase 3, Church Road to CSO Junction**

*Criteria for determining whether a development would or would not be likely to have significant effects on the environment as per the requirements of Article 120 of the Planning and Development Regulations 2001-2012*

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| 1. **CHARACTERISTICS OF PROPOSED DEVELOPMENT**
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| Size of Proposed Development | The project relates to the streetscape renewal and realignment of the Skehard Road from and including the junction at Church Road up to and including the junction with Mahon Link Road / CSO Junction. This Also includes the junction with Bessboro Road. This covers an area of approximately 20,317 m2 in Cork City. The proposed measures include footpath and roadway replacement and realignment, street furniture and lighting, landscaping, utility services, etc |
| Cumulation with other Proposed Development | The proposed works comprise improvements to an existing, busy thoroughfare which will improve vehicular, cyclist and pedestrian flow. This will in turn improve the receiving environment for any extant development consents including planning permissions. It is considered that any cumulative impact would be neutral or positive. |
| The nature of any associated demolition works (\* see article 8 of SI 235 of 2008) | The proposed works include the renewal of existing streetscapes (roadways, footpaths, etc) and there will be no demolition of buildings. Any demolition material that is not reused will be disposed of in line with best environmental practice.  |
| Use of Natural Resources  | The use of natural resources associated with this development is limited to the materials to be used for its construction, ie locally sourced aggregates with bituminous material surfacing, concrete and natural stone paving slabs, street furniture, ducting, pipes, signs etc  |
| Production of Waste | Waste production is limited to the construction phase and will consist of general excavated material, inert in nature which will be disposed of using local licensed landfill facilities. |
| Pollution and Nuisances | The proposed work is an enhancement to an existing road therefore no additional traffic or nuisances will be generated consequently there will be no net increase in either pollution or nuisance. The addition of with Bus lanes and Cycle lanes will contribute to an overall reduction in pollution and nuisance. |
| Risk of Accidents | The road will be engineered to a higher standard than the existing road therefore it should reduce the risk of accidents. It is not considered that there would be any significant risk of accidents, having regard to substances or technologies used. |

| 1. **LOCATION OF PROPOSED DEVELOPMENT**
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| Existing Land Use | Urban Streets/Roads |
| Relative Abundance, Quality and regenerative Capacity of Natural Resources in the Area | Limited |
| Absorption Capacity of the Natural Environment | This development is replacing an existing road which will have a negligible long term impact on the natural environment. |

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| **3. CHARACTERISTICS OF POTENTIAL IMPACTS** |
| Extent of the Impact | The primary impact will occur during the construction phase |
| Transfrontier nature of the Impact | N/A |
| Magnitude and Complexity of the Impact | Minimal |
| Probability of the Impact | Low |
| Duration, Frequency and Reversibility of the Impact | Limited to the Construction Phase |

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| **SCREENING CONCLUSION STATEMENT**  |
| Having regard the contents of Article 120 of the Planning and Development (Amendment) (No.3) regulations 2011 and Schedule 7 of the Planning and Development Regulations 2001 as amended by article 8 of the Planning and Development Regulations 2008 (SI 235/2008), it is considered that the proposed development, by reason of its nature, scale and location would not be likely to have significant effects on the environment. Accordingly, it is considered that environmental impact assessment is not required. |

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| Date: | 7th July 2016 |