Ballyvolane Strategic Transport Corridor

Screening for Environmental Impact Assessment

Doherty Environmental Consultants Ltd.

October 2021

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Document Stage	Document Version	Prepared by
Draft	1	Pat Doherty MSc, MCIEEM
External Draft	2	Pat Doherty MSc, MCIEEM
Final	3	Pat Doherty MSc, MCIEEM
Part 8 Issue	4	Pat Doherty MSc, MCIEEM

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This report is prepared for Cork City Council and we accept no responsibility to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

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1.0 INTRODUCTION

MHL & Associates have commissioned Doherty Environmental Consultants (DEC) Ltd. on behalf of Cork City Council to undertake an Environmental Impact Assessment Screening Report for the provision of sustainable transport improvements along the Ballyvolane Strategic Transport Corridor, Cork. The location of the project is shown on Figure 1.1 while Figure 1.2 provides an aerial view of the project.

The findings of the EIA Screening assessment for the project (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 project. The findings of the EIA screening assessment are presented in this report and will inform the determination by Cork City Council for the proposed development, (to be referred to throughout this report as "the project").

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 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

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 project does not require a mandatory EIA under the provisions of the EIA Directive as it is not a project listed in Annex I. Development Act, 2000 (as amended).

Ballyvolane Strategic Corridor

Figure 1.1

Project Location

Project Location

0 0.5 1 Km

N W E S

Drawn By	PD
Date	17/10/2021
Data Source	Bing


Ballyvolane Strategic Corridor
Figure 1.2
Aerial View of the Project
Project Location
0 0.1 0.2 Km
N
W E
S
Drawn By PD
Date 17/10/2021
Data Source Bing

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 was carried out to determine whether the project falls into any of the development classes which require an EIA. Attention was given to Infrastructure projects and the area thresholds set out in the Planning and Development Regulations, 2001 for such projects. The project is not located within a business district. It is located within an urban built up area and the threshold for infrastructure projects in such an area is 10 Ha. The project footprint measures approximately 4 Ha and is therefore well below this threshold. The project does not fall into any other of the classes described in Schedule 5 of the Planning and Development Regulations, 2001. The need for an EIA has therefore not been triggered under the requirements of the Planning and Development Regulations, 2001, as amended.

The project 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, footpath, 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 project 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 project 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 project does not involve the provision of a new 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 project does include a section of road widening which will provide a new road of four lanes for a distance of 275m. The project 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 project.
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 project 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 project 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.

		No NHAs or pNHAs[1] occur within the vicinity of the project site and the project will not have the potential to interact with or adversely 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 project 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 project is likely to have significant effects on the environment.

[1] The nearest NHA, the Sovereign Island NHA, to the project is approximately 27km to the south, while the nearest pNHA, Glanmire Wood pNHA, is approximately 3km to the east of the project

According to European Commission Guidance (2017[2])

"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."

Recent guidelines from the Department of Housing, Planning and Local Government (2018) [3] 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 project. 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

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

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

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:

Annex IIA requirements	Relevant section of this screening report
A description of the project, including in particular – a description of the physical characteristics of the whole project and, where relevant, of demolition works, and a description of the location of the project, 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 project	Section 4 of this Report describes the aspects of the environment that may be affected by the project
A description of any likely significant effects, to the extent of the information available on such effects, of the project 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.

During the assessment of the aspects of the environment likely to be significantly affected by the project and the description of any likely significant effects on the environment current Transport Infrastructure Ireland (TII) assessment guidelines have been relied upon to inform

these assessments. While it is acknowledged that the project does not represent a national road scheme the various environmental assessment guidelines published by TII represent best practice guidance for the assessment of road schemes in Ireland. As such these guidelines have been relied upon during the preparation of this Screening Report.

3.0 CHARACTERISTICS OF THE PROJECT

3.1 OVERVIEW

The Ballyvolane Strategic Transport Corridor has been identified as an important transport corridor for the north side of Cork City. This transport corridor, from Ballyvolane to the city centre, links the existing population north of the R635 North Ring Road to the city centre via the R614 Ballyhooly Road and Summerhill North. Planning permission has recently been granted for a large-scale housing development to the north of Ballyvolane and the area is zoned for further large-scale population expansion under the City Council's Ballyvolane Urban Expansion Area planning objective. There is a requirement for major upgrades to the local road network and in particular the need for cycle, pedestrian and public transport infrastructure upgrades to cope with existing and future demand for more sustainable modes of transport. This new infrastructure, when completed, will provide a sustainable transport corridor between Ballyvolane and Cork City centre.

The overall length of the roads to be upgraded measures approximately 1.8 kilometres and consists of 1.0km of the Ballyhooly Road, 0.3km of the North Ring Road, 0.3km of the Ballyvolane Road, 0.1km of the Banduff Road and 0.1km of the Rathcooney Road.

The project works will include widening and realignment of the existing road corridor, services diversions, drainage works including lengthening of the existing culvert and bridge structure on the Ballyhooly Road, realignment of junctions, new footpaths, cycle tracks, bus lanes, new surface water drainage system, new road lighting scheme, new boundary treatments, retaining walls, earthworks embankments, accommodation works, new landscaping with tree & hedge planting, traffic calming measures, junction buildouts, new road markings, upgraded road signage and street furniture and all ancillary works necessary for completion.

The works will include the widening and realignment of the existing road corridor into adjacent agricultural land, public green areas, commercial premises and private gardens.

3.2 DESCRIPTION OF THE WORKS

The project works comprises of:

- widening and realigning the existing R614 Ballyhooly Road to provide a 6m wide single carriageway along the full length of the scheme (1000m in Length) and improving the alignment to provide DMURS standard minimum horizontal and vertical radii curves and sight lines

- the provision of continuous 2m wide footpaths on both sides of the R614 Ballyhooly Road from the North Ring Road to Ballyvolane Cross (Fox & Hounds) (262m in Length)

- the provision of continuous 2m wide off-road cycle tracks on both sides of the R614 Ballyhooly Road from the North Ring Road to Ballyvolane Cross (Fox & Hounds) (262m in Length)

- the provision of bus lanes on both sides of the R614 Ballyhooly Road from the North Ring Road to Ballyvolane Cross (Fox & Hounds) (262m in Length)

- the provision of a 1.8m wide footpath on the right-hand side (looking to north) of the R614 from Ballyvolane Cross (Fox & Hounds) to the proposed pedestrian crossing to Longview Developments residential site (738m in Length)

- the provision of a 4m wide multi-use space on the left-hand side (looking to north) of the R614 from Ballyvolane Cross (Fox & Hounds) to the proposed pedestrian crossing to Longview Developments residential site (738m in Length)

- widening and realigning the existing Ballyvolane Road to provide a 6m wide single carriageway from Ballyvolane Cross (Fox & Hounds junction) to the R635 North Ring Road/Clonard junction (320m in length)

- the provision of continuous 2m wide footpaths on both sides of the Ballyvolane Road from Ballyvolane Cross (Fox & Hounds junction) to the R635 North Ring Road/Clonard junction (320m in length)

- the provision of continuous 2m cycle tracks on both sides of the Ballyvolane Road from Ballyvolane Cross (Fox & Hounds junction) to the R635 North Ring Road/Clonard junction (320m in length)

- the upgrade of two existing major signal-controlled junctions at 1) North Ring Road/Ballyhooly Road Crossroads and 2) Ballyvolane Cross (Fox & Hounds) with revised traffic signal phasing/sequencing, additional bus lanes, bus priority control, revised traffic lanes, additional cycle and pedestrian facilities as well as improved facilities for vulnerable road users

- the upgrade of the existing signalised pedestrian crossing on the North Ring Road at Riverview estate to a toucan crossing

- the provision of a 4m wide multi-use space to connect Riverview Estate to Ballyvolane Road

- a change in traffic priority of the Banduff Road/Rathcooney Road junction to favour Banduff Road traffic over Rathcooney Road traffic by realigning the junction layout and providing DMURS standard design to improve road safety and traffic congestion issues

- the provision of a 2m wide footpath on the northern side of Banduff Road to its junction with Rathcooney Road.

- the provision of a 3m wide multi-use space on the southern side of Banduff Road to its junction with Rathcooney Road

- widening of the Glen River Bridge and lengthening of the culvert

- the provision of a proposed new Toucan Crossing at the proposed Longview residential development site

- the provision of improved pedestrian, cycling and public transport infrastructure on all roads in the scheme with new bus stops, bus shelters, pedestrian crossings, toucan crossings, upgraded signal-controlled junctions with bus priority and cycle priority infrastructure, vulnerable road user infrastructure such as raised entry treatments at access roads, tactile paving and ramps where necessary

- the continuation of footpaths through side road junctions with raised entry treatments at access roads (such as at Clonard, Dunnes Stores, Valebrook, Ashgrove Drive, Fox & Hounds Neighbour Centre, Brookvale, Ashgrove Villas, Meadow Park Road, Meelick Park, Mervue Lawn)

- the provision of a new surface water drainage system for part of the project

- the provision of a new low energy LED public lighting scheme for the length of the project

- the provision of new boundary treatments where garden walls and gates are set back, stock proof fencing, new bridge parapet walls at the Glen River bridge culvert

Existing roadside boundaries are to be set back to accommodate road widening, new bus lanes, new footpaths and cycle tracks. The pedestrian space will be formed of standard 100mm – 150mm depth of concrete footpath on 150mm deep granular material sub-base. The cycle tracks are likely to be constructed of 100mm deep bituminous macadam surfacing on 150mm deep granular material. The bus lanes and carriageway space is likely to be constructed of 300mm depth of bituminous road paving material on various depths of granular layers. Existing trees and hedgerows that are to be removed as part of the works will be replaced by similar native variety semi-mature trees and hedging.

Resurfacing of the existing carriageway is to comprise of milling and overlay of the existing road with minimum 40mm to 250mm maximum of asphaltic concrete (bituminous layers).

3.3 PLANT & CONSTRUCTION MATERIALS REQUIRED

The type of plant and machinery required will be typical civil engineering construction plant and equipment for paving and structure erection, 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
- 40 tonne Mobile Crane
- 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, recycled stone, imported and reused rock fill, imported and reused top soil, concrete blocks, paviors and sets, natural stone paviors and sets, precast concrete kerbs, manhole bases, covers, precast concrete culverts, pipes, precast concrete services chambers, PVC-u ducts & chambers, PVC-u drainage channels with galvanised steel covers, galvanised metal chamber covers, galvanized, powder-coated street lighting columns and traffic signal poles, galvanised steel sign posts and metal traffic signs, bituminous road paving materials, thermoplastic road marking materials, LED lighting lanterns & electrical equipment, traffic signals & controller electronic equipment, galvanised metal field gates, driveway gates and posts.

3.4 SITE PERSONNEL

At its peak it is expected that there will be approximately 30 to 50 personnel on site full time. The personnel will consist of general operatives, skilled operatives and tradesmen, apprentice tradesmen, machine operators, truck drivers, engineers, technicians, surveyors and construction managers.

3.5 DURATION OF CONSTRUCTION PHASE

It is estimated that the construction process will take up to 12 months.

3.6 BASELINE DESCRIPTION OF THE PROJECT SITE

The project site is located within at the northern end of Cork City in the north-eastern suburbs. The site lies within the Cork City northeast area of the expanded city boundary. The strategic transport corridor runs along the R614 Ballyhooly Road from its junction with the R635 North Ring Road and terminates in the vicinity of the junction with Mervue Lawn. The Ballyvolane Road to the northwest of Ballyvolane Shopping Centre also forms part of the strategic transport corridor.

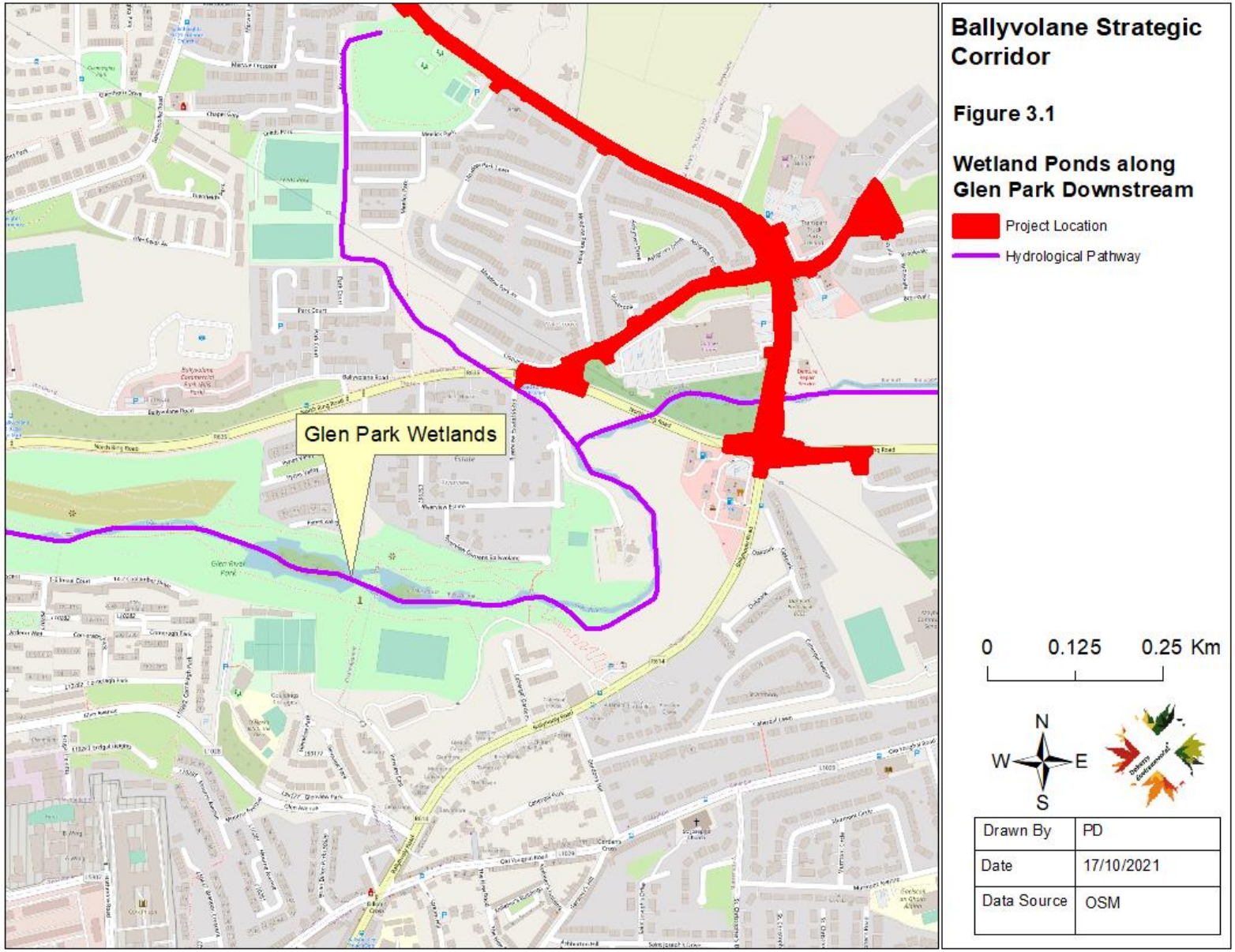
The land cover along the route is dominated by buildings and artificial surfaces (BL3) to the south and west and improved agricultural grassland and arable land to the east of the Ballyhooly Road.

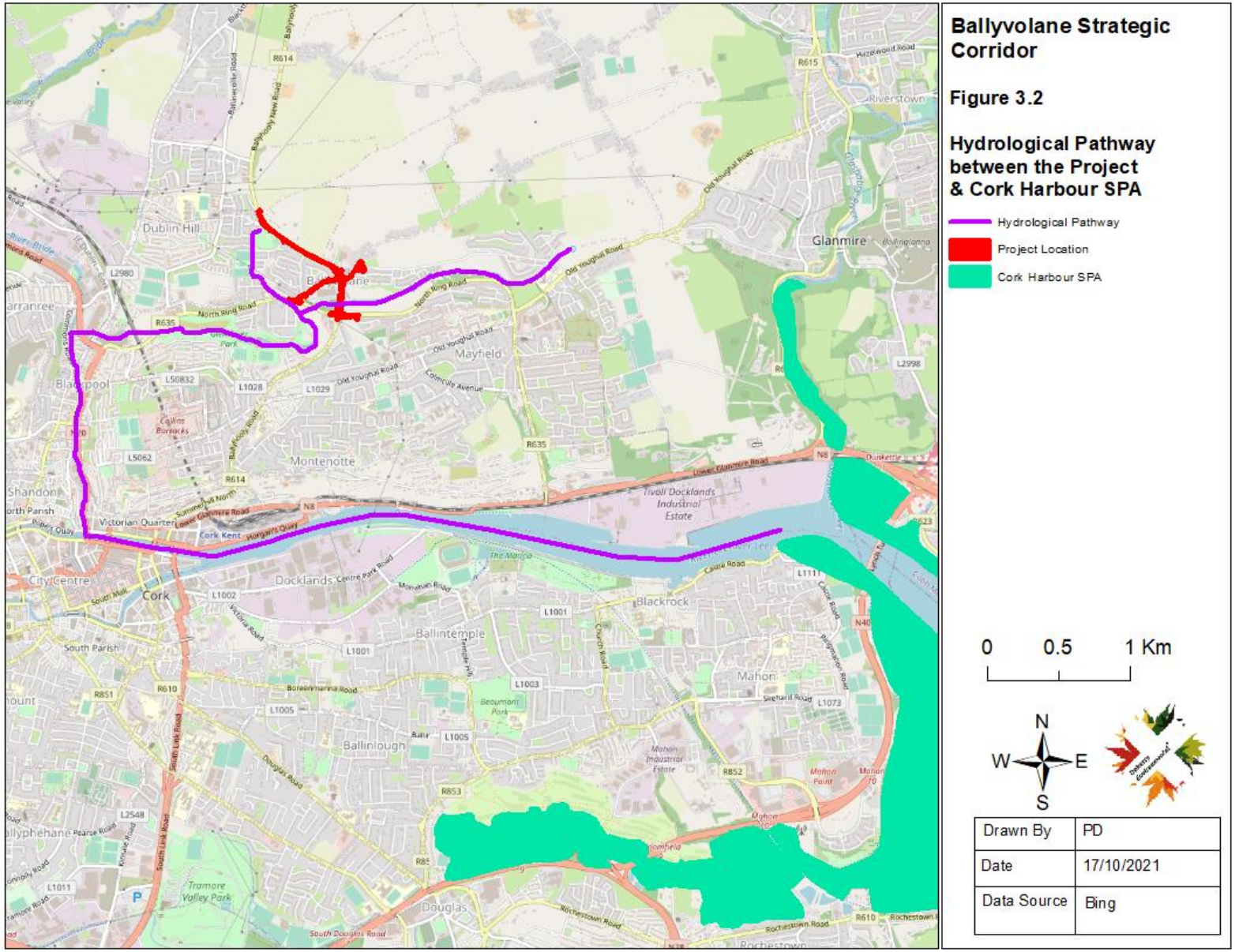
The principal feature of semi-natural habitat in the wider area surrounding the corridor is the Glen River valley located to the east of Ballyhooly Road towards the southern end of the corridor. Semi-natural habitats occurring within the Glen River Valley include riparian woodland, reed and large sedge swamp and scrub. These habitats are of local importance (higher value). No element of the works will impinge on these semi-natural habitats of the Glen River. The bridge/culvert over the Glen River along the Ballyhooly Road will be widened. The widening will be completed along the west side of the road and will not involve any instream works. The approach to the works associated with the widening of the bridge/culvert will be approved by Inland Fisheries Ireland prior to the commencement of such works.

The project site is located within the River Bride sub-catchment (Water Framework Directive (WFD) catchment code: Kiln_SC_010). The Glen River, which flows through an existing pipe culvert under the Ballyhooly Road flows east to west and drains into the Bride River at Blackpool. The Glen River flows through the Glen Park to the west of the project site. The river channel is modified in the park with a series of wetlands and ponds being fed by the river (see Figure 3.1). The ponds act as a depositing environment along the Glen River, allowing for the settlement and attenuation of suspended materials in the pond and wetland area. The Glen River drains into the Cork City section of the Bride River to the west of Glen Park. The Cork City section of the Bride River flows south from Blackpool, through culverted sections and drains into the River Lee at Christy Ring Bridge.

The River Lee in turn drains into Cork Harbour, within which is located the Cork Harbour SPA and the Great Island Channel SAC.

The hydrological pathway between the project site and the River Lee and the European Sites at Cork Harbour is shown on Figure 3.2.


Glen Park Wetlands
Ballyvolane Strategic Corridor
Figure 3.1
Wetland Ponds along Glen Park Downstream
Project Location
Hydrological Pathway
0 0.125 0.25 Km
N
W
E
S
Drawn By PD
Date 17/10/2021
Data Source OSM


Ballyvolane Strategic Corridor
Figure 3.2
Hydrological Pathway between the Project & Cork Harbour SPA
Hydrological Pathway
Project Location
Cork Harbour SPA
0 0.5 1 Km
N
W
E
S
Drawn By PD
Date 17/10/2021
Data Source Bing
Dublin Hill
Glanmire
Riverstown
Blackpool
Mayfield
Montenotte
Shandon
Victorian Quarter
City Centre
Cork
South Parish
Docklands
Ballintemple
Blackrock
Mahon
Ballinlough
Douglas
Tramore Valley Park
Tivoli Docklands Industrial Estate

3.7 ASSESSMENT OF THE CHARACTERISTICS OF THE PROJECT

An assessment of the potential characteristics of the Project 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 conclusion and rationale is provided to determine whether these characteristics have the potential to result in likely significant effects to the environment.

Table 3.1: Characteristics of the Project

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 involves the upgrade of the existing Ballyvolane Strategic Transport Corridor, which will be centred on a circa 1km stretch of the Ballyhooly Road. All construction works will be restricted to the footprint of the existing road corridor and the sections of the road to be widened. At the southern extent of the project along the Ballyhooly Road between its junction with the North Ring Road and Ballyvolane Cross (Fox & Hounds), the road will be widened mainly to the west. The road crossing of the Glen River will be extended on the western/downstream side of the road/river. Overall the size and scale of the project, when considered individually and cumulatively with other projects in the surrounding area, is small in the context of both the EIA threshold for road projects and the types of projects listed in the regulations that require EIA.
(b) cumulation with other existing and/or approved projects;	A search of the Cork City Council's Planning Enquiries Portal has been completed to identify any other recent (within the last 5-years) planning approved projects that could combine with the proposed project to result in in-combination effects to the Glen River and the Cork Harbour SPA. A number of recent projects were identified with the majority being representative of small scale planning applications comprising extensions to existing residential dwellings. Such projects will not have the potential to combine with the current project to result

Screening Question	**Response**
1. Characteristics of projects. The characteristics of projects must be considered, with particular regard to:	
	in negative cumulative impacts on the environment. Three other projects of a larger scale were identified in the vicinity of the project site. These are listed below. Planning Reference 18/38126: This project involved an application for permission to modify the plans granted under planning permission TP15/36588. The modification involved: 1) Changes to forecourt building layout resulting in increases to ground floor area of 27.43sqm and to first floor area of 12.88sqm including following additions: new porch, new electric room, new drive thru kiosk, altered north-east corner, all at ground floor level and new water tank room at first floor level. 2) Alterations to elevations of forecourt building including: new porch to south elevation, new electric room to west elevation, new drive thru kiosk to north elevation and changes to fenestration detail on east elevation. 3) New ESB MV substation with customer switchroom. This project is small in scale and will not have the potential to combine with the proposed development to result in cumulative negative impacts to the environment. Planning Reference 16/5477: This project involved an application for planning permission for a development that comprised the demolition and redevelopment of the Lidl discount store at Ballyhooly Road. Construction has completed for this project and there will be no potential for the proposed development to combine with the project to result in cumulative negative impacts to the environment. Planning Reference ABP-306325-20: This project involved an application for the proposed development of 753 no units at Lahardane and Ballincolly (Townlands), Ballyvolane, Cork City. In summary the proposed development includes: 67 no. detached units, 278 no. semi-detached units, 186 no. terrace units, 69 no. duplexes and 153 no. apartments; The construction of a local centre consisting of a doctors surgery, 2 no. retail units, community use and a crèche; Open spaces and play areas in addition to general landscaping, boundary treatments and landscaped parkland/ greenway. The proposed SHD application was granted conditional planning permission in May of 2020. An Environmental Impact Assessment Report was carried out for the proposed development. An Bord Pleanála concluded that, subject to mitigation measures outlined in the EIAR and conditions outlined as part of the grant of planning, the

Screening Question	**Response**
1. Characteristics of projects. The characteristics of projects must be considered, with particular regard to:	
	effects on the environment of the proposed development by itself and cumulatively with other developments in the vicinity would be acceptable. The abovementioned three larger scale projects will not have the potential to combine with the current project to result in negative cumulative impacts on the environment.
(c) the nature of any associated demolition works	Minor demolition works are associated with the project such as the breaking out of existing footpaths in order to build new road surfaces and the removal of existing walls along sections of the edge of the existing road corridor.
(d) the use of natural resources, in particular land, soil, water and biodiversity;	Construction related activities will be largely 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 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 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. 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 there 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

Screening Question	**Response**
1. Characteristics of projects. The characteristics of projects must be considered, with particular regard to:	
	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 project.
(f) pollution and nuisances;	Pollution and nuisance that could arise as a result of the project relate to residues and emissions generated during the construction and operation phase. Examples of potential residues include the contamination of soils and waters with polluting materials. Potential emissions include: • the generation of noise and vibration during the construction and operation phase; • the generation of aerial emissions such as dust during the construction phase; • the generation of aerial emissions such as exhaust emissions during the operation phase. • the discharge of polluted surface water runoff to receiving surface waters; In order to minimise any potential for noise and vibration nuisance mitigation measures will be implemented during the construction phase. These measures will adhere to the best practice guidelines outlined in BS5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites – art 1 Noise (2009 + A1 2014). These standard guidelines offer detailed guidelines on the control of noise and vibration from construction activities. The following mitigation

Screening Question	**Response**
1. Characteristics of projects. The characteristics of projects must be considered, with particular regard to:	
	measures will be implemented during the construction phase of the project to ensure noise and vibration limit values are complied with: • The hours during which site activities are likely to create high levels of noise will be limited to a set time period; • During the construction phase a clear line of communication will be established between the contractor/developer, Local Authority and residents; • A site representative will be appointed to take responsibility of all matters relating to noise and vibration; • Plant with low inherent potential for generating noise and/ or vibration will be selected for construction; • Where required localized noise barriers will be erected around items such as generators or high duty compressors; • Noisy plant will be sited as far away from sensitive properties as permitted by site constraints. With the implementation of these measures it is predicted that the nuisance impact of noise generated during the construction phase will be of a short-term, slight, negative nature. There is the potential for dust emissions arising during construction, particularly during dry and/or windy weather conditions. Dust emissions may also be exacerbated by the presence of dry surfaces and uncovered stockpiles during the construction. The quantity of dust is likely to be relatively small and dust emissions would be temporary in nature. Dust effects are likely to have the potential to create nuisance in the immediate locale rather than significant environmental effects.

Screening Question	**Response**
1. Characteristics of projects. The characteristics of projects must be considered, with particular regard to:	
	In order to minimise dust emissions and associated nuisance effects during construction the following measures will form part of project and will be implemented during the construction phase: • Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic. • Furthermore, any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and/or windy conditions. • Bowsers or suitable watering equipment will be available during periods of dry weather throughout the construction period. • During periods of very high winds (gales), activities likely to generate significant dust emissions shall be postponed until the gale has subsided. • There will be no stockpiling of materials in public areas within the project footprint. • The Principal Contractor or equivalent will be obliged to monitor the contractors' performance to ensure that the proposed mitigation measures are implemented and that dust impacts and nuisance are minimised; • During working hours, dust control methods will be monitored as appropriate, depending on the prevailing meteorological conditions; • The name and contact details of a person to contact regarding air quality and dust issues shall be displayed on the site boundary, this notice board should also include head/regional office contact details;

Screening Question	**Response**
1. Characteristics of projects. The characteristics of projects must be considered, with particular regard to:	
	• Community engagement will be undertaken before works commence on site explaining the nature and duration of the works to local residents and businesses; • A complaints register will be kept on site detailing all telephone calls and letters of complaint received in connection with dust nuisance or air quality concerns, together with details of any remedial actions carried out; • It is the responsibility of the contractor at all times to demonstrate full compliance with the dust control conditions herein; • At all times, the procedures put in place will be strictly monitored and assessed. With the implementation of these dust minimisation measures in addition to a construction management plan including dust mitigation fugitive emissions of dust from the site will be insignificant and will not pose a nuisance at nearby sensitive receptors. In the absence of any best practice construction measures or mitigation measures the potential impact of the project to the Glen River which is the only surface watercourse occurring at or in the vicinity of the project site, is predicted to have the potential to result in moderate negative and localised impacts to the section of this watercourse at and downstream of the project site between the project site and the Glen Park, where the stream is modified and finds a series of ponds and wetland habitat. The volume of surface water runoff from the project site to the stream, along with the low flow volumes in the river and the presence of the depositing environment downstream of the project site at Glen Park will limit the potential for negative impacts to the water quality status and instream habitats provided by this stream downstream of the Glen Park. Best practice construction phase measures will be implemented during the project and the widening of the Ballyhooly Road culvert over the Glen River and other works in the immediate vicinity of the river. Best practice measures outlined in the following guidelines will be

Screening Question	**Response**
1. Characteristics of projects. The characteristics of projects must be considered, with particular regard to:	
	implemented: The management of surface water during the construction phase will adhere to the recommendations of the CIRIA guides *Control of Water Pollution from Construction Sites* (2001) and *Control of Water Pollution from Linear Construction Projects* (2006) and Inland Fisheries Ireland's (IFI's) *Requirements for the Protection of Fisheries Habitat during Construction and Development Works*. The approach to all works associated with the extension of the bridge/culvert crossing of the Glen River will be set out in a method statement that will be submitted to the Inland Fisheries Ireland for review and approval. Works associated with the extension of the bridge/culvert crossing will only proceed following notification from Inland Fisheries Ireland that they are satisfied with the approach to the works and the measures to be implemented to safeguard water quality, instream habitats and the river corridor. In addition during all works the following measures will be implemented: • Storage – all equipment, materials and chemicals will be stored away from any watercourse. Chemical, fuel and oil stores will be sited on impervious bases and within a secured bund of 110% of the storage capacity, within the lay down area; • The integrity and water tightness of all the bunding structures and their resistance to penetration by water or other materials stored therein shall also be tested and demonstrated. • All fuel oil fill areas will have an appropriate spill apron. • Vehicles and refuelling – standing machinery will have drip trays placed underneath to prevent oil and fuel leaks causing pollution. Where practicable, refuelling of vehicles and machinery will be carried out on an impermeable surface in designated areas, well away from any surface watercourse; • Maintenance – maintenance to construction plant will not be permitted on site, unless vehicles have broken down necessitating maintenance at the point of breakdown. All

Screening Question	**Response**
1. Characteristics of projects. The characteristics of projects must be considered, with particular regard to:	
	necessary pollution prevention measures will be put in place prior to commencement of maintenance in this instance; • Concrete - Wet concrete operations would not be carried out within watercourses or adjacent to watercourses. Runoff from wastewaters or contaminated storm water will be directed to drains installed as part of the surface water management plan; With the implementation of the above measures, which represent standard measures for construction works and works in the vicinity of a watercourse, the project will not have the potential to result in significance negative impacts to the Glen River or the water quality of this watercourse.
(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).	Item F of this table above details measures that are to be implemented to ensure that the project does not result in 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 implemented as part of the construction phase of the project. With the implementation of these measures the construction phase will not represent a significant risk to human health. The project has the potential to result in an overall positive impact during the operation phase through the provision of safe alternative modes of transport in the form of dedicated bus lanes, cycling and walking corridors which will have the potential to contribute to a reduction in vehicular traffic and associated exhaust emissions along the Ballyvolane Strategic Transport Corridor. Such reductions will in

Screening Question	Response
1. Characteristics of projects. The characteristics of projects must be considered, with particular regard to:	
	turn have the potential to result in an improvement in air quality and an increase in walking and cycling with the associated health benefits.

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

Rationale: The scale and extent of the works proposed are representative of a small-scale project and are proposed on habitats of negligible 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 PROJECT

A description of the project site is provided in Section 3.6 above. Table 4.1 below provides information on the location of the project with respect to the assessment criteria provided in Schedule 7 of the Planning and Development Regulations 2001 to 2018.

The project site is not located within a protected landscape area and no scenic routes are located in the vicinity of the project site.

Table 4.1: Location of the Project

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 road and footpath surfaces. The verges of the Ballyhooly Road into which the road will be extended consist of amenity land cover in the form of amenity grassland and landscape tree planting. Scrub habitat occurs along the banks of the Glen River.
(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. The project will result in the loss of small sections of roadside hedgerows and treelines and grassland and arable land. The loss of these habitat will be of minor negative significance and the replanting of treelines and hedgerow along the new boundary of the widened road corridors will replace the hedgerow and treelines to be lost to the scheme and ensure no net loss of these habitats. The project will result in the loss of a small area of scrub on the north and south of the Glen River where the bridge is widened to the west. This will represent a minor impact to the scrub habitat occurring in the surrounding area and along the Glen River. There are no otter holts occurring along the Glen River in the vicinity of the bridge and there will be no loss of habitat for otters.
(c) the absorption capacity of the natural environment, paying	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.

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
particular attention to the following areas:	
(i) wetlands, riparian areas, river mouths;	(i) no works are proposed that will affect wetlands, riparian areas or river mouths.
(ii) coastal zones and the marine environment;	(ii) not applicable, the project is located at a remote distance from the coastal zone.
(iii) mountain and forest areas;	(iii) not applicable, the project is located at a remote distance from mountainous and forested areas.
(iv) nature reserves and parks;	(iv) not application, the project is located at a remote distance from any 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;	(v) The Screening Report for Appropriate Assessment that accompanies this project has examined the likely significant effects of the proposal on the conservation objectives of European Sites within the wider area surrounding the development and has concluded in a finding of no likely significant effects. In addition, no NHAs or pNHAs are located in the vicinity of the project site and there will be no potential for the project to interact with such areas.

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
(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;	(vi) the Glen River flows through the project site. This watercourse is not monitored by the EPA, however this watercourse has been identified as At Risk under the Water Framework Directive monitoring and assessment of catchments. The catchments.ie website lists urban surface water runoff as the main pressure to water quality in this watercourse. The potential impact of the project to the water quality of this river have been outlined in under Item F of Table 3.1 above. Provide all best practice construction phase measures are implemented the project will not have the potential to exacerbate the existing urban surface water runoff pressures to the water quality of this river.
(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 provided enhanced pedestrian and cycling permeability in the area, thereby contributing to sustainable modes of movement and transport.
(viii) landscapes and sites of historical, cultural or archaeological significance	The footprint of the project is not located within an area of high landscape value and the design of the project has sought to compliment the existing built form in the surrounding area. There are no site or monuments occurring within or within the immediate vicinity of the project site. A fulacht fia and a burnt mound are known to occur to the northeast of the project site at a distance of approximately 250m and 500m from the nearest point of the project site. These features of sufficiently buffered from the project site to ensure that construction works associated with the project will not result in any disturbance to these archaeological receptors.

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

Rationale: The project relates to a relatively small area of approximately 1.5km of existing road carriageway in an area of existing urban land use. A Screening Report for Appropriate

Assessment has resulted a finding of no likely significant effects on the conservation management objectives of European Sites within a 15km radius of the study area. The project will represent a positive development for permeability and sustainable movement and transport in the area.

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 project. Whether an EIA would be deemed necessary relevant to the scale of the project and the environment will then be examined.

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	Some short-term local effects from noise and air emissions of the construction phase are expected however all construction activities will have to comply with best practice measures as outlined in this screening report. In addition, construction works will be undertaken in discrete stages along the length of the project site, thus minimising disturbance to residents, traffic and environment receptors. Construction works will be limited to one area at a time and once works are completed in one area the construction crew will commence works along the next section along the route. This approach will limit the overall extent of construction works at any one time to localised areas along the route, thereby reducing the potential for nuisance and disturbance to the local population. Furthermore, all relevant best practice mitigation measures required for avoiding likely significant effects to populations and human health through potential effects to noise, air etc will be required to be implemented as part of the construction phase of the project. The potential will exist for positive impacts for population and human health during the operational phase through the provision of dedicated bus lanes and infrastructure for non-vehicle modes of transport in the form of cycling and pedestrian routes. The future use of such routes will have positive impacts for users, will have the potential to contribute to a reduction in vehicular traffic along the route and will in turn have the potential to result in a reduction in vehicular exhaust emissions.
Biodiversity	The habitats present within and bounding the project site are dominated by buildings and artificial surfaces (BL3) which are generally of Local importance (lower value). The Glen River and the scrub habitat occurring in the rivers riparian banksides are of local importance (higher value). With the implementation of all best practice construction phase measures

Environmental Topic	**Potential Impact**
	are detailed under Item F, Table 3.1 above, the project will not have the potential to result in significant negative effects to the status of the Glen River. The project will result in the loss of small areas of trees, hedgerow and scrub habitats during construction works. However all hedgerows, treeline and trees that are required to be removed to accommodate the extended road corridors will be replaced along the boundary of the newly extended road thereby ensuring that there will be no net loss of hedgerow, treeline or trees as a result of the scheme.
Soil and Geology	There will be no significant impact to soils or geology.
Water	The potential impact of the project to the Glen River have been addressed under Item F of Table 3.1 above.
Air Quality and climate	The potential will exist for localised, temporary impacts associated with dust generated from construction plant and machinery such as diggers or excavators. It is noted that given the small scale of the project the potential for such emissions will be low. Emissions during works will be minimised through the implementation of best practice mitigation techniques as outlined in this Screening Report.
Noise and Vibration	Noise during the construction phase may result in nuisance, however noise and vibration during works will be minimised through best practice and the implementation of mitigation measures outlined in this screening report. It is also noted that given the small scale of the project and the associated works any noise and vibration generated during construction will be minor and short-lived. With the implementation of these measures the construction phase will not result in significant noise nuisance to sensitive receptors. Traffic noise and vibration during the operation phase are not considered likely to be significantly increased as a result of the project.
Cultural Heritage	The project will be predominantly restricted to the existing footprint of roads and footpaths. There are no known features of cultural heritage

Environmental Topic	Potential Impact
	occurring within the project site and no disturbance to such features is anticipated as to occur during construction works.
Landscape & Visual	The project is not located in an area of high landscape value and will not have any perceptible changes to the local landscape and visual setting.
Interrelationship between above parameters	The key interrelationship arises between air quality and noise associated with traffic emissions and excavation during construction and human health. Given the scale of the project and the approach to the project works which will be completed on a section by section basis along with the implementation of mitigation measures outlined in this Screening Report all emissions generated during project works will be minimised to a level that will not result in significant noise, vibration or dust nuisance to surrounding sensitive receptors.

Table 5.2: Characteristics of the potential impacts

Characteristics of potential impacts (The potential significant effects of project 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 impacts to environmental parameters that could arise as a result of the project have been set out in Table 5.1 above. It has been concluded that given the small scale of the project and provided all best practice and mitigation measures as outlined in this Screening Report are implemented 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 project potential transfrontier impacts will not arise.
(d) the intensity and complexity of the impact;	It is estimated that the proposed works will be completed within a timeframe of 12 months. With the implementation of best practice measures and associated mitigation it will not result in intense or complex impacts to the receiving environment.
(e) the probability of the impact;	Potential impacts during the construction phase associated with nuisance to sensitive receptors at adjacent dwellings and schools are expected to be minor and short-lived and not significant. Furthermore, the implementation of best practice measures and associated mitigation measures outlined in this screening report will ensure that these effects are of a short-term and negligible impact.
(f) the expected onset, duration, frequency and reversibility of the impact;	It is estimated that impacts associated with the construction phase will commence within 6 months of planning approval and will last for approximately 12 months. This will represent a short-term impact. No long-term or permanent significant negative impacts are predicted to arise as a result of the construction phase.
(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.	Measures to further minimise any minor effects to the environment are detailed in this screening report and are derived from best practice guidelines. These measures have been implemented as a best practice approach for the project and are proven to be effective at reducing the potential for adverse environmental impacts to occur.

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 adverse effects to biodiversity, soils and geology, water, landscape and cultural heritage. There will be potential for negligible to minor impacts to human beings as a result of noise and air emissions during the construction phase of the project. These impacts have been assessed as being of low significance and measures have been outlined to ensure that these potential impacts are mitigated to in insignificant level. As such no significant residual impacts to environmental parameters as outlined in Table 5.1 are predicted to arise as a result of the proposed road development.

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

6.0 CONCLUSION

The proposed works along the Ballyvolane Strategic Transport Corridor do 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 characteristics of the project are considered not significant due to the scale and nature of the project and its footprint, which is confined to an area of approximately 1.8km in length; the approach to the works which will be completed on a section by section basis; the characteristics and sensitivities of the receiving environment and design and mitigation measures that will be implemented as part of the construction phase and operation phase of the project.

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 2, 3 and 4 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 project will involve a minor change to the layout of roads and footpaths. There will be no change in the overall physical land cover in the project footprint.
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 project will require natural resources in the form of standard construction materials. The quantities to be used as part of the project will be relatively small given the scale of the project.

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 facility. Efforts will be made to reuse as part of the project's construction phase wherever possible soil material generated during excavations at the project site. Where materials cannot be re-used they will be transferred off site by a licensed contractor and disposed of at a licensed facilities. The movement of an 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?	Yes	It is expected that dust and emissions from construction vehicles, plant and equipment may be released temporarily during construction. These emissions are expected to be at worst minor and 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 light, heat energy or electromagnetic radiation?	Yes	It is expected that noise and vibration of a minor and short-lived scale and will occur during construction of the project. Mitigation measures have been outlined in this Screening Report to minimise the potential impact of noise and vibration. The project site is located within an urban environment with existing night time lighting. The project will not result in any significant change in the extent of night time lighting in the area. Lighting will be upgraded to include LED street lighting and the lighting will incorporate measures that aim to minimise light pollution, as detailed in

		the Code of Practice for Design of Road Lighting. Lighting of Roads and Public Amenity Areas and the Institute of Lighting Professionals Bats and Artificial Lighting in the UK guidelines.
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?	Yes	While there will be risk of the release of contaminated surface water runoff to the Glen River during construction works, it is predicted that with the implementation of all best practice construction measures and all other relevant measures to prevent contamination of surface waters there will be no potential for the project to result in negative localised impacts to the Glen River and surface watercourses.
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	Yes	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	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	The potential for the project to combine with other projects to result in cumulative impacts has been considered as part of this report and it has been found that the project will not have the potential to result to combine with other projects to result in cumulative negative effects 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 could be affected by the project?	No	The project is located at a remote distance from any areas designated for protection for nature conservation. There is a hydrological pathway connecting the project site to the Cork Harbour SPA but following an examination of this pathway as part of the screening report for Appropriate Assessment it has been concluded that it does not have the potential to function as an impact pathway and the project will not have the potential to result in likely significant effects to the Cork Harbour SPA or any other European Sites, NHAs or pNHAs. The project will result in the loss of small areas of hedgerow and treeline habitat and will result in the loss of trees. However hedgerow, treeline and trees

		will be replanted as part of the project and there will no net loss of these habitats or trees as a result of the project.
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 within and in the vicinity of the project are dominated by artificial man-made ground of negligible value. They are not representative of sensitive ecological receptors. As noted above there will be loss of hedgerow, treeline, and trees to the project but these habitats and trees will be replacement to ensure that the project does not result in any net loss of these habitats and trees. With the implementation of all best practice construction measures outlined in this report the project will not have the potential to result in negative impacts to the Glen River.
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	The project site and surrounding area does not support habitats that are relied upon by important or sensitive species of fauna or flora.
14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	Yes	No.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No	No.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	No.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental	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 works will also be completed on a

problems, which could be affected by the project?		section by section basis and this will further reduce the potential for any significant disruption to the movement of traffic. The provision of the project will have positive implications for traffic and transport congestion by offering alternative and safer pedestrian and cycling permeability in the surrounding area.
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. No such features occur within the project footprint.
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	Yes	No. The project site is located in a developed man-made environment.
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 potential exists for, at worst minor levels of disturbance and nuisance to properties occurring adjacent to the project site. Mitigation measures have been outlined in this Report and it is predicted that, with the implementation of these mitigation measures, potential for disturbance and nuisance to these properties will be minimised.
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	Yes	Yes. Schools are located in the vicinity of the project site. However, the construction phase will be restricted to the project site and with the

e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?		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 project (during the construction or operational phases) is considered to be low, as summarised in Table 6.1 above.

No significant environmental impacts will occur and furthermore mitigation measures have been outlined in this Report to further eliminate the potential for any minor disturbances to arise. These mitigation measures are representative of standard construction industry environmental management that are implemented to minimise the impact of projects to the environment.

DEC Ltd. has prepared this EIA Screening Report on behalf of Cork City Council.

The information provided in this report provides details on the characteristics of the proposed development and its likely significant effects (if any) on the environment. It also provides the relevant details under each of the criteria set out in Schedule 7A of the Planning and Development Regulations, 2001, as amended.

This information will assist the competent authority, Cork City Council to undertake the EIA screening and to make an EIA Screening determination.
Based on the information provided in this report, it is the opinion of DEC Ltd. that there is no real likelihood of significant effects on the environment arising from the proposed development along the Ballyvolane Strategic Transport Corridor and that an EIA is therefore not required.

The final determination on EIA screening will be made by Cork City Council.