



Upper Glanmire Pedestrian Safety Scheme

Report to Inform Screening of Appropriate
Assessment

March 2022

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1 Introduction

1.1 Overview

Mott MacDonald Ireland (MMI) has been appointed by Cork City Council (CCC) to provide consultancy services for Upper Glanmire Pedestrian Safety Scheme in Cork city.

The project is located on the northside of Cork City. The scheme comprises of a section of the R616 Whites Cross Road, located in Upper Glanmire, which extends from 70m south-west of the intersection with the L7071 road continuing north-east past the Upper Glanmire National School and extending approximately 60m beyond the entrance to the Ros Ard estate.

The primary objective of the scheme is to improve pedestrian safety by enhancing pedestrian infrastructure within the study area.

The works are required to provide:

- Safe movement of pedestrians through the area
- Access to local services and amenities

1.2 Requirement for Appropriate Assessment

Article 6 of the Habitats Directive (92/43/EEC) requires that where a plan or project is likely to have a significant effect on a European site, while not directly connected with or necessary to the nature conservation management of the site, it will be subject to 'Appropriate Assessment' to identify any implications for the European site in view of the site's Conservation Objectives. Specifically, Article 6(3) of the Habitats Directive states:

“Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public”.

Regulation 42 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. 437 of 2011) (as amended) transposes Article 6 of the Habitats Directive into Irish law. The regulations require that before consent for a project is given, a screening for Appropriate Assessment of a project must be carried out by the public authority to assess, in view of best scientific knowledge and in view of the conservation objectives of the site, if that project, individually or in combination with other plans or projects is likely to have a significant effect on the European site.

The Project is not associated with the 'management' of a European Site having regard to Article 6 of the Habitats Directive. Therefore, the Project is not directly connected with or necessary to the management of any European Site and must undergo screening for Appropriate Assessment in accordance with Regulation 42(1) of the European Communities (Birds and Natural Habitats) Regulations 2011.

This report has been prepared by Mott MacDonald on behalf of the Cork City Council to inform the screening determination of the Competent Authority required under Regulation 42 of the European Communities (Birds and Natural Habitats) Regulations 2011 (as amended).

This report has been prepared in accordance with the following European Commission Guidance:

- EC (2018) Managing Natura 2000 sites. The provisions of Article 6 of the Habitats Directive 92/43/EEC Commission Notice C (2018) 7621
- EC (2001) 'Assessment of plans and projects significantly affecting Natura 2000 sites: Methodological guidance on the provisions of Article 6(3) and (4) of the Habitats Directive 92/43/EEC'
- DEHLG (2009) Appropriate Assessment of Plans and Projects in Ireland Guidance for Planning Authorities (Revised 2010)

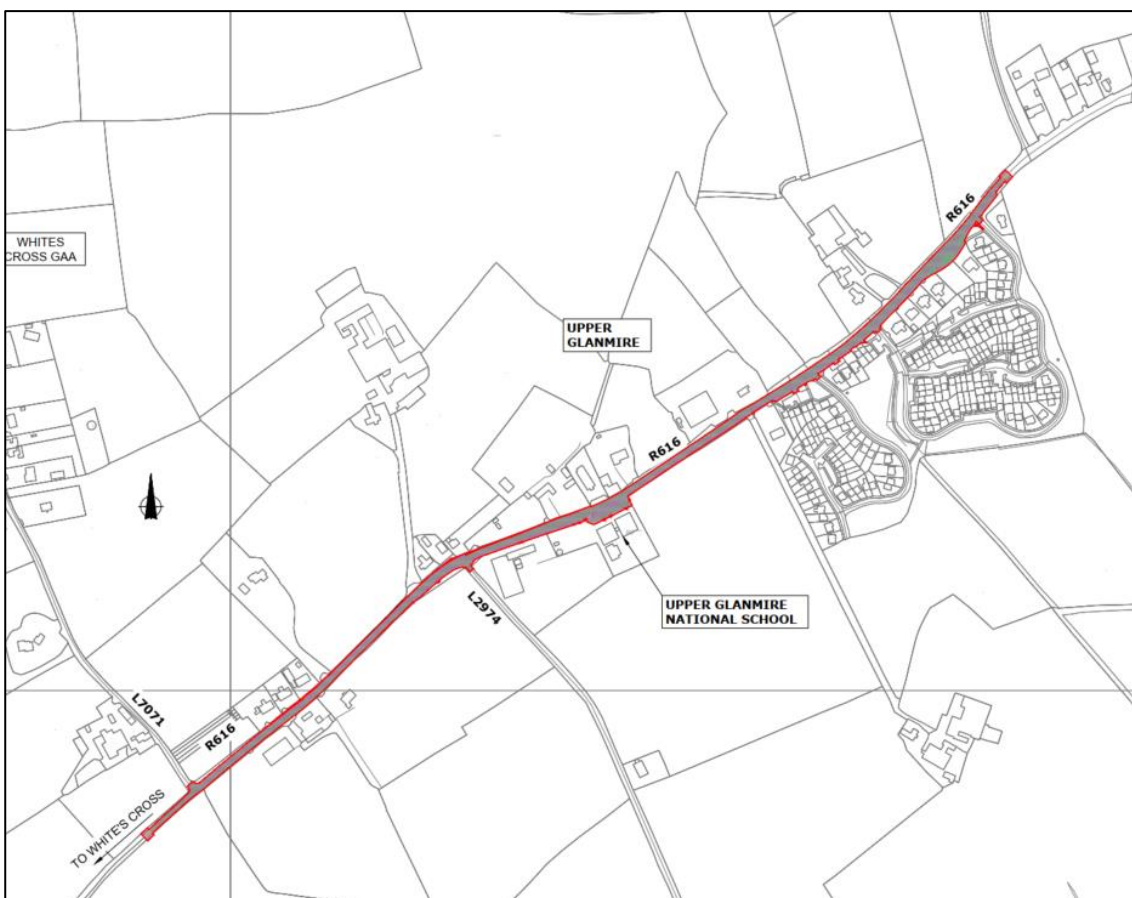
This report has similarly been prepared with regard to relevant rulings by the Court of Justice of the European Union (CJEU), the High Court, and the Supreme Court.

2 Project Description

2.1 Location

The project is located on the northside of Cork City. The scheme comprises of a section of the R616 Whites Cross Road, located in Upper Glanmire, which extends from 70m south-west of the intersection with the L7071 road continuing north-east past the Upper Glanmire National School and extending approximately 60m beyond the entrance to the Ros Ard estate. Refer to Figure 2.1

Figure 2.1: Project Boundary



2.2 Baseline Description

A site walkover was carried out by Mott MacDonald Ecologist Dr Erin Johnston on the 6th of September 2021. Habitats within the footprint of the works are described hereunder and classified as per Fossitt (2000).

The survey area in upper Glanmire is comprised of the existing hard standing surfaces (BL3), bordered by hedgerows (WL1), treelines (WL2), drainage ditch (FW4), and flowerbeds and borders (BC4).

Hedgerows (WL1) within the study area were typically highly managed (Figure 2.2). Species recorded within the hedgerows included hawthorn (*Crataegus monogyna*), ash (*Fraxinus excelsior*), hazel (*Corylus avellana*), brambles (*Rubus fruticosus*), cleavers (*Galium aparine*),

nettles (*Urtica dioica*), honeysuckle (*Lonicera periclymenum*), foxglove (*Digitalis purpurea*), fumitory (*Fumaria muralis*), willowherb (*Epilobium hirsutum*), Yorkshire fog (*Holcus lanatus*), false oat grass (*Arrhenatherum elatius*), cock's foot grass (*Dactylis glomerata*), and bracken (*Pteridium aquilinum*). Japanese knotweed was recorded in a number of locations along a hedgerow within the footprint of the works.

Figure 2.2: Typical Hedgerows Encountered



Source: Mott MacDonald 2021

A dry drainage ditch (FW4) was recorded adjacent to a hedgerow.

Treelines (WL2) encountered were typically dominated by ash trees (Figure 2.3). The treelines had been recently cut along the roadside. Other species recorded included hawthorn, ivy (*Hedera helix*), bramble, bracken, honeysuckle, foxglove, broad dock (*Rumex obtusifolius*), and nettles.

Figure 2.3: Typical Treeline Encountered



Source: Mott MacDonald 2021

2.3 Works Description

The scheme has a total length of approximately 1.26km and comprises the following:

- Upgrade of existing and provision of new pedestrian and VRU infrastructure to provide a pedestrian and active travel route within the study area.
- Controlled and uncontrolled pedestrian crossing facilities. Side road entrances along the route to be provided with table-top entry ramps to facilitate safe pedestrian, and vehicle movement.
- Repaving of footpaths where necessary.
- Installation of new energy efficient Public Lighting.
- Provision of utility services such as drains, ducting etc., where necessary
- Provision of Gateway Entrance infrastructure

Due to the scale of the work to be undertaken a designated construction compound is not envisaged. It is expected that through negotiated temporary parking and storage of a small amount of materials will be agreed with a local farmer/landowner. It is expected that material will be ordered and used as required and large stock piling will not be necessary.

The works are anticipated to take approximately 6 months to complete.

Drawings 229101013-MMD-0000-XX-DR-C-0001 to 229101013-MMD-0000-XX-DR-C-0005 outline these works and are presented in Appendix A

2.3.1 Construction Phase Activities

The majority of the works area is located within the existing roadway. However, additional land-take outside of these hardstanding areas will be required to cater for the footpath. The following will likely be required to facilitate the works:

- Vegetation clearance including the removal of trees along the route
- Breaking out of hardstanding surfaces

- Excavation and disposal of material within the footprint of the works
- Pumping out of excavations should ground water levels be high
- Pouring of concrete
- Resurfacing of tarmac

This has potential to result in the following impacts:

- Surface water emissions
- Dust emissions
- Increased noise levels
- Accidental spread of Japanese knotweed

Temporary lighting will likely also be required to facilitate works. This has potential to result in locally increased lighting levels.

2.3.2 Operational Phase Activities

The proposed works comprise safety upgrades to the existing road. There will be no change of use, or increase in traffic, associated with these works.

Additional utilities including drainage will be included as part of these works. This drainage will tie into the existing drainage network along the R616. No additional outfalls to any surface water features will be added as part of these works.

New lighting will be installed along the route. This has potential to result in increased lighting levels along the proposed scheme.

2.4 Zone of Impact of the Works

Projects have the potential to impact on European sites beyond the footprint of the project itself. National Guidance¹ states that screening for Appropriate Assessment should be carried out for any European Site within the likely 'Zone of Influence' of a plan or project. For projects, the guidance recommends that the Zone of Influence (Zoi) must be evaluated on a case-by-case basis with reference to the nature, size and location of the project, the sensitivities of the ecological receptors, and the potential for in combination effects.

In order to establish the Zoi of the proposed development, nationally available data on protected habitats and species was mapped using Geographic Information System (GIS). The potential environmental effects of the Proposed development are set out in Section 3. The zone of impact for each is outlined below.

The activities discussed hereunder are included as typical activities undertaken on similar construction sites. This report is being undertaken at feasibility stage. As such, these activities and the Zones of Impact calculated below may be subject to change dependant on the chosen option, the detailed design, the results of any site investigation works, and the ultimate construction sequencing.

Surface water run-off

There is the potential for surface water emissions to be generated during the construction phase of the works. These may enter into drainage within the existing road. It is not clear where the outfall for the drainage is located, as such it is assumed it outfalls into the nearest watercourse which is located approximately 400m to the east of the scheme.

The Zoi of surface water run-off is taken as being catchment wide.

Dust

The proposed works have the potential to cause dust. The proposed construction works are likely to result in the temporary generation of dust. The Institute of Air Quality Management *Guidance on the Assessment of the Impacts of Construction on Air Quality and the Determination of their Significance* (2014) prescribes potential dust emission risk classes to ecological receptors. The guidance specifies that the need for a detailed assessment arises "where there is an 'ecological receptor' within 50m of the works, or within 50m of the route(s) used by construction vehicles on the public highway, up to 500m from the site entrance" and that "Where the need for a more detailed assessment is screened out, it can be concluded that the level of risk is "negligible", and any effects will not be significant".

The Zoi is, therefore, taken as 50m from the works and 500m along existing roadways from the works area.

Noise

There is potential for a temporary increase in noise during the construction of the proposed works. The zone of impact for noise will be dependent on the species being impacted. The British Standard 5228-1:2009+A1:2014 Code of practice for noise and vibration control on construction and open sites. Noise guidance prescribes typical noise level data for various construction plant and activities within 10m of the various sources. The inverse square law can be applied to determine likely noise levels at varying distances from the proposed works area. An estimate of the noise levels anticipated during the construction phase is presented below in table 2.1

¹ Appropriate Assessment of Plans and Projects in Ireland, Guidance for Planning Authorities, Department of the Environment, Heritage and Local Government, 2009

Table 2.1: Noise Levels dB(A), at Various Distances from Construction Activities

Plant Item	10m	100m	150m	200m	250m	300	350
Rock Breaking (excavator and crusher)	96	73	69	65	63	61	59
Compactor rammer	80	57	53	49	47	45	43
Tracked excavator	78	55	51	47	45	43	41
Earthworks (Dozer)	86	63	59	55	53	51	49
Dump truck (empty)	88	65	61	57	55	53	51
Road planer	82	59	55	51	49	47	45
Asphalt paver	77	54	50	46	44	42	40
Spreading chipping/fill (dozer)	82	59	55	51	49	47	45
Trenching	77	54	50	46	44	42	40
Vibratory roller	84	61	57	53	51	49	47
Handheld circular saw	87	64	60	56	54	52	50
All Above		75	71	67	65	63	61

Light Levels

There is potential for locally increased light levels associated with the works during both the construction and operational phases of the works. The lighting plan for the scheme will be fully determined at detailed design stage. As such, having regard to the precautionary principle the ZOI for increased lighting levels is taken as 100m from the project boundary.

2.5 Source-Pathway-Receptor Connectivity to European Sites

Having regard to the Zone of Impact as outlined above, the source-pathway-receptor connectivity between European Sites and the works area were investigated. This was carried out using GIS software, and through examination of aerial photography to determine likely pathways of connection including ecological corridors and steppingstones.

The location of nearby European sites in relation to the proposed works is presented below in Figure 2.4. Any European sites identified to have a viable source-pathway-receptor connection to the proposed works were then examined further to determine the potential for significant effects. The source-pathway-receptor assessment is outlined below in Table 2.2 and Table 2.3.

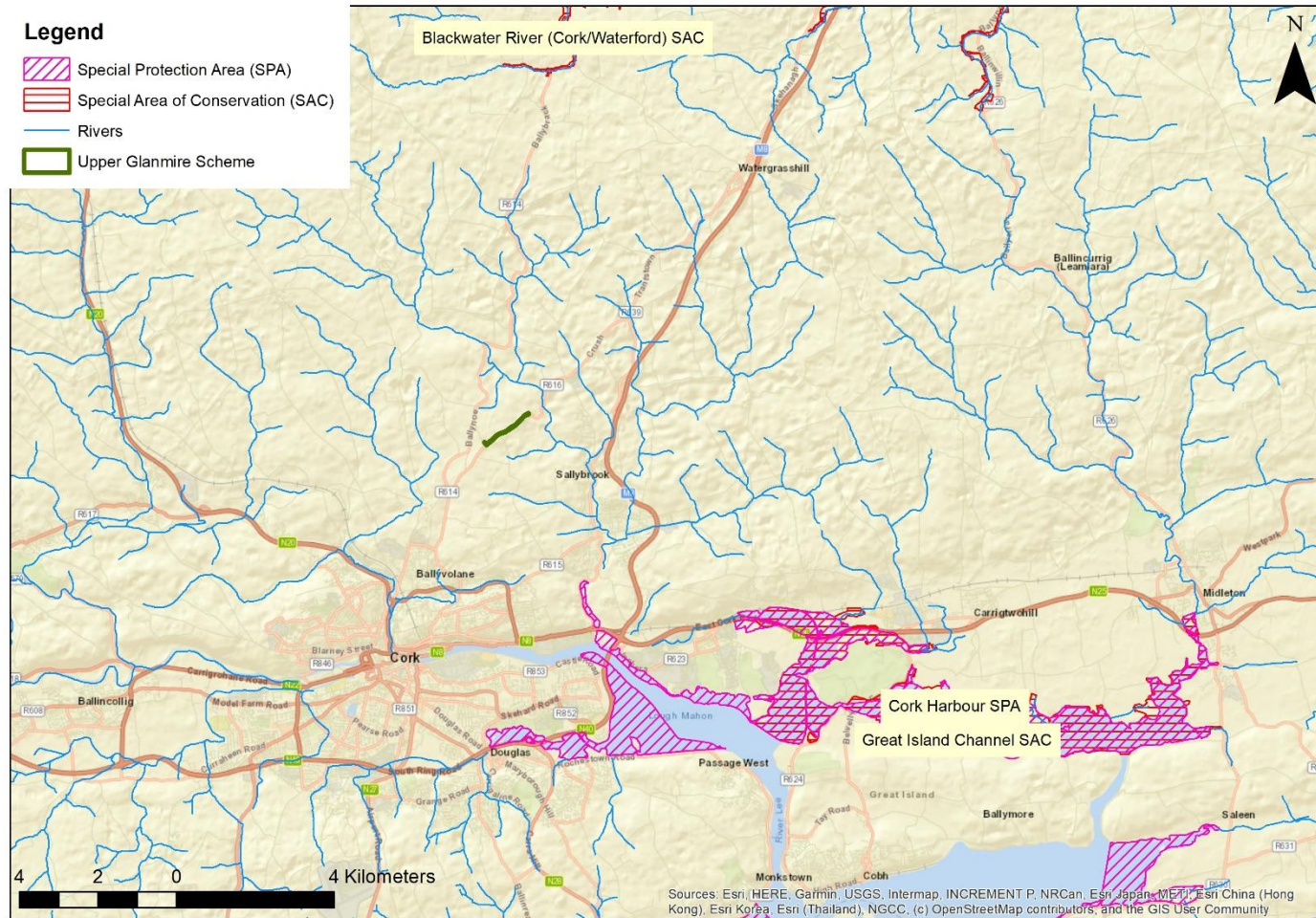
Table 2.2: Source Pathway Receptor Assessment for Special Areas of Conservation (SACs)

European Site	Distance	Qualifying Interests (QIs)	Source-Pathway-Receptor Assessment
Great Island Channel SAC (001058)	7.5km	1140 Mudflats and sandflats not covered by seawater at low tide 1330 Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>)	<p>Drainage ditches were noted along the scheme, albeit dry and with no flow. It is unclear where the existing drainage for the road outfalls. As such, having regard to the precautionary principle, it is assumed that it discharges into the closest river.</p> <p>The closest river to the proposed works is the Glashaboy (Lough Mahon) River which is located approximately 400m to the east of the scheme at its closest. The river Glashaboy flows in a southerly direction out falling into the River Lee approximately 8km (measured along the hydrological pathway) south of the proposed scheme.</p> <p>A downstream hydrological pathway is identified between the scheme and the Great Island Channel SAC via the Glashaboy River, the River Lee and the waters of Cork Harbour.</p> <p>Given the above, a source-pathway-receptor link is identified.</p>
Blackwater River (Cork/ Waterford) SAC (002170)	9km	1130 Estuaries 1140 Mudflats and sandflats not covered by seawater at low tide 1220 Perennial vegetation of stony banks 1310 Salicornia and other annuals colonising mud and sand 1330 Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>) 1410 Mediterranean salt meadows (<i>Juncetalia maritimi</i>) 3260 Water courses of plain to montane levels with the <i>Ranunculion fluitantis</i> and <i>Callitriche-Batrachion</i> vegetation 91A0 Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles 91E0 Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i> , <i>Alnion incanae</i> , <i>Salicion albae</i>)* 1096 Brook Lamprey (<i>Lampetra planeri</i>) 1106 Salmon (<i>Salmo salar</i>) 1421 Killarney fern (<i>Trichomanes speciosum</i>) 1095 Sea lamprey (<i>Petromyzon marinus</i>) 1355 Otter (<i>Lutra lutra</i>) 1103 Twait shad (<i>Alosa fallax fallax</i>) 1092 White-clawed crayfish (<i>Austropotamobius pallipes</i>) 1029 Freshwater pearl mussel (<i>Margaritifera margaritifera</i>) 1099 River lamprey (<i>Lampetra fluviatilis</i>)	<p>The SAC is located a significant distance from the proposed works area, with no downstream hydrological connectivity identified, as this SAC is within a different river catchment. As such, no source pathway receptor identified</p>

Table 2.3: Source Pathway Receptor Assessment for Special Protection Areas (SPAs)

European Site	Distance	Special Conservation Interests (SCIs)	Source Pathway Receptor Assessment
Cork Harbour SPA (004030)	4.2km	A056 Shoveler (<i>Anas clypeata</i>) A149 Dunlin (<i>Calidris alpina</i>) A140 Golden plover (<i>Pluvialis apricaria</i>) A050 Wigeon (<i>Anas penelope</i>) A028 Grey heron (<i>Ardea cinerea</i>) A069 Red-breasted merganser (<i>Mergus serrator</i>) A142 Lapwing (<i>Vanellus vanellus</i>) A130 Oystercatcher (<i>Haematopus ostralegus</i>) A141 Grey plover (<i>Pluvialis squatarola</i>) A052 Teal (<i>Anas crecca</i>) A054 Pintail (<i>Anas acuta</i>) A157 Bar-tailed godwit (<i>Limosa lapponica</i>) A162 Redshank (<i>Tringa totanus</i>) A183 Lesser black-backed gull (<i>Larus fuscus</i>) A179 Black-headed gull (<i>Chroicocephalus ridibundus</i>) A004 Little grebe (<i>Tachybaptus ruficollis</i>) A160 Curlew (<i>Numenius arquata</i>) A182 Common gull (<i>Larus canus</i>) A048 Shelduck (<i>Tadorna tadorna</i>) A017 Cormorant (<i>Phalacrocorax carbo</i>) A193 Common tern (<i>Sterna hirundo</i>) A005 Great crested grebe (<i>Podiceps cristatus</i>) A156 Black-tailed godwit (<i>Limosa limosa</i>) Wetlands	<p>Drainage ditches were noted along the scheme, albeit dry and with no flow. It is unclear where the existing drainage for the road outfalls. As such, having regard to the precautionary principle, it is assumed that it discharges into the closest river.</p> <p>The closest river to the proposed works is the Glashaboy (Lough Mahon) River which is located approximately 400m to the east of the scheme. The River Glashaboy flows in a southerly direction out falling into the SPA approximately 6km (measured along the hydrological pathway) south of the proposed scheme.</p> <p>In addition, SCI species associated with the SPA may occur outside of the site boundary.</p> <p>Given the above, a source-pathway-receptor link is identified.</p>

Figure 2.4: Site Location in Relation to European Sites



3 Potential for Significant Effects

The potential effects of the proposed scheme on European Sites are assessed hereunder.

Size, Scale, Area, Land-Take

The works comprise alterations to an existing roadway to improve pedestrian safety. The works are located entirely outside of any European sites. There will be no land take within any European sites.

Given the nature and location of the project, there is no potential for impact to European Sites from the size, scale, area of the project.

Physical Changes

The works area is located entirely outside of any European Sites and is comprised of an existing road, and roadside habitats such as treelines and hedgerows. As such there is no potential for direct impact to any habitats within European Sites or supporting habitat for QI or SCI species.

As noted previously, Japanese knotweed was recorded within the footprint of the works. The proposed scheme is located a significant distance from any European sites (closest site approximately 4.2km from the scheme), and there are no pathways identified (e.g., significant watercourses in proximity to the Japanese knotweed) by which accidental spread directly into the European site might occur. In addition, Japanese knotweed is a Schedule 3 listed invasive species under the Birds and Natural Habitats Regulations. As such, under Article 49 (2) of the Regulations Article 49 (2) *“Save in accordance with a licence granted under paragraph (7), any person who plants, disperses, allows or causes to disperse, spreads or otherwise causes to grow in any place specified in relation to such plant in the third column of Part 1 of the Third Schedule, any plant which is included in Part 1 of the Third Schedule, shall be guilty of an offence.”* Given the legislative obligations surrounding the species, any contractor undertaking the works is obliged to prevent its spread through the implementation of biosecurity measures.

There is no potential for impact to European Sites due to physical changes.

Resource Requirements

Any material (for example gravel or other fill) required to facilitate the works will be imported from a licensed facility.

Any water required to lubricate plant will be imported to site in a bowser. There will be no abstraction within any European sites as result of the proposed works

There is no potential for effect on any European sites due to resource requirements associated with the proposed scheme.

Transportation Requirements

Transportation to the works area will be via the existing road network. The works will not result in an increase in local traffic volumes.'

There is no potential for effect on any European sites due to transportation requirements associated with the proposed scheme.

Emissions and Waste

Noise

The works will result in a temporary increase in noise at each ground investigation works location due to machinery operation.

Wetland birds have been documented to tolerate noise levels at or below 70dB(A) (Institute of Estuarine & Coastal Studies, University of Hull, 2009). As outlined in Table 2.1 noise levels (calculated on a worst-case scenario basis) fall below 70dB(A) within 200m of the works area. The proposed scheme is located a significant distance (4km) from the European site boundary. There will be no noise impacts to core habitat for any SCI species

As previously noted, SCI species for Cork Harbour SPA may occur outside of the SPA boundary. The footprint of the works is comprised of a busy road and roadside habitat (treelines and hedgerows) which do not comprise supporting habitat for SCI species.

Further, the existing road which comprises the majority of the works footprint is located adjacent to residential areas, a school and farmland which are subject to a high degree of disturbance through human presence, traffic, and agricultural machinery. As such, any potential disturbance effects associated with the works would not constitute a significant effect to the SCIs in the context of their conservation objectives.

Surface Water Emissions

There is potential for surface water run-off associated with site clearance, excavations, and stockpiled materials during the construction phase of the works.

Surface water emissions associated with the construction phase of the scheme will likely be largely confined to the existing road and surrounding fields. As outlined previously drainage ditches were noted along the scheme, albeit dry and with no flow. It is unclear where the existing drainage for the road outfalls. As such, having regard to the precautionary principle, it is assumed that it discharges into the closest river.

The closest river to the proposed works is the Glashaboy (Lough Mahon) River which is located approximately 400m to the east of the scheme at its closest. The river Glashaboy flows in a southerly direction out falling into the River Lee approximately 8km (measured along the hydrological pathway) south of the proposed scheme.

Given the nature of the works, alterations to an existing road, it is anticipated that any surface-water emissions would likely have dissipated prior to entering into the closest European Site which is located approximately 6km downstream (hydrological route). Further, the habitats associated with the European sites downstream are marine. These habitats are reliant on inputs of sediments as part of their natural processes. There are no relatively sensitive species or habitats associated with marine qualifying habitats in downstream European sites. As such, it is considered that there is no potential for significant effects to any European site from surface water emissions.

As previously noted, the drainage alterations required to accommodate the proposed pedestrian safety scheme will tie into the existing drainage along the R616. There will be no alterations to any outfalls. Given that there will be no change of use, or increase in traffic volumes associated with the work, there is considered no potential for any European sites to be impacted by drainage during the operational phase of the works.

Dust

As previously noted, the Zol for dust is taken as 50m from the works and 500m along existing roadways from the works area. The closest European site is located approximately 4.2km from the proposed scheme. Given the location of the scheme relative to the European sites, with no sensitive receptors within the Zol, there is no potential for any European sites to be impacted by dust during the operational phase of the works.

Light Levels

As outlined previously the ZoI for increased lighting levels is taken as 100m from the red line boundary. The works area is located along a busy road with residential housing, and a school located adjacent. The closest European site is located approximately 4.2km from the proposed scheme. Given the location of the proposed scheme relative to the nearest European site, there will be no potential for impacts to any European sites associated with increased lighting levels.

3.1 Plans or projects which may act in combination

Article 6(3) of the Habitats Directive requires that:

‘Any plan or project not directly connected with or necessary to the management of the site but likely to have a significant effect thereon, either individually or in combination with other plans or projects, shall be subject to appropriate assessment of its implications for the site in view of the site’s conservation objectives.’.

It is therefore required that the potential impacts of the proposed development are considered in combination with any other relevant plans or projects. A search of the Cork City Council planning database ([Planning Enquiry & Online Submissions | Cork City \(corkcoco.ie\)](#)), and the EIA portal (<https://www.housing.gov.ie/planning/environmental-assessment/environmental-impact-assessment-eia/eia-portal>) was undertaken to examine projects with potential for in combination effects. Applications which were made typically consisted of extensions and renovations to existing houses, and retention of existing developments. These are small scale developments which, due to their location do not have the potential to result in cumulative impacts in association with the proposed works. Other, larger planning applications area discussed hereunder:

Longview Estates Ltd (2019)

Longview Estates Ltd has proposed the construction of 753 residential units at Lahardane and Ballincolly (Townlands), Ballyvolane, Cork City located 3.2km south of the works area. The proposed development includes:

‘a number of open spaces and play areas in addition to general landscaping, boundary treatments (including walls and landscaping to the houses to the north and lands to the east), and landscaped parkland / greenway. The proposal includes an internal distributor road providing access to neighbouring lands, associated internal roads, car parking, pedestrian and cycle paths (providing access to neighbouring lands), public lighting, internal bus stops and turning area, bin storage (in apartment locations) and cycle parking and all site services infrastructure. The associated site and infrastructural works include water supply, foul and surface / storm water drainage infrastructure to local services and drains and 5 no. unit sub stations. The proposed development makes provision for two no. pumping stations (and connections to / from same), one in neighbourhood 5 and one adjacent to the Ballyhooly Road, with access, to serve this site and future lands as required by Irish Water’.

Given the distance between he works area and this development with no connectivity, there is no potential for in combination effects identified.

Progressive Commercial Construction Ltd. (2019-2020)

Located 5.8km southwest of the works area.

Permission for development incl. demolition of buildings bounded by Railway St., Alfred St. and Penrose Quay on site of 0.68 Ha. (excl. footpath areas and public realm works), and a Strategic Housing Development of 201no. Build to Rent apartments (2019).

Given the distance between the works area and this development with no connectivity, there is no potential for in combination effects.

Office of Public Works (2020)

The Office of Public Works, Cork City and County Councils have identified the need for a flood relief scheme for Glanmire/Sallybrook. The closest extent of this flood relief scheme is located 1.4km south of the works area. A description of the works is as follows:

'The proposed Glashaboy River (Glanmire/Sallybrook) Drainage Scheme will include the construction of direct flood defences and conveyance improvement measures along the Glashaboy River and its tributaries. The direct defences proposed include flood walls and embankments with the conveyance improvements consisting of localised channel widening and deepening and the introduction of or replacement of culverts. Future maintenance of the scheme will also be carried out.'

The potential for impacts associated with water quality on Cork harbour SPA and Great Island Channel SAC was identified in the NIS written for the scheme, with mitigation prescribed to ameliorate same. Site clearance works on the flood relief scheme have commenced as of Q1 2022 and the construction phase is anticipated to take approximately 2.5 years. There is potential for the works for the pedestrian safety scheme to take place concurrently.

There is no direct overlap in terms of the flood relief scheme works and the proposed pedestrian safety scheme. Given the location and nature of the proposed pedestrian safety scheme, and the mitigation measures which will be employed during the construction of the flood relief scheme, no potential for in-combination effects is identified.

Office of Public Works (2020)

The Office of Public Works has proposed the construction of direct flood defences and improvement along a stretch of the River Bride and its tributaries in the Blackpool area of Cork City. The closest extent of this flood relief scheme is located 3.2km southwest of the works area. A description of the works is as follows:

'construction of new flood walls and embankments, construction of new culverts on a section of previously open channel, bridge replacement, installation of sediment traps, modifications to existing foul/surface water collection networks in the area, construction of pumping stations and some other minor works. The scheme will also allow for its future maintenance.'

Given the distance between the works area and this development, there is no potential for in combination effects.

HQ Developments Ltd. (2020)

Located 5.8km southwest of the works area

Permission for the redevelopment of a site at Horgan's Quay, Railway St., Lower Glanmire Rd. to provide for a mixed use residential, office, hotel and retail development. Construction for this project began in 2018 and is planned to be completed by 2022.

Given the distance between the works area and this development with no connectivity, there is no potential for in combination effects.

4 Screening Statement

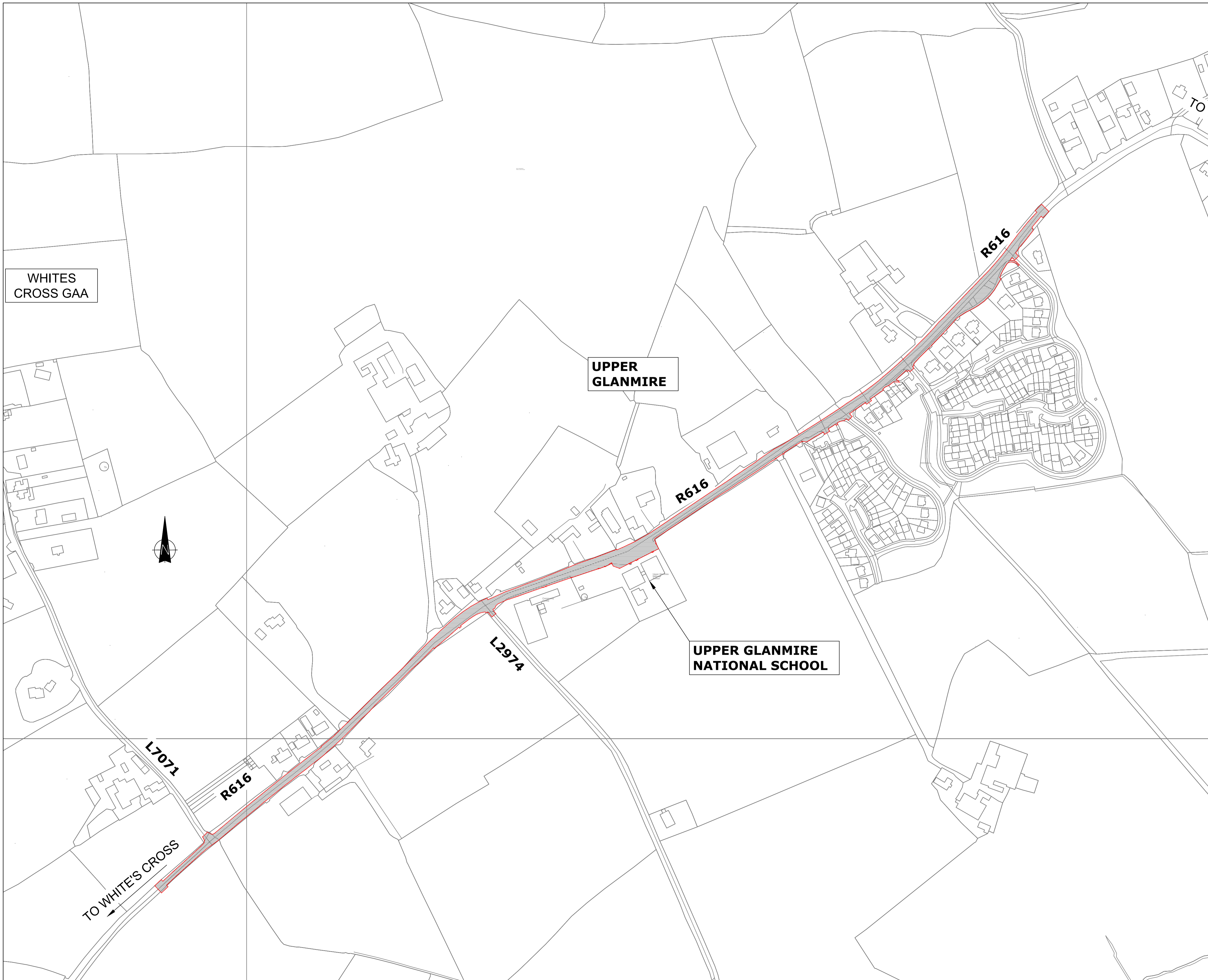
The screening assessment considered whether the proposed works, alone or in combination with other projects or plans, have potential for likely significant effects on any European sites.

It can be concluded on the basis of objective scientific information following appropriate assessment screening, that the proposed works, individually or in combination with other plans or projects, will not have a significant effect on any European sites. This conclusion has not had regard to any measures intended to avoid or reduce harmful effects on European sites (i.e. mitigation measures).

Table 4.1: Findings of No Significant Effects Matrix

Name of project or plan	Upper Glanmire Pavement Safety Scheme
Name and location of European sites	<ul style="list-style-type: none"> Great Island Channel SAC (001058) located 7.5km from the works area Blackwater River (Cork/Waterford) SAC (002170) located 9km from the works area Cork Harbour SPA (004030) located 4.2km from the works area
Description of the project or plan	<p>The scheme has a total length of approximately 1.3km and comprises the following:</p> <ul style="list-style-type: none"> Upgrade of existing and provision of new pedestrian and VRU infrastructure to provide a pedestrian and active travel route within the study area. Controlled and uncontrolled pedestrian crossing facilities where suitable and feasible. Side road entrances along the route to be provided with table-top entry ramps to facilitate safe pedestrian, and vehicle movement. Repaving of footpaths where necessary. Installation of new energy efficient Public Lighting. Provision of utility services such as drains, ducting etc., where necessary Provision of Gateway Entrance infrastructure
Is the project or plan directly connected with or necessary to the management of the site?	No
Are there other projects or plans that together with the project or plan being assessed could affect the site?	No. There are no identified plans or consented projects which have the potential to act in-combination with the proposed works in relation to the identified effects.
The assessment of significance of effects	
Describe how the project or plan (alone or in combination) is likely to affect the Natura 2000 site.	No potential for any significant effects were identified given the nature, scale and location of the proposed pedestrian safety scheme.
Explain why these effects are not considered significant	The works are small scale and whilst locally intrusive well removed from all European site boundaries. No potential for any significant effects were identified to any European sites
List of agencies consulted: provide contact name and telephone or e-mail address	None
Response to consultation.	N/A
Data collected to carry out the assessment	
Who carried out the assessment?	Jason Lyne and Erin Johnston
Sources of data?	Listed throughout this document.
Level of assessment?	Desktop and field study

A. Scheme Drawings



- Notes**
1. This drawing to be read in conjunction with all relevant Engineers drawings and specifications.
 2. All dimensions are in metres (m).
 3. Use figured dimensions only. Do not scale from this drawing. All dimensions to be checked on site.
 4. All levels in metres O.D. (Malin).
 5. All coordinates relate to ITM - Irish Transverse Mercator.
 6. Drawing to be read in conjunction with drawings 229101013-MMD-0000-XX-DR-C-0001 to 229101013-MMD-0000-XX-DR-C-0005.

Key to symbols

— Site Boundary

WHITES
CROSS GAA

UPPER
GLANMIRE

R616

R616



L2974

UPPER GLANMIRE
NATIONAL SCHOOL

L7071

R616

TO WHITES CROSS

Reference drawings

Rev	Date	Drawn	Description	Ch'k'd	App'd
P01	18/03/2022	MMat	For Client Comment	EPet	ACos

Rev	Date	Drawn	Description	Ch'k'd	App'd
P01	18/03/2022	MMat	For Client Comment	EPet	ACos

Status Stamp

NOT FOR CONSTRUCTION

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Title

Upper Glanmire Pedestrian Safety Scheme Project Boundary

Designed	E.PETERS	EP	Eng check	A.COSTELLO	AC
Drawn	M.MATYSZCZAK	MM	Coordination	A.COSTELLO	AC
Dwg check	E.PETERS	EP	Approved	J.HAWE	JH

MMD Project Number
229101013

Scale at A1

Security
STD

Suitability Description
Suitable for Review & Comment

Drawing Number
229101013-MMD-0000-XX-DR-C-0003

Revision
P01

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5 References

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NPWS (2012) Conservation Objectives: Blackwater River (Cork/Waterford) SAC 002170. Version 1.0. National Parks and Wildlife Service, Department of Arts, Heritage and the Gaeltacht.

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