



Cork  
City Council  
Comhairle Cathrach Chorcaí

# Upper Glanmire Pedestrian Safety Scheme

Environmental Impact Assessment Screening

March 2022



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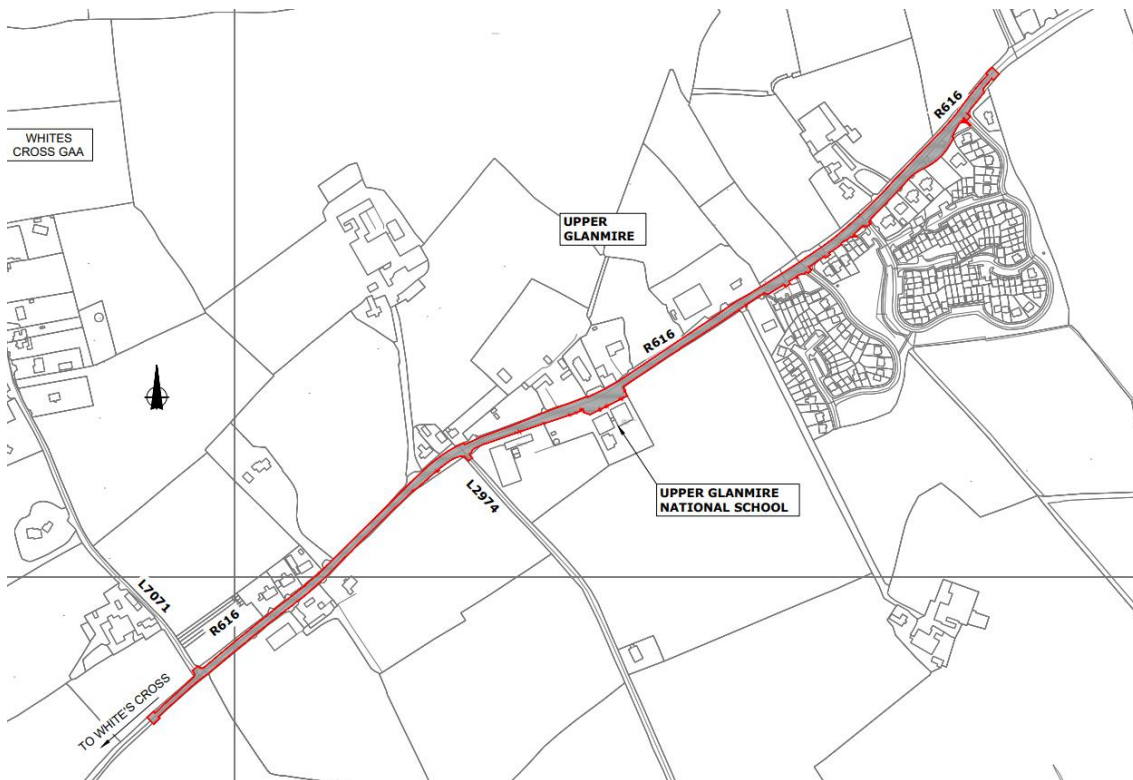
# 1 Introduction

## 1.1 Overview

Mott MacDonald Ireland (MMI) have been appointed by Cork City Council to provide design consultancy services for the Upper Glanmire Pedestrian Safety Scheme, Upper Glanmire Road (R616), in the townland of Ballinivriskig, Co. Cork. The proposed scheme is located approximately 5km (straight line distance) northeast of Cork city and is located within the administrative boundary of Cork City Council.

The scheme comprises of a [approx.] 1.26km section of the R616 Upper Glanmire Road extending from 70m before the intersection with the L7071, north-east past the Upper Glanmire National School and extending approximately 60m beyond the entrance to the Ros Árd housing estate.

**Figure 1.1: Site Location**



Source: Mott MacDonald

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:

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

## 1.2 Description of Development

The proposed works will comprise of the following (refer to Figure 1.2 and 1.3):

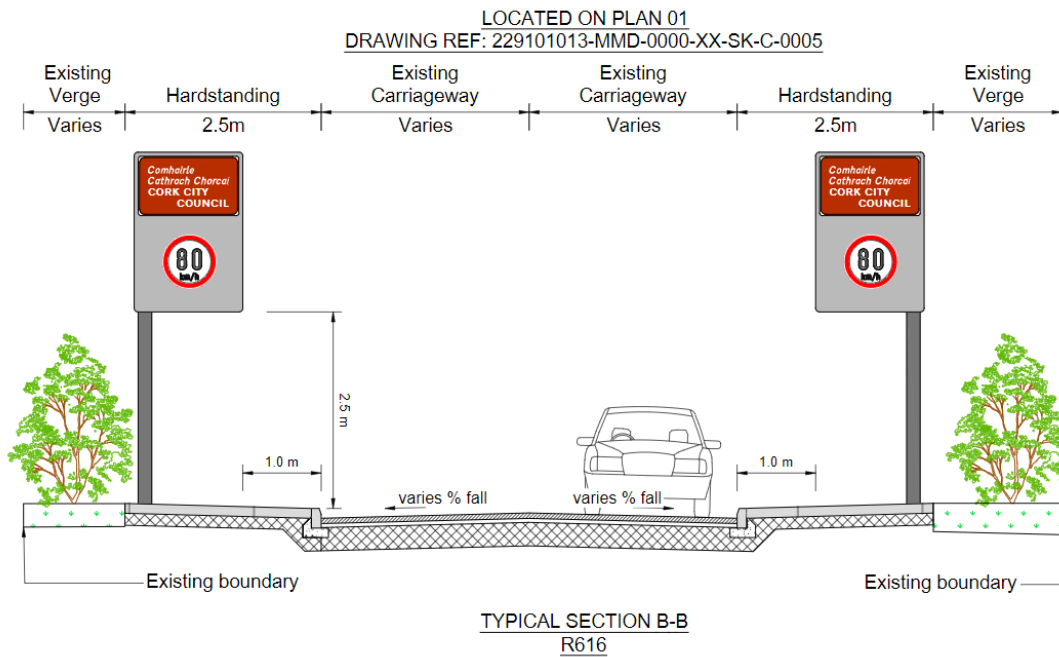
1. New 2m wide (minimum width 1.8m) concrete footpath, totalling a length of approximately 490m
2. Upgrading of existing concrete footpath to provide widths of 2m, totalling a length of approximately 820m
3. 5no. Raised Pedestrian Crossings
4. Controlled signalised puffin crossing
5. Uncontrolled zebra crossing
6. Provision of raised and ramped table at intersecting junction with L2974 and reduction in junction radii to 6m
7. 27no. new public lighting columns
8. Replacement speed limit traffic signage
9. Provision of utility services such as drains, ducting etc.

**Figure 1.2: Site Layout (chainage 450m – 650m)**



Source: Extract from Mott MacDonald Drawing 229101013-MMD-0000-XX-SK-C-0005

**Figure 1.3: Plan Section**



Source: Extract from Mott MacDonald Drawing 229101013-MMD-1100-XX-M2-C-0003

### 1.3 Statement of Consistency

Mott MacDonald is a multidisciplinary consultancy with over 20 years' experience of undertaking complex and challenging EIA Screenings and of writing environmental impact assessment reports for a wide range of projects. These include some of the Ireland's largest infrastructure, engineering and development projects.

Mott MacDonald is a corporate member of the Institute of Environmental Management and Assessment and hold its EIA Quality Mark. The Quality Mark Scheme allows organisations that lead the co-ordination of statutory EIAs in the UK and Ireland to make a commitment to excellence in their EIA activities and have this commitment independently reviewed. The EIA Quality Mark is a voluntary scheme, with organisations free to choose whether they are ready to operate to its seven EIA Commitments.



## 2 EIA Legislative Review

### 2.1 EIA Directive

The requirement for Environmental Impact Assessment (EIA) has its origins in Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment. This Directive has been amended three times and was codified by Directive 2011/92/EU in 2011. Directive 2011/92/EU was then subsequently amended by Directive 2014/52/EU in 2014.

The primary objective of the of the EIA Directive (Directive 2011/92/EU), as amended by Directive 2014/52/EU, is to ensure a high level of protection of the environment and human health, through the establishment of minimum requirements for environmental impact assessment, prior to development consent being awarded, of public and private developments that are likely to have significant effects on the environment.

Directive 2014/52/EU provides a definition of environmental impact assessment as being a process consisting of:

- The preparation of an environmental impact assessment report (EIAR);
- The carrying out of consultations required to inform the EIAR;
- The examination by the competent authority of the information presented in the EIAR and any supplementary information provided, where necessary, by the developer and relevant information received through consultations with the public, prescribed bodies and any affected Member States;
- The reasoned conclusion by the competent authority on the significant effects of the project on the environment; and
- The integration of the competent authority's reasoned conclusion into any development consent decision.

In determining the requirement for EIA, the Directive differentiates between projects that always require EIA and those for which an EIA may be required. These projects are listed in Annex I and Annex II of the Directive respectively.

Projects listed in Annex I to the EIA Directive are projects which are considered as having significant effects on the environment and require a mandatory EIA.

For projects listed in Annex II to the EIA Directive, there is a requirement to determine through (a) case-by-case examination, or (b) thresholds or criteria, whether a project should be subject to EIA.

### 2.2 Planning and Development Regulations 2001, as amended

The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) transposed the requirements of the 2014 EIA Directive (Directive 2014/52/EU) into existing Irish planning consent procedures, i.e. the Planning and Development Regulations 2001, as amended.

In determining the requirement for EIA, the Directive differentiates between projects that always require EIA and those for which an EIA may be required. These projects are listed in Schedule 5 Part 1 and Part 2 of the Planning Regulations.

- Part 1 projects are projects which are considered as having significant effects on the environment, and require a mandatory EIA and where the proposed development is of a class specified in Part 1 and equals or exceeds the relevant thresholds; and

Part 2 projects are those not included in Part 1 but may require EIA where the proposed development is of a class specified in Part 2 and equals or exceeds the relevant thresholds; or, where the proposed development would be of a class specified in Part 2, but does not equal or exceed prescribed threshold in Part 2 yet it is concluded, determined or decided, that the proposed development is likely to have a significant effect on the environment.

Schedule 5 Part 1 of the Planning Regulations does not list any type of development which is applicable to the proposed development. Mandatory EIA is thus not applicable to the proposed development under Schedule 5 Part 1.

Schedule 5 Part 2 of the Planning Regulations includes the following types of development which may be applicable to the proposed development:

Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended	EIA Required on this basis?
Paragraph 10 (b)(iv) [Infrastructure Projects] <i>Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i>	No. The proposed development is urban in nature, it cannot be considered to be located within a business district, as such, the threshold of 10 hectares is relevant to the proposed development, however the proposed works will total no greater than 1.5 hectares.
Paragraph 10(dd) [Infrastructure Projects] <i>All private roads which would exceed 2000 metres in length</i>	No. The works are to a public road, regional road – R616.
Paragraph 13 [Changes, extensions, development and testing] <i>(a) Any change or extension of development already authorised, executed or in the process of being executed (not being a change or extension referred to in Part 1) which would:-</i> <i>(i) result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and</i> <i>(ii) result in an increase in size greater than –</i> <i>- 25 per cent, or</i> <i>- an amount equal to 50 per cent of the appropriate threshold, whichever is the greater</i>	No. The proposed changes / extensions of development will not result in <ul style="list-style-type: none"> <li>• the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended</li> <li>• an increase in size greater than – <ul style="list-style-type: none"> <li>– 25 per cent, or</li> <li>– an amount equal to 50 per cent of the appropriate threshold</li> </ul> </li> </ul>
Paragraph 15 <i>Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7</i>	The decision of Cork City Council as to whether the proposed development is likely to have 'significant effects' on the environment must be taken with reference to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended. This is set out in Chapter 3

### 2.3 Roads Act 1993, as amended

The provision of the Roads Act 1993, as amended, will also apply to the proposed road development. Private roads are considered under the Planning and Development Act, 2000, as amended; the applicability of EIA to public road developments is prescribed under the Roads Act 1993, as amended.

In the interest of clarity, the term road is defined in Section 2(1) of the Roads Act 1993 (as amended) and comprises the following:

- (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 weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channelliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and

(d) any other structure or thing forming part of the road and—

(i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or

(ii) prescribed by the Minister.

Section 50 (1)(a) [Environmental Impact Assessment Report] requires a road development comprising any of the following road development types listed in Table 2.1, to be subject to an environmental impact assessment.

For clarity, Cork City Council are considered to be the Road Authority for the purposes of Section 50 (1) of the Roads Act 1993, as amended.

Section 50(1) reference		EIA required on this basis?
(a)(iv) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of a public road The types of road development are prescribed under Article 8 the Roads Regulations 1994 (S.I. No. 119 of 1994), as comprising;	The construction of a new road <sup>1</sup> of four 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 on a rural area, or 500 metres or more in length an urban area	The proposed scheme does not meet any description or threshold within Section 50(1)(a)(iv).
	The construction of a new bridge or tunnel which would be 100 metres or more in length	
(b) Where an An Bord Pleanála (ABP) considers that a proposed road development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS		Cork City Council are the competent authority to determine the requirement for EIA for proposed development.  Cork City Council's determination on the requirement for EIA is based on the outcome of Section 3 of this report.
(c) Where a road authority considers that a proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs it shall direct the road authority to prepare an EIS		No. Based on the outcome of this report Cork City Council will not request an EIA determination from An Bord Pleanála.
(d) Where a proposed road development would be located on certain environmental sites the road authority shall decide whether the proposed road development would be likely to have significant effects	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),	No. The proposed development is not within or proximate to any European Site or any site listed under the Wildlife Act.
	(ii) land established or recognised as a nature reserve within the meaning of	The Appropriate Assessment Screening Report prepared for the

Section 50(1) reference	EIA required on this basis?
on the environment. The sites concerned are:	proposed development confirms no significant effects to European Sites within proximity to the proposed development.
section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),	Sites designated under the Wildlife Act are not adversely or significantly impacted by the proposed development.
(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976),	
(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,	
v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976	
the road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment	
(e) Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.	This report has been prepared against the specified criteria within Annex III; this assessment is detailed in Section 3 of this report.

## 3 EIA Screening

### 3.1 Sub-threshold EIA Screening Considerations

Sub-threshold projects in Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended, require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded.

Schedule 7 sets out the following criteria for determining whether development listed in Part 2 of Schedule 5 should be subject to an EIA.

1. Characteristics of the proposed development
2. Location of the proposed development
3. Types and characteristics of potential impacts

Criteria	Sub-criteria
Characteristics of Proposed Development	<p>The characteristics of projects must be considered, with particular regard to:</p> <ol style="list-style-type: none"> <li>a. the size and design of the whole project;</li> <li>b. cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment,</li> <li>c. the nature of any associated demolition works;</li> <li>d. the use of natural resources, in particular land, soil, water and biodiversity;</li> <li>e. the production of waste;</li> <li>f. pollution and nuisances;</li> <li>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; and</li> <li>h. the risks to human health (for example due to water contamination or air pollution).</li> </ol>
Location of Proposed Development	<p>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</p> <ol style="list-style-type: none"> <li>a. the existing and approved land use;</li> <li>b. the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;</li> <li>c. the absorption capacity of the natural environment, paying particular attention to the following areas:                             <ol style="list-style-type: none"> <li>i. wetlands, riparian areas, river mouths;</li> <li>ii. coastal zones and the marine environment;</li> <li>iii. mountain and forest areas;</li> <li>iv. nature reserves and parks;</li> <li>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;</li> </ol> </li> </ol>

Criteria	Sub-criteria
Type and Characteristics of Potential Impact	<ul style="list-style-type: none"> <li data-bbox="453 304 1273 432">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;</li> <li data-bbox="453 448 863 470">vii. densely populated areas; and</li> <li data-bbox="453 486 1219 548">viii. landscapes and sites of historical, cultural or archaeological significance.</li> </ul> <p data-bbox="379 566 1273 645">The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard in particular to the impact of the project on the factors specified in Article 3(1), taking into account:</p> <ul style="list-style-type: none"> <li data-bbox="416 660 1230 723">a. the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);</li> <li data-bbox="416 734 740 757">b. the nature of the impact;</li> <li data-bbox="416 772 919 795">c. the transboundary nature of the impact;</li> <li data-bbox="416 810 948 833">d. the intensity and complexity of the impact;</li> <li data-bbox="416 848 788 871">e. the probability of the impact;</li> <li data-bbox="416 887 1187 949">f. the expected onset, duration, frequency and reversibility of the impact;</li> <li data-bbox="416 965 1254 1167">g. the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and</li> <li data-bbox="416 1182 1018 1205">h. the possibility of effectively reducing the impact.</li> </ul>

Schedule 7A of the Planning and Development Regulations 2001, as amended, sets out the following information to be provided by the Applicant or Developer for the purposes of screening sub-threshold development for EIA.

1. A description of the proposed development, including in particular—
  - a. a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and
  - b. a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—
  - a. the expected residues and emissions and the production of waste, where relevant, and
  - b. the use of natural resources, in particular soil, land, water and biodiversity.
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7

This information is provided in Chapter 1 and in the subsequent section of this report.

### 3.2 Criteria in Relation to Sub-threshold Development

The following sections consider the criteria detailed in Schedule 7 of the Planning and Development Regulations 2001, as amended, for determining whether sub-threshold development listed on Part 2 of Schedule 5 should be subject to an EIA.

#### 3.2.1 Characteristics of proposed development

Criteria	Discussion	Is this likely to result in significant effects on the environment?
The size and design of the whole project	The proposed development comprises the provision of new footpath, upgraded of existing footpaths, raised pedestrian crossings at road junctions, control and uncontrolled pedestrian crossings along a 1.26km section of the R616. This is an existing road which will not require any road realignment due to existing residential and commercial properties flanking the road. The design of the project is of a standard design and is in accordance with the Design Manual for Urban Roads and Streets (Government of Ireland, 2019). The project footprint is less than 1 hectare overall.	The size of the whole of the proposed development is not considered significant. The works are common in Ireland and have been subject to previous assessments of impacts such that impacts can be predicted and effective mitigation can be readily implemented to ensure that significant adverse impacts are not likely.
Cumulation with other existing and/or approved projects	A review of existing or approved projects was conducted. There are no projects which will impede on the footprint of the proposed development. All planning applications along the relevant section of the R616 are related to residential developments.  There are currently no known existing or permitted projects (including under other legislation that are subject to EIA) that could give rise to significant adverse cumulative effects.	The timing of construction works is unknown for approved development in relation to the proposed development. If undertaken simultaneously adverse cumulative effects are anticipated to relate to nuisance and disturbance impacts, mainly traffic impacts. The classification of any cumulative effects are not likely to be significant.
The nature of any associated demolition works	The are no demolition works proposed as part of the works.	Not applicable as demolition works will not occur.
The use of natural resources, in particular land, soil, water and biodiversity	The proposed development will use materials (stone/aggregate) that are non-renewable.	The impacts in terms of natural resource use are not anticipated to be significant give the scale of the development. Pavement improvement works are standard works undertaken regularly by Cork City Council.
The production of waste	The proposed development will result in the generation of waste during the construction and decommissioning phases. Any waste arising will be managed in accordance with the Waste Management Act 1996 (as amended), and associated Regulations.	Due to the nature of the proposed development, there is likely to be limited quantities of waste, which will be considered not significant in relation to the EIA Directive. The implementation of a construction phase waste management plan by the appointed Contractor, which is in compliance with the Waste Management Act 1996, as amended, and

Criteria	Discussion	Is this likely to result in significant effects on the environment?
Pollution and nuisances	The proposed development will result in nuisance and disturbance impacts relating to traffic disruption and noise to residential and commercial properties along the R616.	<p>associated Regulations, will ensure that significant adverse effects in terms of waste management can be avoided.</p> <p>Construction phase impacts will be of temporary to short-term duration. The overall construction programme is scheduled to last a maximum of six months. The effective implementation of a Construction Environmental Management Plan (CEMP), including a Traffic Management Plan, will ensure that impacts are minimised. It is not anticipated that significant impacts relating to pollution are likely.</p> <p>Noise impacts will be restricted to typical construction working hours. Access to residential and commercial properties will be provided throughout and the Council will liaise with residents and proprietors on a regular basis to ensure that the construction activities are communicated in a timely and clear manner.</p>
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	The proposed works are not of a nature, scale or exhibiting characteristics which will be likely to result in major accident or disasters.	Not applicable based on the nature, scale, or characteristics of the proposed development.
The risks to human health (for example due to water contamination or air pollution)	The proposed development will not result in activities which are a risk to human health due to water or air pollution. The proposed construction activities are standard in nature and will not require any mitigation measures specific to human health.	<p>Given the nature of the proposed development the largest quantity of material to be used will be stone/aggregates. There are limited substances which are required to be used or stored as part of the works which could be harmful to human health, to the environment, or raise concerns about actual or perceived risks to human health.</p> <p>With the effective implementation of the CEMP, it is anticipated that risks to human health (for example due to water contamination or air pollution), are not likely.</p>



### 3.2.2 Location of proposed development

Criteria	Discussion	Is this likely to result in significant effects on the environment?
<p>The existing and approved land use</p>	<p>The proposed development is along the existing R616; roads are unzoned within the extant Cork City and County development plans.</p>	<p>Given the nature of the proposed development, it is not anticipated that impacts in terms of land use will be significant. The proposed development will not impact on surrounding land uses (open space, community, business and village centre development), and is complimentary to zoned uses within Upper Glanmire as stated with the Cobh Municipal District Local Area Plan 2017.</p>
<p>The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</p>	<p>The proposed development comprises new footpath, footpath upgrades and associated pedestrian safety measures.</p>	<p>Impacts to natural resources are not anticipated to be significant and are anticipated to be localised and of temporary to short-term duration.</p>
<p>The absorption capacity of the natural environment, paying particular attention to the following areas:</p> <ul style="list-style-type: none"> <li>– wetlands, riparian areas, river mouths;</li> <li>– coastal zones and the marine environment;</li> <li>– mountain and forest areas;</li> <li>– nature reserves and parks;</li> <li>– 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;</li> <li>– 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;</li> <li>– densely populated areas; and</li> </ul>	<p>The closest European designated site to the proposed development is Cork Harbour Special Protection Area (site code: 004030). The works have been assessed for their likely impact to Cork Harbour SPA as part of the Screening for Appropriate Assessment.</p> <p>The closest watercourse is Glashaboy [L. Mahon] (Code: IE_SW_19G010600) is categorised under the Water Framework Directive as Good status for the latest monitoring period 2013-2018. The proposed development will not result in any changes to the water quality as the proposed development will not require any additional drainage and due to topography in the area, surface water run-off will not flow to the Glasaboy River.</p> <p>The proposed development occurs in a rural area which is not densely populated. The statistical small area (Ref: 047277013) which broadly aligned to the townland of Ballinrviskig in which the proposed development is located, recorded a total of 578 persons in the 2016 Census. The statistical small area which covers Ros Árd (majority of residential dwelling in Upper Glanmire), recorded 284 persons.</p>	<p>The proposed development is not in a sensitive area and will occupy an area which is either an existing footpath or road verge(s) and will not have a significant impact on the natural environment's capacity to absorb the proposed development.</p>

Criteria	Discussion	Is this likely to result in significant effects on the environment?
– landscapes and sites of historical, cultural or archaeological significance.	There are no structures recorded in close proximity to the proposed development listed on the National Inventory of Architectural Heritage, or Record of Protected Structures for the extant Cork County Development Plan. The closest national monument (standing stone - CO063-077), is approximately 100m from the proposed development, there will be no impact to this or any national monument as a result of the proposed development.	

### 3.2.3 Types and characteristics of potential impacts

Criteria	Discussion	Is this likely to result in significant effects on the environment?
The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	The zone of impact of the proposed development will not be extensive as it relates to a single section of an existing public road.	The anticipated impacts will typically relate to the construction phase only and will be of temporary to short duration.
The nature of the impact	<p>During the construction phase there is potential for:</p> <ul style="list-style-type: none"> <li>● Generation of dust;</li> <li>● Increase in noise;</li> <li>● Changes to access; and</li> <li>● Generation of waste.</li> </ul> <p>These impacts are short term and temporary and are not considered to be significant. They can be appropriately mitigated and managed in accordance with environmental good practice e.g. CIRIA Environmental Handbook for Building and Civil Engineering Projects: Part 2 Construction, appropriate traffic management and drainage design (no new outfalls will be required for drainage and any alterations to the network will maintain the existing drainage regime). The construction phase will be implemented to good industry standards and the design will be in accordance with industry requirements.</p>	The project will replace existing pavement surface, improving pedestrian infrastructure and enhancing pedestrian safety. The scheme will operate in a similar manner to existing conditions and accordingly impacts during operation are not considered to be significant.

<b>Criteria</b>	<b>Discussion</b>	<b>Is this likely to result in significant effects on the environment?</b>
The transboundary nature of the impact	The zone of impact of the proposed development will be localised to Upper Glanmire, Co. Cork	Transboundary effects will not occur.
The intensity and complexity of the impact	The proposed development comprises works that are regularly completed in Ireland and associated effects can be reasonably predicted.	Given the standardised nature of the proposals, the impacts are not anticipated to be particularly intense or complex.
The probability of the impact	Impacts are likely to occur.	While impacts are likely to occur, it is anticipated that mitigation measures can be implemented to ensure that significant impacts are not likely.
The expected onset, duration, frequency and reversibility of the impact	The majority of the impacts will occur during the construction phase.	The majority of the impacts are anticipated to be of temporary to short-term duration. It is anticipated that mitigation measures can be implemented to ensure that significant impacts are not likely.
The cumulation of the impact with the impact of other existing and/or approved projects	There are currently no known existing or permitted projects (including under other legislation) that are subject to EIA, that could give rise to significant adverse cumulative effects	On the basis of their nature and scale, when considered in-combination with the proposed development, potential for other existing and/or permitted development to cause significant cumulative impacts, can be considered to be negligible.
The possibility of effectively reducing the impact	As stated previously the proposed development will principally result in construction related impacts. Short term, temporary construction impacts will be managed through good environmental site practice and no further mitigation measures are considered necessary.	The impacts of the proposed development are not deemed to be significant and will not require further impact reduction beyond the standard measures which have been discussed.

## 4 Conclusion

It is considered that the proposed Upper Glanmire Pedestrian Safety Scheme should not be subject to an EIA. This conclusion is based on the information provided in the preceding sections in relation to likely significant impacts having regard to the following criteria:

- Characteristics of Proposed Development
- Location of Proposed Development
- Type and Characteristics of Potential Impact.

