Environmental Impact Assessment

Screening Report

for the
Proposed

Active Travel Linkage between Maryborough Woods and Berkeley

Executive Summary

This Environmental Impact Assessment (EIA) Screening Report has been prepared to consider the requirement or otherwise of carrying out an EIA in respect of the Active Travel Linkage between Maryborough Woods and Berkeley, Douglas.

This screening exercise was undertaken in two stages. The first stage considered the requirement for a mandatory EIA, while the second stage considered the requirement or need for a sub-threshold EIA. As part of the sub-threshold screening exercise, the potential for impacts on environmental sensitivities was considered in addition to the interrelationship between those environmental sensitivities. Following on from this, the formal EIA Screening Exercise was completed, having regard to the criteria set out in the Roads Act, as amended and in the EIA Directive (2014/52/EU).

This report concludes that this is a sub-threshold type project which is not likely to have a significant effect on the environment, either by itself or in combination with other plans or projects.

Legislative context

EIA legislation sets down the types of projects that may require an EIA. Annex I of Directive 2011/92/EU, as amended by Directive 2014/52/EU defines mandatory projects that require an EIAR / EIS and Annex II lists projects which can be subject to a case by case analysis or thresholds to be determined by member states.

Mandatory requirements

The proposed scheme has been assessed in terms of the mandatory requirement for an EIA based on the nature or scale of the development, as addressed in the EU Directive 2014/52/EU and also the Roads Act 1993 - 2016. It is considered that the proposed road scheme is not one which falls within the scope of this category. It should be noted that mandatory EIA requirements for non-road type development have also been considered and discounted in this instance. As part of this, infrastructure type projects listed in the Planning and Development Regulations 2001, as amended and in Annex I and II of the EIA Directive as amended were taken into account.

Sub-threshold requirement for an Environmental Impact Statement

Legislative context and screening methodology

While the mandatory requirements for EIA for road schemes are straight forward, being based on type and scale, the discretionary (or sub-threshold) requirements are based on an assessment of the likely significant environmental effects of the proposed road development. 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 on the environment. The key issue, in the context of the possible need for EIA of sub-threshold development, is whether or not such development is likely to have significant effects on the environment.

The 2014 amending EIA Directive (2014/52/EU) contains guidance for Member States in terms of deciding whether or not a development is likely to have "significant effects on the environment". The guidance is provided by way of criteria set out in Annex III of the Directive. The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment. The criteria for determining whether a development would or would not be likely to have significant effects on the environment are taken from Annex III of the Directive and are grouped under the following three headings:-

1. Characteristics of proposed development
2. Location of proposed development

3. Characteristics of the potential Impacts

Sub threshold development assessment

The aim of the following section is to address likely impacts, if any on the environment by the implementation of the proposed development having regard to the criteria set out in the EIA Directive, as amended. Criteria for determining whether the project would or would not be likely to have a significant effect on the environment as per the requirements of Article 120 of the Planning and Development Regulations 2001 and subsequent amendment 2011.

1. CHARACTERISTICS OF PROPOSED DEVELOPMENT	
Size of Proposed Development	The proposed development will provide a shared cycle track on the western side of the distributor road within Berkeley to the junction with Carrigaline Road and through to the distributor road within Maryborough Woods. This shared space will provide a safe route for cyclists from Ballybrack Walkway Phase 3 and the proposed Ballybrack Walkway Phase 4 through Berkeley to the Carrigaline Road and into Maryborough Woods. The main elements of the proposed works are: • Provision of a 3m shared cycle facility connecting Ballybrack Phase 3 in Berkeley to Maryborough Woods. The length of this shared facility is approximately 160m. • Footpaths in Berkeley and Carrigaline Road adjacent the scheme will be upgraded to 2m • There are new proposed zebra crossings to facilitate a safe crossing point for both pedestrians and cyclists while also slowing vehicles for added safety. • Modification to kerbs and road widths to accommodate proposed cycling infrastructure. • New road marking and signage. • Other necessary associated works.
Cumulation with other Proposed Development	No other cumulated developments.
Use of Natural Resources	The use of natural resources will be limited to the materials used in the construction works. Anticipated materials include stone, aggregate and bituminous materials which will be provided on a like for like basis with the material to be replaced.
Production of Waste	Waste production will be limited to the construction phase and will consist of general excavated inert material (stone, aggregate, Bituminous materials) which will be disposed of to local licensed facilities.

Pollution and Nuisances	This development will not result in an increase in either pollution or nuisance. During the construction stage, the likelihood of an accidental spillage of construction materials into the aquatic environment will be managed through the adoption of strict best practice construction management. Enhanced facilities for pedestrians should ultimately reduce the quantum and nuisance associated with alternative mode namely use of private vehicles.
Risk of Accidents	As the development involves the upgrading of services the risk of accidents should be reduced.

2. LOCATION OF PROPOSED DEVELOPMENT	
Existing Land Use	The footprint of the Project is on an existing estate road and footpaths therefore no change in land use.
Relative Abundance, Quality and regenerative Capacity of Natural Resources in the Area	The Project will have minimum impact on the quality and regenerative capacity of natural resources in the area. All construction material will be imported for the construction of the Project.
Absorption Capacity of the Natural Environment	The Project does not have the potential to impact, either directly or indirectly, the Qualifying Interests or Special Conservation Interests of any European site namely the Great Island Channel Special Area Of Conservation (Site Code 001058) and the Cork Harbour Special Protection Area (Site Code 004030). Consequently, it is clear that there will be no adverse impacts on the Conservation Objectives of any European sites as a result of the Project.

3. CHARACTERISTICS OF POTENTIAL IMPACTS	
Extent of the Impact	The primary impact will occur during the construction phase which is short term.
Transfrontier nature of the Impact	*N/A*
Magnitude and Complexity of the Impact	Minimal Air Quality & Climate: The objective of the project is to provide safe cycle lanes and pedestrian facilities with an increased level of service thus having a likely positive impact on air quality and climate. It is considered that the level of construction traffic required for a project of this scale will not have a significant impact on the local air quality or climate; neither will a construction project of this scale result in any significant generation of dust. Noise: At operational stage an increase in the number of both cyclists and pedestrians will likely have a positive impact on noise or vibration in the local environment. It is also considered that the level of construction traffic and construction operations required for a project of this scale will be short term and will not result in the creation of any significant levels of noise or vibration. Furthermore, works will be carried out in compliance with BS5228: Part 1 and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001 which will ensure a controlled level of noise during construction phase. Hydrology: The existing drainage will be maintained and the proposed development will not increase or alter the quantum of surface water discharging to adjoining watercourses. Biodiversity: Having regard to the location, nature and size of the proposed development, it is considered that there are no anticipated affects on biodiversity. Archaeology, architecture, cultural heritage: There are a number of recorded monuments and protected structures in Cork City. There is a Ringfort within the Maryborough Woods estate which is approximately 550m from the development. However, due to its location, nature of the construction and operation of the Project, it is considered that it will not have any significant effect on this monument. Visual Amenity: As the Project is located along an existing road and footpaths, it is unlikely to have a significant impact on the landscape of the area. During construction, the presence of plant and machinery will detract from certain views. However, this is considered to be a slight impact which is short-term and easily offset by the benefits accrued at the operational stage

3. CHARACTERISTICS OF POTENTIAL IMPACTS	
	Overall: Environmental impacts associated with the proposed development will be minor and short-term and, therefore, significant environmental effects can be ruled out without the necessity for further surveys, investigations and assessments.
Probability of the Impact	Low During the construction stage, noise nuisances and air pollution may occur over a short duration.
Duration, Frequency and Reversibility of the Impact	Potential impacts are limited to the construction phase These impacts will be temporary, reversible and one-off.

SCREENING CONCLUSION STATEMENT
Having regard to the contents of Article 120 of the Planning and Development (Amendment) (No. 3) regulations 2011 and Schedule 7A of the Planning and Development Regulations 2001, It is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.

	Name	Position	Signature	Date
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