



Maglin Greenway – Phase 1

EIAR Screening

Proposed Greenway Route

On behalf of:

Cork City Council

8 May 2023



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Planning Environment Economics



Comhairle Cathrach Chorcaí
Cork City Council



DBFL CONSULTING ENGINEERS

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1. INTRODUCTION

1.1 Background

This report provides an Environmental Impact Assessment (EIA) and Screening Report for Cork City Council's proposed 'Maglin Greenway Phase 1' proposals which forms a section of the overall BC-GW2 Greenway Route.

The application is being progressed by Cork City Council. The extents of the scheme are highlighted red on Figure 1. The scheme covers an approximate length of approx. 1.4 km greenway cycle route in the Maglin area, to the south of Ballincollig.

It is proposed to deliver a significantly improved cycling and walking environment consistent with the, Cork City Development Plan 2022 - 2028 Cork Metropolitan Area Transport Strategy (CMATS) and in particular with the Cork Cycle Network Plan (CCNP), which proposes Greenway Route BC-GW2.

In the long term it is planned that Cork City Council, in conjunction with the National Transport Authority will develop BC-GW2, as a greenway, which commences in Kilumney village south-west of Ballincollig and runs approximately 9.7km along the former Cork & Macroom Direct Railway line as far as Curraheen. This project brief relates to Phase 1 of the overall scheme. Phase 1 is proposed to provide a high quality and direct route for pedestrians and cyclists between Maglin Road and Gaelscoil Uí Riordáin in Ballincollig, over approximately 1.4km, connecting to several residential developments.

At present, the route is primarily green field and made ground. The proposed corridor travels along the line of the 1500mm city and harbour water supply pipeline from Inniscarra.

1.2 Aims of Report

The application is being progressed by Cork City Council. The process to bring the scheme forward must have regard to the conclusions of the EIA Screening, set out herein. This shall determine whether appropriate process is a Part 8 (of the Planning and Development Regulations, 2001 to 2021) where the consenting authority is the Council, or an application is made to An Bord Pleanála.

1.3 Legislation and Guidance

The EIA Screening Report has had regard to the following:

- Planning and Development Act 2000, as amended
- Planning and Development Regulations 2001 as amended
- Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU
- The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018)
- Guidelines on the information to be contained in Environmental Impact Assessment Reports, Environmental Protection Agency, 2022

- Interpretation of definitions of project categories of annex I and II of the EIA Directive, European Commission, 2015
- Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, August 2018, Department of Housing, Local Government and Heritage
- Environmental Impact Assessment Screening- Practice Note, Office of the Planning Regulator, 2021

1.4 Overall Methodology

The EIA screening assesses the proposed scheme with reference to the relevant EIA legislation including the EIA Directive, and Planning and Development Regulations. The methodology has particular regard to the '3-Step' assessment process set out in the Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening Practice Note PN02 (June 2021). Regard is also had to European and National guidance documents noted above.

For the purpose of this application, the relevant statutory provision is Article 103 of the Planning and Development Regulations, 2001 (as amended). Where the local authority concludes, based on such preliminary examination, that—

- (i) there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,
- (ii) there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or
- (iii) there is a real likelihood of significant effects on the environment arising from the proposed development, it shall— (I) conclude that the development would be likely to have such effects, and (II) prepare, or cause to be prepared, an EIAR in respect of the development.

The consideration of potential impacts covers all significant direct, indirect and secondary impacts as relevant having regard to the criteria for determining whether development listed in part 2 of schedule 5 should be subject to an environmental impact assessment under Schedule 7 of the Planning and Development Regulations, 2001 to 2021.

- Characteristics of the proposed development.
- Location of the proposed development.
- Characteristics of potential impacts.

Where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

Where the local authority concludes, based on such preliminary examination, that—

- i. there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,
- ii. there is significant and realistic doubt about the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or
- iii. there is a real likelihood of significant effects on the environment arising from the proposed development, it shall— (I) conclude that the development would be likely to have such effects, and (II) prepare, or cause to be prepared, an EIA in respect of the development.

Pursuant to Article 81(ca) of the Regulations 2001, a Planning Authority must indicate its conclusion under article 120(1)(b)(i) (a preliminary examination) or screening determination under article 120(1B)(b)(i) in the public notices that form part of a Part 8 process.

1.5 Structure of Report

This EIA Screening Report is structured to assess the relevant project and environmental criteria as follows:

- Description of Site and surrounding area
- Description of the proposed development
- The legislative basis for EIA
- Mandatory Threshold Review
- Preliminary Screening Examination
- Screening determination
- Conclusions

1.6 Data Sources

The information is obtained from review of several online databases and public sources including:

- Geological Survey of Ireland (GSI) online dataset - <https://www.gsi.ie>
- Cork City Development Plan 2022 – 2028
- Cork City Council Planning Applications
- An Bord Pleanála Planning Applications
- EPA - <https://gis.epa.ie/EPAMaps/>
- GeoHive – <http://map.geohive.ie/mapviewer.html>;
- Office of Public Works (OPW) - <http://www.floodinfo.ie/map/floodmaps>

In addition to the above the following project specific reports were utilised to inform this report:

- Appropriate Assessment Screening Report by Flynn Furney, Environmental Consultants
- Construction Methodology by DBFL Consulting Engineers

1.7 Qualification

This EIA Screening Report has been prepared by Richard Hamilton, BA MSc P.Grad EMAE, MIPI MRTPI. Richard is a Chartered Town Planner with over 25 years experience in public and private sectors in Ireland including the preparation of EIS, EIAR and EIA Screening for infrastructure, commercial and residential development projects. He has a Post Graduate Diploma in Environmental Monitoring Assessment and Engineering (EMAE) from Trinity College Dublin.

2. SITE AND LOCATION

2.1 Description of the Site and Surrounding Area

The proposed project is located at Maglin, Ballincollig, Co. Cork and located approximately 6.5km southwest of Cork City. The proposed greenway is approximately 1.4km in length, commencing at Maglin Road to link with a new access road at Heathfield, which is currently under construction along the line of the former Cork to Macroom railway.

At present, the route is primarily on green field and made ground, including sections which passes through the Carriganarra residential development and to the south of Limeworth. The proposed corridor travels along the line of the 1500mm city and harbour water supply pipeline from Inniscarra.



Figure 1: Proposed Route (Source: Myplan.ie)

2.2 Environmental Sensitivity of the Site

2.2.1 Soils and geology

The subject scheme's route is underlain by little island formation, which is described as massive and crinoidal fine limestone according to GeoHive.

The EPA Maps data indicates that the site generally comprises urban soils and the subsoils are made-ground.

The proposed greenway is located within a regionally important aquifer Karstified bedrock aquifer.

According to the EPA Maps the proposed greenway is within an area of extreme to high water vulnerability.

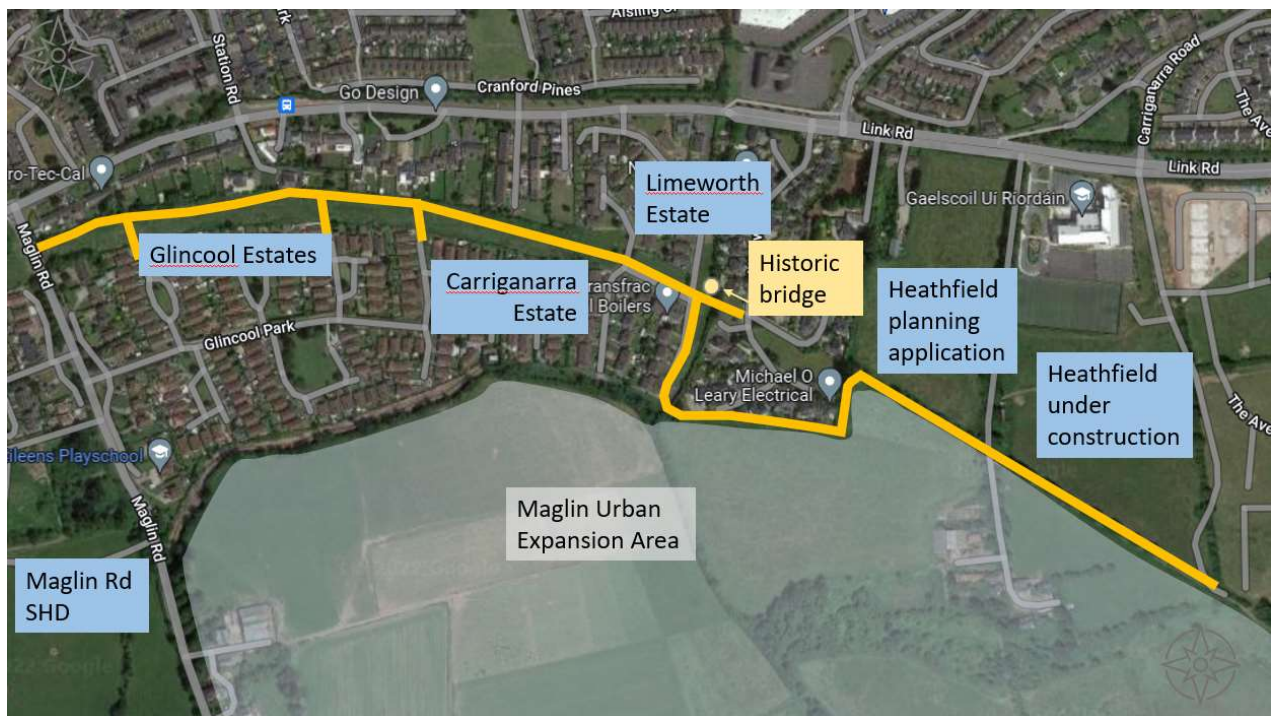


Figure 2: Proposed Route with Access and Surrounding context (Source: DBFL)

2.2.2 Air quality

The EPA Air Zone designation¹ is 'Zone B' 'Cork Conurbation'. The Air Quality Index Regions indicate that Air Quality is Good.

2.2.3 Habitats

The AA Screening Report by Flynn Furney notes the following:

- No dedicated bird survey was carried out to date. A number of trees and scrub areas were noted during the survey that would provide suitable nesting habitat for birds. The proposed works require removal of several trees and clearance of scrub, and depending on the timing of the works. A pre-construction nesting bird survey will be undertaken during nesting-season.
- No habitat suitable for either the common frog *Rana temporaria* or smooth newt *Lissotriton vulgaris* was noted during the survey.
- The habitat on the western extent of the proposed route, within the dry meadow/scrub habitat, might provide cover for mammals moving through the area; no particular sign of mammals was noted during the survey. None of the trees within the proposed route offer suitable habitat for roosting bats; a stone bridge on the edge of the Carriganarra estate does have some bat potential, and may need to be further investigated prior to the commencement of works. Badger prints were noted adjacent to the farm road to the west of the proposed works; none of the habitat within the proposed works footprint was suitable for the species, however.

¹ This is a dataset of the air quality zones listed on <http://www.epa.ie/air/quality/zones/>. The zones were defined initially in the Air Quality Regulations (SI 180 of 2011). The EPA reviews the zones regularly and amends when necessary.

2.2.4 Designated sites

There are no European (Natura 2000) sites within close proximity of the subject site. The proposed project is not within a European conservation site. Special Areas of Conservation and Special Protected Areas within 15km of the proposed development are seen in the figure below. The nearest European sites (SAC and SPA) to the subject site is Cork Harbour SPA.

Table 1. Proximity to designated Natura 2000 sites (source: EPA Maps)

| European Site | Code | Distance | Direct Hydrological / Biodiversity Connection |
|---------------------------------|--------|----------|---|
| <i>Special Protection Areas</i> | | | |
| Cork Harbour SPA | 004030 | 10 km | No |

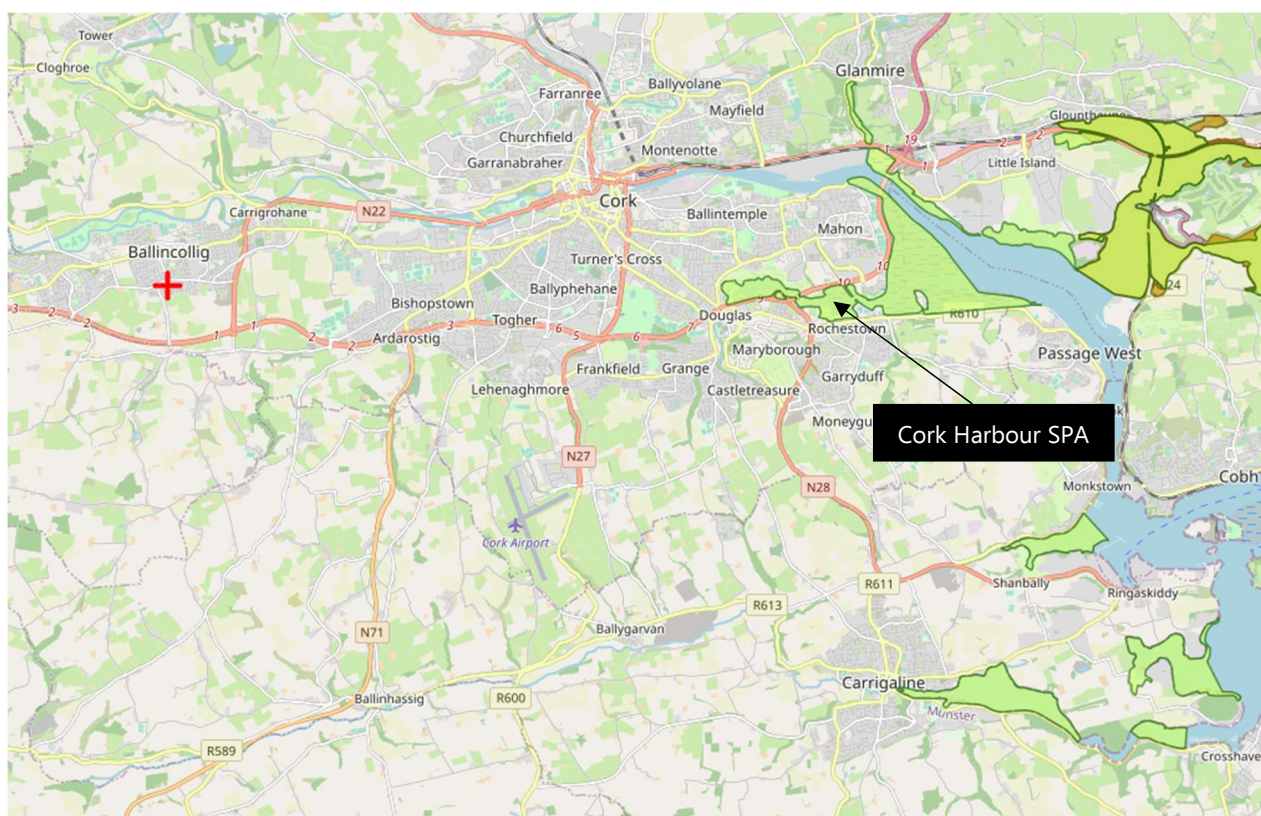


Figure 3 Natura 2000 sites (SPA) in the vicinity of the project (Source: EPA Maps)

The Appropriate Assessment Screening Report by Flynn Furney notes the following:

Only a single Natura 2000 site, Cork Harbour SPA 004030, lies within this radius, with a second, Great Channel Island SAC 001058, 5km beyond it in Cork Harbour. Since the proposed works area is at a minimum over 100m from the nearest connected receptor, and the two European sites lie 15km and 20km downstream respectively from this point, in an estuarine habitat, no reasonable source-pathway-receptor connectivity is considered, and no reasonable pathway for impact exists.

The AA Screening Report concludes:

No impacts are likely as a result of the proposed works on the conservation objectives or overall integrity of the Natura 2000 site due to the scale, nature of and distance from the works area, and the lack of any pathways for indirect impact on any European site.

2.2.5 Proposed Natural Heritage Areas

There are no proposed Natural Heritage Areas on or adjoining the proposed greenway. The nearest pNHA is Ballincollig located approximately 0.7 m from the site.

| PNHA | Site Code | Distance |
|-------------------|-----------|----------|
| Ballincollig Cave | 001249 | 0.7 |
| Lee Valley | 000094 | 1.3 |
| Shournagh Valley | 000103 | 2.4 |

2.2.6 Surface Water, Groundwater and Flooding

The project extends across the Lee, Cork Harbour and Youghal Bay Water Framework Directive Catchment. The River Lee is located approximately 1.2 km from the route and flows in a westerly direction before entering Cork Bay. Grange Hill stream is located generally 0.1 km from the route and flows in a westerly direction before meeting the Curragheen stream. The route runs close to this stream (within approx. 10m) to the south of Carriganarra cul-de-sac where it turns and runs to the south of Limeworth. The Grange Hill Stream is listed as Moderate Status, while the River Lee is listed as being of Good status on the Water Framework Directive 2016-2021.

Given the limited construction footprint of the development and limited disturbance of soils and drainage proposals there is not considered to be a potential pathway to Cork Harbour SPA.

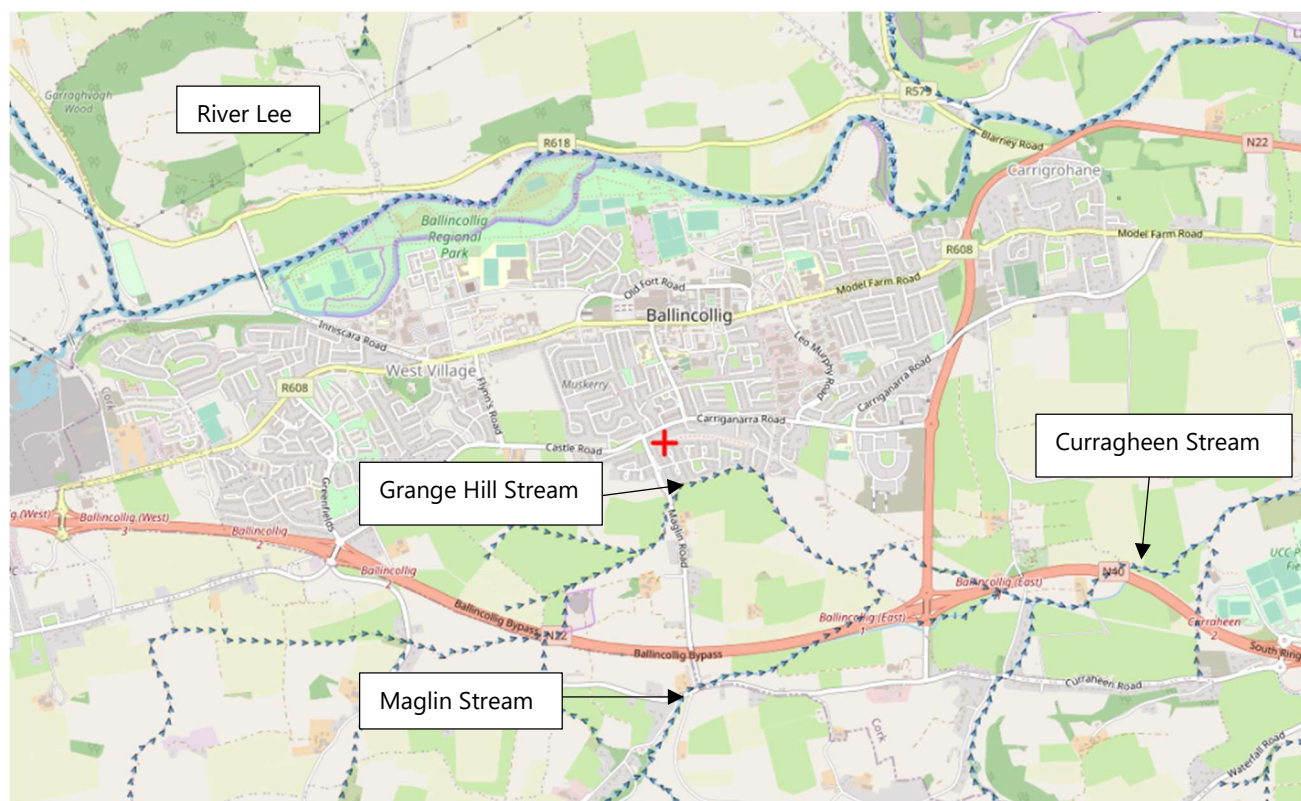


Figure 4: Subject Route in the context of surrounding Watercourses (Source: EPA Maps)

2.2.7 Heritage

The built heritage of the Cork and Macroom Railway is a relevant consideration for this EIAR Screening report. The Cork and Macroom Railway was an Irish gauge railway in Ireland which ran for 39km from Cork to Macroom. The rail was operational between 1866-1953. Construction work commenced in 1863 for the development of the rail line and five stations and utilised the Cork, Bandon and South Coast Railway terminus at Albert Quay.

Due to the company desiring independence from the Cork, Bandon and South Coast Railway, it built a new terminus on Summerhill South road and fed by a link from Ballypnehane junction. In 1925, the Cork and Macroom Direct Railway was amalgamated into the Great Southern Railway. The last passenger train was operated in 1935 and the line eventually closed to goods traffic in 1953 before the line officially closed in 1960. The Ballincollig railway station was opened on 12th May 1866. The below map illustrates the railway and Ballincollig station.



Figure 5: Subject Route along the previous railway line and rail station (Source: Historic 25 inch, Myplan.ie)

2.2.8 Record of Protected Structures

There is no record of any protected structure proximate to the subject site.

2.2.9 Recorded monuments

There are no recorded monuments located along the subject route, However, monuments identified proximate to the subject route are as follows:

- CO073-100 Fulacht Fia
- CO073-103 Standing Stone

- CO073-100 Fulacht Fia
- CO073-161 Burnt Spread
- CO073-074 Standing Stone



Figure 6: Recorded monuments in proximity of the proposed Greenway route

2.2.10 National Inventory of Architectural Heritage

There are no buildings of National Inventory of Architectural Heritage (NIAH) on or adjoining the route. NIAH sites identified within Ballincollig are listed below.

Table 2. NIAH sites (source: NIAH)

| Site | Reference | Rating | Special Interest | Date |
|---|-----------|----------|--|------------|
| Ballincollig Presbytery | 20842022 | Regional | Architectural, Artistic, Social | 21/04/2009 |
| St Mary and St John's Roman Catholic Church | 20842021 | Regional | Architectural, Artistic, Historical, Social | 21/04/2009 |

2.3 Landscape and Visual Context

The landscape character of the route varies along the alignment. The initial section to the north of the Glincool residential area (to the south) and Sunningdale/Carriganarra Road residential areas to the north is visually insulated from adjoining areas. The landscape features rough grasslands and is bounded by hedgerows, trees and boundary walls. Three small pathways link to the Glincool residential area. This area reads very clearly as a former railway alignment with little visual quality.



Figure 7 View of the commencement of proposed Greenway facing eastwards from Maglin Road.

The visual character of the route changes at Carriganarra Estate where it forms meets a public open space area for the estate. There is north-south boundary hedgerow between the adjoining Limeworth Estate. The proposed reservation follows this boundary southwards (Fig. 11) around the edge of the Limeworth Estate and includes a link into Limeworth Estate beside the historic bridge (through hedgerow).

East of the Limeworth Estate (marked by tree lined boundary) the proposed Greenway alignment traverses through agricultural fields to the south of an existing hedgerow /field boundary.

The eastern end of the proposed alignment is marked by a large Heathfield suburban residential estate (currently under construction).



Figure 8 View of proposed Greenway route from Carriganarra Estate facing westwards



Figure 9 View of proposed Greenway route in Carriganarra Estate facing eastwards



Figure 10 View of Greenway general location in Carriganarra Estate running along estate road and around boundary with Limeworth



Figure 11 View of Limeworth residential area (facing east)



Figure 12 View of proposed greenway route through agricultural fields east of Limeworth residential area (facing east)

2.4 Human Beings

The proposed greenway is located within the Ballincollig Electoral Division. In 2016, the population in the ED was 18,621 and the population has since grown to 20,538 in 2022. Ballincollig is one of the fastest growing towns in the Cork Metropolitan Area. It is envisaged that the Urban Expansion Area to the south of the Study Area for Phase 1 of the Maglin Greenway will accommodate approximately 20% of Cork City's growth up to 2028, to include a new neighbourhood centre and educational facilities. While much of this land is currently greenfield, proposals for development are beginning to come forward. In order to underpin this growth in a sustainable manner, it is acknowledged that transport infrastructure needs to be provided.

Figure 12 below illustrates land use in the vicinity of the subject site, based on Geodirectory (Myplan.ie). It illustrates that the route is bounded by/adjoins residential areas, including Glincool Park, Sunningdale, Glincool Grove, Maglin vale, Ashton court, Carriganarra, Limeworth Road. The route also runs close to the south of Gaelscoil Ui Riordain and ends at the south-west point of the new Heathfield residential area.

Section 4 of this report and Figure 26 shows that the lands to the south of the greenway provide for future population growth, with the zoning designation ZO 02 'New Residential Neighbourhoods' and ZO 01 'Sustainable Residential Neighbourhoods' as well as ZO 15 'Public Open Space'.

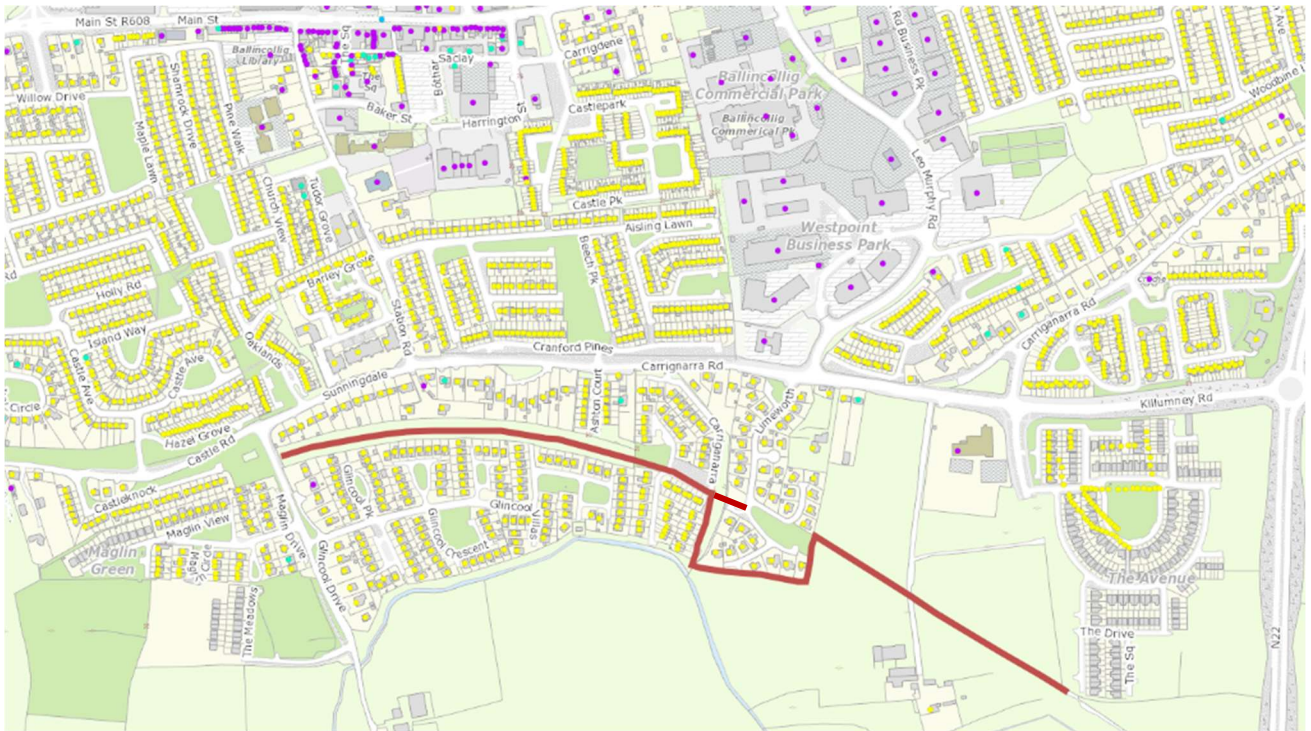


Figure 13 Land use in the vicinity of the project (Source: Geodirectory - Myplan.ie)

3. PROPOSED DEVELOPMENT

3.1 Introduction

The scheme covers an approximate length of approx. 1.4 km greenway cycle route in Maglin area, which is to the south of Ballincollig.

It is proposed to deliver a significantly improved cycling and walking environment consistent with the Cork City Development Plan 2022 – 2028, Cork Metropolitan Area Transport Strategy (CMATS) and in particular with the Cork Cycle Network Plan (CCNP), which proposes Greenway Route BC-GW2.

In the long term it is planned that Cork City Council, in conjunction with the National Transport Authority will develop BC-GW2, as a greenway, which commences in Kilmoney village south-west of Ballincollig and runs approximately 9.7km along the former Cork & Macroom Direct Railway line as far as Curraheen. This project brief relates to Phase 1 of the overall scheme.

Phase 1 is proposed to provide a high quality and direct route for pedestrians and cyclists between Maglin Road and Gaelscoil Uí Riordáin in Ballincollig, over approximately 1.4km, connecting to several residential developments.

At present, the route is primarily green field, made ground and passes through existing residential development of Carriganarra. The proposed corridor travels along the line of the 1500mm city and harbour water supply pipeline from Inniscarra.

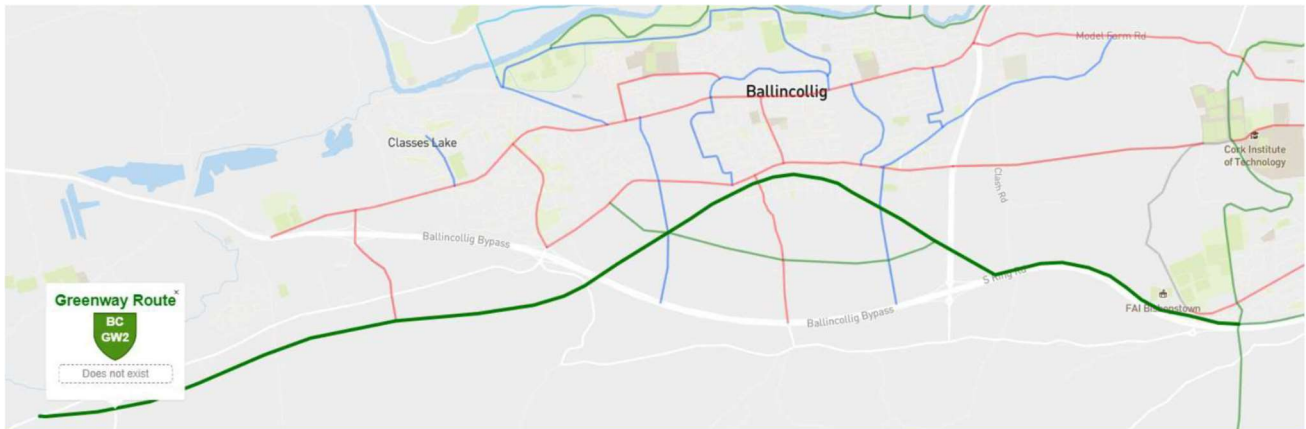


Figure 14 Extract from Cycle consultation document for Greenway Route BC-GW2

Figure 15 outlines the study area around the alignment of the proposed Greenway. Figures 16 to 24 provide a draft detail of the proposed Greenway route alignment from west to east.



Figure 15 Study area

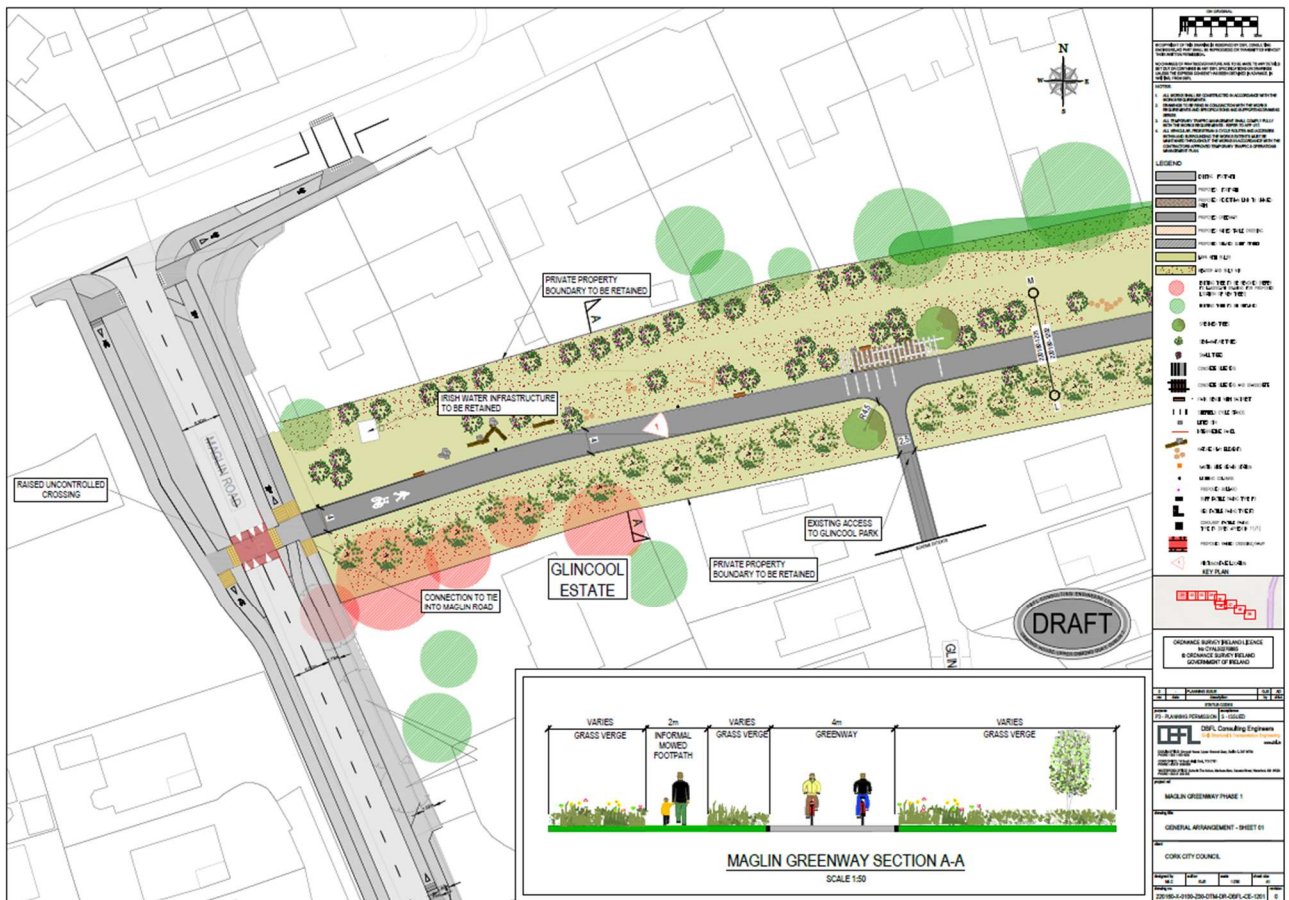


Figure 16 Proposed Route Detail 1 – Maglin Road commencement of route

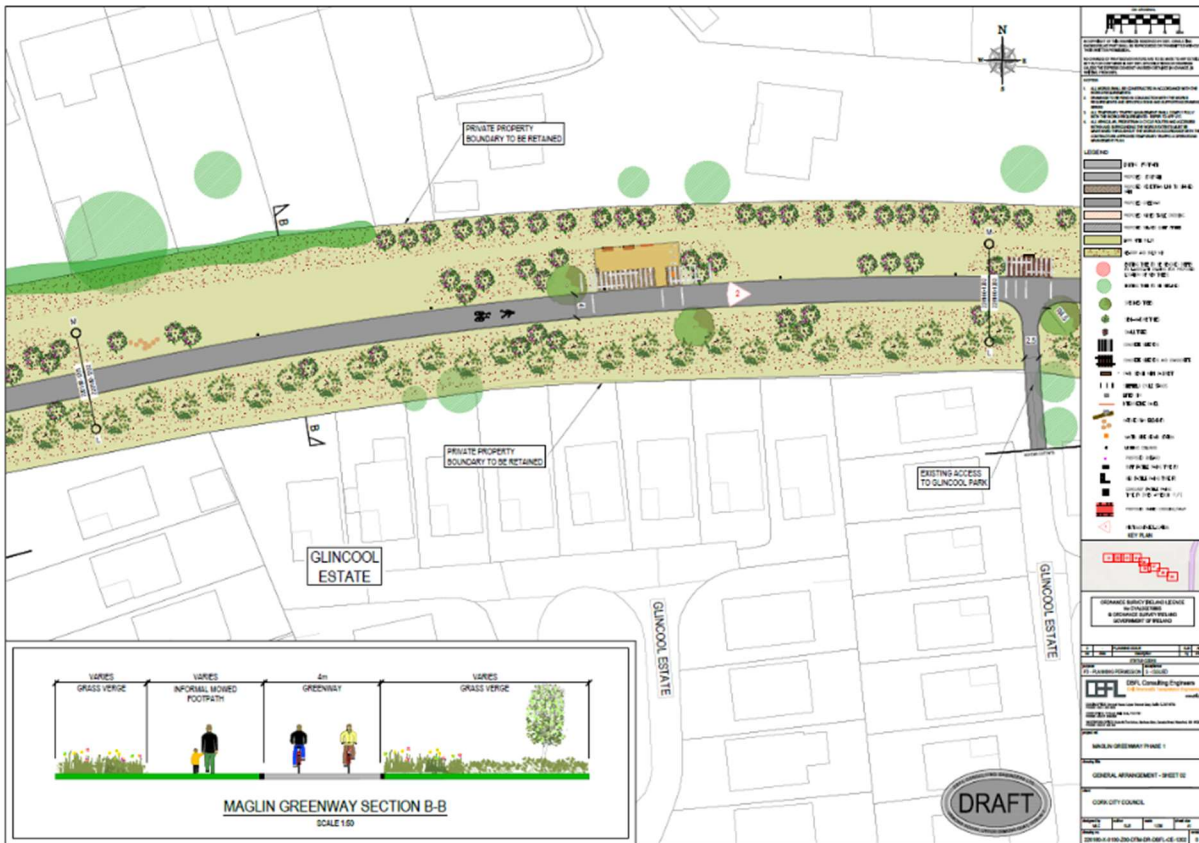


Figure 17 Proposed Route Detail 2 – Alignment between Glincool residential area to south and residential area facing Sunningdale to the north



Figure 18 Proposed Route Detail 3 – Alignment between Glincool residential area to south and residential area facing Carriganarra Road to the north



Figure 19 Proposed Route Detail 4 – Alignment between Glincool residential area to south, Ashton Court, to the north and Carriganarra to the east.

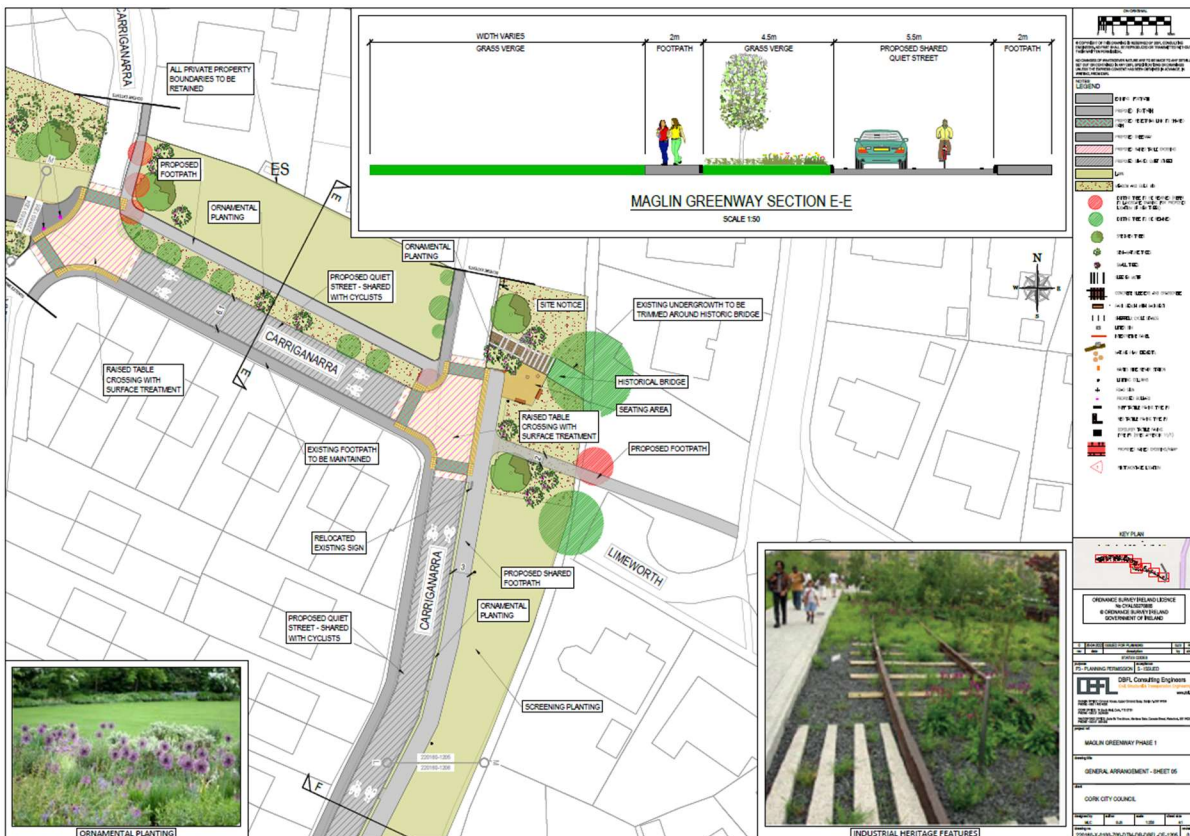


Figure 20 Proposed Route Detail 5 – Alignment between Carriganarra to the west and Limeworth estate to the east.

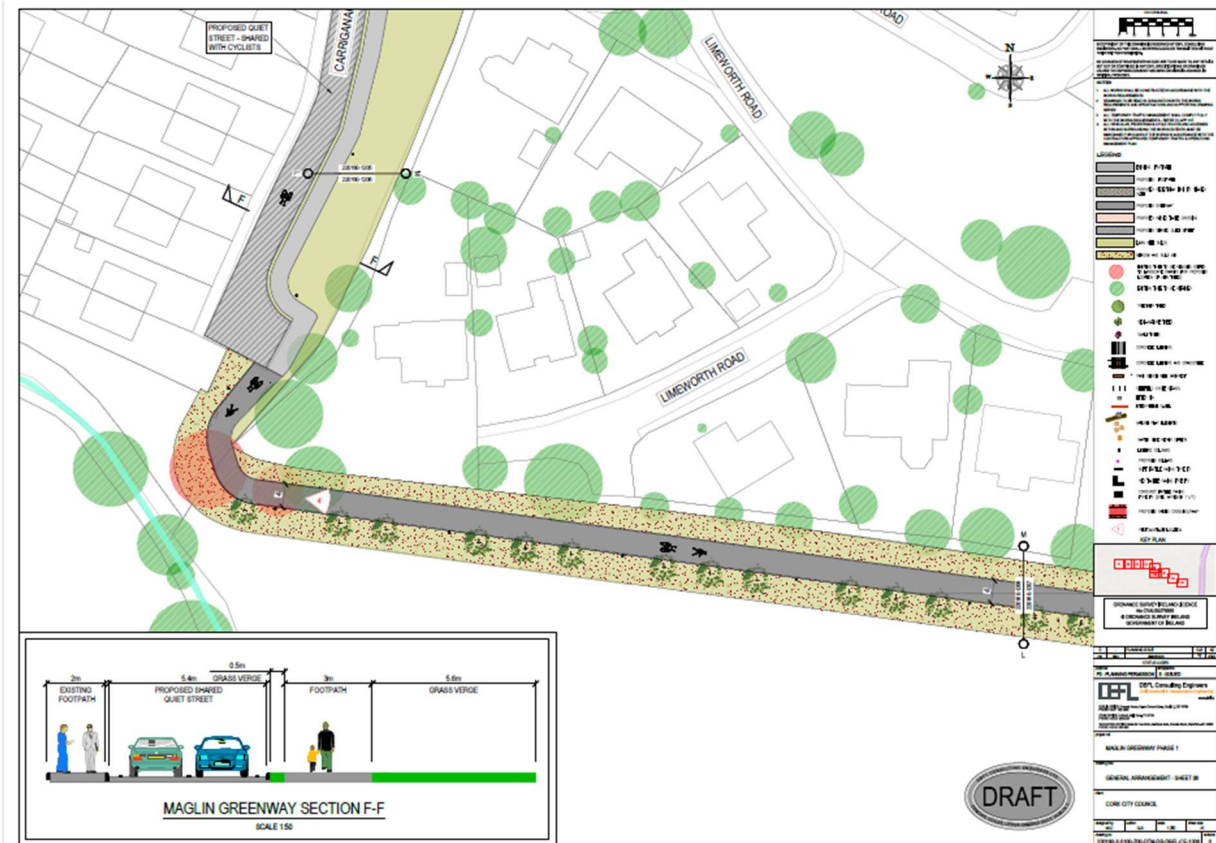


Figure 21 Proposed Route Detail 6 – Alignment through Carriganarra and around Limeworth estate

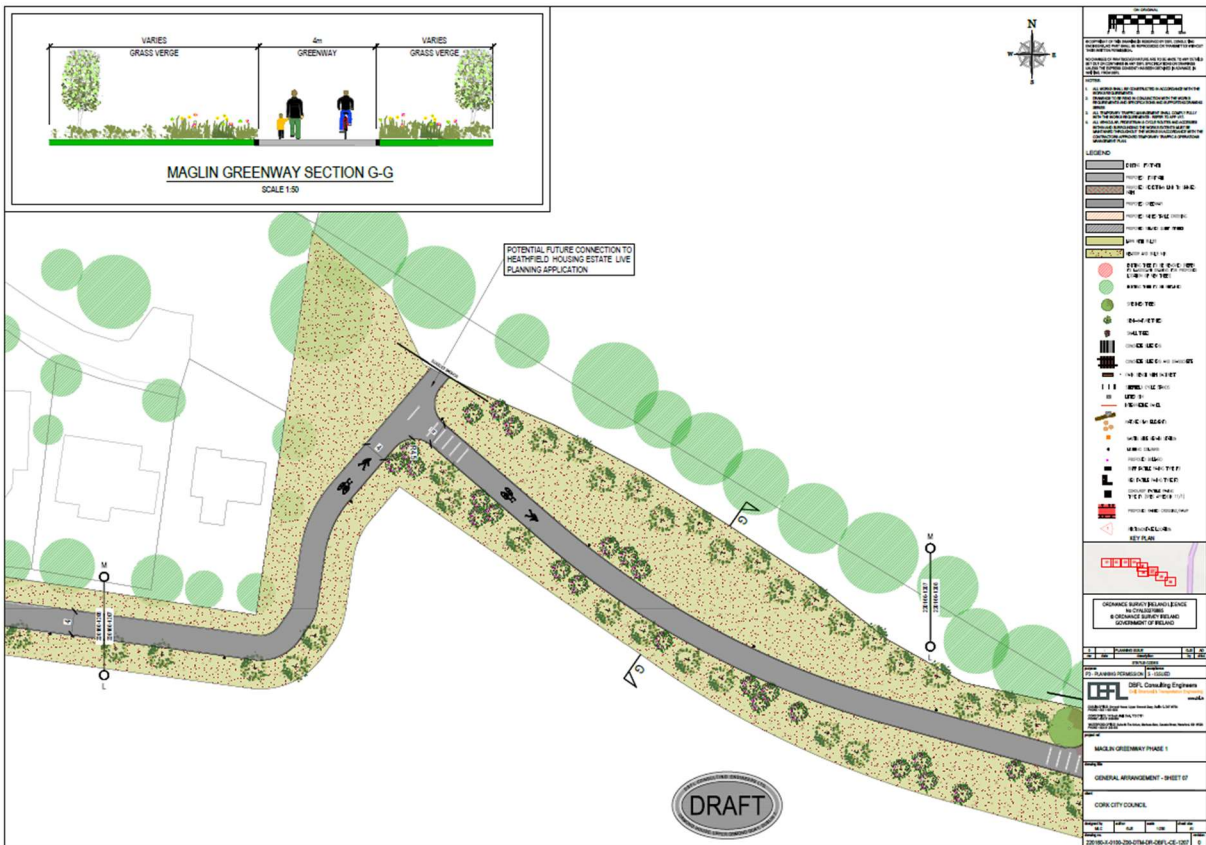


Figure 22 Proposed Route Detail 7 – Alignment from boundary of Limeworth estate to the west and agricultural lands to the east.

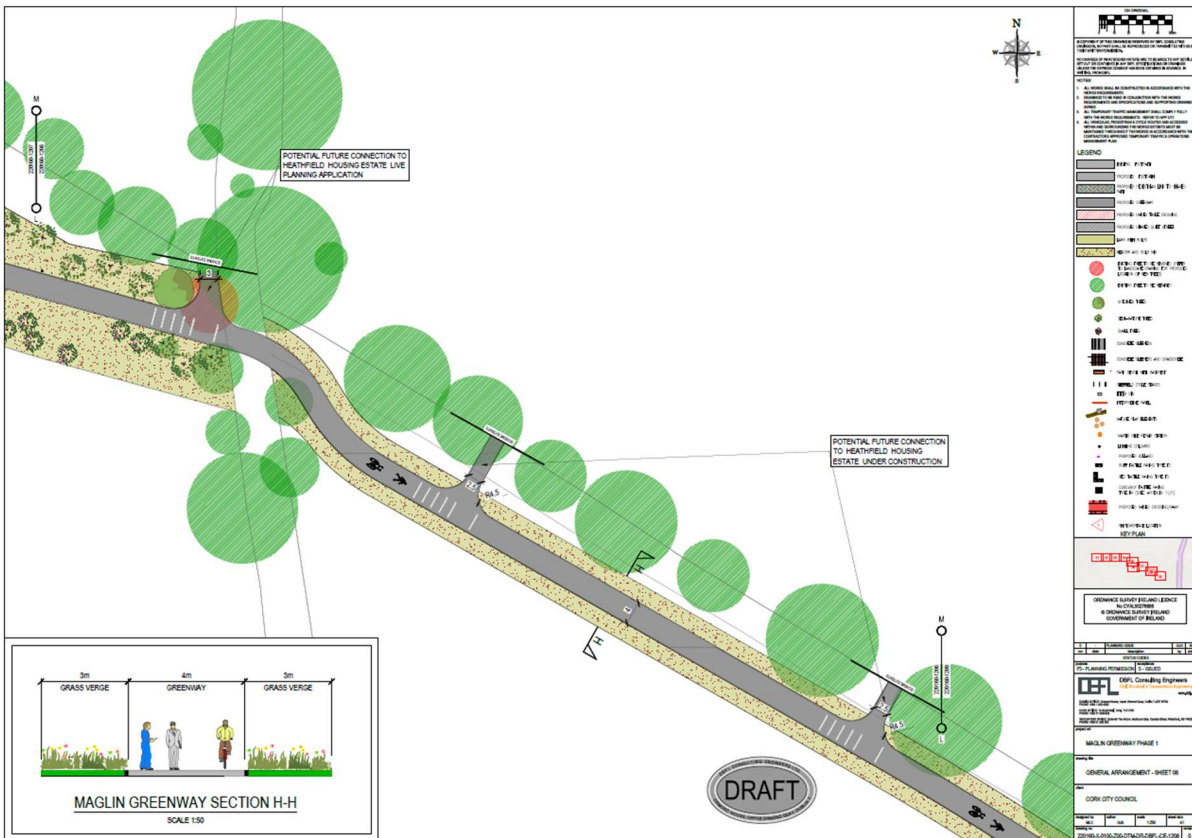


Figure 23 Proposed Route Detail 8 – Alignment through agricultural lands (Gaeolscoil Uí Ríordáin located to the north)

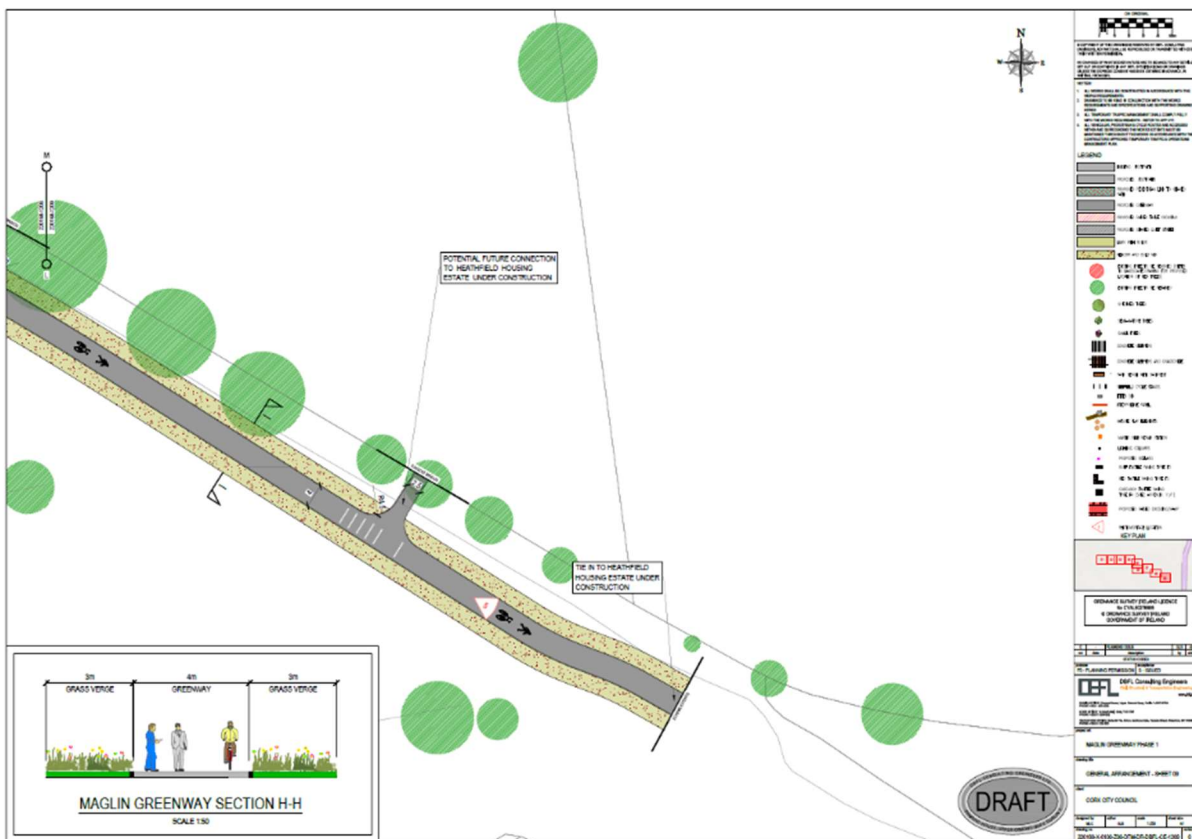


Figure 24 Proposed Route Detail 9 – Alignment through agricultural lands (Gaeolscoil Uí Ríordáin located to the north) and new Heathfield housing area (partly under construction) to the north-west.

Scope of the Works

3.1.1 Construction Scope of Work

The construction scope of work includes the implementation of a 4m shared use path through greenfields area, provision of 2m new footpaths, conversion of internal residential estate streets into quiet-streets, drainage design incorporating SuDS principles, boundary treatments, landscaping including public realm improvements and lastly installation of lighting and CCTV cameras.

The preliminary design leaves existing residential boundary treatments as they are and does not provide or replace any fences on the boundary between the greenway and residential developments. Phase 1 of the Maglin Greenway will include a short stretch of fencing just after the north-south alignment turns the corner in Carriganarra – along the open fields sections.

The project will integrate directly with other schemes in the area namely the Maglin Strategic Housing Development (SHD) and the Heathfield Residential Development as follows:

- On the western extent of the project, the shared use path will tie-in to the proposed segregated cycle lane and footpath infrastructure on Maglin Road which will be implemented as part of the Maglin SHD development.
- On the eastern extent of the project area, the shared use path will both tie-in and end at the new north-south access road to be completed as part of the Heathfield Residential Development, currently under construction.

Temporary works will also be required for the Contractor's compound. This will be removed and the area reinstated to its original state once the construction works are completed.

The greenway alignment runs along the former Cork & Macroom Direct Railway Line, with one of the objectives of the project being to preserve any special architectural or historical structures associated with the railway line. An Architectural Heritage Study was thus carried out as part of the project to ensure the construction works avoids such structures if present.

3.1.2 Construction Method Statement

Irish Water Considerations

The alignment of the proposed greenway coincides with the 1500mm trunk Watermain from Inniscarra to Cork City and Harbour, with the shared use path being implemented within or adjacent to the wayleave of the watermain. Within the wayleave, the proposed greenway runs predominantly alongside the pipeline, while some sections of the alignment run directly over the pipeline in space constrained areas and areas of challenging topography. The construction methods will thus be aligned with Irish Water standard conditions for all works within the trunk wayleave which extends 15m on either side as follows:

- Contractors will submit a RAMS in advance of commencing works to Cork Harbour & City Water Supply Scheme (CH&C WSS) operational staff, who will supervise the works on site.
- The RAMS to include at a minimum; precautions to ensure the safety of CH&C WSS staff etc., locating and protecting the live telemetry cable, use of a toothless bucket, excavation in the direction of the collars (uphill), hand excavation within 0.6 m of the 110mm duct and watermain, backfilling over the watermain

under and around the duct to be imported granular fill unless slit trenching for surveying purposes or agreed with CH&C WSS staff.

- Vibration monitoring to be undertaken for any coring/drilling activity so as not to exceed prescribed limits.
- Vibrating equipment such as rollers and plates will not be used over the pipeline for a distance of 15 metres either side of the crown of the pipeline.

Path Construction

The main construction activities will include the excavation of the existing grassed area to a depth of 200mm for the construction of a 3 to 4m asphalt path restrained on either side by concrete kerbing. The pavement makeup of the shared use path will consist of the following material specification:

- Surface Course: 30mm Asphalt Concrete AC10
- Binder Course: 50mm Asphalt Concrete AC20
- Sub-base: 150mm Granular Base Material Type B
- Geotextile Membrane

Construction methods will involve the compaction of locally sourced aggregates in order to form a maintainable pathway. With this proposed form of construction, local vegetation would be cleared with limited additional excavation.

The concrete footpath will be cast in-situ, having a material specification of 100mm concrete on 100mm sub-base with joints every 3m. Concrete will be delivered to site by concrete trucks, which will then be washed out at the site compound. Contaminated water and slurry will be collected and safely disposed of.

The pathway will be constructed with a crossfall generally between 1% and 3% and surface water runoff will be directed to the grassed verge on either side where it will filter naturally into the topsoil. To supplement the 'over the edge' drainage system, sustainable drainage systems (SuDS) will be implemented throughout the greenway. This will consist of a series of swales, biodiversity enhancements and attenuation areas where required. Low level lighting is proposed along the route to support the local natural habitat while maintaining user safety. Where the route traverses existing residential areas, existing lighting shall be used. The construction work will thus include laying of ducting in trenches approximately 400mm wide.

Landscaping will include the planting of trees which will require additional excavation. Any spoil material that cannot be used for construction purposes will be disposed of off-site.

Refuelling of site vehicles will occur at the existing fuel stations on the route.

a) Plant to be used:

It is anticipated that the contractor will have no more than the following plant on site:

- 2 no. JCB diggers
- 2 no. site dumpers
- 1 no. 14 tonne zero tail swing excavator
- 1 no. 21 tonne excavator (with height restrictor)
- 2 no. 5 tonne mini excavators
- 1 no. rigid truck and tractor and dump trailer

All machinery is to be tested regularly and maintained by the contractor, with all operatives being CSCS trained.

b) Contractors Site Camp and Laydown Area

In order to execute the works, the Contractor will have full time staff presence on site for the duration of the works. The area will also be required for the safe and secure storage of materials required for the execution of the works. At this stage it is anticipated that the contractor will make use of the area at the start of the greenway as shown in Figure 25 below for the site compound area.

The area will contain the following facilities within a fenced off area:

- Prefabricated containerised offices, workshops, canteen and ablution facilities.
- Hard stand area used for the storage of materials and equipment required for the works
- Electrical and water supply from the existing network on site
- Conservancy tank to receive effluent from the ablutions and canteen.

The following tasks are required in the implementation of the above works:

- The fence line, and the rest of the infrastructure required will be set-out as per the Contractors drawings.
- The extent of the area within the fence line will be stripped of topsoil and stockpiled in the green area adjacent the camp.
- Footings for the containerised units will be excavated to the relevant depths, not exceeding 1 metre.
- The footings will be compacted and blinding (low strength concrete) cast.
- Reinforcing will be placed and structural concrete will be cast against formwork to form the footings.
- The containerized offices, etc will be brought to site on a flatbed truck and put in place using a mobile crane.
- Holes to support the poles for the fence will be excavated using an auger. The poles will be inserted into the hole and concrete poured around it. This will be allowed to cure prior to the diamond mesh being fixed to it.



Figure 25 Potential site of Construction compound

c) Material Storage and Handling

The proposed site compound is located next to Maglin Road, thus having easy access for delivery trucks on/off the road network. Material will be stored at the compound and transported along the route as required by dumper trucks. Material delivered to site will thus make use of the external public road network and excavated material will be removed from site via the same routes.

d) Construction Traffic and Working Hours

Construction traffic will be managed through the implementation of a Construction Traffic Management Plan. Construction traffic will be limited to certain routes and times of day, with the aim of keeping disruption to existing traffic and residents to a minimum. During peak hours, ancillary, maintenance and other site vehicular movements will be discouraged. HGV routes to and from the site will be developed for the agreement of Cork City Council and with the objective of minimising the impact in the local area for residents and businesses.

The route is approximately 1.4km long and it is expected that it would be constructed in one phase over a construction period of 6-8 months. Normal construction working hours occurring between 7am and 7pm will be observed or otherwise agreed with Cork City Council.

4. PLANNING POLICY

4.1 Cork City Development Plan 2022 to 2028

The subject route has been recognised in the Cork City Development Plan 2022-2028 as illustrated below. It is envisaged the link would form part of a wider cycleway and walking network connecting the centre of Ballincollig towards the N4.

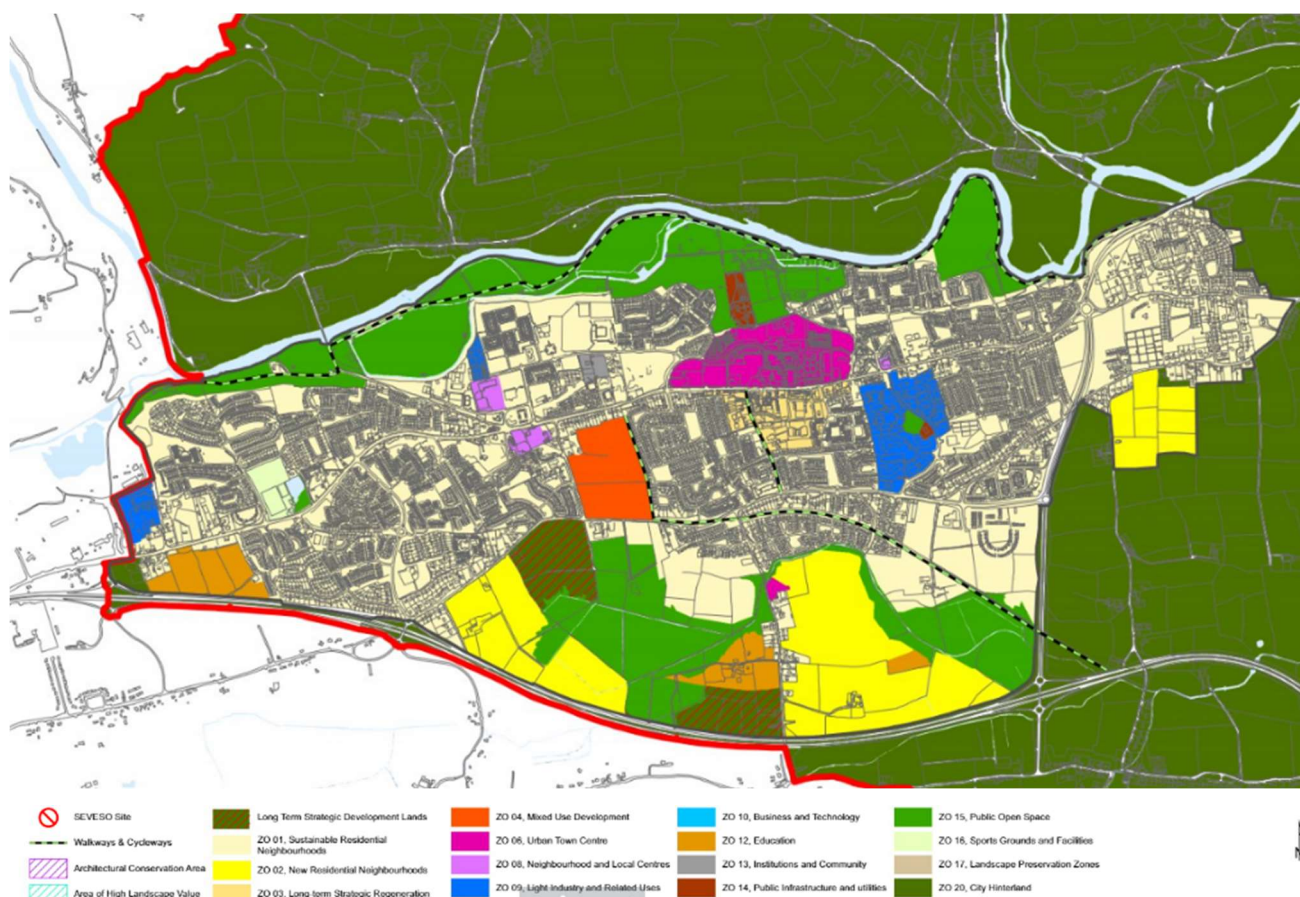


Figure 26: Land Use Zoning along subject route under Cork City Council Development Plan 2022-2028

The policies and objectives contained in the City Development Plan are supportive of the proposed greenway. The following objectives are relevant to the proposed project:

Objective 4.4 Active Travel

“To actively promote walking and cycling as efficient, healthy, and environmentally friendly modes of transport by securing the development of a network of direct, comfortable, convenient, and safe cycle routes and footpaths across the city.

To support the 15-minute city concept and walk able neighbourhoods with adequate walking and cycling infrastructure connected to high-quality public realm elements, including wayfinding and supporting amenities (benches, water fountains, bike stands). To support the expansion of the Cork Bikes scheme. To accommodate other innovations such as electric bikes, public car hire, and other solutions that will encourage active travel. To support the rollout of the NTA 5 Year Cycle Plan. To support and engage with the Safe Routes to School programme.”

Objective 4.6 Corridor & Route Selection Process

“Policies and Objectives relating to new roads and other transport infrastructure projects (including greenways, walkways, cycleways and blueways) that are not already provided for by existing plans / programmes or are not already permitted, are subject to the undertaking of feasibility assessment having regard to normal planning considerations and environmental sensitivities as identified in the SEA Environmental Report and the objectives of the Plan relating to sustainable mobility.”

4.2 Ballincollig Carrigaline District Local Area Plan

The Ballincollig Carrigaline District Local Area plan was prepared in 2017 and has now been superseded by the Cork City Development Plan 2022-28. The vision for Ballincollig in the LAP was that it would continue to grow as a major centre for population and employment within the Metropolitan Area. The Local Area Plan identified suitable locations for both residential and employment growth in the town and co-ordinate this growth with the upgrading of infrastructure services and the delivery of the green route and the high quality rapid transit link to Ballincollig. BG-U-02 included a proposed cycleway, which the proposed route aligns with. The route is illustrated in the figure below.

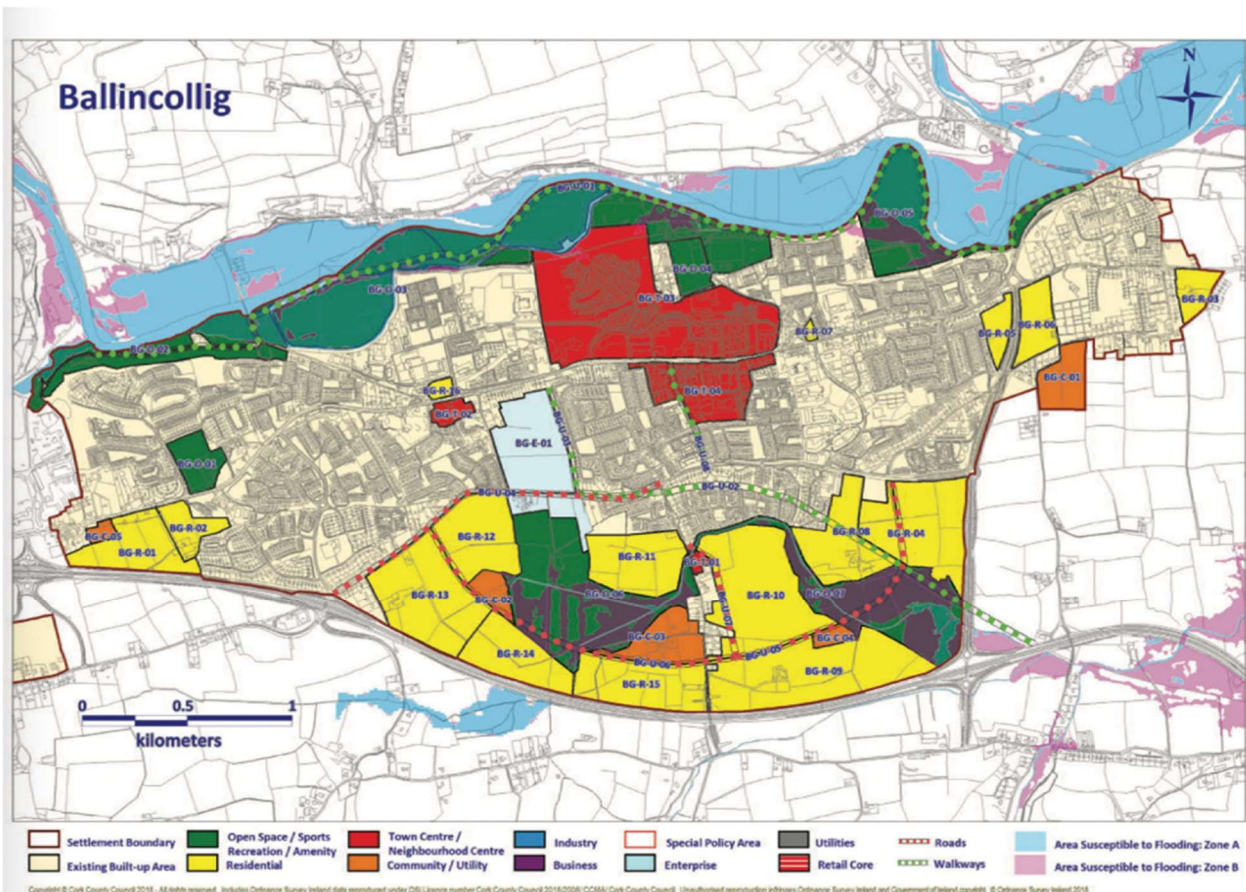


Figure 27: Ballincollig Carrigaline District Local Area Plan (Source: Cork City Council, 2017)

4.3 Cork Metropolitan Area Transport Strategy (CMATS)

The Cork Metropolitan Area Transport Strategy envisages the delivery of 140km of greenway network by 2040. Key priorities for the development of the cycle network include identifying and maximising opportunities for high quality greenways.

The strategy acknowledges a successful outcome from the implementation of the strategy will be greater level of safer walking trips, which can be undertaken more often, either a part of a linked trip with other modes or as a trip in its own right.

4.4 Cork Cycle Network Plan (CCNP)

The vision for the Cork Metropolitan Area Cycle Network Plan is to provide a coherent, safe and attractive cycle network that will support a shift from the private car to cycling for employment and education trips as well as provide a strong basis for increasing leisure and tourist cycling. The proposed route aligns with the planned route code BC-GW2 Abandoned rail line. The route will connect to Cork City.

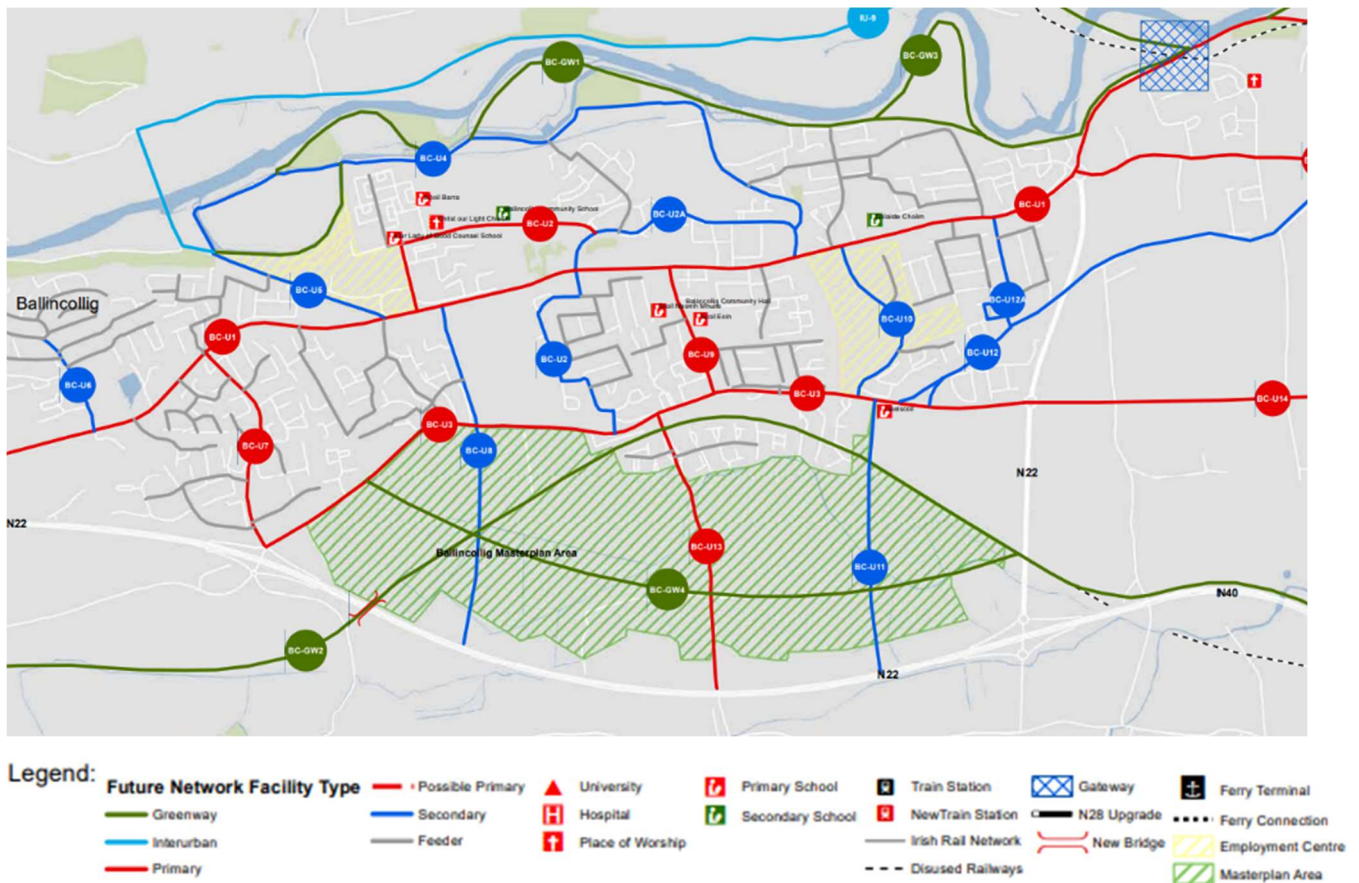


Figure 28: Proposed Cycle Network Route Ballincollig (Source: Cork Cycle Network Plan U6 Ballincollig)

4.5 Planning Permissions

In order to consider the potential for Cumulative Development impacts, planning applications in the vicinity of the subject site have been reviewed. There are no applications that directly interact with the development here under review. The following cases are noted.

| | |
|--------------------|--|
| Planning Reference | ABP -308111-20 |
| Applicant | Stonecrest Construction Limited |
| Location | Ballincollig, Co. Cork |
| Description | The development will consist of 113 no. residential units (59 no. apartments), childcare facility and associated site works. |

Decision Date 23/12/2020
Decision Grant Permission with Conditions

Planning Reference 2241644
Applicant MOS Homes Limited
Location Carriganarra, Carrigrohane, Ballincollig
Description The development will consist of 99 no. residential units and all ancillary works.
Decision Date Current - Pending

Planning Reference 1938923
Applicant MOS Homes Limited
Location Heathfield, Carriganarra, Carrigrohane, Ballincollig
Description The development will consist of 80 no. dwelling houses, a single storey 80 no. child crèche and all ancillary site works. The proposed development is a change of plan from that originally permitted under Cork County Council Planning Reference 15/6813 (as amended by Cork County Council Planning References 19/4188 & 19/5258) and Cork County Council Planning Reference 17/4270 and will result in the construction of an additional 23 no. residential units. Access to the proposed development will be provided via the junction from the Killumney Road and internal road network which was permitted by Cork County Council planning References 15/6813 and 17/4270
Decision Date 22/6/2020
Decision Grant Permission with Conditions

Planning Reference 156813
Applicant MOSH Group Limited
Location Carriganarra Td, Carrigrohane Td, Ballincollig.
Description The development will consist of 59 no. residential units and all ancillary works.
Planning Reference 1938923
Decision Date 22/6/2016
Decision Grant Permission with Conditions

Planning Reference 2140682
Applicant Brothers of Charity Southern Services
Location 1 Glincool Drive, Maglin Road, Ballincollig

Description Permission for a change of use, from a day care centre to a residence for community care, together with minor alterations

Decision Date 27/1/2022

Decision Grant Permission with Conditions

Planning Reference 2240839

Applicant Brothers of Charity Southern Services

Location 2 Glincool Drive, Maglin Road, Ballincollig

Description Permission is sought for (I) A change of use, from day care to a residence for community care, (II) A rear single-storey, kitchen and utility extension; (III) Photovoltaic solar panels , (IV) Alterations associated with the above works; (V) The relocation of the existing detached boiler house and associated siteworks.

Decision Date 10/5/2022

Decision Grant Permission with Conditions

Planning Reference 1938981

Applicant Anita O’Gorman

Location Railway Cottage, Station Cross, Ballincollig, Co. Cork

Description Permission is sought for the alterations and extension to existing single storey cottage, construction of new two storey dwelling house and associated site works.

Decision Date 30/6/2020

Decision Grant Permission with Conditions

5. SCREENING

5.1 Methodology

This section sets out the legislative basis for 'Screening' so as to decide whether or not the greenway project requires the preparation of Environmental Impact Assessment Report (EIA) as part of an application.

The basis for this assessment is whether the proposed project exceeds mandatory "thresholds" or is considered to have a potential impact on "sub-threshold" criteria set out under legislation.

The EIA Screening Report has had regard to the following:

- Planning and Development Act 2000, as amended
- Planning and Development Regulations 2001, as amended
- Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU
- Interpretation of definitions of project categories of annex I and II of the EIA Directive, European Commission, 2015
- The European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018)
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)
- National Roads Authority, Environmental Impact Assessment of National Road Schemes – A Practical Guide (2008)
- EPA Guidelines on information to be contained in Environmental Impact Statements (2022)
- Environmental Impact Assessment of Projects: Guidance on Screening, European Commission, 2017
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment August 2018
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development 2003
- Circular Letter PL 8/2017 (DHPLG), as revised by Circular Letter 05/2018 – Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (the EIA Directive) – Advice on Electronic Notification Requirements (Circular Letter PL 8/2017).
- Circular Letter: PL 10/2018 22 November 2018 Public notification of timeframe for application to An Bord Pleanála for screening determination in respect of local authority or State authority development
- Office of the Planning Regulator (May 2021) Environmental Impact Assessment Screening- Practice Note.

5.2 Preliminary Examination in context of proposed development

The Office of the Planning Regulator has issued guidance in the form of the Environmental Impact Assessment Screening- Practice Note, May 2021 which aids Planning Authorities as the Competent Authority (CA) in this area. This report has had regard to the OPR guidance and methodology which sets out a 3 Step Process illustrated in Figure 29, 30 and 31.

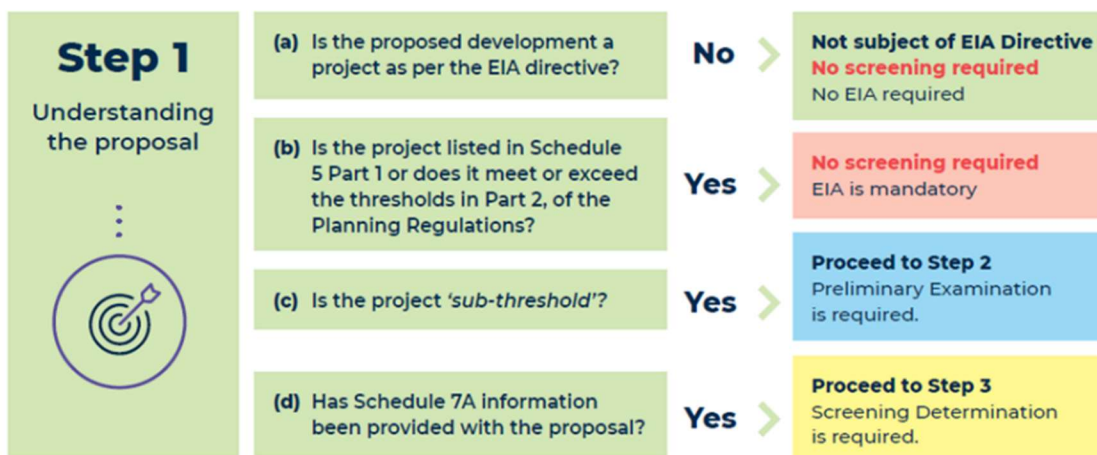


Figure 29 Extract from the OPR Guidance Note (Step 1)

5.2.1 Project

The proposed application is a 'project' for the purpose of Environmental Impact Assessment (EIA) under Stage 1 stage (a) of the OPR guidance.

5.3 Mandatory EIAR Threshold Review

A list of the types or classes of development that require EIA or screening for EIA is provided in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, (as amended). 'Sub-threshold development' comprises development of a type that is included in Part 2 of Schedule 5, but which does not equal or exceed a quantity, area or other limit (the threshold).

The specific nature of the proposed development is not stated in Part 1 of Schedule 5 of the Regulations. Sub-threshold projects in Schedule 5 Part 2 require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded. Schedule 5 Part 2 provides the following relevant projects/thresholds (Table 3).

Table 3 Mandatory EIAR requirement as per Planning Regulations 2001-2021, Schedule 5 Part 2.

| Mandatory | Regulatory Reference | Response |
|---|---|---|
| <p>10. Infrastructure projects</p> <p>(b)(i) Construction of more than 500 dwelling units.</p> <p>(ii) Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development.</p> <p>(iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.</p> <p>(iv) 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</p> <p>(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)</p> | <p>Planning and Development Regulations 2001-2021, Schedule 5, Part 2</p> | <p>European Commission guidelines suggest that projects with similar characteristics are not explicitly mentioned in the EIA Directive could include: bus garages, train depots; Construction projects such as housing developments, hospitals, universities, sports stadiums, cinemas, theatres, concert halls and other cultural centres. The underlying principle is that all these project categories are of an urban nature and that they may cause similar types of environmental impact. Projects to which the terms 'urban' and 'infrastructure' can relate, such as the construction of sewerage and water supply networks, could also be included in this category. Projects for integrated urban transport schemes (e.g. parallel works at different locations to upgrade bus lanes, tramlines, bus, tram and/or metro stops), could also fall under this project category.</p> <p>The area of the project is under 10 hectares in other parts of a built-up area.</p> <p>Mandatory Threshold Trigger not reached..</p> |
| <p>(dd) All private roads which would exceed 2000 metres in length.</p> | | <p>The Directive Includes:</p> <p>(e) Construction of roads, harbours, and port installations, including fishing harbours (projects not included in Annex I). In Case C-142/07, <i>Ecologistas en Acción-CODA</i>, the Court held that the concept of 'road' in the EIA Directive does not make any distinction with regard to its applicability as to whether a road is a private or a public one. The length of the route is c. 1.4km.</p> <p>Mandatory Threshold Trigger not reached.</p> |

Table 4: Mandatory EIAR requirement as per the Roads Act, 1993 (as amended), and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019)

| Mandatory | Regulatory Reference | Response |
|--|---|--|
| (i) Construction of a Motorway | S. 50(1)(a) of the Roads Act, 1993, as amended ² | The proposed project development is not a Motorway. Mandatory Threshold Trigger not applicable. |
| (ii) Construction of a Busway | S. 50(1)(a) of the Roads Act, 1993, as amended | The project does not provide for the development of a busway Mandatory Threshold Trigger not applicable. |
| (iii) Construction of a Service Area | S. 50(1)(a) of the Roads Act, 1993, as Amended | The proposed project is not a Service Area. Mandatory Threshold Trigger not applicable. |
| (i) Any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road. - 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 | Prescribed by Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993). ³ | The proposed project provides for development to a route of c. 1.4km in an urban area. The road would not be realigned or widened to provide for four or more lanes. The scheme does not provide for a new bridge or tunnel. The proposed development therefore does not fall into the prescribed type of development whether it is considered to be in an urban or rural area. Mandatory Threshold Trigger not reached. |

It is noted that Section 50(1)(b) and (c) of the Roads Act, 1993 allows for An Bord Pleanála (ABP) to direct the road authority to prepare an EIAR where it considers that a proposed road development would be likely to have significant effects on the environment.

In relation to proposed development none of the thresholds above are exceeded.

Accordingly, the project is sub threshold development and under Step 1(b) of the OPR guidance a preliminary examination is required under Step 2⁴.

² Adapted into Irish regulation from Annex 1 (7)(a) of the Directive

³ Adapted into Irish regulation from Annex 1 (7)(b) of the Directive

⁴ Art 120 (1) (a) of the Planning Regulations provides that; “where the authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development”.

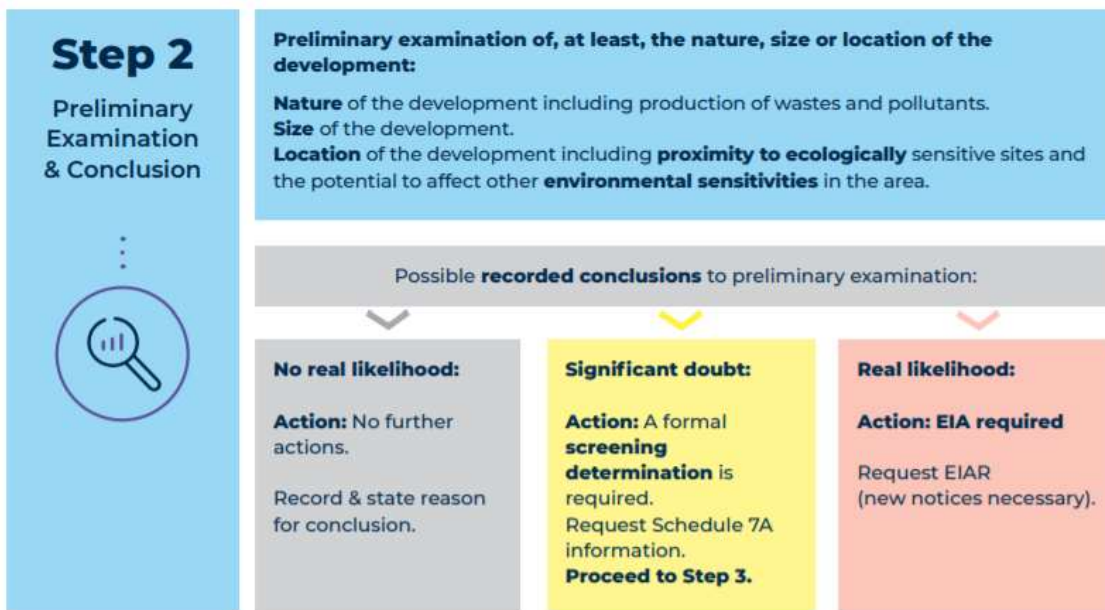


Figure 30 Extract from OPR Guidance Note (Step 2 of Screening Process)

5.4 Preliminary Examination considerations

Preliminary examinations must consider at least the following:

- The nature of the development including the production of wastes and pollutants;
- The size of the development; or
- The location of the development including the potential to impact on certain ecologically sensitive sites and the potential to affect other environmentally sensitive sites in the area.

The OPR guidance states a number of questions to assist the preliminary examination.

5.5 Nature of the development:

Is the nature of the proposed development exceptional in the context of the existing environment?

The project provides for works within and adjoining existing roads where active travel mobility options (particularly bicycle) already utilise the road. The project encourages sustainable modes of transport and is unlikely to give rise to increase in pollutants. There is potential for localised production of wastes during the construction phase. The proposed development is therefore not exceptional in the context of the existing environment.

5.6 Size of the development:

Is the size of the proposed development exceptional in the context of the existing environment?

The size of the development is not exceptional in any way in the existing environment which is generally suburban in nature. While the proposed project will change the nature and appearance of the carriageway it will not materially increase its size.

Are there cumulative considerations having regard to other existing and/or permitted projects?

The project seeks to implement part of the Cork Cycle Network Plan and proposed route aligns with the planned route code BC-GW2 Abandoned rail line. The route will connect to Cork City. Parts of the Cycle Network have already been commenced or progressed. The route was also proposed under BG-U-02 in the Ballincollig Carrigaline District Local Area Plan prepared in 2017. Therefore, there are cumulative considerations having regard to other existing and/or permitted projects.

5.7 Location of the development

Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?

The proposed project is not located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location. The project provides for works on an old railway line, which is generally a mixture of scrublands, residential amenity areas and agricultural lands bounded by existing residential use. There would be localised impacts on small sections of hedgerows/field boundaries where they currently separate sections of the route.

Does the proposed development have the potential to affect other significant environmental sensitivities in the area?

The proposed project traverses a generally developed suburban area with residential uses. The project will provide an attractive and safe route for the population to access services, employment, education and recreation. It may potentially give rise to disturbance during the construction phase. The route would increase interaction between residential communities that are currently segregated, thereby introducing new cycle/pedestrian movements through/adjoining the amenity spaces of existing areas. This would likely reduce the severance of populations in these communities, and would likely have an effect on the characteristics of the residential estates.

5.8 Preliminary Examination Conclusion

Following preliminary examination, the planning authority is recommended to conclude that there are doubts regarding the likelihood of significant effects on the environment arising from the proposed development and to proceed to a Stage 3 screening determination.

6. SCREENING DETERMINATION

Where the requirement to carry out EIA is not excluded at preliminary examination stage, the competent authority must carry out a screening determination.

The screening determination carried out on the basis of the Schedule 7A. In making its screening determination, the competent authority must have regard to:

- Schedule 7 criteria,
- Schedule 7A information,
- Any further relevant information on the characteristics of the development and its likely significant effects on the environment submitted by the applicant,
- Any mitigation measures proposed by the applicant,
- The available results, where relevant, of preliminary verifications or assessments carried out under other relevant EU environmental legislation, including information submitted by the applicant on how the results of such assessments have been taken into account (see Box 3), and
- The likely significant effects on certain sensitive ecological sites

Step 3

Formal
Screening
Determination



Screening Exercise:
Is the proposal likely to have significant effects on the environment?

In making the determination, the planning authority must have regard to Schedule 7 criteria, Schedule 7A information, results of other relevant EU assessments, the location of sensitive ecological sites, or heritage or conservation designations. Mitigation measures may be considered.

Screening Determination: Recorded outcomes to screening determination must state main reasons and considerations, with reference to the relevant criteria listed in Schedule 7 of the Regulations and mitigation if relevant.

Figure 31 Extract OPR Guidance Note (Step 3)

6.1 Criteria for determining whether development should be subject to an environmental impact assessment

The 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities Regarding Sub-Threshold Development', groups criteria for deciding whether or not a proposed development would be likely to have significant effects on the environment under three headings which correspond to the updated Schedule 7. Schedule 7 criteria for determining whether development listed in part 2 of Schedule 5 should be subject to an environmental impact assessment.

- Characteristics of the proposed development.
- Location of the proposed development.
- Characteristics of potential impacts.

| Schedule 7 Criteria Commentary | Schedule 7 Criteria Commentary |
|---|---|
| <p>1.Characteristics of proposed development The characteristics of proposed development, in particular to:</p> <p>-</p> | |
| <p>a) the size of the proposed development,</p> | <p>The scheme covers approximately 1.4km. The scale of the route allows the proposed project to integrate with the landscape in a sensitive manner which does not significantly change the suburban nature of the area given the proposed route is accessible by foot currently.</p> |
| <p>(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,</p> | <p>The project is included in the Cork Cycling Network Plan code BC-GW2 Abandoned rail line. The project also forms part of the CCDP 2022 – 2028 and prior to that plan it formed part of the Ballincollig Carrigaline District Local Area Plan BG-U-02. The plans were subject to an SEA, but the network has not been subject to an EIAR.</p> |
| <p>€ the nature of any associated demolition works,</p> | <p>No demolition works are proposed as part of the scheme</p> |
| <p>(d) the use of natural resources, in particular land, soil, water and biodiversity,</p> | <p>The proposed development does not give rise to any significant impacts on the use of natural resources.</p> |
| <p>(e) the production of waste,</p> | <p>No significant waste streams will be generated. All construction activities, will be managed in accordance with the recommendations of a CEMP.</p> |
| <p>(f) pollution and nuisances,</p> | <p>The proposed scheme is likely to have a neutral impact on pollution. The construction phase is likely to introduce temporal nuisance to local property owners.</p> |
| <p>(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</p> | <p>The project does not provide for pollutants or construction works that would give rise to environmental risks, and/or disasters in the area.</p> |
| <p>h) the risks to human health (for example, due to water contamination or air pollution).</p> | <p>The project is unlikely to give rise to risks to human health arising from contamination or pollution. Active travel measures are likely to be beneficial to human health. There is no likely impact on sensitive water bodies, rivers or environmental designations.</p> |

| <p>2. Location of proposed development. The environmental sensitivity of geographical areas likely to be affected by proposed development, having regard in particular to:</p> | |
|---|--|
| <p>a) the existing and approved land use,</p> | <p>The land-uses of the surrounding area are mainly residential, agriculture and education. The scheme is designated as a cycleway in the, Cork City Development Plan 2022- 2028, the Cycle Network Plan for Cork and the Ballincollig Carrigaline District Local Area Plan 2017. The proposed project is generally located along an historic rail alignment, comprising a mixture of uses. The scheme supports integration between existing or permitted land uses or developments (residential)</p> |
| <p>(b) 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 project is located within green field, made ground and residential estates in the urban footprint of Ballincollig.</p> <p>Due to the nature of the proposed scheme (i.e. developing a greenway within an existing former railway alignment, residential estates and agricultural lands to accommodate active travel), the completed works are not expected to result in significant environmental impacts that affect the relative abundance, availability, quality and regenerative capacity of natural resources.</p> |
| <p>c) the absorption capacity of the natural environment, paying particular attention to the following areas:</p> | |
| <p>(i) wetlands, riparian areas, river mouths;</p> | <p>The River Lee is located approximately 1.2 km from the route and flows in a westerly direction before entering Cork Bay. Grange Hill stream is generally located approximately 0.1 km from the route and approx. 10m at the end of the Carriganarra Road cul-de-sac. There is no interaction from the development with this watercourse, therefore absorption capacity is not affected. The proposed development is not likely to give rise to significant effects on wetlands, riparian areas, and river mouth.</p> |
| <p>(ii) coastal zones and the marine environment;</p> | <p>The proposed project is located approximately 11km from the coast. No direct or indirect impacts are considered to arise.</p> |
| <p>(iii) mountain and forest areas;</p> | <p>Not applicable due to location of scheme</p> |
| <p>(iv) nature reserves and parks;</p> | <p>The proposed project is not located on or adjoining any nature reserves or parks.</p> |
| <p>(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive and;</p> | <p>The project is not located within a Natura 2000 site, and is unlikely have any direct impact, or indirect impact on any Natural 2000 site due to the of construction and activity during operation.</p> |

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| (vi) in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure; | The project will not have any impact on an area which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union. |
| (vii) densely populated areas; | The project is located within Ballincollig, where a population of 20,538 persons was recorded in the 2022 census. This represented a 10% increase. The scheme provides for access of the population to educational, amenity and recreational facilities. The greenway will provide a significant and positive recreational amenity for resident and visitor populations, that encourages healthy travel options. The project will provide a safe greenway link between residential areas and school. |
| (viii) landscapes and sites of historical, cultural or archaeological significance | The potential impact of the project on the historic nature of the site dating back to the operation of the Cork to Macroom rail line has been carefully considered. Having regard to the proposed scheme, it is considered that the proposed project will not have a significant negative impact on landscapes and sites of historical, heritage, cultural or archaeological significance. |

The OPR's Practice Note on EIA Screening considers what are **likely significant effects**. Refer to Box 1 below.

Box 1: Likely Significant Effects

1. Are the effects identified likely to occur?

This refers to the effects that are expected to occur, those that can be reasonably foreseen as normal consequences of project construction and operation, including where relevant associated demolition, remediation and/or restoration.

2. Are the effects, which are likely to occur, significant?

EPA draft guidelines define a '*significant effect*' as an effect, which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment. The same draft guidelines provide useful definitions in relation to quality of effects, significance of effects, context of effects, probability of effects and duration and frequency of effects.

3. Will identified likely significant effects impact the environment?

Likely significant effects should cover the direct and indirect, cumulative, transboundary, short-term, medium-term and long-term, permanent and temporary, positive and negative effects of the project.

The factors of the environment to be described and assessed are:

- **population and human health;**
- **biodiversity, with particular attention to protected species and habitats;**
- **land, soil, water, air and climate;**
- **material assets, cultural heritage and the landscape; and**
- **the interaction between the factors.**

The following table summarises the likelihood of effects on the environmental factors listed in Box 1.

| Screening Considerations | | | | | | | |
|--------------------------|-------|---|----------------|--------------------------|------------------------|--------------------|------------------------|
| Aspect | Phase | Potential Effect | Extent | Probability | Significance of Effect | Quality of Effect | Duration |
| Landscape | C | Perceived negative changes due to the green field landscape and residential amenity areas | Local | Likely | Slight | Negative | Short term/Temporary |
| | O | Changes in landscape arising from development of a greenway for active travel use | Local | Likely | Slight | Positive | Permanent |
| Visual | C | Perceived changes due to proposed works to provide for development of the greenway | Local | Likely | Moderate | Negative | Short Term/Temporary |
| | O | Changes to visual appearance of existing green fields, amenity areas and surroundings | Local | Likely | Moderate | Positive | Permanent |
| Biodiversity | C | Pollution and disturbance of habitat (subject to Mitigation Measures) | Local | Likely | Moderate | Neutral | Short Term/Temporary |
| | O | Impact on local habitats through more intense use of lands | Local | Likely | Moderate | Neutral | Permanent |
| Land & Soil | C | Loss of subsoil from site. Potential contamination due to accidental spillage. | Local Local | Not likely Not Likely | Slight Slight | Neutral Neutral | Permanent Temporary |
| | O | Change in character of the former railway alignment running through residential areas to a greenway for active travel | Local | Likely | Moderate | Positive | Permanent |
| Human Health | C | Local disturbance from construction activity | Local | Likely | Slight | Negative | Short Term/Temporary |
| | O | Improved public health through the use of a greenway | Local | Likely | Moderate | Positive | Permanent |
| Water | C | Accidental pollution events occurring in construction if mitigation measures not applied | Local | Not Likely | Moderate | Neutral | Brief - Temporary |

| | | | | | | | |
|-----------------------------------|---|--|-------|------------|----------|----------|-------------------|
| | O | None Predicted | Local | Not likely | Moderate | Neutral | Permanent |
| Air Quality & Climate | C | Reduction of air quality as a result of construction traffic and HGVs, and emissions from construction and plant machinery | Local | Not Likely | Moderate | Neutral | Brief Temporary |
| | O | Improved air quality due to the promotion of active travel along the route | Local | Likely | Moderate | Positive | Long-term |
| Noise | C | Increase in noise as a result of construction activity, and operation of plant and machinery | Local | Likely | Slight | Negative | Brief - Temporary |
| | O | None Predicted | - | - | - | - | - |
| Cultural Heritage: Built Heritage | C | The perceived changes to the old disused rail line alignment from Cork to Macroom. | Local | Likely | Moderate | Negative | Permanent |
| | O | Active reuse of old railway line alignment for greenway | Local | Likely | Moderate | Positive | Permanent |
| Cultural Heritage: Archaeology | C | None predicted | - | - | - | - | - |
| | O | None predicted | - | - | - | - | - |

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| <p>3. Characteristics of potential impacts The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account—</p> | |
| <p>a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)</p> | <p>The project is constrained in its extent and length affect an area of c. 1.4km. It is unlikely that the impact of the project will extend beyond the project area during construction.</p> |
| <p>(b) the nature of the impact</p> | <p>In general, construction work for the project will be undertaken on a variety of lands types including scrub lands (undeveloped alignment), residential roads, open spaces(amenity grassland) and agriculture.</p> <p>The project provides for the long-term development of a pathway and cycleway along the route.</p> <p>Works will be relatively constrained with the project not affecting lands outside the site.</p> |
| <p>c) the transboundary nature of the impact</p> | <p>Not applicable due to scale and location of scheme.</p> |
| <p>(d) the intensity and complexity of the impact,</p> | <p>Construction impacts will be temporary and of typically low intensity. Complexity arises from the interaction of the project with a significant number of properties along the route and movement of populations surrounding the greenway. The construction methodology adopted will ensure potential impacts are mitigated.</p> |
| <p>(e) the probability of the impact,</p> | <p>The project's design is subject to refinement and decisions on the design of various details. The project is likely to be developed within 6 to 8 months. The impacts of the project during construction and operation phase are comprehended as probable, as the project is set to be developed within an former rail alignments bounded by existing residential, and educational development along 1.4km.</p> |
| <p>(f) the expected onset, duration, frequency and reversibility of the</p> | <p>Temporary environmental impacts are likely to occur. These are not likely to be significant, within the meaning of the Directive.</p> |
| <p>(g) the cumulation of the impact with the impact of other existing and/or development the subject of a consent</p> | <p>The proposed development shall be implemented independent of any other development project. It is noted the scheme has potential to provide</p> |

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| 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 | cycle/pedestrian linkage to adjoining residential areas that have been the subject of consent for the purposes of section 172(1A)(b), but this does not give rise to cumulative environmental impacts. |
| (h) the possibility of effectively reducing the impact | It is likely that the operation of the scheme will be neutral to positive. There is potential to reduce the impact of the project at construction stage with a detailed construction management plan. |

6.2 Available results under other relevant EU environmental legislation,

All list of the references/data used in the preparation of the AA Screening report prepared by Flynn Furney.

Other relevant EU environmental legislation may include:

- SEA Directive [2001/42/EC]
- Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC]
- Water Framework Directive [2000/60/EC]
- Marine Strategy Framework Directive
- Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive
- Industrial Emissions Directive
- Seveso Directive
- Trans-European Networks in Transport, Energy and Telecommunication
- EU Floods Directive 2007/60/EC

Table 5: Other Relevant EU Environmental Legislation

| Directive | Results |
|---|--|
| SEA Directive [2001/42/EC] | The proposed development is located on lands which are within the area of the Cork City Development Plan 2022-2028. The route has been recognised in the Cork Cycling Network Plan and the Ballincollig Carrigaline District Local Area Plan. These have been subject to Strategic Environmental Assessment. |
| Birds and Habitats Directives [79/409/EEC, 2009/147/EC & 92/43/EEC] | <p>The AA Screening Report assessment is noted here:</p> <p><i>Only a single Natura 2000 site, Cork Harbour SPA 004030, lies within this radius, with a second, Great Channel Island SAC 001058, 5km beyond it in Cork Harbour.</i></p> <p><i>No reasonable source-pathway-receptor connectivity is considered, and no reasonable pathway for impact exists.</i></p> |

| Directive | Results |
|---|--|
| | It concludes: <i>No impacts are likely as a result of the proposed works on the conservation objectives or overall integrity of the Natura 2000 site due to the scale, nature of and distance from the works area, and the lack of any pathways for indirect impact on any European site.</i> |
| Water Framework Directive [2000/60/EC] | There will be no negative impact on the status of the water body |
| Marine Strategy Framework Directive | The site is located inland, away from the coast, there is no likely impact on the coastal area. |
| Ambient Air Quality Directive and Heavy Metals in the Ambient Air Directive | n/a to proposed development |
| Industrial Emissions Directive | n/a to proposed development |
| Seveso Directive | There are no Seveso sites within the site nor in the vicinity of the subject site |
| Trans-European Networks in Transport, Energy and Telecommunication | n/a to proposed development |
| EU Floods Directive 2007/60/EC | The proposed project is not situated within a Flood Risk Zone. There have been no single flood events on or surrounding the proposed scheme. |

6.3 Conclusions

Having regard to the nature and scale of the proposed development which is below the thresholds set out in Class 10 of Part 2 of Schedule 5, the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:

- The scale, nature and location of the proposed impacts
- The potential impacts and proposed mitigation measures
- The results of the any other relevant assessments of the effects on the environment

It is considered that the proposed development would not be likely to have significant effects on the environment and it is recommended that environmental impact assessment report is not required.



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