

## Ringaskiddy Public Realm Plan

Environmental Impact Assessment (EIA) Screening assessment to determine whether an EIA is required for improvement proposed works at Village Core, Ringaskiddy, Cork. The purpose of this report is to ascertain the legal requirement or otherwise for an EIA for the project. As a first step this report sets out why the proposed development does not require mandatory EIA. Thereafter, the report considers whether the development as a sub-threshold class of development would require EIA. To this end, the report presents information consistent with the requirements of section 176 of the Planning and Development Act 2000 as amended, including the information specified in schedule 7A of the Planning and Development Regulations 2001. It also presents an assessment of whether the development would or would not be likely to have significant effects on the environment, based on the criteria set out in schedule 7 of the Planning and Development Regulations 2001, as amended.

This document sets out the results of the EIA Screening and provides the information necessary to undertake the EIA screening assessment in respect of the proposed development. The final determination as to whether an EIAR is required will be made by Cork County Council, as the competent authority, in its screening assessment.

The proposed development includes improvement works the Village Core of Ringaskiddy. The proposed development is located in the village of Ringaskiddy, approximately 19km east of Cork City. The National Route N28 runs through the centre of the site. Land use in the site is urban with mix of residential, commercial (restaurant and bars) bordering the site. The Port of Cork ferry terminal is located approximately 150m north of the proposed development site.

The existing site is in Ringaskiddy Village core. The site governs Main Street (N28) and Palmers Terrace. Main Street is the main thoroughfare at the end of the N28 serving the ferry terminal, The National Maritime College of Ireland & Haulbowline Island (Naval Services Base).

The main elements of the project are:

- Realigning and reducing the existing carriageway width from 9m to 6m to provide a single lane carriageway. The existing right turn lane, ghost islands and centre island road markings will be removed.
- A 4m raised toucan crossing will be provided for safe crossing of both pedestrians and cyclists. The raised element of the crossing will reduce traffic speeds through the village.
- The carriageway widths and corner radii will be reduced to lower vehicular speeds and provide more priority for both pedestrians and cyclists.
- The existing footway on the north side of the N28 will be widened to 4m to provide a Shared Use Path, this will allow for future cycling connections through the village.
- Provision of a public realm which includes:
  1. High quality paving materials to enhance the public space,
  2. Incorporation of public seating and paths,
  3. A facility for cyclists to park their bicycles safely,

4. Providing trees and planting in the landscaped areas,
5. New online bus stop and bus shelter.

- The one-way system on Main Street to the east of Old Post Office Road will remain but the following will be provided:

1. 4m one-way road,
2. Raised pedestrian crossing at the entrance to Main Street,
3. Retention of parking bays at 2.4m wide,
4. A defined footpath, flush with carriageway to allow access to the existing houses.

- A two-way system will remain in place on Main Street to the west of Old Post Office Road, the following will be provided, 5m two-way road, raised pedestrian crossing at the entrance to Main Street, A defined footpath, flush with carriageway to allow access to the existing houses.

- The existing bus stop is to be relocated from its current location to a new online location, slightly west of the one-way entry to Main Street.

Examination	Comment	Significant -Yes or No
Is the size or nature of the proposed development exceptional in the context of the existing environment?	<p>The proposed works are small scale in nature. The site is located within a busy urban setting.</p> <p>Services for the proposed development i.e. electricity and access, will use existing services.</p> <p>No other factors have been identified that could lead to environmental impacts associated with consequential developments or potential cumulative impacts.</p> <p>The proposed works will utilise a small quantity of natural resources during construction and no significant earthworks are required.</p> <p>No risk of contamination has been identified.</p> <p>No significant impacts from noise, vibration, air or water emissions etc.</p>	No
Will the development result in the production of any significant waste, or result in significant emissions or pollutants?	No significant emissions or pollutants.	No
Does the proposed development have the potential to affect other significant environmental sensitivities in the area?	<p>The proposed development site is not located within or connected to any designated site (European or National).</p> <p>The proposed development site is not located within an Architectural Conservation Area (ACA), on a scenic route or in a high value landscape area.</p> <p>There are no protected structures within the works site focus. There is a Martello Tower Structure (Reg. No. 20987047) 680 linear meters away from the eastern end of the works, as well as a number of other structures in the vicinity outside the works area, (Reg. No. 20987044, Reg. No. 20987045 &amp; Reg. No. 20987046).</p> <p>No significant sources of vibration will occur during construction works and there will be no impact on these protected structures.</p>	No

**Comment:**

The scale of works is not exceptional for a village centre development. The core is located at the centre of the village in a busy, high traffic area. The proposed construction works are small in scale and there will be no change of use of this area. During the construction phase the use of plant machinery will not be significant.

Risk of major accidents or water contamination is very low. Surface water drainage infrastructure is in place.

There will be no significant change in absorption capacity as a result of new hard and soft landscaping.

The site is not directly connected to any Natura 2000 site or other designated site within its zone of influence.

The site is not located within an ACA.

The proposed scheme is not considered to be a class of development subject to EIA classes of development listed in Annex I or II.

**Conclusion:**

Having regard to nature and scale of the proposed of the nature and scale of the proposed development and the absence of any connectivity to a sensitive location, it is considered that there is no real likelihood of significant effects on the environment arising from the development. The proposed development is not a class of development set out in Annex I or II of Directive / Schedule 5 (Parts 1 and 2) of the Regulations. Therefore, it is considered that an environmental impact assessment can be excluded at preliminary examination and a screening determination is not required.

There is no real likelihood of significant effects on the environment	EIAR not required	X
There is a significant and realistic doubt in relations to the likelihood of significant effects on the environment	Screening determination required	
	Schedule 7A information submitted	
There is a real likelihood of significant effects on the environment	EIAR is required	

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23<sup>rd</sup> July 2021

Re: Enhancement of Public Realm of Ringaskiddy Village centre.

To whom it concerns,

Public Realm Enhancement of Ringaskiddy Village centre including:  
Realigning, modification & reduction of existing road carriageway widths, Provision of raised toucan crossing points & the relocation of bus stops. Modification & widening of existing paths to facilitate shared use.

Reconfiguration of existing car parking spaces. The works will also include paving, seating, bike parking, soft landscaping, drainage, urban trees, lighting, and all associated site works.

It is considered that the proposed development does not fall within a class set out in Annex I or II of the Directive / Schedule 5 Part 1 and Part 2 of the Planning & Development Regulations 2001 as amended.

The engineering team carried out a Preliminary Examination of the proposed scheme and having considered the nature, the project size and location of the proposed development, conclude that there is no real likelihood of significant effects on the environment and an EIA is not required.

Yours sincerely,

**Vincent Florish**

**Vincent Florish | Executive Engineer | Municipal District Operations & Rural Development**

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