



Environmental Impact Assessment Screening Opinion Report

R605 Ship Pool Bends Improvement Scheme

January 2022

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1 Introduction

1.1 Brief Project Description

This Environmental Impact Assessment (EIA) Screening report has been prepared by Mott MacDonald on behalf of Cork County Council for the proposed road improvement scheme along a 450m section of the R605, referred to as Ship-Pool Bends. The section of the R605 to be improved is located at a bend which curves around a vertical rock face on the eastern side of the road, with a steep ground fall on the western side to the River Bandon. This report forms part of the supporting information for the Part 8 planning application in respect of the proposed road improvement scheme.

The works comprise alterations to the existing road alignment. There will be no change in traffic levels as a result of the proposed development or other operational phase impacts. The following outlines the planned works required at Ship Pool Bends;

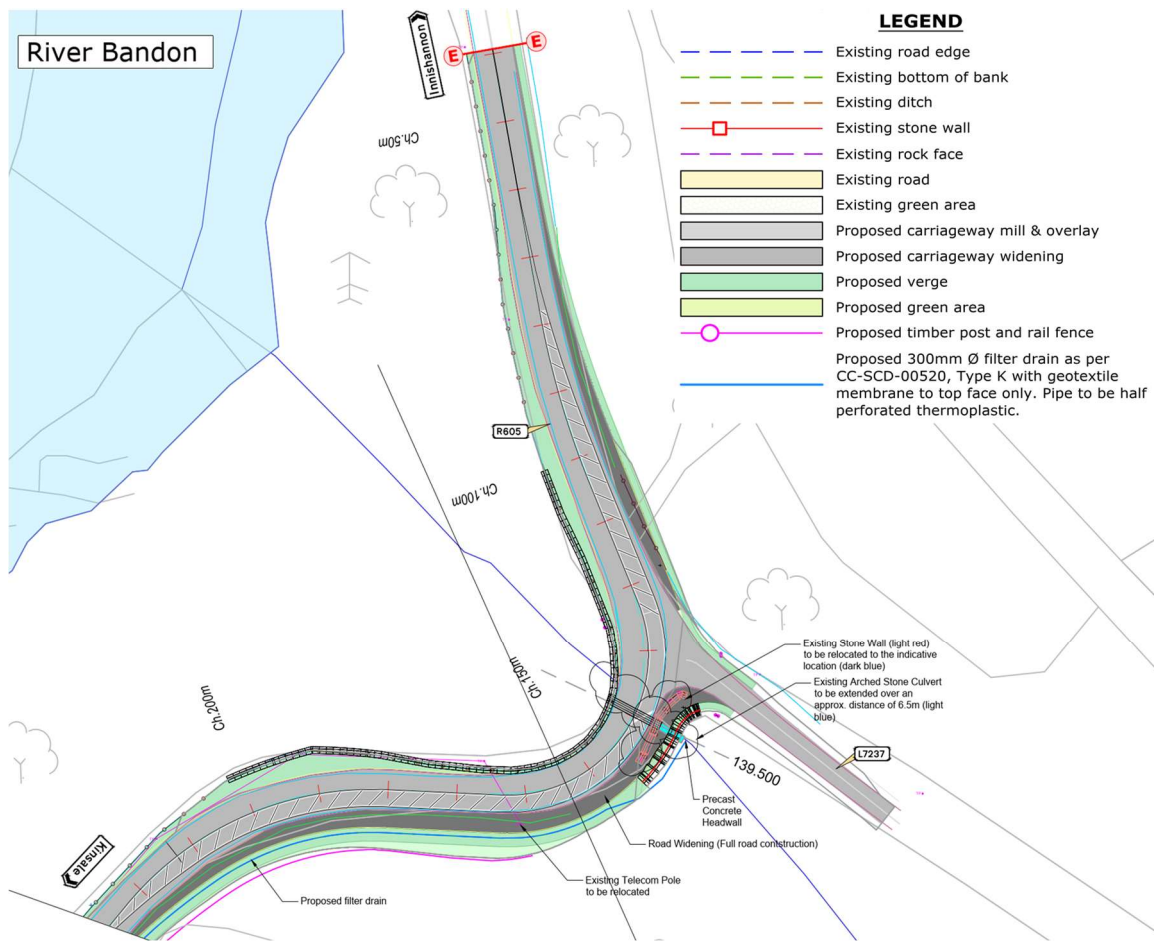
- The inside carriageway will be widened by varying widths along the 450m section of the R605;
- Ghost hatching will be provided between the separate lanes of traffic to allow the safe passage of long wheel-based vehicles over the tightest section of the bend;
- Grass verges will be provided at varying widths along the inside and outside carriageway along the 450m section of the R605;
- The existing arched stone culvert will be extended, and a new precast concrete headwall installed. To facilitate the placement of the culvert, the existing ground on the upstream face of the culvert will require excavation. Rock armour units will be placed upstream. The culvert extension will comprise precast units placed on a bed of granular material;
- The existing stone wall will be broken down to road level and new stone wall to be constructed at new location. The new wall will be comprised of pre-cast units set onto a concrete bed;
- 15m of retaining wall will be installed to support the new alignment;
- Proposed 300mm diameter filter drain will be installed. This will likely require excavation of a trench, and placement of perforated drainpipes, and a washed gravel fill;
- The existing telecom pole will be relocated;
- Vegetation clearance will be required to facilitate the works and to provide for visibility;
- All ancillary works required to deliver the proposed scheme.

The road will be closed to traffic and a diversion put in place. Following the closure of the road, the site compound will be erected. The location of the compound will be selected by the contractor; however, this is likely to be within the curtilage of the existing road.

Completion of the proposed road improvement scheme will result in the realignment and widening of the R605 at Ship Pool bends. The introduction of ghost hatching between the separate lanes of traffic will allow for the safe passage of the long wheel-based vehicles over the tightest section of the bend. The proposal will improve the overall infrastructure for Heavy Goods Vehicles (HGV) traffic to and from the Eli Lilly pharmaceutical factory. It will reduce the incidences of reported traffic blockages due to HGV's unable to navigate through the bends and reduce the risk of material damage to vehicles.

It is anticipated that the construction phase for the road improvement scheme at Ship Pool Bends will last up to approximately two months and are anticipated to commence in Q1 2022.

Figure 1.1: Overview Plan (Chainage 0m to 220m)



Source: Cork County Council

1.2 Statement of Competency

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

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

2 EIA Legislative Review

2.1 EIA Directive

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

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

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

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

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

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

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

2.2 Planning and Development Regulations 2001, as amended

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

In determining the requirement for EIA, the Directive differentiates between projects that always require EIA and those for which an EIA may be required. These projects are listed in Schedule 5 Part 1 and Part 2 of the Planning and Development Regulations 2001, as amended.

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

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

Schedule 5 Part 1 of the Planning and Development Regulations 2001, as amended, does not include any development types which are applicable to the proposed development.

Within Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended, the only reference to road development is listed under Paragraph 10(dd) Infrastructure Projects, as *"All private roads which would exceed 2000 metres in length"*. Paragraph 10(dd) is not applicable to the project as the proposed development is an existing public road under the control of Cork County Council.

As such, there is no statutory requirement for the project to be subject to EIA under the Planning and Development Regulations 2001, as amended.

2.3 Roads Act 1993, as amended

The provision of the Roads Act 1993, as amended, will also apply to the proposed road development. Section 50 (1)(a) [Environmental Impact Assessment Report] requires a road development comprising any of the following road development types listed in Table 2.1 to be subject to an environmental impact assessment. For clarity, Cork County Council are considered to be the Road Authority for the purposes of Section 50 (1) of the Roads Act 1993, as amended.

Table 2.1: EIA Requirements under Section 50(1) of the Roads Act

Section 50(1) Roads Act reference		EIA Required on this basis?
(a)(i) Construction of a motorway		No. The proposed development consists of improvements to an existing regional road.
(ii) Construction of a busway		No. The proposed development does not include a busway.
(iii) Construction of a service area		No. The proposed development does not include any service area.
(iv) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of a public road The types of road development are prescribed under Article 8 the Roads Regulations 1994 (S.I. No. 119 of 1994), as comprising;	The construction of a new road of four lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length on a rural area, or 500 metres or more in length an urban area	No. The proposed road development comprises improvements to an existing public road. Realignment and widening of the road will take place along 450m of the rock face which falls below the eight-kilometre threshold for rural areas.
	The construction of a new bridge or tunnel which would be 100 metres or more in length	There is no bridge or tunnel proposed as part of the development.
(b) Where an An Bord Pleanála (ABP) considers that a proposed road development would be likely to have significant effects on the environment it		The proposed development is being made under Part 8 (Requirements in Respect of Specified Development by, on behalf of, or in Partnership with

Section 50(1) Roads Act reference	EIA Required on this basis?
shall direct the road authority to prepare an EIS	Local Authorities) of the Planning and Development Regulations 2001, as amended.
(c) Where a road authority considers that a proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs it shall direct the road authority to prepare an EIS	No. Not applicable based on the outcome of this screening assessment.
(d) Where a proposed road development would be located on certain environmental sites the road authority shall decide whether the proposed road development would be likely to have significant effects on the environment. The sites concerned are:	No. The proposed development is not within or proximate to any European Site or any site listed under the Wildlife Act. The Appropriate Assessment Screening Report prepared for this application confirms no significant effects to European Sites within proximity to the proposed road development. Sites designated under the Wildlife Act are not adversely or significantly impacted by the proposed development.
(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011),	
(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),	
(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or	
(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,	
(v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976	
the road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.	No. Not applicable based on the outcome of this screening which has been assessed against the criteria specified in Annex III.
(e) Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.	

The proposed road development does not meet any descriptions or thresholds set out in Section 50 (1) of the Roads Act 1993, as amended, or the Planning and Development legislation, as listed above. There is thus no mandatory requirement for EIA to be completed.

3 EIA Screening

3.1 Sub-Threshold EIA Screening Considerations

Sub-threshold projects in Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended, require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded. Schedule 7 sets out the following criteria for determining whether development listed on Part 2 of Schedule 5 should be subject to an EIA.

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

Criteria	Sub-criteria
Characteristics of Proposed Development	<p>The characteristics of projects must be considered, with particular regard to:</p> <ol style="list-style-type: none"> a. the size and design of the whole project; 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; c. the nature of any associated demolition works; d. the use of natural resources, in particular land, soil, water and biodiversity; e. the production of waste; f. pollution and nuisances; 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 h. the risks to human health (for example due to water contamination or air pollution).
Location of Proposed Development	<p>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</p> <ol style="list-style-type: none"> a. the existing and approved land use; b. the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground; c. the absorption capacity of the natural environment, paying particular attention to the following areas: <ol style="list-style-type: none"> i. wetlands, riparian areas, river mouths; ii. coastal zones and the marine environment; iii. mountain and forest areas; iv. nature reserves and parks; v. areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC; vi. areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure; vii. densely populated areas; and viii. landscapes and sites of historical, cultural or archaeological significance.
Type and Characteristics of Potential Impact	<p>The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard in particular to the impact of the project on the factors specified in Article 3(1), taking into account:</p> <ol style="list-style-type: none"> a. the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected); b. the nature of the impact;

Criteria	Sub-criteria
	<ul style="list-style-type: none"> c. the transboundary nature of the impact; d. the intensity and complexity of the impact; e. the probability of the impact; f. the expected onset, duration, frequency and reversibility of the impact; g. the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment, and h. the possibility of effectively reducing the impact.

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

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

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

3.2 Criteria in Relation to Sub-threshold Development

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

3.2.1 Characterisation of Proposed Development

The characteristics of projects must be considered, with particular regard to:

Criterion	Discussion	Is this likely to result in significant effects on the environment?
The size and design of the whole of the proposed development	<p>The proposed development comprises approximately 450m of road improvement works along the R605 Ship Pool Bends.</p> <p>The works will be carried out predominantly within the footprint of the existing carriageway and will include widening of the R605 road carriageway width (i.e., edge to edge) with the western edge of the road being upheld and the eastern edge of the road being widened.</p> <p>Breaking up the rockface over the length of approximately 300m on the inside of the bend and clearing of vegetation will be required to facilitate the widening of the road.</p> <p>Introduction of ghost hatching between the separate lanes of traffic to allow for safe passage, the installation of a filter drain on the inside of the bend and all ancillary works will be required to deliver the overall scheme.</p> <p>The design of the road will be compliant with single carriageway roads as per Transport Infrastructure Ireland standards. As such, the design and extent of this work is not considered significant in the context of potential environmental effects.</p>	<p>The size of the entire proposed development is not considered significant.</p> <p>The design of the proposed development is not considered to be significant as the works are common in Ireland and have been subject to previous assessments of impacts such that impacts can be predicted and effective mitigation can be readily implemented to ensure that significant adverse impacts are not likely.</p>
Cumulation with other existing and/or approved projects	<p>Cork County Council planning enquiry database and the Department of Housing, Local Government and Heritage EIA Portal were searched to determine if any nearby plans or projects within a 5km radius of the proposed site were likely to result in cumulative impacts. Small scale residential developments (construction, alterations, and improvements) and agriculture related developments (cattle house and slurry tank) were identified within the 5km radius.</p> <p>Eli Lilly Kinsale Ltd. submitted an application (Application Ref: 2013123) for the development of a pharmaceutical manufacturing building extension within the existing manufacturing facility, located approximately 3km south of the proposed development. A subsequent application was lodged in 2019 (Application Ref: 2019123) for a further extension both applications were accompanied by an EIAR. Several other developments have been undertaken at the Eli Lilly site that have not required EIA.</p> <p>Given the location and scale of the proposed works at R605 Ship Pool Bends and the distance between the works area and the aforementioned applications, there is no potential for cumulative effects. There are no other projects within a 5km radius that have been subject of consent and for which an EIA was prepared that could give rise to significant adverse cumulative effects.</p>	<p>There are no functional interdependencies with any existing and/or approved projects that will give rise to potential impacts. There is no significant impact to the environment when the proposed scheme is considered cumulatively with other existing and/or approved projects.</p>
The nature of any associated demolition works	<p>There are no demolition works proposed as part of the road widening works. Rock breaking is not considered demolition as demolition typically refers to removal of a built structure.</p>	<p>No, no demolition works are being undertaken.</p>

The use of natural resources, in particular land, soil, water and biodiversity?	Other than road construction materials (aggregate, sand, rock, bitumen), the volumes of natural resources will be limited for the proposed development.	The impacts in terms of natural resource use are not anticipated to be significant.
The production of waste	<p>The scheme will not require significant earthworks or excavation along the R605. The exception is the area just at the existing bend where rock face needs to be removed so that the eastern edge will be set out by approx. 5-7m inside the bend at the widest point. The project will also require excavation and removal of existing road surface material.</p> <p>During construction solid waste will be generated however volumes requiring off-site management will not be significant. Other non-soil wastes associated with the proposed development are not considered likely to be significant.</p> <p>Waste requiring off-site management will be sent off site for recovery or disposal and will only be conveyed by an authorised waste contractor and transported to an authorised site of recovery/disposal in a manner which will not adversely affect the environment.</p> <p>It should be noted that prior to commencement of development, the Contractor appointed by Cork County Council will prepare a Construction Waste Management Plan (CWMP). The plan will be prepared in accordance with the Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects published by the Department of the Environment, Community and Local Government in 2006. The CWMP will provide for the segregation of all construction wastes into recyclable, biodegradable and residual wastes including any litter arising during the construction phase of the project. All operations at the site will therefore be managed and programmed in such a manner as to prevent/minimise waste production and maximise upper tier waste management (i.e., re-use, recycle, and recovery) where technically and economically feasible.</p>	The appointed contractor shall implement a construction phase waste management plan which is in compliance with the Waste Management Act 1996, as amended, and associated Regulations to ensure that significant adverse effects in terms of waste management can be avoided.
Pollution and nuisance	<p>The proposed works will result in nuisance and disturbance impacts relating to traffic disruption, noise, dust, and potential surface run-off during the construction phase. The closest sensitive receptors relate to residential properties located in the vicinity of the works area and ecological receptors include pNHA - Bandon Valley Bellow Inishannon (Site Code: 001515) and associated wetland habitat.</p> <p>Traffic: The R605 at Ship-Pool is classified as a regional road and is one of the connecting roads for the Kinsale town with the national road N71. It is also the designated haulage route for Heavy Goods Vehicles (HGV) to and from the Eli Lilly pharmaceutical factory at Dunderrow. On commencement of the planned works, the road will be closed to traffic, and a diversion put in place. Traffic management will be put in place to facilitate the works. The works are small scale in nature and will not result in a significant increase in traffic volumes.</p> <p>Noise: Given the nature of the existing road infrastructure, the surrounding environment is habitually subject to a degree of noise disturbance. There is potential for a temporary increase in noise during construction of the proposed works. Relatively high background noise levels at properties located along a regional road can be assumed to exist. The spatial limit of noise impacts from various construction plant and activities was considered in the Report "Screening for Appropriate Assessment" and was determined at 100m from the proposed works area for potential noise impacts on fauna.</p> <p>Dust: The proposed works are likely to result in the temporary generation of dust. Breaking out of existing roadway and hard surfaces has the potential to cause dust. Vehicular use to</p>	Construction phase impacts will be of temporary to short-term duration. The effective implementation of a Construction Environmental Management Plan (CEMP), including a Traffic Management Plan will ensure that impacts are minimised. It is not anticipated that significant impacts relating to pollution are likely. The overall impact of the improvement scheme is positive in terms of road safety through the road widening and increased visibility and ease of access from and to the L7237.

	<p>and from the site has the potential to generate dust on and off site. Removal of vegetation can increase the risk of air borne materials (soils).</p> <p>Surface Water Run-off: The proposed route has a hydrological connection to the Bandon River Below Inishannon pNHA. At the closest point (R605 Ship Pool Bend) the distance from the work site to the boundary of the pNHA will be approximately 50m.</p> <p>Existing road surface water follows the contours of the existing terrain and flows at the edges of the road into the lowest point outside of the extents of this scheme. The water drains into the culvert, which will be extended at chainage 139m. Road widening will occur either side of the extended culvert. Installation of a filter drain is proposed on the inside bend at the area where the rock is going to be cut and set out.</p> <p>There is potential for run-off associated with the works. This can arise from cementitious materials due to concrete works, toxic contamination of hydrocarbons due to accidental spills and leaks, and sediment laden waters due to instream and bankside works.</p> <p>The construction of a 15m retaining wall will be undertaken in accordance with CIRIA guidelines; as such, any concrete delivery trucks will be washed out in a designated impermeable bund away from watercourses.</p>	
The risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge	The proposed works are not subject to any of the requirements contained in the Chemical Act (Control of Major Accident Hazards involving Dangerous Substances) Regulations 2015 which implement the Seveso III Directive, which is the main EU legislation dealing specifically with the control of major accident hazards, involving dangerous substances, into Irish law.	There are no significant risks associated with this road widening scheme.
The risks to human health (for example due to water contamination or air pollution)?	<p>Small amounts of dust may be generated during the construction phase, as mentioned above, the implementation of control measures in the CEMP will ensure that dust deposition is minimised or eliminated.</p> <p>There are no identified public drinking water supplies in a 2km radius of the site, therefore the overall risk to human health is low.</p>	<p>Given the nature of the proposed development and measures that will be implemented in relation to containment and storage of materials, the impacts associated with substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health.</p> <p>With the effective implementation of the CEMP, it is anticipated that risks to human health (for example due to water contamination or air pollution) are not likely.</p>

3.2.2 Location of the Proposed Development

The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to:

Criterion	Discussion	Is this likely to result in significant effects on the environment?
The existing and approved land use	<p>The R605 is an existing regional road located in the townland of Ship-Pool and is the designated haulage route to and from the Eli Lilly pharmaceutical factory at Dunderrow.</p> <p>The lands proposed for improvement works currently comprise of the existing road – R605 and some areas of broadleaved woodland. Scrub is present in areas along the roadside. A steep rockface along the roadside, with a mixed broadleaved woodland present on top of the rockface is noted. The wider environment is largely composed of mixed broadleaved woodland with some amenity grassland and dwellings. The River Bandon is located 50m to the west.</p> <p>The current lands relating to the footprint of the development are un-zoned under the Cork County Development Plan 2014 (CDP). Roads are not included within the land use zoning map or zoning matrix.</p>	Given the nature of the proposed development, it is not anticipated that impacts in terms of land use will be significant.
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	<p>The proposed development will require the removal of a rock face to provide the required road width; additionally, a number of trees will require to be felled to accommodate the road widening. It is noted that a number of trees on the inside of the bend were felled circa 2017, and so the overall number trees requiring felling to accommodate the proposed development will be reduced.</p> <p>The construction phase of the project will be completed in accordance with a Construction Environmental Management Plan (CEMP), and will include environmental management measures such as those below in relation to soil, land, water and biodiversity. Good site practice as per the <i>CIRIA C741 Environmental good practice on site guide (fourth edition)</i> will be implemented on site at all times.</p>	Impacts to natural resources are not anticipated to be significant and are anticipated to be localised and of temporary to short-term duration, with land use reinstated where possible after the works are completed.
<p>The absorption capacity of the natural environment, paying particular attention to the following areas:</p> <ul style="list-style-type: none"> – wetlands, riparian areas, river mouths; – coastal zones and the marine environment; – mountain and forest areas; – nature reserves and parks; – areas classified or protected under national legislation; Natura 2000 areas designated by Member States 	<p>The works are located approx. 50m from the Bandon River. A source-pathway-receptor link has been established and is documented in the report "Screening for Appropriate Assessment". The report concluded that impacts on the Bandon River during the construction or operational phase of the development will be negligible. Screening for Appropriate Assessment concluded that given the nature, scale and location of the works, there is no potential for significant effects on European sites from the proposed works, either alone or in-combination with other plans and/or projects.</p> <p>The Lower Bandon Estuary (Code: IE_SW_080_0100) is a transitional waterbody which runs in a southerly direction approx. 50m to the west of the works is assigned 'Moderate' status under the Water Framework Directive (WFD) for the period 2013 to 2018 and is deemed 'At Risk' of failing to meet its WFD objectives. Given the nature, scale and location of the works, there is no risk from the proposed construction or operation of the road improvement scheme on the</p>	The works are limited in scale and will not result in any significant adverse impact on the natural environment, in particular any area listed under Schedule 7 Paragraph 3(c) (i) to (viii) as listed herein.

Criterion	Discussion	Is this likely to result in significant effects on the environment?
<p>pursuant to Directive 92/43/EEC and Directive 2009/147/EC;</p> <ul style="list-style-type: none"> – areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure; – densely populated areas; and – landscapes and sites of historical, cultural or archaeological significance. 	<p>environmental quality status of the river. Construction phase pollution control measures will be implemented to protect the water quality of the Skanagore stream (EPA Code:20S08) which flows beneath the R605 and into the Lower Bandon Estuary.</p> <p>The proposed site is located in a 'rural' area and therefore will not have any impact on the absorption capacity of the natural environment in relation to densely populated areas.</p> <p>The closest structure listed on the National Inventory of Architectural Heritage is Lissheeda farmhouse (NIAH Reg No: 20911109) located approx. 450m to the east of the proposed development.</p> <p>Poulnalong Castle is a recorded monument on the Sites and Monument Record and Record of Monuments and Places (RMP Ref: CO111-010), located approx. 250m north of the site. Poulnalong Castle is also recorded as a Protected Structure within the Record of Protected Structures of Cork County Development Plan 2014 as extended. There is no impact on these sites or structures as a direct or in direct result of the proposed road development.</p> <p>The R605 road between Innishannon and Kinsale via Ship Pool was identified in the Cork Development Plan (CDP) 2014 as Scenic Route (S63) and is in an area of High Landscape Value. There is no significant impact on the landscape setting as works are to existing roads.</p>	

3.2.3 Type and Characteristics of the Proposed Development

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:

Criterion	Discussion	Is this likely to result in significant effects on the environment?
The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	The magnitude and spatial extent of the impacts are limited to the R605 Ship-Pool Bends and the lands either side of the carriageway which will be required to provide for the widening of the road on the inside of the bend. The proposed development will affect road users during its construction which is programmed to last for approximately two months.	The anticipated impacts will typically relate to the construction phase only and will be of temporary to short duration.
The nature of the impact, the transboundary nature of the impact	The impacts generated by the construction works will comprise noise, vibration, dust and traffic nuisance. These impacts will occur during the estimated two month construction period, the remainder of the construction duration will be for construction activities which result in reduced nuisance related impacts, including road signage installation, road markings and landscaping activities. Standard	The project will not result in transboundary impacts.

Criterion	Discussion	Is this likely to result in significant effects on the environment?
	construction hours will be implemented; 08:00 to 19:00 Monday to Friday and 08:00 to 14:00 on Saturday.	
The intensity and complexity of the impact	Potential construction impacts are not considered to be significantly complex when appropriate environmental management techniques are employed nor intense due to the nature of the development.	Given the transient and standardised nature of the proposals, the impacts are not anticipated to be particularly intense or complex.
The probability of the impact	During construction, conventional construction and best environmental practice techniques can be readily deployed. In order to minimise disruption a CEMP will be implemented. Impacts in relation to noise, vibration, dust and traffic nuisance will be associated with the construction stage only, these likely impacts are negative, temporary but not significant.	While impacts are likely to occur, it is anticipated that mitigation measures can be implemented to ensure that significant impacts are not likely
The expected onset, duration, frequency and reversibility of the impact	Construction stage traffic impact and nuisances will be temporary in nature coinciding with the construction phase of the project. Operational stage traffic impact will be long-term and positive associated with the operation of the roadway, increasing safety for vehicular users.	Construction phase impacts will commence at start of construction, be of varying frequency and can be anticipated to be insignificant to slight and temporary to short term. Once completed, effects will be insignificant and permanent, there will be no increase in traffic volumes as a result of the proposed development.
The cumulation of the impact with the impact of other existing and/or approved projects and the possibility of effectively reducing the impact.	<p>There is limited planned development within the Ship Pool area, the phased development of approved housing and agriculture development.</p> <p>There are currently no known existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to significant adverse cumulative effects.</p> <p>Standard traffic management procedures will effectively reduce any such impacts arising from road diversions on the local population/human health who utilise the R605 at Ship Pool Bends. There will be habitat loss within the footprint of the works which is unable to be reduced as earthworks will be required for the carriageway widening. Dust and noise raising during the construction phase will effectively reduce any such impacts on the local population/human health. Overall, the proposed development will have a positive impact on the population in the area by increasing safety for vehicular users.</p>	<p>Adverse cumulative effects are anticipated to relate to nuisance and disturbance impacts.</p> <p>Implementation of CEMP, Traffic Management Plans and mitigation measures will minimise the risk of adverse cumulative impacts</p>

4 Conclusion

It is concluded that impacts associated with the construction and operation of the proposed road improvement scheme are not considered to be significant in the context of Schedule 7 of the *Planning and Development Regulations 2001, as amended*, to the extent that an EIA is required. This conclusion is based on the findings of the analysis provided in the preceding sections in relation to:

- Characteristics of Project
- Location of Project
- Type and Characteristics of Potential Impact

As part of the above analysis, a broad range of environmental media have been assessed including soil, hydrology, ecology, air quality and noise in combination with planning and land-use considerations in the context of construction and operational phases. No potential impacts of significance were identified during either phase of the proposed development's lifetime.

