

**Cork County Council**

# Monkstown Active Travel Link and Public Realm Enhancement

EIA Screening Report

Reference:

Issue 1 | 13 October 2023

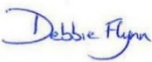


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Job number 281905-00

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# 1. Introduction

Arup has been appointed by Cork County Council (CCC) to prepare an Environmental Impact Assessment (EIA) Screening Report to determine whether EIA is required for the proposed pedestrian and cycleway development located in Monkstown Village, County Cork.

The “proposed development” as referred to hereafter, will include the development of a pedestrian and cycleway at Monkstown Village, County Cork, including improvements to stormwater drainage infrastructure, parking provision, public lighting, fencing, signage, pedestrian crossings, and landscaping.

This document sets out the results of the EIA screening and provides the competent authority, Cork County Council with the information necessary to undertake the EIA screening assessment in respect of the proposed development.

## 2. Background

### 2.1 Introduction

Cork County Council (CCC) proposes to extend the existing pedestrian and cycleway network within the Cork Harbour Area through the development of a section extending from Glenbrook to Raffeen Bridge. This section will be a key link in the broader walking and cycling infrastructure in the area to the south of Cork City linking the existing Passage West to Rochestown Greenway through Carrigaline, Crosshaven and to Ringaskiddy. The route of the scheme broadly follows the alignment of the R610 (Strand Road) and historic alignment of the abandoned Cork, Blackrock and Passage Railway line.

### 2.2 Original Application

In 2018, Part 8 consent was approved for a pedestrian and cyclist improvement scheme between Glenbrook and Raffeen in the Cork Harbour Area. However, the proposed development at Monkstown Village (Section 3 of the original scheme) was not approved at that stage.

Section 5 of the Part 8 Manager’s Report prepared in 2017 proposed a number of modifications to the proposal at the time. One of these recommendations was:

*“The proposal will be modified to provide for the suspension of the greenway through the centre of Monkstown village core from the entrance to the public car park to the end of the Sand Quay”.*

This section of the scheme has been redesigned, and the redesigned element is the subject of this EIA Screening Report.

The proposed development at Monkstown Village will serve as a high-quality amenity for walkers and cyclists of all ages, and act as a gateway for bringing cycling tourists to the area. It will also provide health and safety benefits, enabling safe and easy access to pedestrian and cycling routes, improving opportunities for outdoor recreation in the area.

## 3. EIA Screening Methodology

### 3.1 Legislation

The following legislation has been considered during the preparation of this EIA Screening Report:

- Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.
- Directive 2014/52/EU of the European Parliament and of the Council of the 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.

- Roads Act 1993 (No 14 of 1993), as amended.
- Roads Regulations, 1994 (S.I. No. 119 of 1994), as amended.
- European Union (Roads Act 1993) Environmental Impact Assessment (Amendment) Regulations 2019 (S.I. 279 of 2019).
- The Roads (Amendment) Regulations 2019, (S.I. 486 of 2019).

### 3.2 EIA Directive

Article 4 of the EIA Directive (Council Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU), imposes the requirement for an EIA for the projects to which the Article applies. These projects are listed in Annexes I and II of the Directive. For Annex I projects, an EIA is mandatory. Member States must determine if an EIA is mandatory for Annex II projects. Member States must make the determination through (a) a case-by-case assessment or (b) thresholds or criteria set by the member State.

Articles 4(4) and 4(5) of the EIA Directive set out the requirements for EIA screening of Annex II projects. Annex IIA lists the information to be provided by the developer to the competent authority to enable it to screen projects. Annex III of the EIA Directive sets out the criteria to be examined when carrying out EIA screening.

Part IV of the Roads Act (1993), as amended, and Part V of the Roads Regulations, 1994, as amended, set out the requirements for an EIA for roads projects. Specifically, sections 50 and 51 of the Act, as amended, address EIA. The Act has been amended by the European Union (Road Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (SI 296 of 2019) and the Roads (Amendment) Regulations 2019 (S.I. 486 of 2019) to take account of the requirements of the EIA Directive.

### 3.3 Guidance and Methodology

The following guidance and consultation documents have been considered during the preparation of this report:

- Department of Housing, Planning, Community and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018)
- Department of the Environment, Heritage and Local Government (2003) Environmental Effect Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development
- European Commission (2017) Guidance on EIA Screening
- European Commission (2015) Interpretation of definitions of project categories of annex I and II of the EIA Directive
- Environmental Protection Agency (2022) Guidelines on the Information to be contained in Environmental Impact Statements
- Transport Infrastructure Ireland (TII) (2008) Environmental Impact Assessment of National Road Schemes – A Practical Guide.
- Office of the Planning Regulator (June 2021) OPR Practice Note PN02 Environmental Impact Assessment Screening.

A desk study was undertaken to inform the description of the environmental baseline at Monkstown. Information on the proposed development, and its effects on the environment, were obtained from the Arup Design Team. The characterisation of effects, in terms of quality, significance, extent, probability and duration, was based on the EPA (2017) guidance.

The EC Guidance on EIA Screening (EC, 2017) provides a checklist to help users decide whether EIA is required based on the characteristics of a project and its environment. This screening checklist was used in the screening assessment. Section 6 presents the EC checklist.

## 3.4 Screening for EIA

### 3.4.1 Road Development

#### Relevant Definitions

A road authority is defined under section 2 of Roads Act (1993), as amended as:

*“road authority”, except in Part V, means the council of a county, the corporation of a county or other borough, or the council of an urban district”;*

“Road” is defined under section 2 of the Roads Act (1993), as amended as –

*“(a) any street, lane, footpath, square, court, alley or passage,*

*(b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), **pavement or footway,***

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

*(d) any other structure or thing forming part of the road and (i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or (ii) prescribed by the Minister”.*

Based on these definitions, the proposed development does fall under the Roads Act 1993.

#### Mandatory EIA for Road Development

Section 50 (1) of the Roads Act (1993) (as substituted by S.I No. 279 of 2019 and amended by S.I. 486 of 2019) specifies road developments for which an Environmental Impact Assessment is mandatory.

The thresholds for mandatory EIA of a road development are set out in section 50(1)(a) which states:

“50. (1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

- (i) the construction of a motorway;
- (ii) (ii) the construction of a busway;
- (iii) (iii) the construction of a service area;
- (iv) (iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.”

The proposed development does not comprise the construction of a motorway, busway or service area as defined in the Roads Act (1993), as amended.

The ‘prescribed types of road development’ in section 50(1)(a)(iv) are set out in Part V Environmental Impact Assessment of the Road Regulations 1994 (S.I. No. 119 of 1994) (as amended) which states the following: (8).

The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of section 50 of the Act shall be—

“(a) 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;

(b) the construction of a new bridge or tunnel which would be 100 metres or more in length.”

The proposed development does not involve the “*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 500 metres or more in length in an urban area;*”. No roads will be widened to four or more traffic lanes and no new four lane roads, bridges or tunnels will be constructed. The proposed development is not in a class listed in section 50 (1) of the Roads Act (1993), as amended, and it does not equal or exceed the thresholds set down in articles (8a) or (8b) of Roads Regulations 1994, as amended. Consequently, a mandatory EIA is not required.

EIA screening is required to determine the potential for the project to have significant effects on the environment, as a sub-threshold development.

### **Sub-threshold EIA for Road Development**

Sections 50(1)(b) to (f) of the Roads Act, (1993), as amended, sets out the requirements with respect to EIA Screening for sub-threshold road schemes.

Section 50(1)(b):

*“If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.”*

Section 50(1)(c):

*“Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.”*

Section 50(1)(d):

*“In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on –*

- (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, 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.”*

Section 50(1)(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.”*

Section 50(1)(f): *“Where a road authority or the Authority, as the case may be, makes a decision under paragraph (d) it shall-*

- (i) make the decision available for inspection by members of the public, and*
- (ii) make an electronic version of the decision available on its website.”*



No part of the proposed development is located on a European site, land established or recognised as a nature reserve, land designated as a refuge for fauna or flora, or land designated a natural heritage area. Consequently, EIA screening is not required under section 50(1)(d) above. EIA screening will be undertaken by Cork County Council to inform its consideration as to whether section 50(1)(c) above applies, i.e., that the proposed development would be likely to have significant effects on the environment.

### 3.4.2 Urban Development

Parts 1 and 2 of Schedule 5 of the Planning and Development Regulations S.I. 600 of 2001, as amended, specify classes of development in relation to the requirement for an EIA. Under Section 172 (1) (a), an EIA is mandatory for development which would be of a class specified in Parts 1 or 2 of Schedule 5 if no quantity, area, or other limited is specified, or which would equal or exceed any relevant quantity, area, or other limited where such a limit is specified.

#### **Mandatory EIA for Urban Development**

Urban development is not a class of development listed in Part 1 of Schedule 5.

Urban development is listed as Class 10 (b) (iv) Infrastructure Projects in Part 2 of Schedule 5 as follows:

*“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. (In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)”*

The predominant land use in the area of the proposed development is residential. Consequently, it is not a ‘business district’ and the 10ha threshold applies. An EIA is mandatory for urban development of 10ha or more in other parts of a built-up area. The proposed development will occupy an area of approximately 0.963ha. It will not exceed the threshold for mandatory EIA.

#### **Sub-threshold EIA for Urban Development**

Under Section 172 (1) (b) (i), an EIA is also required for a subthreshold development if:

“(b) (i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not equal or exceed, as the case may be, the relevant quantity, area or other limit specified in that Part, and

(ii) it is concluded, determined or decided, as the case may be,-

- (I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),
- (II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,
- (III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,
- (IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,
- (V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or
- (VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,

that the proposed development is likely to have a significant effect on the environment.

### 3.4.3 Screening for EIA for Sub-Threshold Development

The screening assessment to determine if the proposed development would be likely to have significant effects on the environment is presented in Section 6.

### 3.4.4 Contents of the EIA Screening Report

This report presents information on the proposed development's compliance with the requirements of Annex IIA, taking into account the criteria listed in Annex III of the EIA Directive. Refer to Table 1.

**Table 1 Location in this Report of Information Required for Screening**

<b>EIA Directive Annex IIA</b>	<b>Relevant Section</b>
1. A description of the project, including in particular: a. a description of the physical characteristics of the whole project and, where relevant, of demolition works;	Section 4
b. a description of the location of the project, with particular regard to the environmental sensitivity of geographical areas likely to be affected.	Section 4 and Section 5
2. A description of the aspects of the environment likely to be significantly affected by the project	Section 5
3. A description of any likely significant effects, to the extent of the information available on such effects, of the project on the environment resulting from: a. the expected residues and emissions and the production of waste, where relevant; b. the use of natural resources, in particular soil, land, water and biodiversity.	Section 5
4. The criteria of Annex III shall be taken into account, where relevant, when compiling the information in accordance with points 1 to 3.	

## 4. Description of the Proposed Development

### 4.1 Overview of the Proposed Development

#### 4.1.1 Location of the Proposed Development

The proposed development is located at Monkstown Village, County Cork and runs for approximately 450m from Monkstown Pier (to the north) to Sand Quay (to the south), as shown in Figure 1.



**Figure 1 Extent of Proposed Development | not to scale [background mapping © Microsoft Bing Maps]**

At Monkstown, the pedestrian and cycleway will be routed along the existing footpath alignment adjacent to the car park, Sailing Club and access gangway to Monkstown Marina. Access to these facilities and on-street parking will be maintained and the route is lit by existing public lighting.

Land use across the area of the proposed development is classified as *'artificial surfaces'* according to the EPA Corine (Coordination of Information on the Environment) landcover classification, The main natural resource in the area consists of Cork Harbour (located adjacent to the western boundary of the proposed development).

#### 4.1.2 Description of the Proposed Development

The proposed development comprises several elements, including the resurfacing of the existing R610 Road in Monkstown and the enhancement of the adjacent footway on the land side. Additionally, there will be the construction of a new shared cycleway/footpath. A new car park will be provided in front of the sand quay boat yard and the existing public car park in Monkstown will be resurfaced with the addition of more parking spaces.

To accommodate the shared cycleway/footpath, the proposed development encompasses the relocation of an existing stone wall situated at the public car park, to allow for widening the existing footway. The proposal includes maintaining the current on-street parking spaces and formalizing their structure, ensuring their continued availability for the community.

The proposed development also incorporates the creation of green spaces, which will feature shrubs, grass, and trees, along with street furniture. It also involves the installation of new lighting columns with luminaires. Traffic calming measures like speed bumps and buildouts will be implemented. Furthermore, new road markings, road signage, and traffic signals will be installed at designated pedestrian crossings. The proposed development will include the provision of new gullies to accommodate the modified road layout, connecting them to the existing drainage network of the area.

It will be a quality amenity for walkers and cyclists of all ages, and act as a gateway for bringing cycling tourists to the area. It will also provide health and safety benefits, enabling safe and easy access to pedestrian and cycling routes, improving opportunities for outdoor recreation in the area.

#### 4.1.3 Design Standards

The proposed development has been designed with reference to and to comply with the Design Manual for Urban Roads and Streets (DMURS) in terms of the overall principles of design. The design speed applied to the entire study area is 50 km/hr.

These principles include viewing the area as both a transport corridor and a place and use of the user hierarchy placing pedestrians and cyclists ahead of motorists, and specific standards, such as lane and carriageway widths and appropriate corner radii.

Where applicable, the National Cycle Manual has also been consulted for best practice guidance. In addition, emerging design guidance arising from the national BusConnects programme have been applied regarding details of bus lanes, cycle tracks and footway, in particular crossing entrances along cycle corridors.

#### 4.1.4 Pavement

Proposed pavements will be constructed from standard bituminous materials. Where road widening is proposed, full depth road construction will be applied. In the cases where carriageway narrowing is proposed it is not proposed that the existing road surface will be replaced as this existing road surface will not be impacted by the proposed works.

Proposed footways will be standard concrete footways while cycle tracks will have a bituminous surface.

All surfaces will be subject to a detailed design to identify final proposed depths of layers and confirm material specifications.

#### 4.1.5 Bus Stop

The existing bus stop in Monkstown includes both inbound and outbound stops. The redesigned stop will be located near a pedestrian crossing to allow for ease of movement across the carriageway for pedestrians.

#### 4.1.6 Drainage

Every opportunity has been taken to incorporate appropriate SUDS elements into the design of the proposed development. These measures include typical best-practice attenuation and hydrocarbon interception at each outfall in the proposed drainage networks. The measures will contribute to the long-term protection of water quality within the network, and downstream of the drainage network. The proposed development includes enhanced environmental protection by including hydrocarbon interception in the stormwater drainage network. Any local changes to surface water drainage will still travel to the existing network that is currently in use in Monkstown. The drainage from the newly constructed areas will tie back into the existing network at appropriate points.

There will not be a substantial increase to the storm water flows into the existing network and the network has adequate capacity for the proposed development.

#### 4.1.7 Earthworks

There are minimal earthworks proposed on the scheme, any earthworks will be designed to ensure balancing of cut and fill to prevent to need for either the import or disposal of significant quantities of material.

#### 4.1.8 Utilities

Localised lowering or protecting of existing utilities may be required in areas of proposed works. This may include the relocation of the existing utilities providers overhead to be moved underground at certain section of the scheme.

#### 4.1.9 Public Lighting

Public lighting will be upgraded and provided. It is anticipated that adequate power supplies are available for this lighting. Some existing columns will need to be replaced or relocated due to the proposed new sustainable transport facilities. Where existing public lighting is being relocated, lanterns will be replaced with new, efficient LED lanterns.

#### 4.1.10 Construction Traffic

During the construction phase, vehicular movement will increase in the immediate area, and temporary vertical elements such as hoarding or protective fencing, will be put in place. All construction impacts will be temporary, and will include the following:

- Site preparation works and operations;
- Site infrastructure works and vehicular access;
- Construction traffic;
- Dust and other emissions;
- Temporary hoardings or fencing;
- Temporary site lighting;
- Temporary site accommodation cabins and huts.



## 5. Baseline Environment and Likely Significant Effects

### 5.1 Population and Human Health

Overall, there will be a positive impact on population and human health as a result of the proposed development. The proposed development will serve as a high-quality amenity for walkers and cyclists of all ages, and act as a gateway for bringing cycling tourists to the area. It will also provide health and safety benefits, enabling safe and easy access to pedestrian and cycling routes, improving opportunities for outdoor recreation in the area.

During the construction stage, there will be some minor disruption and noise, dust emissions experienced by nearby residents, road users and pedestrians, however these will be minor and temporary and will not cause significant negative impacts. Noise and dust emissions are further addressed below in **Sections 5.5** and **Section 5.6**.

Careful and considered local consultation will be carried out with nearby residences to ensure that the minimum amount of disturbance will be caused. The extent of the works within an urbanised area is relatively small.

A Construction Traffic Management Plan will be implemented for the duration of the construction works in order to minimise any disruption to traffic flow on the road network at and surrounding the proposed development areas. There will be some traffic associated with the construction of the proposed development; however, this traffic will be managed appropriately via the construction traffic management plan, in particular, with regard to hours of delivery and construction staff arrivals and departures in order to minimise effects on the operation of the local road network. It is not envisaged that significant negative effects will arise.

Standard construction materials will be used and will not be harmful to human health or the environment. The contractor will ensure that the proposed works are carried out in accordance with the Safety, Health and Welfare at Work (Construction) Regulations 2013 (S.I. No. 291 of 2013). The risk of accidents, having regard to substances or technologies used is very low and therefore will not result in significant environmental effects.

The nearest Seveso site in proximity to the proposed development is Pfizer Ireland Pharmaceuticals which is located approximately 1.5km south in Ringaskiddy. In accordance with the applicable Regulations, operators of an 'Upper Tier Establishment', Pfizer Ireland are required to develop a site-specific Major-Accident Prevention Policy (MAPP) which is implemented by site specific procedures and systems. Due to the nature of the proposed development, it is not predicted that it will interact with the activities at Pfizer Ringskiddy.

Given the nature of development proposed, the likelihood of the project causing a major accident or disaster is extremely low. The proposed development area is not susceptible to earthquakes, subsidence, landslides or erosion. Significant negative impacts due to the vulnerability of the project from major accidents and disasters will not arise.

### 5.2 Biodiversity

#### 5.2.1 Overview

The proposed development is located on a brownfield site with pre-existing roads and pathways.

The baseline information for this section was compiled by desktop research and an ecological walkover survey carried out in May 2023.

Due to the proximity of the development to Cork Harbour SPA (004030) and Great Island Channel SAC (001058), an Appropriate Assessment (AA) Screening report was prepared at the time of the initial application in 2016. This was to ascertain if the proposed project had the potential to have a significant effect on any Natura 2000 site(s) in view of its / their conservation objectives. This included a baseline habitat validation survey of the study area (including the Monkstown section).

An updated report for screening for Appropriate Assessment has been prepared for the proposed development. This has had regard to any changes to the extent, Qualifying Interests or Conservation Objectives of nearby

Natura 2000 sites, recorded changes to habitats or species locally, and the revised design of the proposed development.

### 5.2.2 Natura 2000 and other nature conservation sites

Two Natura 2000 sites and a proposed Natural Heritage Area (pNHA) are located within Cork Harbour in proximity to the proposed development:

- Cork Harbour Special Protection Area (SPA) (site code 004030), immediately adjacent to the proposed development (<5m east);
- Monkstown Creek pNHA, approximately 0.4km south; and
- Great Island Channel Special Area of Conservation (SAC) (site code 001058), approximately 3.4km north.

#### Cork Harbour SPA

Cork Harbour SPA is immediately east of the proposed development area. It is comprised of several discrete areas and estuaries along the harbour, including Monkstown Creek. A number of bird species are listed as special conservation objectives for this SPA including Little Grebe (*Tachybaptus ruficollis*), Great Crested Grebe (*Podiceps cristatus*), Cormorant (*Phalacrocorax carbo*), Grey Heron (*Ardea cinerea*), Shelduck (*Tadorna tadorna*), Wigeon (*Anas penelope*), Teal (*Anas crecca*), Pintail (*Anas acuta*), Shoveler (*Anas clypeata*), Red-breasted Merganser (*Mergus serrator*), Oystercatcher (*Haematopus ostralegus*), Golden Plover (*Pluvialis apricaria*), Grey Plover (*Pluvialis squatarola*), Lapwing (*Vanellus vanellus*), Dunlin (*Calidris alpina*), Black-tailed Godwit (*Limosa limosa*), Bar-tailed Godwit (*Limosa lapponica*), Curlew (*Numenius arquata*), Redshank (*Tringa tetanus*), Black-headed Gull (*Chroicocephalus ridibundus*), Common Gull (*Larus canus*), Lesser Black-backed Gull (*Larus fuscus*), and Common Tern (*Sterna hirundo*).

#### Great Island Channel SAC

Great Island Channel SAC is located approximately 3.4km north of the proposed development. Qualifying Interests for the Great Island Channel SAC include mudflat and sandflats not covered by seawater at low tide (1140) and Atlantic salt meadows (*Glauco-Puccinellietalia maritima*) (1330).

#### Monkstown Creek pNHA

Monkstown Creel pNHA is located approximately 0.4k downstream of the proposed development. The area is of value due to its mudflats, which provide an important feeding area for waterfowl such as Shelduck, Teal, Redshank and Dunlin. The pNHA also supports a Cormorant roosting site and forms part of Cork Harbour SPA.

### 5.2.3 Walkover Survey

The entire site is dominated by one main habitat; BL3 Buildings and Artificial Surfaces. This includes the R610 road, associated footpaths along the road and car park areas. Secondary, smaller habitats include areas of GA2 Amenity Grassland (Improved) and linear features such as CC1 Sea Walls, Piers and Jetties, BL2 Stone walls and BC4 Flowerbeds and Borders. Some individual trees are also present across the site.

### 5.2.4 BL3 Buildings and Artificial Surfaces

The site boundary at the northern end of the Monkstown site begins on the R610 road which travels through the full length of the site to the southern boundary. For a large portion of the site, the Monkstown carpark runs along the eastern half of the site. The carpark also has two small buildings and a recycling and waste collection point. Footpaths run the length of the site along the western site boundary and separating the roadway from the carpark.

### 5.2.5 GA2 Amenity Grassland (Improved)

Towards the southern half of the site there are several small areas of amenity grassland.

## CC1 Sea Walls, Piers and Jetties

A sea wall runs along the western boundary of the majority of the site.

### 5.2.6 BL2 Stone Walls

Stone walls border the road and footpaths along the majority of the site.

### 5.2.7 BC4 Flowerbeds and Borders

Small flowerbeds and a short border of shrubs are located at the entrance and throughout the carpark.

The type of construction works proposed above are not complex in nature and are well understood. Emissions will be localised, temporary and minor. Habitat removal will not result in significant effects during operation or construction stages. The potential for significant disturbance effects on fauna will not arise due to the small scale, duration and location of the proposed works. The habitats within the proposed development site are of low ecological value.

In light of the information presented above, it is not expected that there will be a significant effect on habitats or fauna as a result of the proposed development.

## 5.3 Land and Soils

The proposed development site is a brownfield site with land cover in the area classed as ‘*artificial surfaces*’ under the EPA CORINE database.

The topography of the area slopes moderately from south-west to north-east and areas of bedrock at or close to the surface are located in the surrounding area to the north, south and west of the proposed development site.

The GSI database shows the bedrock geology underlying the site largely consists of discontinuous urban fabric with areas of Clonroche and Ross Carbery soils nearby consisting of loamy drift with siliceous stones.

As identified in site investigation works undertaken in the area, the bedrock is characterised by the Ballytrasna Formation (BS) and the Gyleen Formation (GY). The Old Head Sandstone Formation and the Cuskinny Member of the Kinsale Formation were found to lie north and south of the site consisting mainly of sandstone, mudstone and siltstone. There are a number of geological features at the site, such as a fault running from northwest to southeast at Marina Villas within the study area.

The site lies within a locally important Bedrock Aquifer (L1) with areas of Extreme vulnerability to contamination. The groundwater body serving the area is Ballinhassig East (IE\_SW\_G\_004), which is classed as *good* quality under the Water Framework Directive status 2016-2021 and *not at risk* of failing to meet Water Framework Directive objectives for groundwater.

No significant excavations will be required during the construction of the proposed development. No dewatering will be required during the excavation process or during the operational phase. The contractor will send any excavated material which cannot be re-used/recycled for disposal to a suitable licenced facility. The contractor will ensure that any interim storage or waste management facilities for excavated material have the appropriate waste licences of waste facility permits in place.

Therefore, the proposed development will not result in significant effects on land and soils.

## 5.4 Water

The proposed development lies within Hydrometric Area 19: Lee, Cork Harbour and Youghal Bay Catchment. The main waterbody and hydrological features in the area include the River Lee Estuary which forms part of Cork Harbour and runs immediately east of the proposed development in a south easterly direction. The River Lee Estuary has a significant tidal influence and consequently the Monkstown area is susceptible to flooding.

As part of the flood risk assessment (FRA), Preliminary Flood Risk Assessment (PFRA) maps from the OPW were reviewed for predictive flood zones within the vicinity of the proposed development area. The development is located in Flood Zone A with a high risk of flooding. The design for the development is proposed to tie in with the existing site levels and will not include raised ground, embankment, walls or any



other features to allow for the displacement of the 1 in 100-year floodplain. The proposed development will not increase the flood risk to any neighbouring properties along the route.

The FRA recommends that the risk of flooding should be managed through reliance on the tidal flood forecasting system for Cork Harbour that is run and maintained by Cork City Council and other agencies. When a flood warning has been issued, users of the proposed development can be notified. The route will therefore not be in use for the duration of the event.

Four hydrometric stations were identified in the area, three of which are no longer active. The remaining station is located at Haulbowline Island (IE\_SW\_060\_0000), approximately 1.2km southeast of the site and is maintained by the Office of Public Works (OPW). It has been recording water levels since May 2011. Water quality at this station has been identified as *Intermediate* quality under the Water Framework Directive (WFD). Other waterbodies in the area include Lough Mahon (IE\_SW\_060\_0750) transitional waterbody, which runs adjacent to the proposed development site. This has been classed as *eutrophic* and *at risk* of not meeting the WFD objectives for (2018-2020). The Cork Harbour coastal waterbody (IE\_SW\_060\_0000) has also been identified as *at risk* with *Intermediate* water quality in 2018-2020.

In the absence of appropriate construction-phase controls, the proposed development has the potential to give rise to temporary negative effects on the receiving waters and surface/ground water regime of the area. There are potential sources of pollution from drainage from the site resulting from runoff and erosion from site earthworks and temporary stockpiles. The presence of fuels, lubricants and other chemicals from construction activities also have the potential to temporarily affect the surface/ground water regime of the area if not managed properly.

As part of the proposed development, improvements to stormwater drainage infrastructure will be made, through the addition of petrol interceptors at Monkstown. Existing wastewater networks in the area include the stormwater overflow to the south of the proposed development at Sand Quay (ID: TPEFF0500D0129SW007) and secondary process emission points north of the proposed development (ID: TPEFF0500D0129SW003) at Monkstown. The planned stormwater improvements contribute towards the County Development Plan (2022-2028) which specifies that stormwater drainage is required in the Monkstown area. This will improve water quality as a result of the proposed development and have a positive impact on Cork Harbour.

No significant negative effects are predicted during either the construction or operational phases of the proposed development.

As part of the Flood Risk Assessment carried out for the original application, Preliminary Flood Risk Assessment (PFRA) maps from the OPW were reviewed for predictive flood zones within the vicinity of the proposed development area. The development is located in Flood Zone A with a high risk of flooding. The design for the development is proposed to tie in with the existing site levels and will not include the raised ground, embankment, walls or any other features to allow for the displacement of the 1 in 100 year floodplain. The proposed development will not increase the flood risk to any neighbouring properties along the route.

## **5.5 Noise and Vibration**

The proposed development is situated on the R610 Strand Road at Monkstown, County Cork. The baseline noise environment at the proposed development site is likely to be primarily influenced by road traffic noise generated by vehicles.

The nearest sensitive receptors within the Monkstown area include residential areas located within 10-50m of the proposed development along the R610 (Strand Road), Monkstown Sailing Club (10m west), Sacred Heart Church (100m west), Saint John's Church (110m west), Little Acorns Montessori (110m west) Monkstown Playground (110m west), Monkstown Lawn Tennis and Croquet Club (130m west) and Scoil Barra Naofa National School (140m west).

Noise will be generated during the construction of the proposed development due to construction traffic, construction machinery, excavation works etc. The effect of construction noise on sensitive receptors (residential dwellings) in the immediate vicinity of the site will be temporary due to the short-term duration of the construction works.

Noise emissions will be controlled by the implementation of good construction practice. Examples of measures to be employed include the selection of quiet plant, not leaving plant idling and maintenance of plant to

minimise noise generation. Due to the location of the proposed development adjacent to the R610 (Strand Road) and short-term duration of the proposed works, no significant noise or vibration impacts are predicted as a result of the construction of the proposed development.

No significant negative effects as a result of noise and vibration are predicted during the operational phase of the proposed development.

## **5.6 Air Quality and Climate**

During the construction phase, the potential for dust emissions will arise in respect of excavations/milling in dry weather. Dust may be raised by wind from dry surfaces and stockpiles. Air emissions from the exhausts of construction plant, machinery and haulage trucks will also be elevated during construction but are not expected to be significant. No odour emissions are envisaged from the proposed construction works. The employment of good construction management practices for the proposed development will serve to minimise the risk of dust emissions. Examples of measures to be employed include the spraying of exposed earthworks during dry periods, the provision of wheel washes and sweeping of roads. A full list of proposed measures will be proposed and implemented by the Contractor in advance of the construction works.

During the operational phase, there will be no significant air emissions from the proposed development. Therefore, no significant effects on air quality and climate.

## **5.7 Archaeological, Architectural and Cultural Heritage**

A desktop study was undertaken to identify the architecture, archaeology and cultural heritage within the proposed development area. Information was obtained from the Department of Arts, Heritage and the Gaeltacht's, Historic Environment Viewer and the Cork County Development Plan 2022-2028. The records of the National Monuments Service "Sites and Monuments Record" (SMR), the National Inventory of Architectural Heritage and the record of Protected Structures (RPS) were reviewed for the proposed development site.

There are no records of protected structures (RPS) or architectural conservation areas identified within the proposed development site, however, a number of structures have been identified adjacent to the site.

The Cork County Development Plan 2022-2028 identifies two Architectural Conservation Areas (ACAs) adjacent to the proposed development site:

- Upper Monkstown Conservation Area (immediately west of the proposed development area); and
- Lower Monkstown Conservation Area (immediately south of the proposed development area).

The proposed pedestrian and cycle greenway is not predicted to have any impact on these Conservation Areas, as they are outside the proposed development area.

There are a number of National Inventory of Architectural Heritage (NIAH) located adjacent to the proposed development. These consist of houses, outbuildings, piers, road furniture and street features. Three NIAH records are located along the extents of the proposed development. These include Monkstown Pier (Reg. No. 20853009) and a disused single storey former railway building (Reg. No. 20853010) to the north, and a freestanding cast-iron vent pipe (Reg. No. 20853048) at Sand Quay to the south. The proposed development is not predicted to have any negative impact on the NIAH structures.

There are several Protected Structures (RPS) in the vicinity of the proposed development. Of most significance are the grounds of Thorncliffe House (RPS ID: 00573 and NIAH Reg. No. 20853065), approximately 200m south of the proposed development. Monkstown Castle, House and Church (00569, 00570 and 00571) which include a zone of notification. The area also includes records of a lime kiln in this area (SMR No. CO087-026). The proposed development lies within 500 metres of the Castle and House, which are located to the west. All recorded monuments identified are subject to statutory protection in the Record of Monuments and Places, established under Section 12 of the National Monuments (Amendments) Act 1994. The proposed development is not predicted to have any impact on these structures.

Potential quay walls were identified in the area to the north of the proposed development site during site investigation. A possible quay wall was identified at Mentone Villas at the north of the proposed development

site on Strand Road. It is possible that this is the remains of the original quay wall before the area was reconstructed for the pier. Construction of the proposed development will be within the existing pathway which is located away from this structure,

As such no significant effects on archaeological, architectural or cultural heritage are predicted.

## **5.8 Landscape and Visual**

As described in the Cork County Development Plan (CCDP) 2022-2028, the landscape of the city and harbour area comprises a mix of rural and intensely urban areas, combined with a large expansive harbour. To the south and east of the proposed development, across the harbour, supports major industrial development at Ringaskiddy and Aghada.

The area of the proposed development has been identified under the CCDP as Landscape Character Area (LCA): *City Harbour and Estuary with High Landscape Value*. The scenic route (S54) is also located across the harbour running from Passage West on to Monkstown and ending in Ringaskiddy.

Key characteristics of the land-use include Industry, residential, amenity, maritime, commercial & agriculture. The Monkstown area has been zoned under the CCDP as “*existing residential / mixed residential and other uses*” and “*Town Centre / Neighbourhood Centres*”.

Sections of the former railway line from Cork to Passage West/Glenbrook/Monkstown and on to Crosshaven have already been converted to a Greenway. Many sections are segregated from road traffic. The greenway is a heavily utilised amenity in the areas of Passage West/Glenbrook/Monkstown and promotes sustainable travel.

The construction of the pedestrian and cycle greenway at Monkstown will, therefore, be appropriate to the surrounding landscape and land uses and will have no negative impact on the Scenic Route status of the R610 or surrounding area of Monkstown. During construction there may be a slight negative visual impact as a result of construction machinery and potential hoarding required. This will have a temporary and insignificant visual impact on the area.

No significant negative effects on landscape and visual are predicted.

## **5.9 Interaction between the above factors**

The interaction of the above factors has been considered in this screening assessment. For example, noise and vibration impacts have been considered in terms of effect on people. Water quality impacts on Cork Harbour have also been considered in terms of effects on biodiversity. In particular, the construction stage has many interactions such as movement of machinery on land, the management of construction materials (i.e. concrete), the level of intensity of construction activities and consequent disturbance effects on biodiversity and water quality. Significant effects due to these interactions are not predicted.

## **5.10 Exiting Land Use and Relative Abundance, Availability, Quality and Regenerative Capacity of Natural Resources and Production of Waste**

The land use across the area of the proposed development is classified as ‘*artificial surfaces*’ according to the EPA Corine (Coordination of Information on the Environment) land cover classification.

The majority of the proposed development area consists of existing pathways, roads and carparking. The proposed development will include the upgrading of these features to greenway.

The principal natural resource in the area is Cork Harbour. There will be no significant effects on the natural environment in the vicinity of the development area.

It is not considered that there will be a significant use of construction materials during the construction phase. Surplus construction materials which are not required for use on site will be reused, recovered or disposed off-site. An appropriate waste collection permit holder will be used for removal of wastes from site. All by products and wastes removed from site will be reused, recovered or disposed of in accordance with the Waste Management Act, 1996, as amended.

There may be short term, minor effects on the environment during construction on land due to noise or dust emissions depending on the activity involved and the ambient conditions at the time. However, these effects

will not be significant due to short duration of the works, the low level of construction vehicles, plant and construction staff required to carry out the works, the nature of the works proposed. The type of construction works proposed are not complex in nature, are well understood, and therefore significant environmental emissions are not predicted.

Careful and considered local consultation will be carried out with nearby residences to ensure that the minimum amount of disturbance will be caused.

Significant negative effects on the relative abundance, quality and regenerative capacity of natural resources in the area are not predicted.

### **5.11 Nature of any Demolition Works**

The proposed development will include the upgrading of existing footpaths and pavements in Monkstown, along the exiting R610 (Strand Road).

### **5.12 Cumulative Effects with other planned/permitted developments.**

A review of other proposed schemes and projects was undertaken, and Cork County Council Online planning records were consulted in May 2023. The projects which may have a potential cumulative effect along with the proposed development are discussed below.

#### **5.12.1 Carrigaline to Ringaskiddy and Glenbrook Pedestrian and Cycleway, Phase 1 Glenbrook to Raffeen**

Permission for the proposed pedestrian and cycleway from Glenbrook to Raffeen has been granted in 2018. The proposed development will form a section of this scheme. The original application documents concluded that there would be no significant effects on the environment as a result of the project and concluded that neither an Environmental Impact Assessment Report (EIAR) or Stage 2 Appropriate Assessment were required.

Due to the minor nature of the proposed development, and the absence of any likely significant effects associated with either the proposed development or the original scheme, no significant cumulative effects are predicted.

## 6. Screening Checklist

The potential environmental effects associated with the proposed development have been outlined in the previous sections of this report.

The EC Guidance on EIA Screening (EC, 2017) provides a checklist to help users decide whether EIA is required based on the characteristics of a project and its environment. This screening checklist is included in Table 2.

**Table 2: Screening Checklist to determine if EIA is required based on the characteristics of a project and its environment**

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
1. Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	No	No.  The site is currently classed as a brownfield site and comprises of 'artificial surfaces' with pre-existing pathways in place. The proposed development will involve the upgrading of existing pathways for pedestrian and cyclist use and will not cause changes in the locality.
2. Will construction or operation of the project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes	No.  The proposed development will use lands that are defined in the EPA CORINE cover as 'artificial surfaces' and existing pathways already in place at Monkstown. These lands will be developed and upgraded to provide pathways and pedestrian and cycle access.  The proposed scheme is not expected to require significant utility diversions.  Construction materials will include those such as concrete, metals, soil and stone, wood, plastic etc. Considering the nature and scale of the proposed development it is not considered that there will be a significant use of natural resources.  The operational phase of the proposed development is not expected to require any further use of natural resources.
3. Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	No	No.  The type of construction materials to be used during the construction phase are not harmful to human health or the environment. The appointed contractor will ensure all materials generated as a result of the proposed development will be managed in accordance with relevant waste management legislation.  No materials or waste will be generated as a result of the operation of the proposed development.
4. Will the project produce solid wastes during construction or operation or decommissioning?	Yes	No.  Considering construction works predominately include the construction and upgrading of pedestrian and cyclist pathways, the quantity of construction waste generated during the construction phase is not predicted to be significant. Wastes will be segregated on site and stored in designated areas before being sent off-site for

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
		<p>recycling where possible, or to an appropriate waste disposal facility.</p> <p>No waste materials will be generated during the operational phase.</p>
<p>5. Will the project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC?</p>	No	<p>No.</p> <p>During construction of the proposed development, the potential for dust emissions and local noise and vibration nuisances will arise in respect of excavations in dry weather and operation of excavation machinery. However, these will not exceed environmental standards and will be mitigated by measures to minimise dust pollution and noise and vibration disturbance.</p> <p>The proposed development will include additional stormwater drainage in the area, such as petrol interceptors.</p> <p>No significant impacts on water are predicted during the construction or operation of the proposed development.</p> <p>Due to the scale and location of the works, no significant effects on land and soils are predicted during the construction or operation of the proposed scheme.</p> <p>The operational phase of the proposed development will not result in any release of pollutant or substances.</p>
<p>6. Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?</p>	Yes	<p>No.</p> <p>The construction phase of the proposed development will involve minimal construction works and will be primarily restricted to the construction of a pedestrian walkways within a residential area adjacent to an already busy road R610 (Strand Road). Measures will be in place to minimise any potential short-term noise during construction.</p> <p>There are no potential effects relating to noise from the operation of the proposed pedestrian and cycle greenway.</p>
<p>7. Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?</p>	No	<p>No</p> <p>The proposed development will include additional stormwater drainage in the area, such as petrol interceptors.</p> <p>Due to the scale and location of the works, no significant impacts on land and soils are predicted during the construction or operation of the proposed development.</p>
<p>8. Will there be any risk of accidents during construction or operation of the project which could affect human health or the environment?</p>	Yes	<p>No.</p> <p>The construction phase of the proposed development is likely to give rise to an increased risk of major accidents due to the use of large, mobile machinery and heavy equipment and materials. However, it is expected that standard best practice construction measures will be implemented by the contractor which will reduce the risk of accidents occurring. All works will also be carried out in accordance with the Safety, Health, and Welfare at Work (Construction) Regulations, 2006 (SI No. 504 of 2006).</p>



Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes	No.  Overall, there will be a positive impact on population and human health as a result of the proposed development. The proposed development at Monkstown will serve as a high-quality amenity for walkers and cyclists of all ages, and act as a gateway for bringing cycling tourists to the area. It will also provide health and safety benefits, enabling safe and easy access to pedestrian and cycling routes, improving opportunities for outdoor recreation in the area.
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	No	No  In the event the proposed development overlaps with other projects within the Monkstown area, all works will be carried out in accordance with the relevant planning conditions and the outline Construction Environmental Management Plan.  Taking into consideration the nature and scale of the proposed development and the limited construction works to be carried out, no significant cumulative effects during the construction or operational phase are predicted.
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	Yes	No  The closest European site to the proposed development is the Cork Harbour SPA which lie adjacent to the proposed development site. Due to the nature and scale of the proposed works, it is not anticipated that the proposed development will have a significant impact on either site.
12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	No	No  The potential for off-site ecological impacts was considered, and no potential was identified.
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	Yes	No  The proposed development is adjacent to Cork Harbour, which is a designated Special Protection Area (SPA) under the E.U Birds Directive of Special Conservation Interest (SCI). The site is also of special conservation interest for the number of wintering waterbirds (an assemblage of over 20,000) and the wetland habitat within Cork Harbour.  No potential for negative effects was identified.
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the project?	Yes	No  The potential for off-site ecological impacts was considered, and no potential was identified.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	Yes	<p>No</p> <p>The proposed development is located in an area of high landscape and scenic value. Monkstown also has two Architectural Conservation Areas east and south of the proposed development site.</p> <p>The proposed development will upgrade existing pathways in the Monkstown area. No significant impact on landscape value is predicted.</p>
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	<p>No</p> <p>The site is located near Monkstown Tennis Club and Sailing Club. Access to these amenities have been included in the design for the proposed development.</p> <p>Construction of the proposed development may cause a short-term insignificant increase in traffic movements regarding plant and machinery and deliveries will be insignificant and temporary.</p> <p>Operation of the proposed development will not have a significant impact on increases in traffic. Negligible impacts may occur from users of the pedestrian and cycle greenway availing of the Monkstown car park. The proposed development has included additional spaces for this.</p>
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	<p>No</p> <p>The proposed development is located adjacent to the R610 (Strand Road) which is susceptible to traffic congestion.</p> <p>Construction of the proposed development may cause a short-term insignificant increase in traffic movements regarding plant and machinery and deliveries will be insignificant and temporary.</p> <p>Operation of the proposed development will not have a significant impact on increases in traffic. Negligible impacts may occur from users of the pedestrian and cycle greenway availing of the Monkstown car park. The proposed development has included additional spaces for this.</p>
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	<p>No</p> <p>During construction, the proposed development may have short-term visual impact on the area.</p> <p>The Monkstown area is zoned as “existing residential / mixed residential and other uses” and “Town Centre / Neighbourhood Centres” under the Cork County Development Plan 2022-2028 and identified as <i>artificial surfaces</i> under the EPA CORINE mapping.</p> <p>The proposed development will upgrade existing pathways in the Monkstown area and will not result in significant negative impacts on landscape and visual.</p>



Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No	No  See <b>Section 5.9</b> .
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	No  The proposed development is located on a brownfield site with <i>artificial surfaces</i> and will involve the upgrading of existing pathways to pedestrian and cycle greenway.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes	No  The proposed development is located in Monkstown, which has been zoned as “ <i>existing residential / mixed residential and other uses</i> ” and “ <i>Town Centre / Neighbourhood Centres</i> ” under the Cork County Development Plan 2022-2028.  The proposed development will be located site on pre-existing pathways. Land-use classification of the site is that of ‘artificial surfaces’ and is underlain by ‘made ground’. The proposed development will not have a significant impact on existing land uses in the area.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	No  The proposed development forms part of a larger network of greenway routes as specified in the Cork County Development Plan 2022-2024 and Cork Metropolitan Area Transport Strategy 2040. The proposed development will enhance this scheme, ultimately connecting Raffeen with Cork City through greenway.
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	No  The proposed development is adjacent to residential areas in Monkstown and the R610 (Strand Road).  Air and noise emissions may be generated during construction however these will be minimal and appropriate measures will be put in place. Air and noise emissions during the construction phase are not predicted to be significant and will be in line with the relevant guidelines.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes	No  The nearest sensitive receptors are located within 10 m of the proposed development and include residential areas, sports clubs and bars and restaurants.  There may be potential impacts on traffic, air quality and noise as a result of the construction of the proposed development. However, due to the scale and temporary nature of the construction, significant impacts are not predicted.  The proposed development will have a positive impact on the local community, provided a safe and accessibly recreational space for the public.

Brief Project Description	Yes/No	Is this likely to result in a significant impact Yes/No - Why
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	Yes	No  The report for screening for AA has concluded no potential for negative effects on the neighbouring nature conservation areas.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	No.
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	Yes	No  The proposed development is located Flood Zone A with a high risk of flooding. An FRA was prepared as part of the original planning application, which concluded that the proposed development is “ <i>water-compatible</i> ” and considered appropriate for Flood Zone A  In considering that the land-use classification of the site is that of ‘artificial surfaces’ and that it is underlain by ‘made ground’, with no history of flooding or damage from extreme weather events, no significant effects are predicted to arise at this location.

## 7. Conclusion

This conclusion of the EIA Screening is based on the nature of the proposed development, the baseline environment in the area and the likely significant effects of the proposed development.

The proposed development at Monkstown Village will serve as a high-quality amenity for walkers and cyclists of all ages, and act as a gateway for bringing cycling tourists to the area. No significant adverse effects on the environment were identified.

The nature, scale and location of the proposed development is such that there is no real likelihood of significant adverse effects on the environment arising from the proposed development.

It is the conclusion of this report that EIA is not required. The final determination in this regard will be made by Cork County Council.

## 8. References

British Standards Institution (BSI) (2014) 5228-1 and 2:2014+A1:2014. *Code of practice for noise and vibration control on construction and open sites. Noise and Vibration.*

Central Statistics office (2016) Census 2016 Sapmap Area: Settlements Cork City and Suburbs.

Cork County Council (2016) *Development of Pedestrian and Cycle Greenway, Glenbrook to Raffeen, Co. Cork - Outline Construction and Environmental Management Plan, July 2016*

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