



**Comhairle Cathrach Chorcaí
Cork City Council**

Traffic Operations Division

Environmental Impact Assessment Screening Report

For

**Proposed Road Safety Improvement Works
on L2779 Road at Kerry Pike**



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Traffic Operations Division

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Executive Summary

This Environmental Impact Assessment (EIA) Screening Report has been prepared to consider the requirement or otherwise of carrying out an EIA in respect of the proposed upgrade of the existing uncontrolled pedestrian crossing to a Zebra crossing on the L2779 road in Kerry Pike, Co. Cork.

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

This report concludes that this is a sub-threshold type project which is not likely to have a significant effect on the environment, either by itself or in combination with other plans or projects, and that an Environmental Impact Assessment (EIA) is not required in this instance.

Legislative context

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

Mandatory requirements

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

Sub-threshold requirement for an Environmental Impact Statement

Legislative context and screening methodology

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

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

1. Characteristics of proposed development
2. Location of proposed development
3. Characteristics of the potential Impacts

Sub threshold development assessment

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

1. CHARACTERISTICS OF PROPOSED DEVELOPMENT	
Size of Proposed Development	<p>The development will consist of the upgrade of the existing “uncontrolled” pedestrian crossing 65m west of Clogheen-Kerry Pike National School to a raised Zebra crossing. The works will comprise of the following:</p> <ul style="list-style-type: none"> • Construction of a raised road surface at the crossing • Installation of flashing amber Belisha beacons, with associated electrical system, • Alterations to the footpaths at either side of the crossing, • Installation of road signage and road markings, and • All associated ancillary site works.
Cumulation with other Proposed Development	The construction of residential developments in the Kerry Pike area may be ongoing and concurrent with the construction of this project.
Use of Natural Resources	The use of natural resources will be limited to the materials used in the construction works. Anticipated materials include stone, aggregate and bituminous materials which will generally be provided on a like for like basis with the material to be replaced.

Production of Waste	Waste production will be limited to the construction phase and will consist of general excavated inert material (stone, aggregate, Bituminous materials) and will be disposed of at local licensed facilities.
Pollution and Nuisances	<p>This development will not result in an increase in either pollution or nuisance.</p> <p>During the construction stage, the likelihood of an accidental spillage of construction materials into the aquatic environment will be managed through the adoption of strict best practice construction management.</p> <p>Enhanced facilities for pedestrians should ultimately reduce the quantum and nuisance associated with use of private vehicles in this location.</p>
Risk of Accidents	<p>The goal of the development is improved road safety at the location by provision of uncontrolled pedestrian crossings at the junctions.</p> <p>The risk of accidents during the construction stage will be minimised through implementation of a Construction Safety and Health Plan including Temporary Traffic Management.</p> <p>Consequently, the potential for accidents will be reduced in both the short and long term.</p>

2. LOCATION OF PROPOSED DEVELOPMENT	
Existing Land Use	The footprint of the Project is on existing roads and footpaths therefore there will be no change in land use.
Relative Abundance, Quality and regenerative Capacity of Natural Resources in the Area	The Project will have no significant impact on the quality and regenerative capacity of natural resources in the area. All construction material will be imported for the construction of the Project.
Absorption Capacity of the Natural Environment	<p>There is not likely to be any significant negative impact on road users as a result of the Project. Construction will be for a short duration and will not significantly impede traffic flow in the locality. During operation it is intended that the proposed development will lead to improved road safety in Kerry Pike. In particular, the project will improve safety for pupils, parents and staff going to and from Clogheen-Kerry Pike National School.</p> <p>Preventative measures will be implemented during and post construction in order to reduce the risk of pollution to surface waters.</p> <p>It has been concluded that the Project does not have the potential to impact, either directly or indirectly, the Qualifying Interests or Special Conservation Interests of any European site. Consequently, it is clear that there will be no adverse impacts on the Conservation Objectives of any European sites as a result of the Project.</p>

3. CHARACTERISTICS OF POTENTIAL IMPACTS	
Extent of the Impact	The primary impact will occur during the construction phase which is short term.
Transfrontier nature of the Impact	N/A
Magnitude and Complexity of the Impact	<p>Minimal</p> <p>Air Quality & Climate</p> <p>Operation Phase: The objective of the project is improved road safety at the location for all road users. The proposed improvements will benefit pedestrians in particular. The improved pedestrian facilities may have some potential towards the displacement of motor vehicles and in this manner, may contribute a very modest improvement in air quality and climate in the immediate locality.</p> <p>Construction Phase: The level of construction traffic required for a project of this scale will not have any significant negative impact on the local air quality or climate; neither will a construction project of this scale result in any significant generation of dust.</p> <p>Noise & Vibration</p> <p>Operational Phase: Lower vehicular speeds and improved pedestrian facilities at the junction will likely have a mild positive impact on noise or vibration in the local environment.</p> <p>Construction Phase: Works will be carried out in compliance with BS5228: Part 1 and the European Communities (Noise Emission by Equipment for Use Outdoors) Regulations, 2001. This will ensure a controlled level of noise during construction phase. The level of construction traffic and construction operations required for a relatively short term project of this scale will not result in the creation of any significant negative impact through noise and vibration.</p> <p>Hydrology</p> <p>Operation Phase: The existing drainage will be maintained and the proposed development will not increase or alter the quantum of surface water discharging to the adjoining watercourse.</p> <p>Construction Phase: Runoff from the site will continue to be collected by the existing drainage system which will not be significantly affected by the works. Where necessary, appropriate measures will be implemented to prevent any deleterious materials such as oils or cement from entering the drainage system.</p> <p>Biodiversity</p> <p>Having regard to the location, nature and size of the proposed development, there are no anticipated effects on biodiversity during either construction or operations phases.</p>

3. CHARACTERISTICS OF POTENTIAL IMPACTS	
	<p>Archaeology, architecture, cultural heritage</p> <p>Operational Phase: The proposed project is sited 1.2km linearly from the outer boundary of the Blarney Architectural Conservation Area. There is no direct connectivity between the project site and the ACA with the shortest distance between them being by road through Kerry Pike Village for a distance of approximately 1.35km. Furthermore, Blarney Castle and village is approximately 2.5km from the project site linearly, or 4.5km by road. Considering the location, nature and scale of the construction and operation of the Project, the project will not result in any negative effects on any structure in the Blarney ACA. There will no significant negative impact on any protected structure.</p> <p>Construction Phase: Presence of plant and machinery may temporarily detract from visually amenity in the immediate locally. However, this will be a very mild and short-term negative impact and it is easily offset by the benefits accrued from improved road safety at the operational stage. To mitigate against any potential negative impact on structures associated with vibration, the works will be carried out in compliance with BS 5228:2009 “Code of Practice for Noise and Vibration Control on Construction and Open Sites”.</p> <p>Visual Amenity</p> <p>Operation Phase: The Project is located wholly on existing roads and footways. The improvement of footpath and road surfaces may contribute a modest improvement to the visual amenity of the streetscape in the vicinity of the site.</p> <p>The Zebra crossing's flashing Belisha beacons may have potential to cause light pollution and nuisance locally if stray light from the beacons enters neighbouring residential properties. This effect can be mitigated against by installation of LED type beacons that emit light in a directional way, with the light being directed along the roadway only and with minimal stray light entering adjacent properties.</p> <p>Construction Phase: Presence of plant and machinery may temporarily detract from certain views. However, this will be a very mild negative impact which is short-term and easily offset by the benefits accrued from improved road safety at the operational stage</p> <p>Overall</p> <p>Environmental impacts associated with the proposed development will be minor and short-term and, therefore, significant environmental effects can be ruled out without the necessity for further surveys, investigations and assessments.</p>
Probability of the Impact	<p>Low</p> <p>During the construction stage, noise nuisances and air pollution may occur over a short duration.</p>

3. CHARACTERISTICS OF POTENTIAL IMPACTS

Duration, Frequency and Reversibility of the Impact	Potential impacts are limited to the construction phase. These impacts will be temporary, reversible and one-off.
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SCREENING CONCLUSION STATEMENT

Having regard to the contents of Article 120 of the Planning and Development (Amendment) (No. 3) regulations 2011 and Schedule 7m of the Planning and Development Regulations 2001, this screening concludes that this project, by reason of its nature, scale and location is not likely to have a significant negative effect on the environment, either by itself or in combination with other plans or projects, and that an Environmental Impact Assessment (EIA) is not required in this instance.

	Name	Position	Signature	Date
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