Mill Road, Corbally, Limerick

Sustainable Transport Improvements

Screening for Environmental Impact Assessment

Doherty Environmental Consultants Ltd.

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Mill Road, Corbally

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Screening for Environmental Impact Assessment

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Final	1	Pat Doherty MSc, MCIEEM

This report has been prepared by Doherty Environmental Consultants Ltd. with all reasonable skill, care and diligence. Information report herein is based on the interpretation of data collected and has been accepted in good faith as being accurate and valid.

This report is prepared for Limerick City & County Council and we accept no responsibility to third parties to whom this report, or any part thereof, is made known. Any such party relies on the report at their own risk.

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1.0 INTRODUCTION

Limerick City & County Council have commissioned Doherty Environmental Consultants (DEC) Ltd. to undertake an Environmental Impact Assessment Screening Report for the provision of sustainable transport improvements along the Mill Road, Corbally, Limerick. The location of the project is shown on Figure 1.1 while Figure 1.2 provides an aerial view of the project.

The findings of the EIA Screening assessment for the project (i.e. the project) are presented in this report.

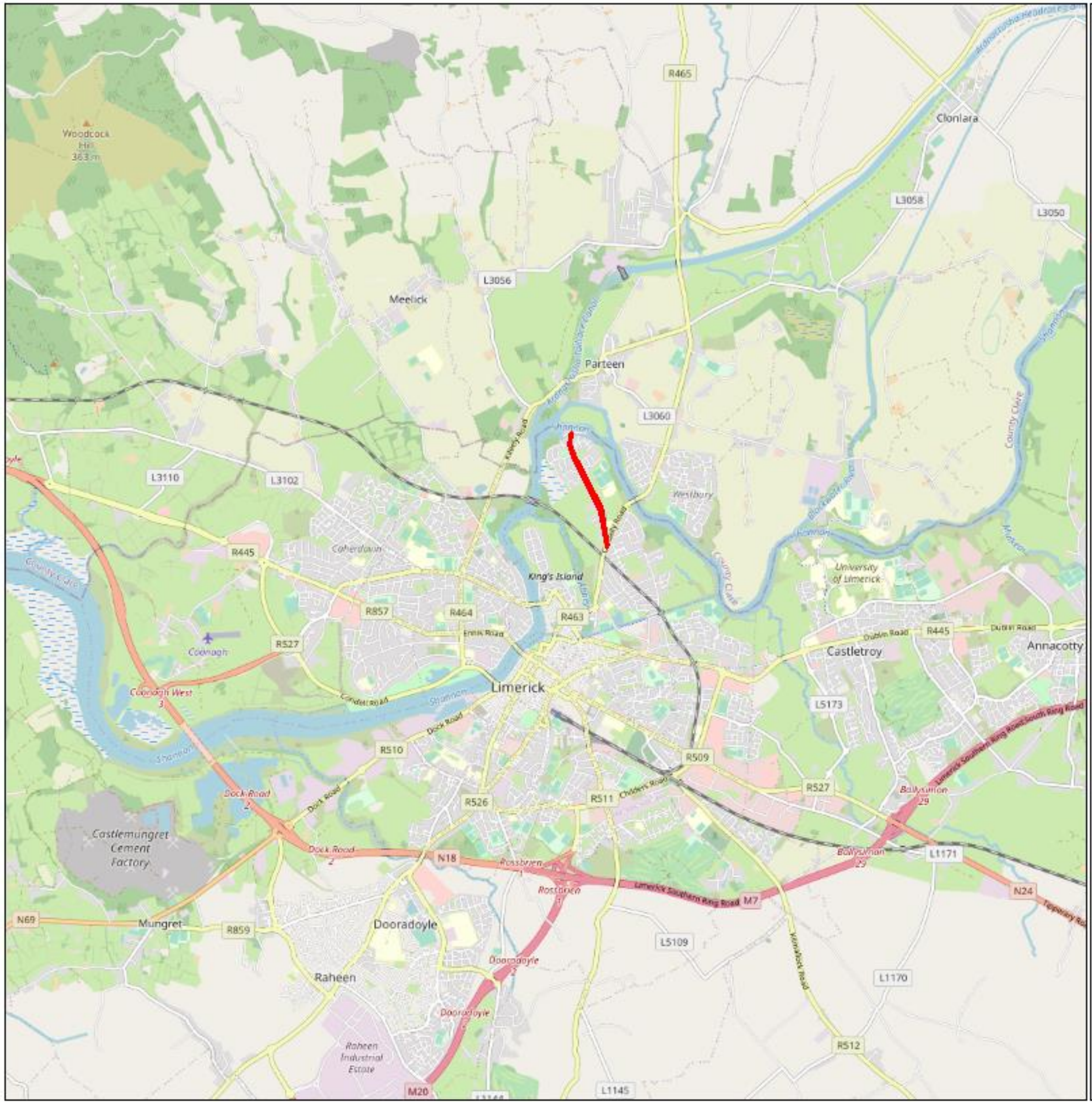
1.1 PURPOSE OF THIS REPORT

This EIA screening report contains necessary information to enable the competent authority, in this case Limerick City & County Council, to undertake an EIA screening assessment and determine whether an EIA is required for the project. The findings of the EIA screening assessment are presented in this report and will inform the determination by Limerick City & County Council for the proposed development, (to be referred to throughout this report as "the project").

The purpose of this Report is to determine whether or not the project is likely to have significant effects on the environment and, as such, requires an EIA to be carried out and an EIAR to be prepared. This Report provides an overview of the project (section 3), the existing baseline environment (section 4) and then assesses the potential environmental impacts (Section 5) posed by the proposed project.

2.0 LEGISLATIVE CONTEXT

Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment ("**EIA**"), including screening for EIA. Projects listed in Annex I of the EIA Directive require a mandatory EIA while projects listed in Annex II require screening to determine whether an EIA is required. The project does not require a mandatory EIA under the provisions of the EIA Directive as it is not a project listed in Annex I. Development Act, 2000 (as amended).



Mill Road, Corbally

Figure 1.1

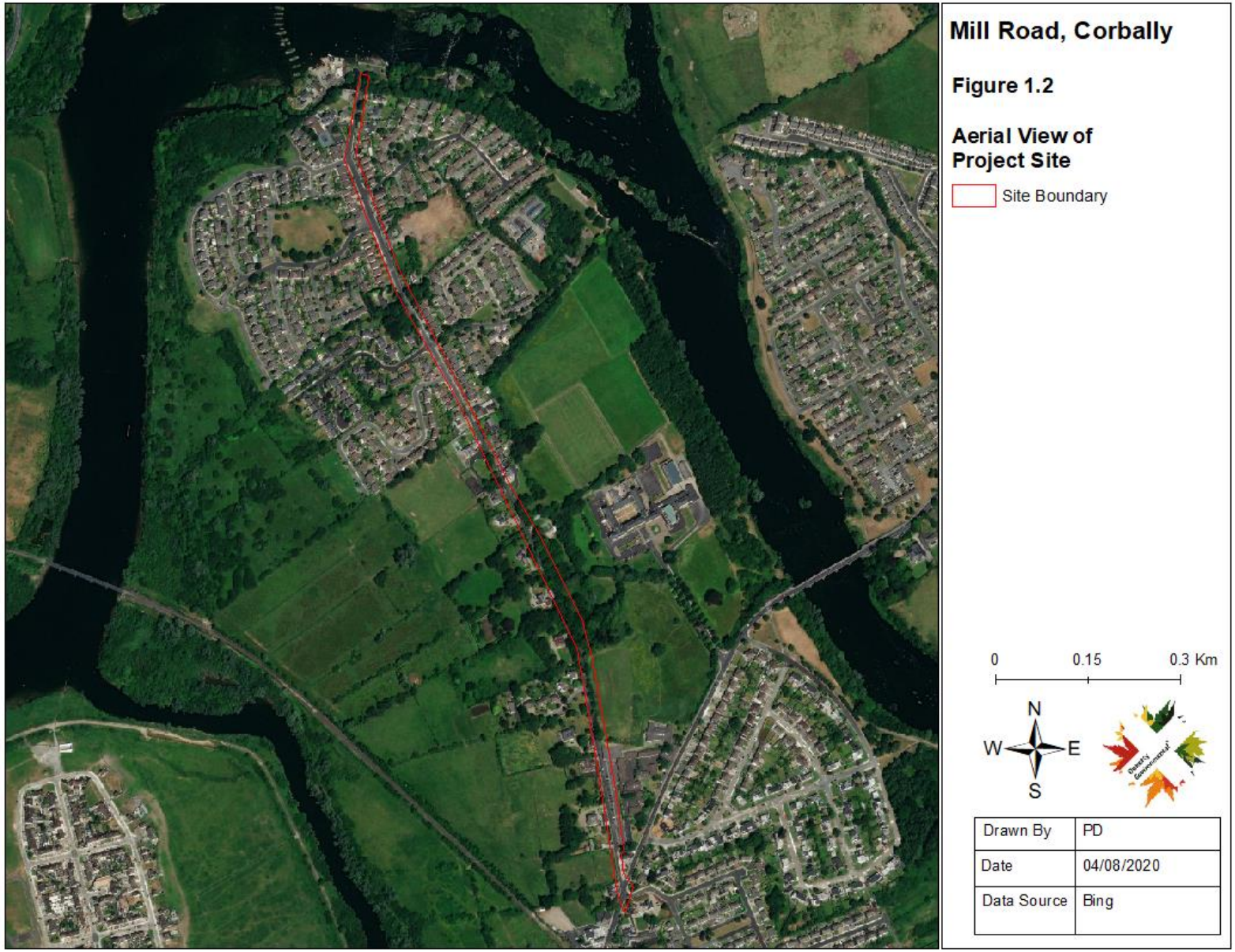
Site Location

Site Boundary

0 1.25 2.5 Km

N W E S

Drawn By	PD
Date	04/08/2020
Data Source	Bing


Mill Road, Corbally
Figure 1.2
Aerial View of Project Site
Site Boundary
0
0.15
0.3 Km
N
W
E
S
Drawn By
PD
Date
04/08/2020
Data Source
Bing

The prescribed classes of development and thresholds or criteria that trigger the need for an EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001, as amended. A review of the classes of development was carried out to determine whether the project falls into any of the development classes which require an EIA. The project does not fall into any of the classes described in Schedule 5 of the Planning and Development Regulations, 2001. The need for an EIA has therefore not been triggered under the requirements of the Planning and Development Regulations, 2001, as amended.

The project also falls under the EIA requirements of the Roads Act 1993 as amended by the Planning and Development Acts (2000-2011) and the Roads Act (2007) as well as regulations made under the Roads Acts, The European Communities (Environmental Impact Assessment) (Amendment) Regulations 1989-2001, and EC Directives 85/337/EC and 97/11/EC referenced above. A road within the 1993 act is defined to include:

(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 weighting or inspection of vehicles, toll plaza or other facility for the collection of tolls, services area, emergency, telephone, first aid post, culvert, arch, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve.

Section 50 of the Roads Act 1993 (as amended) outlines the requirements for EIA for "proposed road developments". An overview of the legislative requirements of section 50 of the Roads Act 1993 (as amended), and its applicability to the project are outlined in Table 2.1 below.

Table 2.1: Screening for Mandatory EIA

Screening Question	Regulatory Reference	Response
Does the project comprise the construction of a motorway, busway or service area?	S.50(1)(a) of the Roads Act, 1993, as amended.	The project is not a motorway, busway or service area. This requirement for mandatory EIA is not triggered.
Is the project representative of a prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, where the prescribed types of road development comprise: • The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area. • The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993	The project does not involve the provision of a road of four or more lanes for a distance of 8km or more in a rural area or 500m or more in an urban area. The project does not involve the construction of a bridge or tunnel. These requirements for mandatory EIA are not triggered.

Has a direction been issued by An Bord Pleanála (ABP) to the Road Authority to prepare an Environmental Impact Assessment Report (EIAR)?	S.50(1)(b) of the Roads Act, 1993	ABP has not directed the Road Authority (Limerick City & County Council) to prepare an EIAR for the project.
Where the road authority consider that the 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 EIAR?	S.50(1)(c) of the Roads Act, 1993	Where Limerick City & County Council considers the project would be likely to have significant effects on the environment, Limerick City & County Council is to inform ABP in writing of this and await direction from the Board.
Is the proposed road development located on 'certain environmental sites' and has the road authority determined whether any significant effects are likely on the environment as a result?	S. 50(1)(d) of the Roads Act, 1993, as amended by reg. 56(7) of the European Communities (Birds and Natural Habitats) Regulations 2011)	No. An Appropriate Assessment Screening Report has been undertaken for the project and this Report concluded that the project will not have any likely significant effects, whether on its own or in combination with other plans or projects, on any European sites based on the best scientific evidence and taking into account the conservation objectives of the European sites.. The project will not have the potential to interact with or adversely affect the conservation status of any Natural Heritage Areas in the

		wider area surrounding the project site. No geological heritage sites are located in close proximity to the project site.

Pursuant to section 50(1)(c) of the Roads Act 1993 (as amended), Limerick City & County Council are required to turn their attention to whether the project is likely to have significant effects on the environment, such that an EIAR is required.

Section 50(1)(e) of the Roads Act, 1993 (as amended) states "Where a decision is being made pursuant to this subsection on whether a proposed road development would or would not be likely to have significant effects on the environment, An Bord Pleanála or the road authority concerned (as the case may be) shall have regard to the criteria specified for the purposes of article 27 of the European Communities (Environmental Impact Assessment) Regulations, 1989."

The purpose of this EIA Screening Report is to assist Limerick City & County Council in determining whether the project is likely to have significant effects on the environment.

According to European Commission Guidance (2017[1])

"Screening has to implement the Directive's overall aim, i.e. to determine if a Project listed in Annex II is likely to have significant effects on the environment and, therefore, be made subject to a requirement for Development Consent and an assessment, with regards to its effects on the environment. At the same time, Screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible,

[1] Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU). European Commission 2017. Page 23.

thereby ensuring a more efficient use of both public and private resources. Hence, Screening has to strike the right balance between the above two objectives."

Recent guidelines from the Department of Housing, Planning and Local Government (2018) [2] in relation to screening state:

"3.1. Screening is the initial stage in the EIA process and determines whether or not specified public or private developments are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made. A screening determination is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative.

3.2. Screening must consider the whole development. This includes likely significant effects arising from any demolition works which must be carried out in order to facilitate the project. In the case of transboundary developments, screening must consider the likely significant effects arising from the whole project both sides of the boundary. A screening determination that EIA is not required must not undermine the objective of the Directive that no project likely to have significant effects on the environment, within the meaning of the Directive, should be exempt from assessment."

Annex III of the EIA Directive (as amended)/Schedule 7 to the Planning and Development Regulations 2001, as amended, lists the criteria for determining whether a project should be subject to EIA.

Annex IIA of the EIA Directive (as amended)/Schedule 7A to the Planning and Development Regulations, 2001, as amended, set out the information to be provided for the purposes of EIA Screening. The information set out in Schedule 7A is grouped together under 3 main headings:

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[2] **Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment**

Annex IIA requirements	Relevant section of this screening report
A description of the project, including in particular – a description of the physical characteristics of the whole project and, where relevant, of demolition works, and a description of the location of the project, with particular regard to the environmental sensitivity of geographical areas likely to be affected	Section 3 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading
A description of the aspects of the environment likely to be significantly affected by the project	Section 4 of this Report describes the aspects of the environment that may be affected by the project
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, and (b) the use of natural resources, in particular soil, land, water and biodiversity	Section 5 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading.

During the assessment of the aspects of the environment likely to be significantly affected by the project and the description of any likely significant effects on the environment current Transport Infrastructure Ireland (TII) assessment guidelines have been relied upon to inform these assessments. While it is acknowledged that the project does not represent a national road scheme the various environmental assessment guidelines published by TII represent best practice guidance for the assessment of road schemes in Ireland. As such these guidelines have been relied upon during the preparation of this Screening Report.

3.0 CHARACTERISTICS OF THE PROJECT

3.1 OVERVIEW OF THE PROJECT

The project involves the provision of sustainable transport improvements to a circa 1,450m stretch of the Mill Road, Corbally.

The project will comprise the following:

- The increase in width of existing footpaths on the eastern side of Mill road from 1.2m to a shared area for pedestrian and cyclists of varying width from 2.2m to 3.5m.
- The retention of existing car parking adjacent to Scoil Ide
- The replacement of an existing 1.2m wide footpath with rubbing strip of varying width on western side of Mill Road
- The demolition of an existing stone wall that currently forms the eastern boundary of the Mill Road along a section of the road and its replacement with an new stone wall that will be set back 5m from the road verge.
- The provision of a shared pedestrian and cycle surface between the Mill road verge and the replacement stone wall.
- The installation of a 225m section of shared surface between cars/pedestrian and cyclists with the retention of existing building and boundary walls.
- The provision of a 5.0m wide carriageway along the scheme

3.2 APPROACH TO THE PROJECT WORKS

Given that the project is linear in nature involve works along the Mill Road for a stretch of approximately 1,450m the works will proceed on a staged basis to minimise disruption to local traffic, residents and schools. The works will be completed in discrete individual stages and once one stage is complete the next stage will be commenced. This approach will also minimise the works being undertaken along the Mill road at any one time to a discrete area.

3.3 PLANT & CONSTRUCTION MATERIALS REQUIRED

The type of plant and machinery required will be typical civil engineering road construction plant for earthworks and paving, and is likely to include:

- 360 degree 20 tonne Excavators (crawler track machines)

- Rubber-tyred Excavators 6 tonne JCB
- 3 tonne Mini Diggers
- 30 tonne Dump Trucks
- 40 tonne Mobile Crane
- 6 tonne Dumpers
- 7.5 tonne multi-purpose truck
- 20 tonne and 30 tonne delivery trucks (importation of rock and bitumenous paving materials
- Teleporter for erection of lighting columns
- Site Vehicles (4x4 wheel short base and vans)
- Compactor plates
- 1 tonne hand roller
- 6 tonne vibrating Rollers
- 10 tonne dead weight rollers
- Blawknox Paving Machine
- Bitumen Boiler/Hot Box
- Oil Tanker/Sprayer
- Road Planing Machine
- Extruded Kerb Laying Machine
- Road Saws/Con Saws/chain saws
- Bark Mulchers

- Air Compressors
- Jack Hammers
- Stihl Saws
- Small tools/hand tools
- Traffic Management Signs, Cones & Barriers
- Herras Fencing
- Mobile Traffic Lights
- Road Sweeper & Water Tank Truck
- PPE

All machinery will be inspected and certified to be free of leaks and weeps prior to mobilisation on site.

The materials will be typical civil engineering road construction materials consisting of cement, sand, gravel of various aggregate sizes, recycled stone, imported and reused rock fill, imported and reused top soil, concrete blocks, paviors and sets, natural stone paviors and sets, precast concrete kerbs, manhole bases, covers, precast concrete culverts, pipes, precast concrete services chambers, PVC-u ducts & chambers, PVC-u drainage channels with galvanised steel covers, galvanised metal chamber covers, galvanized, powder-coated street lighting columns and traffic signal poles, galvanised steel sign posts and metal traffic signs, bituminous road paving materials, thermoplastic road marking materials, LED lighting lanterns & electrical equipment, traffic signals & controller electronic equipment, galvanised metal field gates, driveway gates and posts.

3.4 SITE PERSONNEL

At its peak it is expected that there will be between 10 and 20 personnel on site full time. The personnel will consist of general operatives, skilled operatives and tradesmen, apprentice

tradesmen, machine operators, truck drivers, engineers, technicians, surveyors and construction managers.

3.5 DURATION OF CONSTRUCTION PHASE

It is estimated that the construction process will take up to 3 months.

3.6 BASELINE ECOLOGY AT THE PROJECT SITE

3.6.1 Habitats

The project is located within an urban setting within the inner suburbs of Limerick City. The dominant land cover occurring within and adjacent to the project footprint is buildings and artificial surfaces (BL3). Amenity grassland (GA2) in the form of green playing areas associated with St Munchin's College, the Mill road Fairy Garden and residential gardens occur to the east and west of the Mill Road. Areas of improved agricultural grassland occur to the west of the Mill Road, along its south extent.

3.6.2 Fauna

The footprint of the proposed improvement works does not support habitats that could be relied upon by sensitive fauna species, such as special conservation interest wetland bird species or otters of the River Shannon and River Fergus Estuaries SPA or the Lower River Shannon SAC. The project footprint is of low ecological value for fauna.

3.7 ASSESSMENT OF THE CHARACTERISTICS OF THE PROJECT

An assessment of the potential characteristics of the Project as described above against the criteria outlined in Schedule 7 of the Planning and Development Regulations 2001 to 2018 are outlined in Table 3.1 below and conclusion and rationale is provided to determine whether these characteristics have the potential to result in likely significant effects to the environment.

Table 3.1: **Characteristics of the Project**

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
(a) the size and design of the whole project	The project involves the upgrade of the existing Mill Road along a circa 1.5km stretch of the road. All construction works will be restricted to the footprint of the existing road corridor and will be completed within a 3-month period.
(b) cumulation with other existing and/or approved projects;	The project is small in scale and will be restricted to the existing urban environment and the footprint of the existing public road network. It will not have the potential to combine with other projects to result in negative environmental effects.
(c) the nature of any associated demolition works	minor demolition works are associated with the project such as the breaking out of existing footpaths in order to build new ones and the removal of existing walls along the edge of the existing road corridor.
(d) the use of natural resources, in particular land, soil, water and biodiversity;	Construction related activities will be largely restricted to the footprint of the project site. Soil that will be excavated within the project site will be reused for landscaping and filling. Where surplus soil material is generated it will be disposed of at an approved facility. Water required for the construction phase of the project will be supplied by the existing mains water supply. No significant effects to biodiversity are predicted to arise as a result of the construction or operation of the project. No protected Annex I habitats occur along the project footprint. The habitats that do occur along the footprint of the project are of negligible biodiversity value.

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	Natural resources in the form of hydrocarbons will be required for energy and electricity during the construction phase of the project. Other building raw materials will be required during the construction phase. However the natural resources required will be typical of those required for the development and there provision will not have the potential to result in significant negative effects.
(e) the production of waste;	Solid inert waste in the form of soil and stone will be produced during construction but materials will be only ordered as required. Any wastes from the construction process will either be reused within the scheme, or recycled/disposed of at an authorised waste facility. During the construction phase the waste management hierarchy will be implemented onsite, which prioritises the prevention and minimisation of waste generation. The operation phase is not anticipated to generate large volumes of waste. Litter prevention measures will be put in place along the project.
(f) pollution and nuisances;	Given the scale of the project and the absence of any surface water within the footprint of the project site and the presence of a buffer area between the project site and the River Shannon to the north, there will be no potential for the project to result in the emissions of polluted waters that could represent a significant negative effect to the water quality of surface watercourses in the wider surrounding area. The construction phase has the potential to result in nuisance to surrounding receptors as a result of noise, vibrations and dust generated during construction activities. In order to minimise any potential for noise and vibration nuisance mitigation measures will be implemented during the construction phase. These measures will adhere to the best practice guidelines outlined in BS5228: Code of Practice for Noise and Vibration Control on Construction and Open Sites – art 1 Noise (2009 + A1 2014). These standard guidelines offer detailed guidelines on the control of noise and vibration from construction activities. The following mitigation

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	measures will be implemented during the construction phase of the project to ensure noise and vibration limit values are complied with: • The hours during which site activities are likely to create high levels of noise will be limited to a set time period; • During the construction phase a clear line of communication will be established between the contractor/developer, Local Authority and residents; • A site representative will be appointed to take responsibility of all matters relating to noise and vibration; • Plant with low inherent potential for generating noise and/ or vibration will be selected for construction; • Where required localized noise barriers will be erected around items such as generators or high duty compressors; • Noisy plant will be sited as far away from sensitive properties as permitted by site constraints. With the implementation of these measures it is predicted that the nuisance impact of noise generated during the construction phase will be of a short-term, slight, negative nature. There is the potential for dust emissions arising during construction, particularly during dry and/or windy weather conditions. Dust emissions may also be exacerbated by the presence of dry surfaces and uncovered stockpiles during the construction. The quantity of dust is likely to be relatively small and dust emissions would be temporary in nature. Dust effects are likely to have the potential to create nuisance in the immediate locale rather than significant environmental effects.

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	In order to minimise dust emissions and associated nuisance effects during construction the following measures will form part of project and will be implemented during the construction phase: • Hard surface roads will be swept to remove mud and aggregate materials from their surface while any un-surfaced roads will be restricted to essential site traffic. • Furthermore, any road that has the potential to give rise to fugitive dust must be regularly watered, as appropriate, during dry and/or windy conditions. • Bowsers or suitable watering equipment will be available during periods of dry weather throughout the construction period. • During periods of very high winds (gales), activities likely to generate significant dust emissions shall be postponed until the gale has subsided. • There will be no stockpiling of materials in public areas within the project footprint. • The Principal Contractor or equivalent will be obliged to monitor the contractors' performance to ensure that the proposed mitigation measures are implemented and that dust impacts and nuisance are minimised; • During working hours, dust control methods will be monitored as appropriate, depending on the prevailing meteorological conditions; • The name and contact details of a person to contact regarding air quality and dust issues shall be displayed on the site boundary, this notice board should also include head/regional office contact details;

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	• Community engagement will be undertaken before works commence on site explaining the nature and duration of the works to local residents and businesses; • A complaints register will be kept on site detailing all telephone calls and letters of complaint received in connection with dust nuisance or air quality concerns, together with details of any remedial actions carried out; • It is the responsibility of the contractor at all times to demonstrate full compliance with the dust control conditions herein; • At all times, the procedures put in place will be strictly monitored and assessed. With the implementation of these dust minimisation measures in addition to a construction management plan including dust mitigation fugitive emissions of dust from the site will be insignificant and will not pose a nuisance at nearby sensitive receptors.
(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;	Provided that all measures outlined above are implemented and that all associated building and environmental regulations are adhered to it is not predicted that the project will not have the potential to result in a major accident or disaster.
(h) the risks to human health (for example due to water contamination or air pollution).	Item F of this table above details measures that are to be implemented to ensure that the project does not result in nuisance generated by noise, dust or vibration emissions. All best practice mitigation measures outlined in this screening report will represent a minimum requirement to be implemented as part of the construction phase of the

Screening Question	**Response**
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
	project. With the implementation of these measures the construction phase will not represent a significant risk to human health. The project has the potential to result in an overall positive impact during the operation phase through the provision of safe alternative modes of transport in the form of cycling and walking corridors which will have the potential to contribute to a reduction in vehicular traffic and associated exhaust emissions along the Mill Road. Such reductions will in turn have the potential to result in an improvement in air quality and an increase in walking and cycling with the associated health benefits.

Conclusion: No significant effects likely to arise associated with the characteristics of the project.

Rationale: The scale and extent of the works proposed are representative of a small-scale project and are proposed on habitats of negligible ecological value in an area of urban made ground land use and high levels of human activity. Measures that form part of the project will also ensure protection of the receiving environment. The implementation of targeted mitigation measures to minimise noise levels at sensitive receptors will also ensure that the project does not result in nuisance to the receiving population.

4.0 LOCATION OF THE PROJECT

The project is located within an urban setting within the suburbs of Limerick City. The dominant land cover occurring within and adjacent to the project footprint is buildings and artificial surfaces (BL3). Amenity grassland (GA2) in the form of green playing areas associated with St Munchin's College, the Mill Road Fairy Garden and residential gardens

occur to the east and west of the Mill Road. Areas of improved agricultural grassland occur to the west of the Mill Road, along its south extent.

Table 4.1 below provides information on the location of the project with respect to the assessment criteria provided in Schedule 7 of the Planning and Development Regulations 2001 to 2018.

The project site is not located within a protected landscape area and no scenic routes are located in the vicinity of the project site.

Table 4.1: Location of the Project

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
(a) the existing and approved land use;	The existing land use within the project site is dominated by existing artificial surfaces in the form of road and footpath surfaces. The project site is located within an area dominated by urban 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	The project will not result in any changes to the existing environment that will compromise the regenerative capacity of the natural environment. As noted above the footprint of the project is restricted to existing road and footpath surfaces occurring along the Mill Road.

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
(c) the absorption capacity of the natural environment, paying particular attention to the following areas: (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;	The potential for the project to significantly effect the absorption capacity of the environment, with respect to the parameters listed in Column 1 opposite are outlined below. (i) no works are proposed that will affect wetlands, riparian areas or river mouths. (ii) not applicable, the project is located at a remote distance from the coastal zone. (iii) not applicable, the project is located at a remote distance from mountainous and forested areas. (iv) not application, the project is located at a remote distance from any nature reserves and parks. (v) The Screening Report for Appropriate Assessment that accompanies this project has examined the likely significant effects of the proposal on the conservation objectives of European Sites within a 15km buffer of the development and has concluded in a finding of no likely significant effects. In addition, no NHAs or pNHAs are located in the vicinity of the project site and there will be no potential for the project to interact with such areas.
(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and	(vi) there are no watercourses occurring within the project site. the stretch of the River Shannon occurring to the north of the project site has been classified as unpolluted.

Screening Criteria ***The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:***	**Response**
relevant to the project, or in which it is considered that there is such a failure;	Environmental Quality Standards for Air have been reviewed as part of this EIA Screening and no existing exceedances in these standards have been reported. Noise levels as reported by the EPA within the vicinity of the project site have been reviewed. With the exception of the southern end of the project site where the Mill Road meets the Corbally, no elevated noise levels have been reported for the project site and surrounding area. Elevated noise levels occur at the junction of the Mill Road and the Corbally Road. Noise at this location is managed as part of Limerick City & Council's Noise Action Plan 2018 – 2023. The Groundwater Body in the surrounding area has been assigned Good status. The design of the project and the best practice measures that will be required to be implemented during the construction phase will ensure that the project does not perturb the long-term quality of the environment in the wider area surrounding the project site.
(vii) densely populated areas;	The subject lands are located within Limerick City and the environs of Corbally. The surrounding area is representative of a densely populated area and the provision of the project will provided enhanced pedestrian and cycling permeability in the area, thereby contributing to sustainable modes of movement and transport.
(viii) landscapes and sites of historical, cultural or archaeological significance	The footprint of the project is not located within an area of high landscape value and the design of the project has sought to compliment the existing built form in the surrounding area.

Conclusion: No significant effects likely to arise associated with the location of the project.

Rationale: The project relates to a relatively small area of approximately 1.5km of existing road carriageway in an area of existing urban land use. A Screening Report for Appropriate Assessment has resulted a finding of no likely significant effects on the conservation management objectives of European Sites within a 15km radius of the study area. The project will represent a positive development for permeability and sustainable movement and transport in the area.

5.0 CHARACTERISTICS OF POTENTIAL IMPACTS

Having considered the above environmental factors the aim of this section is to address likely impacts on the environment by the implementation of the project. Whether an EIA would be deemed necessary relevant to the scale of the project and the environment will then be examined.

The 2014 EIA Directive requires that an assessment of the likely significant effects of a project on the environment must be considered with regard to the factors specified in Article 3(1) of the Directive and Section 171A(b)(i)(I) to (V) of the Planning and Development Regulations 2001 to 2018, taking into account:

(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;

(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 approved projects;

(h) the possibility of effectively reducing the impact.

The factors outlined in Article 3(1) of the Directive are presented in Table 5.1 below under the heading of "Environmental Factor". The results of the assessment provided in Table 5.1 are then used to inform an assessment against the criteria evaluating the characteristics of potential impacts.

Table 5.1: Characteristics of Potential Impacts on Environmental Factors

Environmental Topic	Potential Impact
Populations & Human Health	Some short-term local effects from noise and air emissions of the construction phase are expected however all construction activities will have to comply with best practice measures as outlined in this screening report. In addition, construction works will be undertaken as discrete stages along the c. 1.5km length of the area of works. Construction works will be limited to one area at a time and once works are completed in one area the construction crew will commence works along the next section along the route. This approach will limit the overall extent of construction works at any one time to localised areas along the route, thereby reducing the potential for nuisance and disturbance to the local population. Furthermore, all relevant best practice mitigation measures required for avoiding likely significant effects to populations and human health through potential effects to noise, air etc will be required to be implemented as part of the construction phase of the project. The potential will exist for positive impacts for population and human health during the operational phase through the provision of non-vehicle modes of transport in the form of cycling and pedestrian routes. The future use of such routes will have positive impacts for users, will have the potential to contribute to a reduction in vehicular traffic along the route and will in turn have the potential to result in a reduction in vehicular exhaust emissions.
Biodiversity	As the habitats present relate to habitats of negligible value no significant negative impacts are identified for habitats within the project site at construction or operation in this regard.

Environmental Topic	**Potential Impact**
Soil and Geology	There will be no significant impact to soils or geology.
Water	The project site is buffered from the nearest watercourse, the River Shannon by approximately 25m from the northern terminus of the project route. This buffer takes the form of an existing route, a low, impermeable wall and an area of amenity grassland. Works required at the northern terminus of the project route will be minor in scale and short-lived. Given the small scale of the project in the vicinity of the northern terminus and the presence of this buffer there will be no potential for the project to result in negative impacts to this watercourses and water quality.
Air Quality and climate	The potential will exist for localised, temporary impacts associated with dust generated from construction plant and machinery such as diggers or excavators. It is noted that given the small scale of the project the potential for such emissions will be low. Emissions during works will be minimised through the implementation of best practice mitigation techniques as outlined in this Screening Report.
Noise and Vibration	Noise during the construction phase may result in nuisance, however noise and vibration during works will be minimised through best practice and the implementation of mitigation measures outlined in this screening report. It is also noted that given the small scale of the project and the associated works any noise and vibration generated during construction will be minor and short-lived. With the implementation of these measures the construction phase will not result in significant noise nuisance to sensitive receptors. Traffic noise and vibration during the operation phase are not considered likely to be significantly increased as a result of the project.
Cultural Heritage	The project will be predominantly restricted to the existing footprint of roads and footpaths. It will not involve major excavations and there will be no risk to features of cultural heritage in the surrounding area.

Environmental Topic	Potential Impact
Landscape & Visual	The project is not located in an area of high landscape value and will not have any perceptible changes to the local landscape and visual setting.
Interrelationship between above parameters	The key interrelationship arises between air quality and noise associated with traffic emissions and excavation during construction and human health. Given the scale of the project and the approach to the project works which will be completed on a section by section basis along with the implementation of mitigation measures outlined in this Screening Report all emissions generated during project works will be minimised to a level that will not result in significant noise, vibration or dust nuisance to surrounding sensitive receptors.

Table 5.2: Characteristics of the potential impacts

Characteristics of potential impacts (The potential significant effects of project in relation to criteria set out below are informed by the results of the assessment provided in Table 5.1 above)	Potential Impact
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	Imperceptible to minor and localized temporary impacts are identified primarily at construction stage only.
(b) the nature of the impact;	The nature of the impacts to environmental parameters that could arise as a result of the project have been set out in Table 5.1 above. It has been concluded that given the small scale of the project and provided all best practice and mitigation measures as outlined in this Screening Report are

	implemented the project will not have the potential to result in significant environmental effects.
(c) the transboundary nature of the impact;	Given the size, scale and location of the project potential transfrontier impacts will not arise.
(d) the intensity and complexity of the impact;	The works proposed as part of the project are small in scale and will be of a short-term duration being completed within an estimated timeframe of 3 months. With the implementation of best practice measures and associated mitigation it will not result in intense or complex impacts to the receiving environment.
(e) the probability of the impact;	Potential impacts during the construction phase associated with nuisance to sensitive receptors at adjacent dwellings and schools are expected to be minor and short-lived and not significant. Furthermore the implementation of best practice measures and associated mitigation measures outlined in this screening report will ensure that these effects are of a short-term and negligible impact.
(f) the expected onset, duration, frequency and reversibility of the impact;	It is estimated that impacts associated with the construction phase will commence within 6 months of planning approval and will last for approximately 3 months. This will represent a short-term impact. No long-term or permanent significant negative impacts are predicted to arise as a result of the construction phase.
(g) the cumulation of the impact with the impact of other existing and/or approved projects;	As outlined in Table 3.1 given the small scale of the project, the minor works required to deliver the project and the project's location within an area already consisting of roads and footpaths there will be no potential for the project to combine with other projects or land uses to result in significant cumulative negative impacts to the environment.
(h) the possibility of effectively reducing the impact.	Measures to further minimise any minor effects to the environment are detailed in this screening report and are derived from best practice guidelines. These measures have been implemented as a best practice approach for the project and are

	proven to be effective at reducing the potential for adverse environmental impacts to occur.

Conclusion: No significant effects likely to arise associated with the potential impacts on environmental parameters.

Rationale: As outlined in Table 5.1 the project will not have the potential to result in significant adverse effects to biodiversity, soils and geology, water, landscape and cultural heritage. There will be potential for negligible to minor impacts to human beings as a result of noise and air emissions during the construction phase of the project. These impacts have been assessed as being of low significance and measures have been outlined to ensure that these potential impacts are mitigated to in insignificant level. As such no significant residual impacts to environmental parameters as outlined in Table 5.1 are predicted to arise as a result of the proposed road development.

Conclusion: No significant effects likely to arise associated with the characteristics of the potential impacts.

6.0 CONCLUSION

The proposed works along the Mill Road do not trigger the threshold for mandatory EIA/EIAR as set out in the 2001 Regulations (as Amended) and has been assessed as a sub-threshold EIA development. This EIA Screening Assessment has determined that the characteristics of the project are considered not significant due to the scale and nature of the project and its footprint, which is confined to an area of approximately 1.5km in length; the approach to the works which will be completed on a section by section basis; the characteristics and sensitivities of the receiving environment and design and mitigation measures that will be implemented as part of the construction phase and operation phase of the project.

The European Guidance on EIA Screening provides a checklist to assist with the decision of whether an EIA is required based on the characteristics of a project and its environment. This screening checklist is presented in Table 6.1 below and have been informed by the various assessments that have been set out in Sections 2, 3 and 4 above.

Table 6.1: Screening Checklist

Questions to be Considered	Yes / No? Briefly describe	Is this likely to result in a significant effect? 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.)?	Yes	No. The construction of the project will involve a minor change to the layout of roads and footpaths. There will be no change in the overall physical land cover in the project footprint.
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 project will require natural resources in the form of standard construction materials. The quantities to be used as part of the project will be relatively small given the scale of the project.
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?	Yes	No. Standard construction materials for a proposed project will be used during construction, however it is unlikely that this would include any quantity of materials that could be harmful to human health or the environment. Best practice construction will be implemented during the construction phase and all such materials will be stored in secure locations and will be handled in accordance with accepted construction procedures.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes	No. Waste in the form of construction material wrappings and pallets etc. will be generated during the project. In addition, waste generated by site operative at the site canteen etc. will be generated. All solid waste will be managed in accordance with relevant waste legislation and all waste would be removed by the site by a licensed contractor and disposed of at a licensed facility. Efforts will be made to reuse as part of the project's construction phase wherever possible soil material generated during excavations at the project site. Where materials cannot be re-used they will be transferred off site by a licensed

		contractor and disposed of at a licensed facilities. The movement of an soil material from the project site will be subject to the control measures.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	Yes	No. It is expected that dust and emissions from construction vehicles, plant and equipment may be released temporarily during construction. These emissions are expected to be at worst minor and mitigation measures as outlined in this Screening Report will be implemented to minimise emissions and prevent discharge. All emissions will be kept within standard air quality limits outlined in the relevant legislation.
6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	No. It is expected that noise and vibration of a minor and short-lived scale and will occur during construction of the project. Mitigation measures have been outlined in this Screening Report to minimise the potential impact of noise and vibration. The project site is located within an urban environment with existing night time lighting. The project will not change the extent of night time lighting in the area.
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 wasters or the sea?	Yes	No. There are no watercourses crossed by the project and the nearest watercourse the River Shannon is buffered from the northern terminus of the project by an existing road, an impermeable low wall and an area of amenity grassland. In addition, all potentially polluting materials will be stored and used during the construction phase of the project in accordance with best practice procedures.
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	Yes	No. Construction activities would be undertaken with due regard to occupational health and safety. The site manager would be responsible for the management of health and safety on site during construction.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	No	No. The project is not predicted to have the potential to result in social changes in demography, traditional lifestyles or employment.
10. Are there any other factors which should be considered such	Yes	No. Given the minor scale of the project it will not have the potential to combine with other projects or

as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?		land uses to result in significant negative cumulative impacts to the environment.
11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	No	Yes. The Lower River Shannon SAC is located approximately 25m to the north of the northern terminus of the project. The SAC is buffered from the northern terminus of the project by an existing road, an impermeable low wall and an area of amenity grassland. In addition all potentially polluting materials will be stored and used during the construction phase of the project in accordance with best practice procedures. Given the above and the small scale works that will be completed at the northern terminus of the project route there will be no potential for the project to result in likely significant effects this SAC. A Screening for Appropriate Assessment for the project has been completed and has found that the project is not likely alone or in combination with other projects result in significant effects to any European Sites. There will be no potential for the project to interact with areas designated for cultural heritage. The project site is not located within an area of high landscape value and will not result in any perceptible changes to the landscape and visual setting. The project will not have any potential to diminish the value of the landscape in the surrounding area.
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	The habitats occurring within and in the vicinity of the project are dominated by artificial man-made ground of negligible value. They are not representative of sensitive ecological receptors.
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,	No	The project site and surrounding area does not support habitats that are relied upon by important or sensitive species of fauna or flora.

migration, which could be affected by the project?		
14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	Yes	No.
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?	No	No.
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	No.
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	No. The construction phase will be of a short-term duration and will involve a low number of construction vehicular movements that are not predicted to have the potential to result in significant traffic volumes that could lead to congestion. The works will also be completed on a section by section basis and this will further reduce the potential for any significant disruption to the movement of traffic. The provision of the project will have positive implications for traffic and transport congestion by offering alternative and safer pedestrian and cycling permeability in the surrounding area.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	Yes. During the construction phase mitigation measures will be put in place to minimise the visual disturbance caused by the construction works. Once constructed the project will blend in with the surrounding built landscape.
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. No such features occur within the project footprint. .
20. Is the project located in a previously undeveloped area	Yes	No. The project site is located in a developed man-made environment.

where there will be loss of greenfield land?		
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. As outlined in this Report the potential exists for, at worst minor levels of disturbance and nuisance to properties occurring adjacent to the project site. Mitigation measures have been outlined in this Report and it is predicted that, with the implementation of these mitigation measures, potential for disturbance and nuisance to these properties will be minimised.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	No.
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 construction phase will be restricted to the project site and with the implementation of a best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.
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	Yes. Schools are located in the vicinity of the project site. However, the construction phase will be restricted to the project site and with the implementation of a best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.
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?	No	No.
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.

Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the project (during the construction or operational phases) is considered to be low, as summarised in Table 5.3 above.

No significant environmental impacts will occur and furthermore mitigation measures have been outlined in this Report to further eliminate the potential for any minor disturbances to arise. These mitigation measures are representative of standard construction industry environmental management that are implemented to minimise the impact of projects to the environment.

The information provided in this EIA Screening Report can be used by the competent authority, Limerick City & County Council, to conclude and determine that an EIA is not required for the project along the Mill Road as there will be no significant environmental effects.