



# EIA SCREENING REPORT

South Circular Road to Bishops Quay Cycle Scheme

Prepared for Limerick City and County Council

MEC Ltd.

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

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Minogue & Associates  
ENVIRONMENTAL CONSULTANCY

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25.08.2022	1	Sanghamitra Nidhi Dutta Msc	Ruth Minogue, MCIEEM

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# 1 Introduction

## 1.1 Project Background

PUNCH Consulting Engineers on behalf of Limerick City and County Council have proposed the South Circular Road to Bishops Quay Cycle Scheme, which will cover a distance of approximately 2.6km along the South Circular Road.

## 1.2 Legislative Background

EIA requirements derive from EU Directive 85/337/EEC (as amended by Directive 97/11/EC, Directive 2014/52/EU and S.I. 454 of 2011; S.I. 464 of 2011; S.I. 456 of 2011 and S.I. No 296 of 2018)<sup>1</sup> on the assessment of the effects of certain public and private projects on the environment. The purpose of this Environmental Impact Assessment Screening Report is to determine whether this proposed development will require full Environmental Impact Assessment.

The Directive outlines in Article 4 (1) 21 Annex 1 projects that require mandatory EIA. Article 4 (2) outlines Annex 2 projects that require consideration for EIA further to a case-by-case examination or through thresholds and criteria established by Member States. Projects requiring mandatory EIA are listed in Schedule 5 of the Planning and Development Regulations 2001, as amended. Where developments are under the relevant EIA threshold, planning authorities are required under Article 103 of the 2001 Regulations, as amended, to request an EIS where it considers the proposed development is likely to have a significant effect on the environment. In these cases, the significant effects of the project are assessed relative to the criteria contained in Schedule 7a of the regulations, principally:

- The projects characteristics
- Sensitivity of the project location, and
- Characterisation of potential impacts.

In addition, where the development would be located on or in an area, site etc. set out in Article 103(2), the planning authority shall decide whether the development would or would not be likely to have significant effects on the environment for such site, area or land etc. the implication being that if it decides that it would be likely to have significant effects on the environment, it can invoke its powers to request an EIS. Article 103(2) sites comprise the following:

- a) A European Site;
- b) An area the subject of a notice under section 16(2) (b) of the Wildlife (Amendment) Act, 2000;
- c) An area designated as a Natural Heritage Area under section 18 of the Wildlife (Amendment) Act, 2000;
- d) Land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976, as amended by sections 26 and 27 of the Wildlife (Amendment) Act, 2000; or
- e) Land designated as a refuge for flora or as a refuge for fauna under section 17 of the Wildlife Act, 1976, as amended by section 28 of the Wildlife (Amendment) Act, 2000.

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<sup>1</sup> <http://www.irishstatutebook.ie/eli/2018/si/296/made/en/pdf>

## 1.3 Screening

According to European Commission Guidance (2017<sup>2</sup>)

*“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, 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.”*

According to the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (2018):

*“For all sub-threshold developments listed in Schedule 5 Part 2, where no EIAR is submitted or EIA determination requested, a screening determination is required to be undertaken by the competent authority unless, on preliminary examination it can be concluded that there is no real likelihood of significant effects on the environment. This is initiated by the competent authority following the receipt of a planning application or appeal*

*A preliminary examination is undertaken, based on professional expertise and experience, and having regard to the ‘Source – Pathway – Target’ model, where appropriate. The examination should have regard to the criteria set out in Schedule 7 to the 2001 Regulations.*

*Where, based on a preliminary examination of the information submitted with the application and any other supplementary information received, the competent authority concludes that, having considered the nature, size and location of the proposed development, there is no real likelihood of significant effects on the environment, this should be recorded with reasons for this conclusion stated, and no EIA required or formal determination made. The recording of the competent authority’s view should be brief and concise, but adequate to inform the public. In many cases this considered view will be included in the planner’s/inspector’s report on the planning application and this may be cross-referenced in the competent authority’s decision. Normally, this will be published at the time of the decision of the competent authority.”*

### 1.3.1 Changes to the EIA Screening Process

The EIA Directive (2014/52/EU) has brought a number of changes to the EIA process with a strengthening of the Screening process as follows:

Article 4 (4) of this Directive introduces a new Annex IIA to be used in the case of a request for a screening determination for Annex II projects. This is information to be provided by the developer on the projects listed in Annex II (see below):

Annex II: Information to be provided by the developer on the projects listed in Annex II:

#### **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 2 of this report**);

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<sup>2</sup> Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU). European Commission 2017. Page 23.

(b) 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*)

**2. A description of the aspects of the environment likely to be significantly affected by the project (*Section 3 of this report*)**

**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 (*Section 4 of this report*) ;

(b) the use of natural resources, in particular soil, land, water and biodiversity (*Section 4 of this report*).

**4. The criteria of Annex III shall be taken into account, where relevant, when compiling the information in accordance with points 1 to 3 (*Section 4 of this report*).**

Article 4(4) specifies that the developer may provide a description of any features of the project and/or mitigation measures to avoid or prevent what might otherwise have been significant effects on the environment. It should be noted that this does NOT include compensation measures. (**Mitigation measures are provided in Section 2.2.**)

Article 4(5) Determination of Screening

The competent authority shall make its determination, on the basis of information provided by the developer in accordance with paragraph 4 taking into account, where relevant, the results of preliminary verifications or assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive.

The determination shall be made available to the public and:

(a) where it is decided that an environmental impact assessment is required, state the main reasons for requiring such assessment with reference to the relevant criteria listed in Annex III; or

(b) where it is decided that an environmental impact assessment is not required, state the main reasons for not requiring such assessment with reference to the relevant criteria listed in Annex III, and, where proposed by the developer, state any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

The EIA Screening prepared here will inform the competent authority, in this instance Limerick City and County Council on the EIA Screening Determination please see Section 5 of this Report for the EIA Screening Determination as proposed.

## 1.4 Approach to this EIS Screening

This EIS Screening report has been prepared and informed by the following guidance and guidelines:

- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, Department of Housing, Planning and Local Government, 2018;
- Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU), European Commission, 2017.
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development, Department of Environment, Heritage and Local Government, 2003;

- Guidance on the Information to be contained in Environmental Impact Statements  
Environmental Protection Agency 2002.

## 1.5 Statement of Authority

This report has been prepared by Ruth Minogue, MCIEEM and Sanghamitra Nidhi Dutta, MSc. Ruth has been a practicing environmental consultant for 21 years and has specialised in the preparation of Environmental Impact Assessment and Strategic Environmental Assessment. Sanghamitra has been a Junior Consultant at Minogue Environmental Consulting since October 2020. Additional inputs were provided by Eilis Vaughan, who provided the Geographical Information Systems analysis and mapping outputs.

## 2 Description of the Proposed Development

### 2.1 Project Description

The proposed route is situated in Limerick City, Co. Limerick, starting north of the Ballykeefe Roundabout and terminating at Bishops Quay. It extends along the South Circular Road for a length of approximately 2.6km. There are a number of existing junctions and roundabouts along the route.

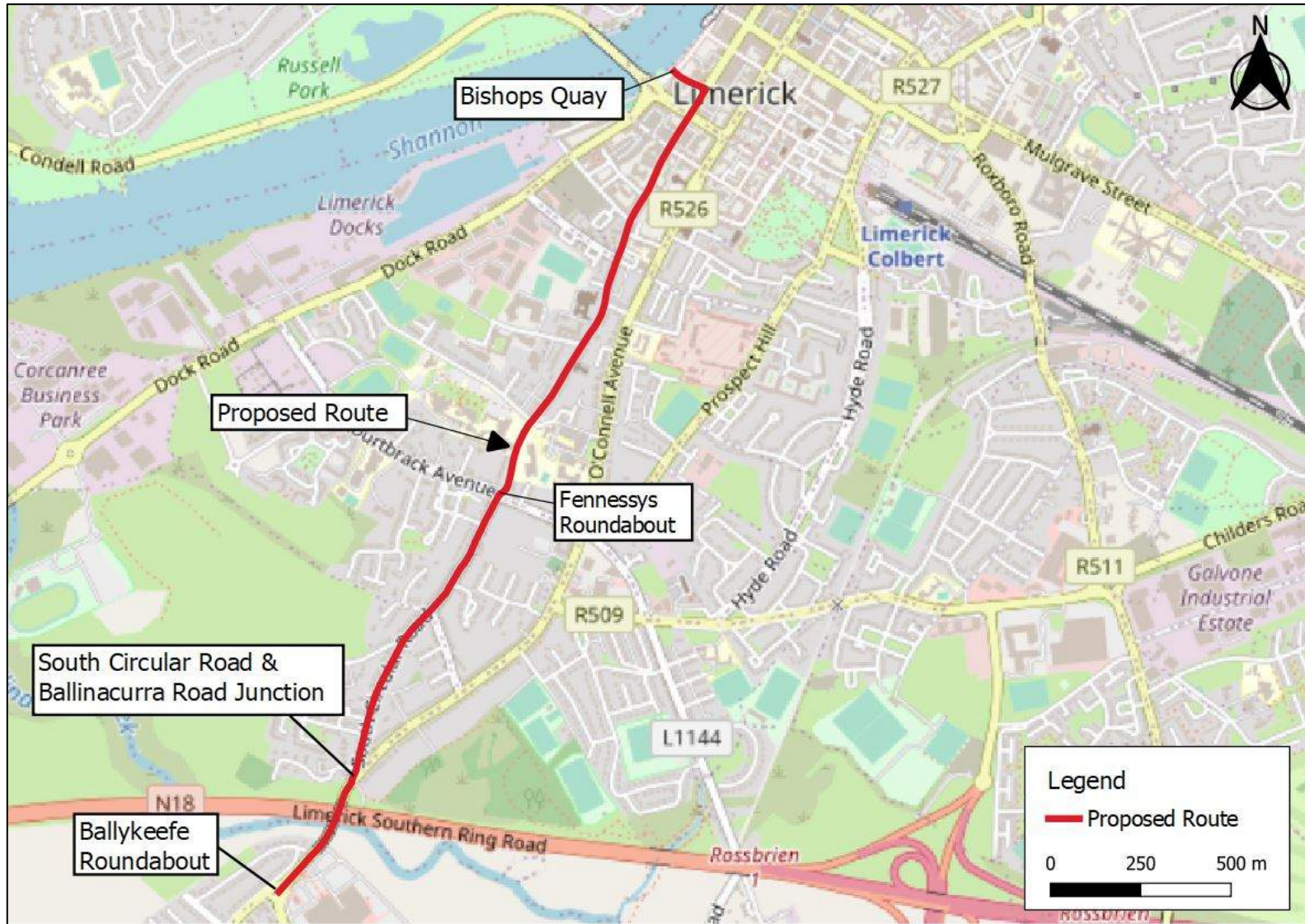
The proposed works will involve alterations to the existing road network which includes both increasing and reducing road width, new cycle lane construction, new footpath construction, pedestrian crossings, traffic calming measures, shared surfaces, new road markings and all ancillary works required for the completion of the scheme.

Upon completion of the project, there will be improved facilities for both pedestrians and cyclists with an aim to reduce the reliability on private car use in the area.

**Figure 3.1.** depicts the location of the proposed project.



FIGURE 3.1. PROJECT LOCATION AND ROUTE



## 2.2 Proposed Development

The development will provide cycle tracks serving commuters to the city centre from residential areas along and in the vicinity of South Circular Road, Dooradoyle and Ballinacurra areas. All dedicated cycle tracks are two-way and a minimum of 2.5m and wider where possible/necessary. A portion of the route will provide cycle facilities in a shared carriageway.

Section 3.2.1. details the various aspects of the Design Approach and the Construction Methodology of the proposed route.

### 2.2.1 Design Approach and Construction Methodology

The construction programme is expected to last approximately 12 months and will involve a Temporary Traffic Management Plan to provide a safe working environment for road workers and enable the safe and efficient passage of traffic and other road users through the road works site during the construction phase.

#### 2.2.1.1 Site Clearance

The proposed route being over an area of 2.6km in length, a rolling works area (of generally 600m) will be deployed to minimise disruption. Site clearance will therefore be undertaken on a rolling basis subject to the Contractors programme and LCCC approval.

#### 2.2.1.2 Utility Protection and Diversion

To facilitate the main works, underground utilities which conflict with the main works will be uncovered using mechanical excavators (and hand digging where appropriate) and identified.

#### 2.2.1.3 Pavement Construction

To ensure the highest quality of service for cyclists, it is envisaged that a smooth asphalt surface course will be used with a 10mm aggregate as recommended by the National Cycle manual. Same surfacing for the cycle-tracks and carriageway will be used throughout the scheme, with potential for epoxy resin, thermoplastic surfacing, or similar on sections of the cycle-track to distinguish them.

Pavement construction will include the breaking out and excavation of existing kerbs and pavement to the required levels and will be undertaken by a mechanical excavator. Excavated materials will be removed from the site or reused locally depending on suitability. The excavated arisings will be replaced by granular material which is likely to be placed and rolled onto a geotextile membrane to improve structural performance. the granular material will be delivered to site along agreed haul routes, and where possible outside of peak hours to minimise disruption. The final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller. For ease of construction, cycle track and carriageway surface course specifications shall be the same.

#### 2.2.1.4 Drainage, Traffic Signals and Public Lighting

Utilities works are to be completed in tandem with the initial pavement construction phase on a rolling basis. Draining works are anticipated to be limited to the relocation of existing gullies in addition to new gullies connecting into the existing drainage network. New and relocated Traffic Signal Poles and Public Lighting Column foundations will be made with ducting connections prior to the erection of poles.

The proposed scheme has existing main line stormwater drainage provided along its entire route. It is envisaged that the proposed footpaths, cycle tracks and carriageways will drain freely to gullies along the length of the scheme. The provision of side entry/kerb gullies in place of road gullies where possible will further enhance the cyclist experience. ACO chambers may also be required in some

locations along property boundaries where gradients fall towards the properties. Where existing gullies need to be relocated due to widening of existing footpaths, this will be accommodated in the detailed design of the scheme. Localised low points along the route will also be accommodated in the detailed design of the scheme to ensure no ponding occurs.

#### 2.2.1.5 Footway Construction

New footway construction will be tied into existing footways when possible. Where existing crossfalls and drainage are insufficient, the breaking out and excavation of existing footways will be required for regrading to required levels.

#### 2.2.1.6 Landscaping

Minor landscaping works including top soiling and seeding process will be completed using a combination of mechanical excavator, tractor unit drawing a rotavator / rake / seed spreader and also operatives using hand tools for areas where machinery is unable to gain access. Road sign poles will be erected to carry the scheme road signage. This will include statutory signage, warning signage and information signage. With the poles erected, the signs will be mounted by hand and cleaned to complete the signage installation. The finished surface course will be swept using a mechanical road sweeper and immediately followed by the application of road markings. Linear edge markings and centre lines are likely to be applied using a vehicle mounted road marking machine. The individual Stop, Yield and cycle markings are likely to be laid by hand. Red epoxy resin or thermoplastic surfacing materials or similar shall be used for sections of the cycle tracks.

It is proposed to modify the existing bus stop on the Ballinacurra Road arm of the Ballykeefe Roundabout by providing a widened shared area and beginning the two-way cycle facility from the existing bus lane.

## 3 Receiving Environment

### 3.1 Introduction:

Schedule 6 of the Planning and Development Regulations, 2001, as amended, outline the aspects of the environment likely to be significantly affected by a proposed development. These are:

- Human beings
- Fauna and flora
- Soil
- Water
- Air/climatic factors
- Landscape
- Cultural heritage, including the architectural and archaeological heritage and cultural heritage
- Material assets

**Table 3.1** presents the baseline information pertaining to the project site.

TABLE 3.1 BASELINE INFORMATION FOR THE PROJECT SITE

Parameter	Sub-parameter	Information
Human beings	Population	The proposed route passes through the electoral divisions of Ballinacurra A (pop 1962), Ballycummin (pop. 18388), Dock A (pop. 2339), Dock C (pop. 976), Dock D (pop. 773) and Shannon A (pop. 994), with a cumulative total of 25432 (as of 2016).
	Human Health and Noise	The EPA noise mapping tool indicates that the proposed route is subject to a maximum value of Lden levels of 70-74dB and Lnight levels of 65-69dB near the Ballykeefe Roundabout, while the values near Bishops Quay and Henry Street fluctuate between Lden = 65-69dB and Lnight = 55-50dB. Noise data for most of South Circular Road is not available, but is noted to be adjacent O'Connell Avenue, where noise levels of Lden = 65-69dB and Lnight = 60-64dB have been recorded (as of 16/06/2021). (See Figure 3.2.)
Flora and Fauna	Screening for Appropriate Assessment	A screening for Appropriate Assessment under Article 6 of the EU Habitats Directive has also been prepared for this project proposal and should be read in conjunction with this EIA Screening report.
	Summary of Habitats present	The habitat present on the project site is predominately BL3- Built Land and Artificial Surfaces, reflecting the urban landuse in the city centre.
	European Sites	There are five Special Areas of Conservation (Figure 3.3) and one Special Protection Area (Figure 3.4.) within a 15km radius of the proposed route.
	Protected species	17 Protected Species have been recorded for the two 2km grids (R55S and R55T) containing the proposed route over the period 2017-2021. These include Large Red Tailed Bumble Bee ( <i>Bombus (Melanobombus) lapidarius</i> ), Barn Swallow ( <i>Hirundo rustica</i> ), Common Coot ( <i>Fulica atra</i> ), Common Goldeneye ( <i>Bucephala clangula</i> ), Eurasian Teal ( <i>Anas crecca</i> ), Great Black-backed Gull ( <i>Larus marinus</i> ), Great Cormorant ( <i>Phalacrocorax carbo</i> ), Little Grebe ( <i>Tachybaptus ruficollis</i> ), Mallard ( <i>Anas platyrhynchos</i> ), Mute Swan ( <i>Cygnus olor</i> ), Northern Shoveler ( <i>Anas clypeata</i> ), Rock Pigeon ( <i>Columba livia</i> ), Tufted Duck ( <i>Aythya fuligula</i> ), European Eel ( <i>Anguilla anguilla</i> ), Eurasian Badger ( <i>Meles meles</i> ), European Otter ( <i>Lutra lutra</i> ), and West European Hedgehog ( <i>Erinaceus europaeus</i> ).
	Invasive Species	11 Invasive Species have been recorded for the two 2km grids (R55S and R55T) containing the proposed route over the period 2017-2021. These include Water Fern ( <i>Azolla filiculoides</i> ), Butterfly-bush ( <i>Buddleja</i>

Parameter	Sub-parameter	Information
		<i>dauidii</i> ), Giant Hogweed ( <i>Heracleum mantegazzianum</i> ), Indian Balsam ( <i>Impatiens glandulifera</i> ), Japanese Knotweed ( <i>Fallopia japonica</i> ), Sycamore ( <i>Acer pseudoplatanus</i> ), Three-cornered Garlic ( <i>Allium triquetrum</i> ), Traveller's-joy ( <i>Clematis vitalba</i> ), Zebra Mussel ( <i>Dreissena (Dreissena) polymorpha</i> ), Greater White-toothed Shrew ( <i>Crocidura russula</i> ), and Himalayan Honeysuckle ( <i>Leycesteria formosa</i> ).
Geology and Soil	Geology	The GSI bedrock under the project site is classified as <i>Visean limestome &amp; calcareous shale</i> . (Figure 3.6)  The aquifer is designated at as <i>Locally Important Aquifer</i> due to a moderately productive bedrock, while the GSI vulnerability is valued at <i>High</i> at the City Centre, changing to <i>Extreme</i> at the N18 and subsequently <i>Moderate</i> and <i>Low</i> towards the end of the route near the Ballykeefe Roundabout.
	Soil	As recognized by the SIS National Soils system, the soils underlying the proposed route are largely <i>urban</i> (concentrated at the City Centre), mixed with <i>tidal marsh</i> (at the Ballykeefe Roundabout). <i>Man-made</i> (concentrated at the City Centre) and <i>estuarine sediments</i> (at the Ballykeefe Roundabout and the N18) are the sub-soils present. (Figure 3.5.)
Water	Surface Water	The site is situated within the Shannon Estuary South Catch of the Shannon River Basin District. The proposed route passes through the sub-catchment Ballynaclogh_SC_10, and the Ballinacurra Creek (IE_SH_060_0900) intersects with the route near the Limerick Southern Ring Road. (Figure 3.7.)
	Groundwater	The project site lies on top of the groundwater body Limerick City Southwest (under catchments 24 Shannon Estuary South and 25D Lower Shannon). The groundwater body is considered to be <i>At Risk</i> under the Water Framework Directive, and the Overall Groundwater Status as of 2018 was <i>Good</i> . (Figure 3.8.)
	Flooding	The OPW Flood Maps indicate that the proposed route is <i>low risk</i> for fluvial flooding, with the primary risk being <i>coastal flooding</i> . While majority of the proposed route is not at risk of flooding, the extreme ends of the route (near the N18 and at Bishops Quay) are projected to be at slight risk for coastal flooding.
Air and Climatic Factors		The proposed sit is in Zone C "Other Cities and Large Towns" under the Air Quality Zones of the EPA. Air quality at the site has been recorded via the EPA Air Quality Monitoring Station 39 (People's Park) as "Good", with an AQI of 2 (as of 16/06/2021).



Parameter	Sub-parameter	Information
Landscape		The receiving environment is predominantly urban and commercial, with businesses such as restaurants and shops comprising the majority of the properties. The CORINE 2018 Landcover classification applicable for the proposed route are <i>continuous urban fabric</i> , <i>discontinuous urban fabric</i> , and partly <i>industrial and commercial units</i> near the Ballykeefe Roundabout.
Cultural heritage		The proposed route is partially contained within the Architectural Conservation Areas <i>ACA1A South City Centre and Newtown Pery</i> , and <i>ACA1B South Circular Road &amp; New Street</i> . As documented in the Constraints Study of the Project by PUNCH Engineers, there are 82 Recorded Protected Structures adjacent to the proposed route, but only one along the proposed cycle way, which is the Ballinacurra Bridge (Ref. RPS 279). (Figure 3.9.)
Material Assets		The main streets relevant for this street are South Circular Street, Henry street and Bishops Quay via Mill Lane. There are a number of existing junctions of regional and national roads along the route, as well as three existing bus stops (two outbound and one inbound). Three Coca Cola bike stations are situated on the route.
Interrelationships between the above parameters		The primary interrelationships identified for this project relate to Population and Human Health, Water, and Transport.

FIGURE 3.2. NOISE LEVELS IN THE VICINITY OF THE PROPOSED ROUTE

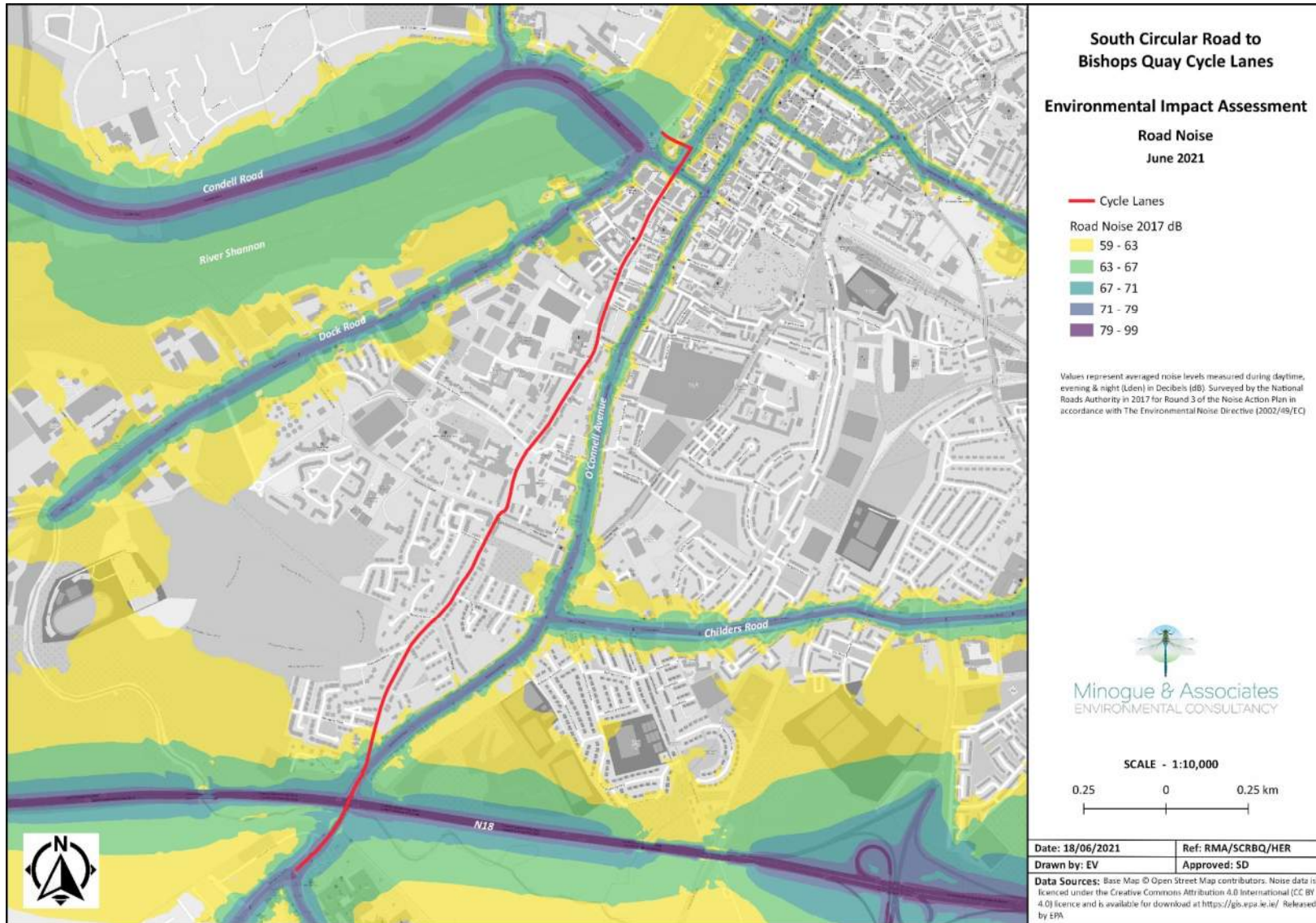




FIGURE 3.3. SPECIAL AREAS OF CONSERVATION WITHIN 15KM OF THE PROPOSED ROUTE

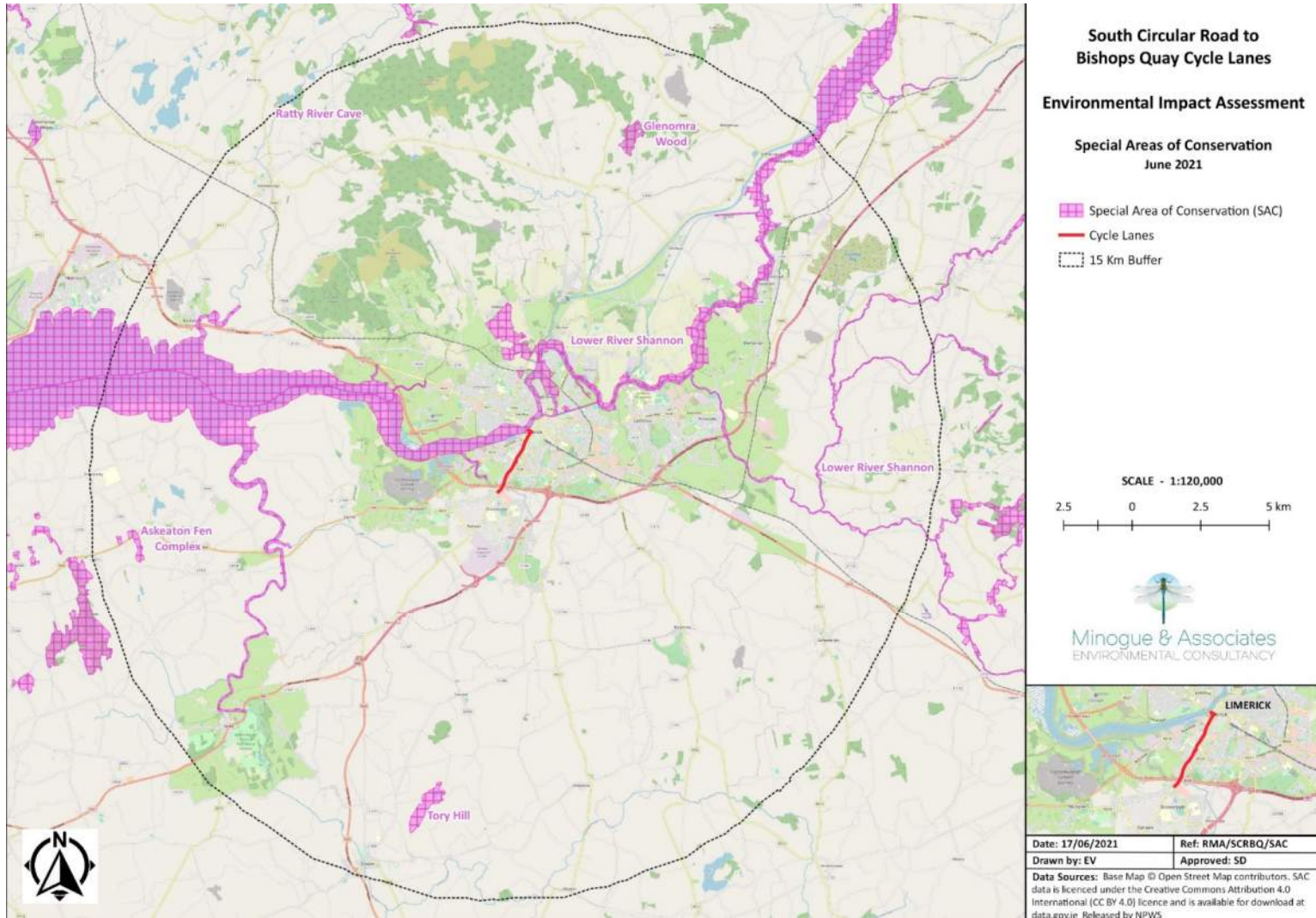


FIGURE 3.4. SPECIAL PROTECTION AREAS WITHIN 15KM OF THE PROPOSED ROUTE

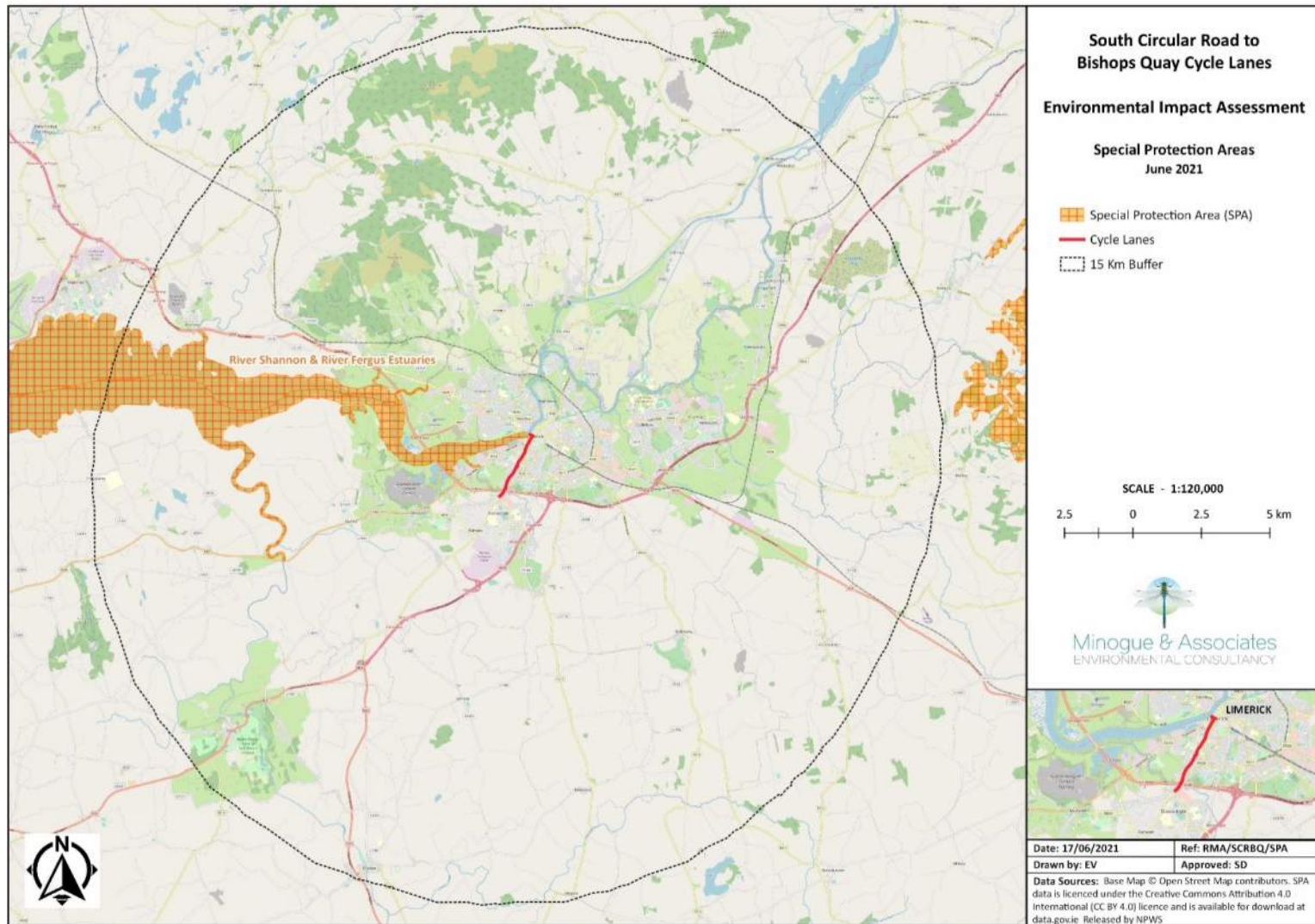




FIGURE 3.5. SOILS NEAR THE PROPOSED ROUTE

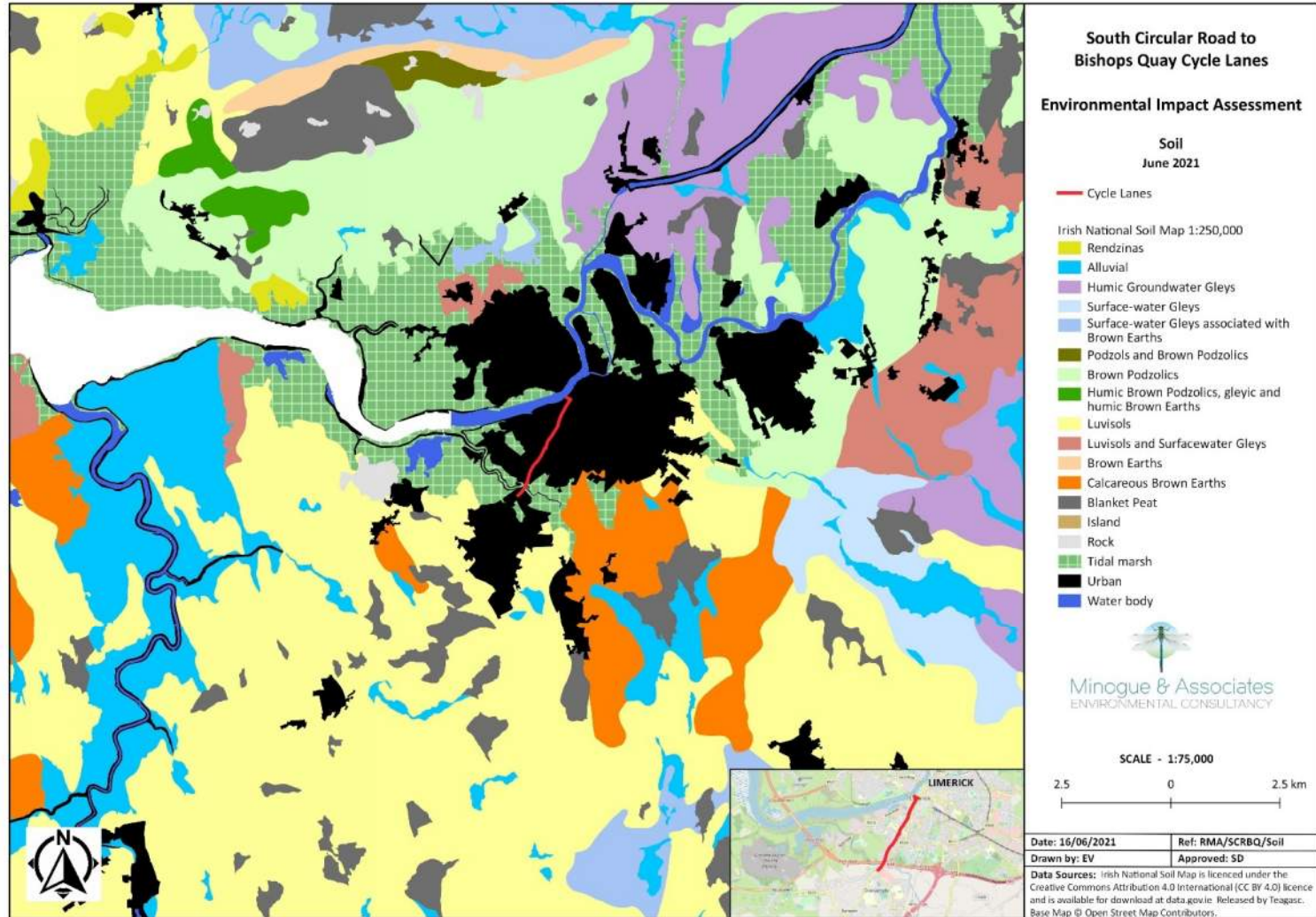


FIGURE 3.6. BEDROCK GEOLOGY UNDER PROPOSED ROUTE

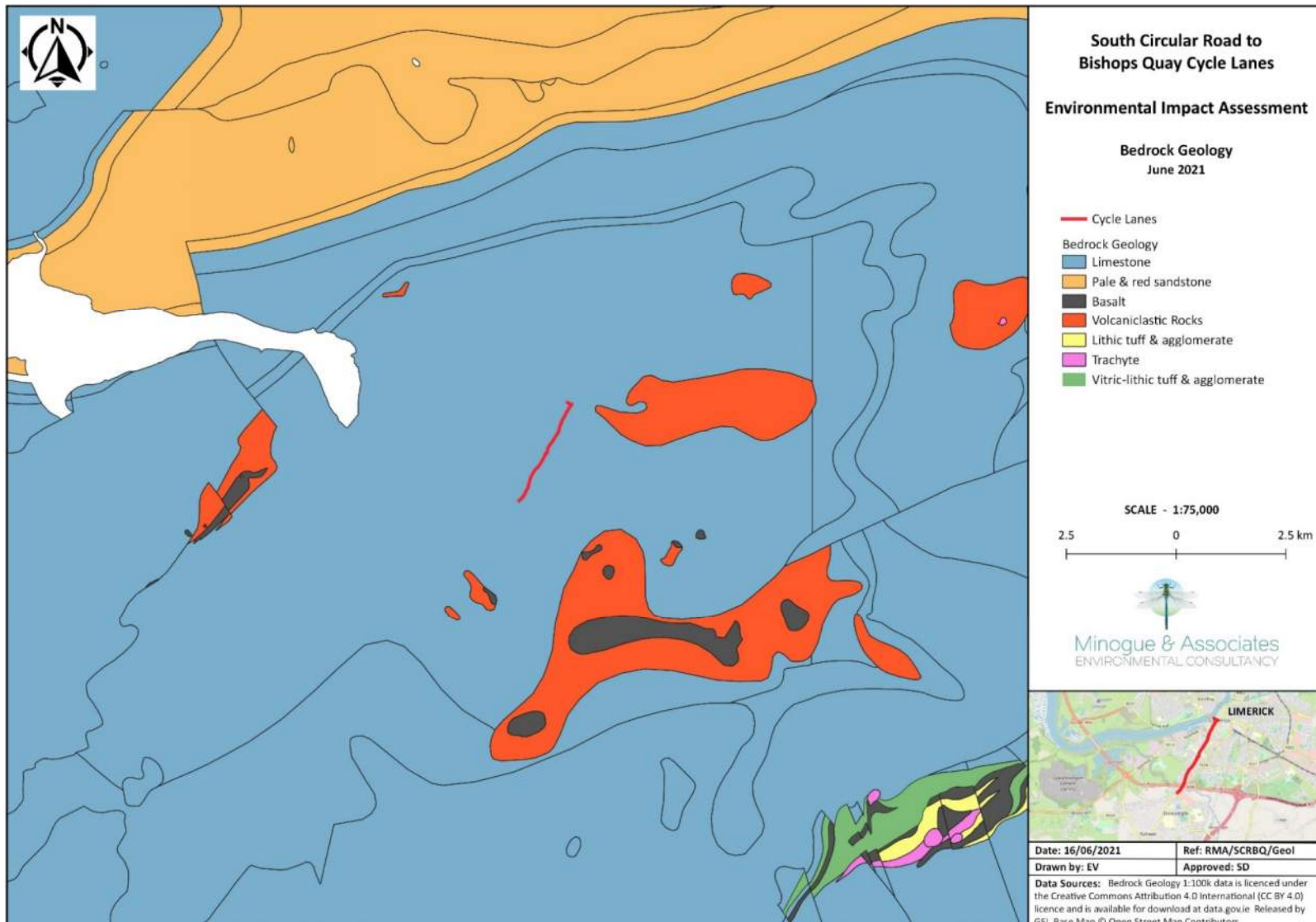




FIGURE 3.7. SURFACE WATER QUALITY SURROUNDING THE PROPOSED ROUTE

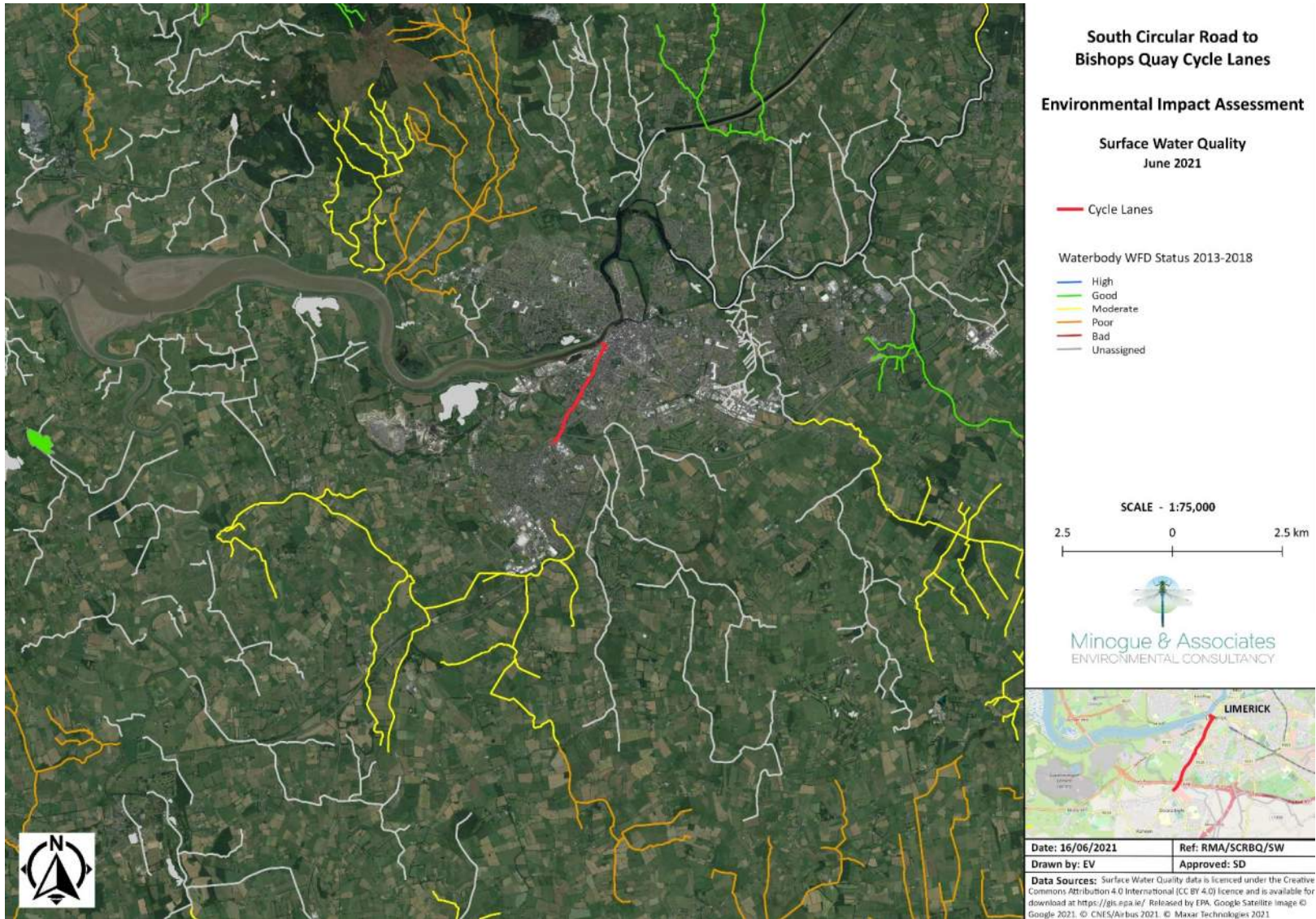




FIGURE 3.8. GROUNDWATER VULNERABILITY IN THE SURROUNDINGS OF THE PROPOSED ROUTE

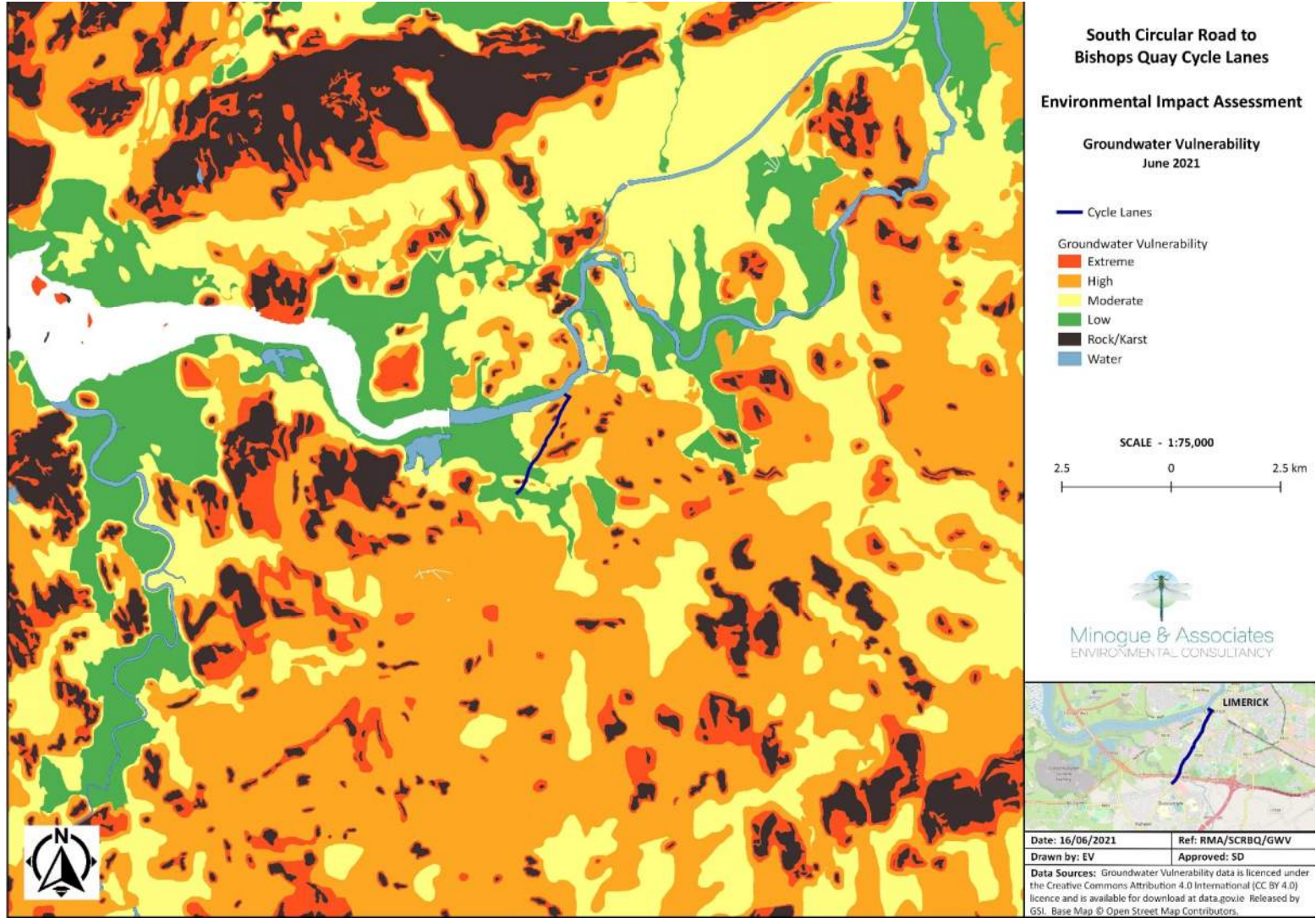
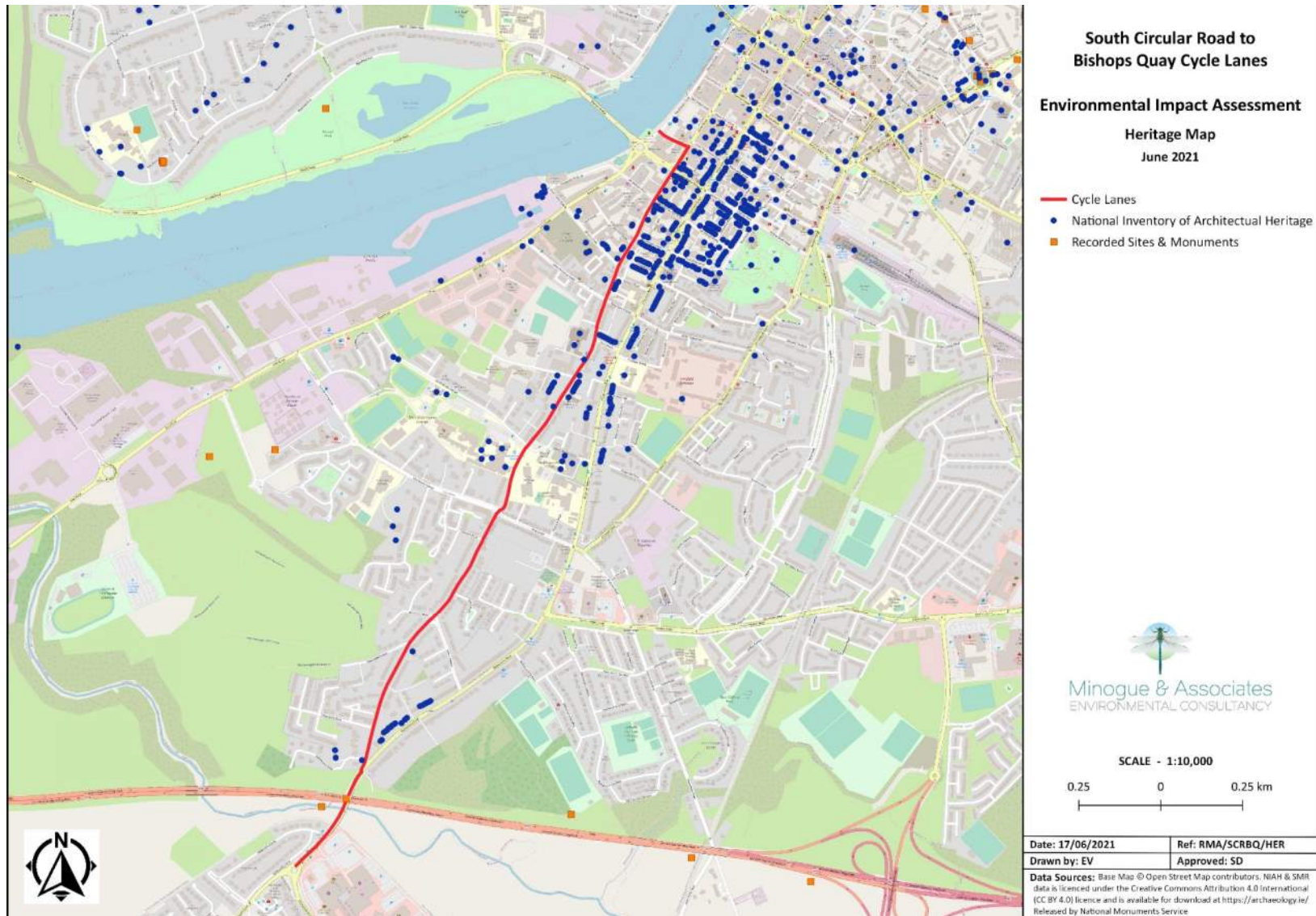


FIGURE 3.9. BUILT AND ARCHAEOLOGICAL HERITAGE SITES.





## 4 EIA Screening

### 4.1 Environmental Factors to be considered in the EIA Screening

Schedule 6 of the Planning and Development Regulations, 2001, as amended, outline the aspects of the environment likely to be significantly affected by a proposed development. These are:

- Population and Human Health
- Biodiversity
- Land, Soils & Geology
- Water
- Air
- Climate
- Material Assets
- Cultural Heritage
- Landscape
- The interrelationships between the above factors

This EIA Screening report will therefore assess the development for potential impacts on the above parameters and against the criteria provided in Schedule 7a of the Regulations. The criteria contained in Schedule 7a can provide the basis for determining whether a proposed development may create significant impacts on the environment. The criteria 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 used in this EIA Screening Report are those listed in Annex III of the EIA Directive of 2014.

### 4.2 Impact Assessment

Having considered the above environmental factors, the aim of the next section is to address likely impacts on the environment by the implementation of the proposed development. Whether an EIA would be deemed relevant to the scale of the project and the environment will then be determined. The following sections presents the EIA Screening Report based on the criteria contained in Schedule 7a and are grouped under the following headings.

1. Planning Applications within the past five years – Table 4.1
2. Characteristics of the Proposed Development - Table 4.2
3. Location of the Proposed Development - Table 4.3 and
4. Characteristics of Potential Impact Tables 4.4 and 4.5

The screening process assesses the most significant potential impacts in relation to the themes outlined below in Table 4.3. These are considered as follows:

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), 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.

### 4.3 Projects for the Cumulative Assessment

The proposed development was considered in combination with other projects in the area that could result in cumulative effects on the environment.

The online planning system myplan.ie was consulted on the 23<sup>rd</sup> August 2022 for the subject lands and immediate surrounds. A search was undertaken of the Limerick City and County Council planning website to identify developments with the potential for significant effects on environmental resources within the zone of influence of the proposed development within the past four years. Please see **Table 4.1** below.

**TABLE 4.1. PLANNING APPLICATIONS WITHIN THE PAST FIVE YEARS**

Planning Reference	Outline of development	Planning status
21 1224 (2021) 34 Lifford Gardens , South Circular Road , Limerick	construction of a single storey ground floor extension to the front of our existing dwelling house to provide additional accommodation to our existing sitting room, entrance hall and garage and all ancillary site work	Granted
20918 (2020) Greenpark House , Greenpark Avenue , South Circular Road Limerick	the construction of an extension and alterations to existing house with all ancillary site works	Granted
19875 (2019) Melrose , Ballinacurra Road , Limerick.	The demolition of an existing fully glazed rear extension and replacement and extension of same with a partially glazed structure	Granted planning permission with conditions
18807 (2018) 3 Riverview , South Circular Road , Limerick.	forming new first floor bay window over existing ground floor bay window to front elevation including alterations and extension of existing gable roof to front	Granted planning permission with conditions
18256 (2018) Delmayne , South Circular Road , Limerick.	1. refurbishment & remodelling works to existing dwelling house to include changes to elevational treatment, 2. construction of living accommodation extension at first floor level, 3. remodelling of existing vehicular entrance, and all associated site works	Granted planning permission with conditions
18275 (2018) "Sruth Lan" , South Circular Road , Limerick.	construction of a new vehicle entrance, including piers, gates, driveway hardstanding and all ancillary site works	Granted planning permission with conditions

Planning Reference	Outline of development	Planning status
18157 (2018) 4 Summerville Terrace , South Circular Road , Limerick.	the following works to architectural conservation ACA1B to include permission to remove part existing front boundary wall and to construct gated vehicular access with dished footpath plus all associated site works	Granted planning permission with conditions
18303 (2018) No. 5 Shannon Terrace , South Circular Road , Limerick.	a vehicular access gate in place of existing pedestrian gate to front of existing dwelling and works to divisional boundaries to front of existing dwelling	Granted planning permission with conditions
19769 (2019) 58 Henry Street, Limerick	(a) change of use of existing office building at 58 Henry Street to 3 no. residential apartment units, (b) construction of three storey residential unit, comprising of 2 no. apartment units at the rear of site (fronting on to Lourigan's Lane) including link corridor to existing building at 58 Henry Street, (c) permission for demolition of existing staircase enclosure including all associated site works	Granted planning permission with conditions
18623 (2018) 80 Henry St. , Limerick.	the change of use from a public house to a preschool facility, external painting, updated signage and a new access gate to the side of the existing building and all ancillary works. This planning permission involves works to a protected structure (RPS 401)	Granted planning permission with conditions
19965 (2019) 91 Henry St., Limerick	a change of use of part of first floor offices to 1 no. first floor apartment and a change of use of second floor offices to 1 no. second floor apartment providing 2 no. apartments in total, and all associated site works. This application relates to a Protected Structure (RPS 199)	Granted planning permission with conditions
187035 (2018) 45 Henry St., Limerick	Extension of Permission for Planning Ref. 12/770173: The development will consist of the following: Retention permission for alteration and refurbishment to interior of existing Building. Planning permission for: Change of use of ground floor area from commercial use to offices including lobby and toilet area; construct new partition to form front hall access, including removal of existing chimney cross wall. Removal of chimney cross wall at first floor level / second floor level existing apartments. Conversion of existing basement area into 1 no. bedroom apartment including conversion of existing external store into kitchenette; form new door opening in main	Granted planning permission with conditions

Planning Reference	Outline of development	Planning status
	<p>basement wall to link proposed kitchenette with proposed basement apartment. Removal of chimney cross wall in basement area. Increase overall height of existing basement window {Newenham Street} elevation, by lowering cill level. Existing basement door and window {Henry Street} elevation to be removed and replaced with 1 no. large window. New entrance door at basement level {Newenham street} elevation to be formed by Reinstating original door opening. Excavation and removal of back filling within the front basement area to Henry Street and to Newenham Street to reinstate original external basement area. New steel external stairs with landing from street level {Newenham Street} to proposed excavated basement area. New Automatic fire roof vent to rear roof to replace existing stairwell Velux Roof light. Redecoration of existing external render to Henry Street and Newenham Street elevations to selected colour. {45 Henry Street is a Protected Structure Ref. no. RPS 196}.</p>	
18933 (2018) 19 Henry St. & Lower Glentworth St. , Limerick.	the construction of a mezzanine floor in corner unit, alterations to ground floor layout, signage and all ancillary site works	Granted planning permission with conditions
<p><b>None of these developments will give rise to any impacts on environmental resources and there will be, similarly, no predicted cumulative impacts in relation to environmental resources, for example in terms of habitat loss or disturbance to, protected species as a result of the proposed development or emissions to water or air arising from same.</b></p>		

Having considered the above environmental factors, the aim of the next section is to address likely impacts on the environment by the implementation of the proposed development. A brief overview of the sensitivities and impacts will be highlighted. Whether an EIA would be deemed relevant to the scale of the project and the environment will then be determined.

The following sections present the EIA Screening based on the criteria contained in Schedule 7a and are grouped under the following headings:

1. Characteristics of the Proposed Development - Table 4.2
2. Location of the Proposed Development - Table 4.3 and
3. Characteristics of Potential Impact - Tables 4.4 and 4.5

TABLE 4.2. CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

Screening Question	Response
<p>1. Characteristics of projects</p> <p>The characteristics of projects must be considered, with particular regard to:</p>	
<p>(a) the size and design of the whole project</p>	<p>The project relates to the existing Limerick City public realm, with the aim of constructing cycle lanes connecting commuters from residential areas in the areas of the South Circular Road, Dooradoyle and Ballinacurra to the City Centre. The proposed route is approximately 2.6km in length and will be constituted of a smooth asphalt surface course, with potential for epoxy resin, thermoplastic surfacing. There is scope for new footway construction, which will be tied in with existing footways where possible.</p> <p>Of itself the project is not identified as giving rise to significant environmental effects due to scale, nature and size of the proposed development.</p>
<p>(b) cumulation with other existing and/or approved projects;</p>	<p>The proposed development was considered in combination with other projects in the area that could result in cumulative effects on the environment. Please see Table 4.1 for information on these projects. No significant environmental effects are identified from interaction or in combination with other existing or approved projects.</p>
<p>(c) the use of natural resources, in particular land, soil, water and biodiversity;</p>	<p>Due to the scale and nature of the project, minor volumes of natural resources will be used during the construction process. Natural resources will not be used from the surrounding environment.</p> <p>Given the above approaches the project does not result in likely significant effects on the environment.</p>
<p>(d) the production of waste;</p>	<p>Yes, but not significant. Ancillary wastes will be managed as part of an integrated Waste Management Plan and will be separated to appropriate waste streams for local reuse or for disposal during to suitably licensed facilities in the region.</p> <p>Likely significant effects on the environment are not identified.</p>
<p>(e) pollution and nuisances;</p>	<p>The construction phase involves localised breaking out and excavation of the existing kerbs and pavements, and the finishing phase will involve the final pavement surface course to be laid using an asphalt paving machine</p>

Screening Question	Response
<p>1. Characteristics of projects</p> <p>The characteristics of projects must be considered, with particular regard to:</p>	
	<p>and compaction by a vibrating roller. These phases will include some noise and vibration. Any wastes will be removed from the site to an authorised waste facility and is not expected to pollute the surrounding environment.</p> <p>Likely significant effects on the environment are not identified.</p>
<p>(f) 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;</p>	<p>The risks of major accidents are not considered to be significant subject to best construction practices being followed through the construction phase, which will involve a Temporary Traffic Management Plan to ensure safe and efficient passage to all road users as well as create a safe working environment for the road workers. In addition to this, the project will include proper site management, maintenance and operation of all machinery and works associated with the construction phase, on site safety and training.</p> <p>Given the above approaches, the project does not pose significant risk of major accidents and/or disaster.</p>
<p>(g) the risks to human health (for example due to water contamination or air pollution).</p>	<p>As above, significant risks to human health are not identified for this proposal. Positive effects are identified in relation to Population and Human Health and Material Assets due to the augmentation of sustainable transport infrastructure in Limerick City. The scheme will improve safety by reducing vehicular speeds and segregating users and enhance the quality of service for walking and cycling, and therefore the health and wellbeing of the users due to increased physical activity.</p> <p>Given the above approaches the project does not result in likely significant effects on the environment</p>
<p>Will the proposed development create a significant amount of nuisance during its construction or operation?</p>	<p>It is not anticipated that significant noise levels will arise during construction (they will be temporary and restricted to machinery) and operational noise is not identified as being significant.</p> <p>Given the above approaches the project does not result in likely significant effects on the environment</p>

**Conclusion: No significant effects likely to arise associated with the characteristics of the proposed development.**

**Rationale:** The works associated with the project site are minor in scale and nature, construction activities are localised and minor; with the application of standard construction practice guidance no significant adverse effects are identified.

**TABLE 4.3 . LOCATION OF THE PROPOSED DEVELOPMENT**

Screening Question	Response
<p>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</p> <p>(a) the existing and approved land use;</p>	<p>For the purposes of this Part 8 consent process, the proposed project relates to the construction of a 2.6km cycle lane from Ballykeefe Roundabout to Bishops Quay.</p> <p>Given the overall approach and measures as presented in Section 2 of this report, the project does not result in likely significant effects on the environment. The existing landuse is urban and the proposed development enhances rather than detracts from the urban landuse and public realm.</p>
<p>(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</p>	<p>The works relate to the removal of existing kerbs and pavements to lay a smooth asphalt surface for use of cyclists. The works will not impact the natural resources in the area and the underground due to the urban nature of the proposed route. The works do not result in likely significant effects on the environment.</p>
<p>(c) the absorption capacity of the natural environment, paying particular attention to the following areas:</p> <p>(i) wetlands, riparian areas, river mouths;</p> <p>(ii) coastal zones and the marine environment;</p> <p>(iii) mountain and forest areas;</p> <p>(iv) nature reserves and parks;</p> <p>(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;</p>	<p>The proposed development of itself is not predicted to result in changes to the patterns of surface water runoff that currently exist. Surface water from the proposed footpaths, cycle-tracks and carriageways will drain to the existing surface and storm water network and significant volumes are not identified.</p> <p>A screening statement for Appropriate Assessment has been prepared and a finding of no likely significant effects on the conservation management objectives of European Sites has been found by Whitehill Environmental.</p> <p>Given the above approaches the project does not result in likely significant effects on the environment.</p>
<p>(vi) areas in which there has already been a failure to meet the environmental quality standards, laid</p>	<p>Although the surface water quality within the wider area containing the River Shannon (located approximately 18m from the proposed route at its nearest location of Bishops Quay) is variable, there are no direct or indirect effects identified for the project and potential risks to</p>

Screening Question	Response
down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;	<p>these surface waters. The volumes of surface water draining the proposed site will enter the existing surface water and stormwater system and represent a miniscule fraction of the volumes discharging to the River Shannon. There are no potential impacts identified for water quality or alterations to hydrological streams. The project does not result in likely significant effects on water resources in the environment.</p> <p>Measures included in the overall scheme and as outlined above are not identified as generating additional pressure on the groundwater quality which is good within this area.</p> <p>Given the above approaches the project does not result in likely significant effects on the environment.</p>
(vii) densely populated areas;	The project site traverses the sparsely populated City Centre largely comprising of commercial properties, into the residential areas of Ballycummin (pop. 18388), Ballinacurra A (pop. 1962). No negative effects are identified in relation to this criterion, positive effects relating to sustainable modes of transport are identified which will result in safe, segregated use of the road and improved infrastructure for cyclists and pedestrians.
(viii) landscapes and sites of historical, cultural or archaeological significance	The proposed route is partially in contained within the Architectural Conservation Areas <i>ACA 1A South City Centre and Newtown Pery</i> and <i>ACA 1B South Circular Road &amp; New Street</i> . The Lower Shannon River SAC is roughly 18m from the closest point of the proposed project on Bishops Quay. Given the above approaches the project does not result in likely significant effects on the environment

**Conclusion: No significant effects likely to arise associated with the location of the proposed development.**

**Rationale:** Works entail the removal of existing pavements to accommodate a new cycle lane (including carriage-ways and footways), which involves excavation of the existing materials for replacement with asphalt surfaces containing epoxy resin, thermoplastic surfacing and other similar materials. The works as proposed in this development are considered to result in some temporary impacts in terms of noise and waste production, with positive effects associated with increased road safety for different users as well as enhancing the sustainable transport infrastructure within the city.

The screening process assesses the most significant potential impacts in relation to the themes outlined below in Table 5.4 below. These are considered as follows:

### 4.3.1 Type and Characteristics of the Potential Impacts

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), 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.

**TABLE 4.4 . LOCATION OF THE PROPOSED DEVELOPMENT**

Environmental Topic	Potential Impact
Human Beings	Potential temporary negative impacts to some residents in the electoral districts of Ballinacurra A, Ballycummin, Dock A, Dock C, Dock D and Shannon A, who may be residing on Henry Street and the South Circular Road, associated with construction works; as part of the overall scheme. In and of itself, the effects of this particular project element are identified as minor. The project does not result in likely significant negative effects on the environment in relation to Human Beings and is expected to result in long-term positive effects for the community from increased road safety and sustainable modes of transport.
Flora and Fauna	Temporary impacts associated with construction and longer term operational impacts. Invasive species have been recorded within the wider area but not identified within the project footprint. Standard construction practices will apply and no additional soil is anticipated to be brought into the project from the wider area.  The project does not result in likely significant effects on the environment in relation to Flora and Fauna
Soil and Geology	Permanent and minor negative impact related to works phase, particularly in relation to areas requiring excavation and installation of the cycle lane. The project does not result in likely significant effects on soil and geology.
Water	The River Shannon is located roughly 18m from the proposed route at its nearest location of Bishops Quay. The volumes of surface water draining the proposed footpaths, cycle-tracks and carriageways will enter the existing surface water and stormwater system through existing gullies



Environmental Topic	Potential Impact
	and represent a miniscule fraction of the volumes discharging to the River Shannon. There are no potential impacts identified for water quality or alterations to hydrological streams. The project does not result in likely significant effects on water resources in the environment.
Air Quality and climate	Localised impacts arising from machinery such as excavators. Emissions during works phase will be minimized through best practice. Traffic related emissions are not considered significant but are likely to be decrease to some degree after the completion of the project due to projected increased usage of the cycle-tracks on the road. The project does not result in likely significant effects on the air quality and climate and will contribute positively at local scale by providing alternative, safer transport options for pedestrians and cyclists.
Noise and Vibration	Noise during the construction phase may result in temporary and short-term nuisance but works will be undertaken within standard construction daytime hours. The project does not result in likely significant effects on the environment.
Cultural Heritage	The proposed site in contained within the Architectural Conservation Areas <i>ACA 1A South City Centre and Newtown Pery</i> and <i>ACA 1B South Circular Road &amp; New Street</i> . The project does not result interact with any aspects of Cultural Heritage.
Landscape	No significant alteration of landscape character in and of itself, as the area will retain its urban design and character; The finished surface course will be followed by the application of road markings to distinguish the cycle paths from the rest of the road. The proposed works will contribute to townscape character and sustainable transport infrastructure. The project does not result in likely significant effects on the surrounding landscape.
Interrelationship between above parameters	<p>The key interrelationship arises between Population and Human Health, Water and Material Assets.</p> <p>Given the approach outlined in Section 2, the project does not result in significant negative effects on the environment and is expected to enhance the wellbeing of the community in the longer-term and enhance material assets.</p>

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

**Rationale:** As the preceding table shows, potential impacts relate primarily to temporary impacts at construction stage and the implementation of the Best Practice Construction measures will provide safeguards to avoid significant impacts at this stage. The surface run-off from the cycle-tracks,

carriage-ways and footpaths will drain into the existing gullies of the main line stormwater drainage provided along the proposed route and is expected to be a negligent volume discharging into the Shannon basin. No long-term adverse effects have been identified.

TABLE 4.5 . LOCATION OF THE PROPOSED DEVELOPMENT

<b>Characteristics of potential impacts</b> <b>The potential significant effects of proposed development in relation to criteria set out under Tables 3.3. and 3.2 above, and having regard in particular to:</b>	
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	Minor and localized temporary impacts are identified primarily at construction stage only.  The geographic area of the proposed works are confined to the immediate route. Accordingly, there is no significant impact associated with the operational phase of the development
(b) the nature of the impact;	Impacts are identified as temporary as they relate to the construction stage and sufficient and detailed measures as shown in section 2.
(c) the transboundary nature of the impact;	There are no transboundary impacts identified for the proposed project.
(d) the intensity and complexity of the impact;	Whilst best practice guidelines and adherence to statutory requirements will address and mitigate for several environmental parameters during the design, construction and operation process; the principal potential impacts relate to Population and Human Health, particularly noise in the initial stages of the project. Given the scale, size and nature of the project no significant effects are identified.
(e) the probability of the impact;	The design of the proposals, best practice construction measures, the scale, nature and design of the projects reduces and mitigates against significant effects arising, particularly in relation to the construction stage which is identified as giving rise to the greatest risk.
(f) the expected onset, duration, frequency and reversibility of the impact;	Subject to implementation and adherence to measures in Section 2, impacts identified for topics are not significant and will be temporary and reversible in nature, as they relate to construction phase only.
(g) the cumulation of the impact with the impact of other existing and/or approved projects;	The proposed development was considered in combination with other projects in the area that could result in cumulative effects on the environment. Please see Table 4.1 for information on these projects. No significant environmental effects are identified from interaction or in combination with other existing or approved projects. The proposed works have been assessed cumulatively within this Environmental Impact Assessment (EIA) Screening Report and concludes that potential cumulative effects are limited.

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

**Rationale:** Minor, localised and temporary impacts are identified associated with this project. The scale, nature, design and location of the project is not identified as giving rise to significant negative effects across the EIA topics.

## 5 Conclusion

### 5.1 Screening Determination

Article 4(5) of the EIA Directive states:

*The competent authority shall make its determination, on the basis of information provided by the developer in accordance with paragraph 4 taking into account, where relevant, the results of preliminary verifications or assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive.*

*The determination shall be made available to the public and:*

*(a) where it is decided that an environmental impact assessment is required, state the main reasons for requiring such assessment with reference to the relevant criteria listed in Annex III; or*

*(b) where it is decided that an environmental impact assessment is not required, state the main reasons for not requiring such assessment with reference to the relevant criteria listed in Annex III, and, where proposed by the developer, state any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.*

This EIS Screening Report has concluded that the effects of the proposed development are not identified as giving rise to significant negative effects on the environment, due to the scale, nature, location and design of the proposed development.

The implementation of the standard environmental management practices will also provide safeguards in relation to potential impacts identified in the preceding tables, which are identified as temporary and minor in nature. .

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 proposed development is considered to be low. No significant environmental impacts will occur once mitigation measures outlined in Section 2 of this Report are implemented. These mitigation measures are representative of standard 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 and County Council to conclude and determine that an EIA is not required for the proposed project as there will be no significant negative effects

The overall conclusion for this screening appraisal is that, having considered the appropriate criteria, Environmental Impact Assessment for the project is not required.