

SEA SCREENING
PROPOSED MATERIAL
ALTERATIONS TO THE DRAFT
PATRICKSWELL LOCAL AREA
PLAN 2024-2030

Prepared under SI 436 of 2004 as amended

December 2023

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1.0 Introduction

The Draft LAP was placed on public display for a period of 6 weeks from 2nd September– 16th October 2023 inclusive. A total of 27 no. written submissions were received within the statutory timeframe for public display.

The 27 no. submissions were considered by the Chief Executive, responses and recommendations were presented in a Chief Executive's report, dated the 10th of November 2023 and issued to the Elected Members of Limerick City and County Council for consideration. A briefing meeting was held for the Elected Members of Limerick City and County Council to outline the contents of the Chief Executive's Report on the 22nd of November 2023.

The Elected Members of Limerick City and County Council, at their meeting on the 27th of November 2023 passed a resolution to make the Draft LAP. This was done subject to two amendments to the Chief Executive's report dated the 10th of November 2023, subject to further public consultation on the Material Alterations.

The purpose of this SEA Screening Report is to determine if the material alterations are assessed as giving rise to significant environmental effects as required under SI 436 of 2004 as amended.

A Screening Assessment is provided along with a Draft SEA determination in Section 3 of this report.


2.0 Proposed Material Alterations

Note new text in green font, deleted text in strikethrough, red text

Amendments Chapter 4 Town Centre First Approach

| Proposed Amendment | Submission No. | Further SEA assessment required? Yes/No. |
|--|----------------|--|
| <p>1. Insert additional Section into Chapter 4.5 Opportunity Sites as follows:</p> <p><u>Opportunity Sites and Climate Adaptive/Resilient Urban Greening</u></p> <p><u>The management of rainwater and flood risk as part of climate adaptive and resilient urban greening should be considered at the outset of the design process of all proposed Opportunity Sites. Proposals should adhere to the rainwater management mechanisms outlined within the national guidance for water sensitive urban design (Nature-Based Solutions to the Management of Rainwater and Surface Water Runoff in Urban Areas: Water Sensitive Urban Design: Best Practice Interim Guidance Document). All new development is required to manage and minimise surface water runoff through the use of Nature based Solutions / Sustainable Drainage Systems (SuDS), unless otherwise agreed with the Council. Development will only be permitted where the Council is satisfied that suitable measures have been proposed that mitigate the impact of surface water, through the achievement of control of run-off quantity and quality, while enhancing amenity and habitat.</u></p> | 1, 5, 6 | No |
| <p>SEA Response:</p> | | |
| <p>Positive in terms of support for NBS and SuDs. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in</p> | | |

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| significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA. | | |
| 2. | Insert additional action under the theme ‘Greening’ in Table 4.2 Draft Patrickswell LAP Action Timeframe as follows: Action: Provision of a cycle route and active travel measures on the Clarina Road linking into the village Lead Responsibility: NTA and LCCC Transport and Mobility Directorate Timeline: Short to Medium Term | 3 |
| SEA Response: | | |
| <p>Additional action relating to cycling route associated with existing road. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report, either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse).</p> <p>In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> | | |

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| 3. | <p>Amend the title of Figure 4.9 in Chapter 4 Town Centre First Approach as follows: Proposed <u>Indicative</u> Layout: Community facilities at site fronting Faha View and Lisheen Park including St. Patrick's AFC</p>  | 16, 20, 21, 23, 26 | |
| 4. | <p>Insert revised Indicative Layout of Opportunity Site 2 with updated layout to area adjacent to Patrickswell National School as follows (larger map provided in Section 3.3 Amendments to Maps)</p> | 20, 23 | |
| SEA Response | | | |
| <p>Minor amendment to map. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive's Report do not require SEA.</p> | | | |

Amendments Chapter 5 Sustainable Communities

| Proposed Amendment | | Submission No | Further SEA assessment required? Yes/No. |
|--|--|---------------|--|
| 5. | Amend Objective CO4 Part (c) Sports and Recreation Facilities in Chapter 5 Sustainable Communities as follows: Protect <u>land zoned open space and recreation</u> existing space by not permitting development, which encroaches on such open space and land zoned open space and recreation from inappropriate development and facilitate/support the provision of allotment or community gardens at appropriate locations development in line with the uses set out in the zoning matrix and subject to appropriate environmental assessments. | 14 | No |
| SEA Response | | | |
| Minor amendment to text. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA. | | | |

Amendments Chapter 7 Sustainable Mobility

| Proposed Amendment | | Submission No. | Further SEA assessment required? Yes/No. |
|--------------------|--|----------------|--|
| 6. | Amend Section 7.3 of Chapter 7 as follows: The N/M20 Cork to Limerick Motorway Scheme Project also includes the provision of active travel infrastructure ensuring that sustainable development principles are core considerations in the scheme. The Scheme Project will not just enhance Patrickswell’s motorised connectivity, | 9 | No |

| | | | |
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| | but also create improved active travel linkages and connections from the village to the south of the Country. | | |
| SEA Response | | | |
| Minor amendment to text. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive's Report do not require SEA. | | | |
| 7. | Amend Section 7.4 of Chapter 7 as follows: Active Travel measures as part of the N/M20 Cork to Limerick Motorway Project including cycle and pedestrian infrastructure from Patrickswell to Croom, Bruree connections to the proposed Limerick Greenway and wider national cycle network | 9 | No |
| SEA Response: | | | |
| Minor amendment to text. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive's Report do not require SEA. | | | |
| 8. | Insert the following text into Section 7.5 Rail Transport: This LAP seeks to safeguard the rail line against encroachment that would compromise the long-term development of this facility. Insert the following objective under Section 7.5 Rail Transport Objective SMT: Protection of Existing Rail Route: It is an Objective of the Council to: | 1, 10 | No |

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|--|--|--------------|----|
| | <p>a) <u>Protect the existing rail route against encroachment from inappropriate uses that could compromise the long-term development of the rail facility and support appropriate upgrades, which are in line with the appropriate and necessary environmental and ecological assessments as required.</u></p> <p>b) <u>Support any future proposals for passenger rail services in Patrickswell.</u></p> | | |
| SEA Reponse: | | | |
| Positive in terms of protection public transport corridors associated with railway line. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive's Report do not require SEA. | | | |
| 9. | Amend SMT O6 (b) to reference national road network as follows: 'Protect the capacity of the <u>national and</u> regional road network from inappropriate development, having regard to all relevant Government guidance,' | 1, 2 | No |
| SEA Response: | | | |
| Minor amendment to text. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive's Report do not require SEA. | | | |
| 10. | Update the Amenity and Sustainable Transport Map to distinguish between existing and proposed cycling and walking infrastructure. (updated map provided for under Section 3.3 Amendments to Maps) | 1, 3, 11, 23 | No |
| SEA Response: | | | |
| Clarification of map. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any | | | |

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| <p>potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> | | | |
| 11. | <p>Provide a new Section under Section 7.4 Modal Shift and Targets and update the text as follows:</p> <p>There are a number of opportunities, which have the ability to address current travel trends and to examine the existing travel behaviours within Patrickswell to provide for the realisation of a more sustainable transport mode. <u>The Draft Local Area Plan focuses on the provision of increased permeability through future development within the settlement. The plan provides a change of focus towards the town centre first initiatives, development of infill/brownfield sites and the creation of a more compact village and endeavours to improve permeability and localised access through the development of the four identified opportunity sites. Local conditions including lack of infrastructure, inadequate linkages and lack of permeability create physical barriers to enabling a move away from the predominant car travel, as exists in Patrickswell. In relation to cycling, there are no cycle paths in the village with cyclists using footpaths instead, in some instances. Policies contained within this Plan ensure that new development proposals provide for permeability and appropriate linkages that are required to open up future and existing development, creating the conditions to enable active travel modes and improving access for those with mobility issues. The following table identifies active travel infrastructure that seeks to create convenient, efficient routes to key destinations for local amenities, facilities, social infrastructure and services and in doing so, reducing walking/cycling distances and creating the conditions that gives active modes a competitive advantage over the private car. The table below outlines active travel measures to enable the 10-minute town concept prioritising a number of these measures:</u></p> <ul style="list-style-type: none"> • The implementation of pedestrian/cycling safety measures on Main Street as part of the Patrickswell Village Renewal Scheme commenced March 2023; | <p>1, 3, 11,</p> <p>Motion by Cllr. Daniel Butler</p> | <p>No</p> |

- Improved connectivity from Main Street to Patrickswell National School as part of Patrickswell Village Renewal Scheme;
- Upgrade of existing pedestrian link from Laurel Park to Lisheen Park at Patrickswell National School;
- Improvement works outside Patrickswell NS for walking and cycling infrastructure and in turn, increase the number of students who cycle to school;
- Active Travel measures as part of the N/M20 Motorway project including cycle and pedestrian infrastructure from Patrickswell to Croom, Bruree and connections into the proposed Limerick Greenway and wider national cycle network;
- Increase permeability through future development within the settlement;
- Change of focus to town centre first initiatives, development of infill/brownfield sites and creation of a more compact village;
- Opportunity sites focused on improving permeability and localised access.

Insert Table showing Active Travel Proposal and Priority Route:

[Table 7.3 Active Travel Measures and Priorities](#)

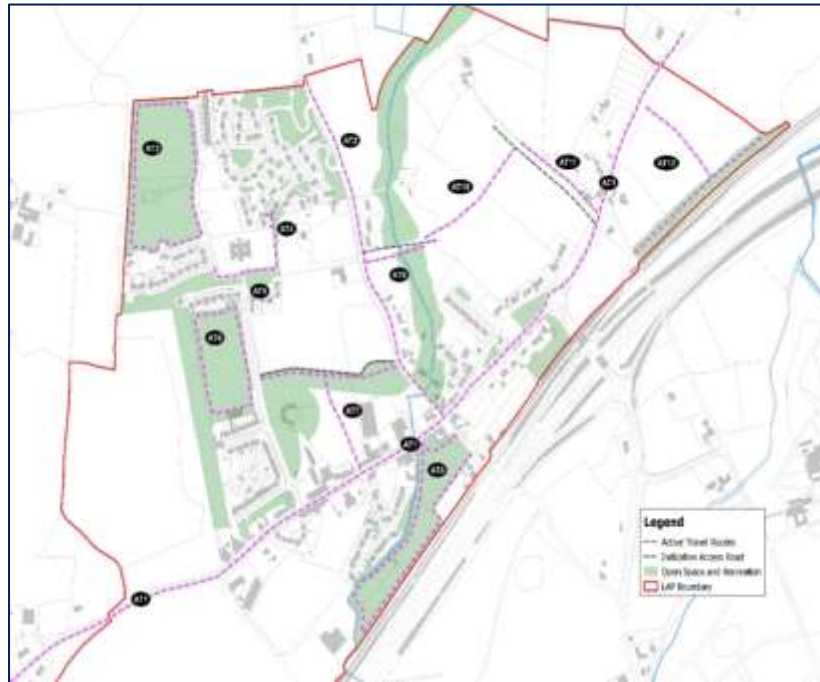
| <u>Action/ Intervention Reference</u> | <u>Description</u> | <u>Proposed Link Type/ Active Mode Priority</u> | <u>Expected Timeframe</u> | <u>Need for Intervention</u> |
|---------------------------------------|--|---|-----------------------------|---|
| <u>AT1</u> | <u>Main Street Patrickswell Village Centre</u> | <u>Cycle Infrastructure Active Mode Priority</u> | <u>Medium to Long Term</u> | <ul style="list-style-type: none"> - <u>Connection into existing segregated cycle track along R526 to Raheen/Limerick City and future connections associated with Active Travel measures of N/M20 Cork to Limerick Project, Patrickswell to Charleville Greenway and Rathkeale/Limerick Greenway</u> - <u>Increase uptake of active travel modes</u> - <u>Connection between village centre to residential areas/local facilities/services</u> |
| <u>AT2</u> | <u>Clarina Road</u> | <u>Cycle Infrastructure Active Mode Priority</u> | <u>Short to Medium Term</u> | <ul style="list-style-type: none"> - <u>Increase uptake of active travel modes</u> - <u>Connection between village centre to existing and proposed residential areas/local facilities/services</u> |
| <u>AT3</u> | <u>Patrickswell FC/Lisheen Park/Faha View (Opportunity Site 2)</u> | <u>Looped Pedestrian Walkway Active Mode Priority</u> | <u>Short Term</u> | <ul style="list-style-type: none"> - <u>Provision of looped walk around perimeter of site included in proposed development design as part of Opportunity Site 2,</u> |
| <u>AT4</u> | <u>Sycamore Heights to Patrickswell National School</u> | <u>Pedestrian Link Active Mode Priority</u> | <u>Short Term</u> | <ul style="list-style-type: none"> - <u>Upgrade of existing link from residential estate to Patrickswell NS, Lisheen Park and local amenities/facilities</u> |

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| <u>AT5</u> | <u>Site entrance fronting Patrickswell National School</u> | <u>Front entrance and road network at front of Patrickswell NS</u> <u>Active Mode Priority</u> | <u>Short Term</u> | <ul style="list-style-type: none"> - <u>Realignment of road network and provision of walking and cycling infrastructure at front of Patrickswell NS.</u> - <u>Provision of 'school street/school zone'</u> | | |
| <u>AT6</u> | <u>Patrickswell GAA Grounds</u> | <u>Looped Pedestrian Walkway</u> | <u>Short Term</u> | <ul style="list-style-type: none"> - <u>Provision of looped walk around perimeter of site included as part of future development proposals on the GAA grounds.</u> | | |
| <u>AT7</u> | <u>Patrickswell Village Centre Opportunity Site 1/Residential Development</u> | <u>Active Travel Connection – cycle and walking provision.</u> <u>Active Mode Priority</u> | <u>Short Term</u> | <ul style="list-style-type: none"> - <u>Provision of connectivity and permeability link between Clarina Road, School Road and the centre of Patrickswell</u> - <u>Provision of active travel linkage linked to future residential development.</u> | | |
| <u>AT8</u> | <u>Riverside Park off Village Centre</u> | <u>Looped Walking/Cycling pathway</u> | <u>Medium Term</u> | <ul style="list-style-type: none"> - <u>Riverside Park as part of Opportunity Site 3</u> | | |

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| <u>AT9</u> | <u>Barnakyle</u> | <u>Residential Active Travel Connection – cycle and walking provision.</u> <u>Active Mode Priority</u> | <u>Short Term</u> | - <u>Provision of active travel linkage linked to residential development granted under Planning File 22/8017. Potential to provide linkages from proposed residential development through to local facilities/services (school, GAA etc).</u> | | |
| <u>AT10</u> | <u>Barnakyle Opportunity Site 4</u> | <u>Residential Active Travel Connection – cycle and walking provision</u> | <u>Medium to Long Term</u> | - <u>Provision of active travel linkage linked to future residential development/open space.</u> | | |
| <u>AT11</u> | <u>Barnakyle Opportunity Site 4</u> | <u>Residential Active Travel Connection – cycle and walking provision</u> | <u>Long Term</u> | - <u>Provision of active travel linkage linked to future residential development/open space.</u> | | |
| <u>AT12</u> | <u>Serviced Site at Barnakyle on R526</u> | <u>Residential Active Travel Connection – cycle and walking provision</u> | <u>Medium to Long Term</u> | - <u>Provision of active travel linkage linked to future residential development/open space.</u> | | |

Insert Map with associated Action Reference as follows:

[Fig. 7.3 Map of Active Travel Measures and Priorities](#)



*Larger map provided for under Part B of this report

SEA Response:

Additional text and greater detail provided on measures already assessed through SEA and AA screening processes. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse).

In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive's Report do not require SEA.

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| 12. | <p>Add the following text into SMT O6 (b) (ii) as follows:</p> <p><u>(ii) A Design Report will be required in accordance with TII Publications DN-GEO-03030 (Design Phase Procedure for Road Safety Improvement Schemes, Urban Renewal Schemes and Local Improvement Schemes) for works to the strategic national road network.</u></p> | 2 | No |
| SEA Response: | | | |
| <p>Additional text referencing TII publication.</p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> | | | |
| 13. | <p>Add the following text into SMT O6 (b) as follows:</p> <p>Protect the capacity of the regional road network from inappropriate development, having regard to all relevant Government guidance, Objective TR O39 National Roads and Objective TR O41 Strategic Regional Roads of the Limerick Development Plan 2022-2028 and ensure development does not compromise the performance of the network or future improvements to the network.</p> <p><u>(i) Road Safety Audits and Traffic Impact Assessments, in accordance with TII guidance and publications,</u> will be required to demonstrate implications of development proposals on the national and regional road network.</p> | 2 | No |
| SEA Response: | | | |
| <p>As above. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> | | | |

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| 14. | <p>Update Amenity and Sustainable Transport Map to reference walking loop proposed as part of future plans of Patrickswell GAA. (updated map provided for under Section 3.3 Amendments to Maps)</p> <p>Include proposed pedestrian loop within GAA Grounds under new Table inserted into Chapter 7 Proposed Active Travel Infrastructure.</p> | 24 | No |
| SEA Response: | | | |
| <p>Loop within existing grounds is not identified as generating significant environmental effects, taking into consideration scale, location and type.</p> <p>Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> | | | |
| 15. | <p>Insert a new Part B into Objective SMT O2 – Sustainable Travel Infrastructure as follows:</p> <p><u>Support the provision of further cycle infrastructure through Patrickswell Village linking into the existing segregated cycle track along the R526 to Limerick City and link into proposed active travel infrastructure as part of the N/M20 Cork to Limerick Project, the Patrickswell to Charleville Greenway, and the Rathkeale to Limerick Greenway.</u></p> | 11, 27, Motion by Cllr. Daniel Butler | No |
| SEA Response: | | | |
| <p>Minor amendment to text. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> | | | |

Amendments Chapter 9 Infrastructure and Utilities

| Proposed Amendment | | Submission No. | Further assessment required? Yes/No. | SEA |
|---|---|----------------|--------------------------------------|-----|
| 16. | <p>Insert the following into Chapter 9 Infrastructure and Utilities as Part (f) to Objective IU 05 – Flood Risk Management:</p> <p><u>Developments on lands benefitting from Arterial Drainage Schemes shall preserve the maintenance and access to these drainage channels. Land identified as benefitting from these systems may be prone to flooding, as such site specific flood risk assessments will be required as appropriate, at planning application stage.</u></p> | 6 | No | |
| <p>Consistency with SFRA. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> | | | | |

Amendments Chapter 10 Land Use Framework and Settlement Capacity Audit

Amendment No. 17:

Amend figures in Table 10 to reflect zoning changes to serviced sites provision as follows:

| Zoning | Total Area Zoned in 2023 LAP – ha. | Total Area Zoned in 2015 LAP – ha. |
|------------------------------------|------------------------------------|------------------------------------|
| Agriculture | 39.634 | 44.50 |
| Enterprise and Employment | 10.814 | 9.99 |
| Education and Community Facilities | 4.567 | 12.18 |

| | | |
|---|-------------------------------|-----------------|
| Utilities | No use category | No use category |
| New Residential Total | 16.861 | 23.5 |
| Phase 1 | 13.926 | 17.19 |
| Phase 2 | 2.935 | 6.31 |
| Existing Residential | 18.426 | 19.53 |
| Residential Serviced Sites Total | 4.773 5.173 | 14.88 |
| Phase 1 | - | 10.41 |
| Phase 2 | - | 4.47 |
| Open Space and Recreation | 21.814 | 15.65 |
| Village Centre | 4.76 | 4.28 |

SEA Response:

Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.

Amendments Chapter 11: Monitoring and Evaluation

| Proposed Amendment | Submission No. | Further SEA assessment required? Yes/ No. |
|---|----------------|---|
| 18. Insert the following new policy into Chapter 11 Monitoring and Evaluation as follows: | 23 | No |

| | | | |
|---|---|--|--|
| | <p>Policy ME P1: Monitoring and Evaluation: It is policy of the Council to: <u>Implement in conjunction with key stakeholders, the policies and objectives of this Local Area Plan and to review the success or otherwise of the implementation of policies and objectives in line with Section 15(i) and 15(2) of the Planning and Development Act 2000, as amended, as well as Section 6.5 of Local Area Plans Guidelines for Planning Authorities (2013) and Chapter 13 of the Limerick Development Plan.</u></p> | | |
| <p>Positive interactions with SEOs as it confirms commitment to monitoring. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> | | | |

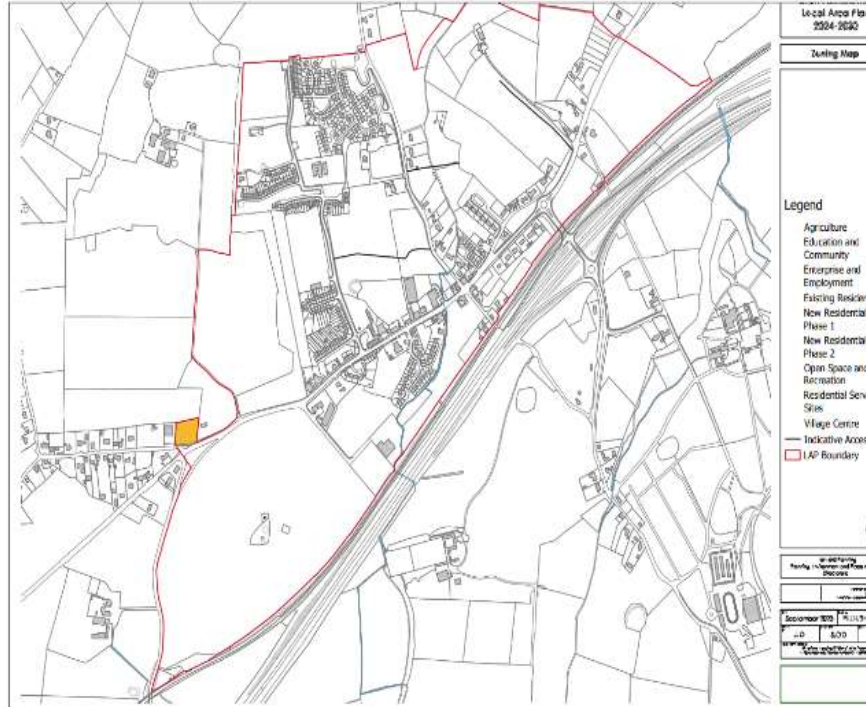
Elected Members Motions

The Elected Members of Limerick City and County Council, at their meeting on the 27th of November 2023 passed a resolution to make the Draft LAP. This was done subject to two amendments to the Chief Executive’s report dated the 10th of November 2023. At the Limerick City and County Council meeting, two motions were proposed and seconded and the plan was passed by resolution with the following proposed amendments.

| Amendment No | Amendment | Further SEA assessment required? Yes/No |
|--------------|--|---|
| No. 1 | <p>Amendment: (i) Amend Table 7.3 Active Travel Measures and Prioritise, Action AT1 under column <i>Proposed Link Type/Active Mode Priority</i> as follows: Segregated Cycle Lane Cycle Infrastructure Active Mode Priority (ii) In line with above, amend Objective SMT02 Part B to read <u>Support the provision of a segregated cycle lane further cycle infrastructure through Patrickswell Village linking into the existing segregated cycle track along the R526 to Limerick</u></p> | NO |

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| | <p><u>City and link into proposed active travel infrastructure as part of the N/M20 Cork to Limerick Project, the Patrickswell to Charleville Greenway, and the Rathkeale to Limerick Greenway.</u></p> <p>Reason In the interest of road safety and to ensure the appropriate provision of cycle infrastructure, in line with the current active travel scheme.</p> <p>Proposed: Cllr. Daniel Butler Seconded: Cllr. Sarah Kiely</p> | |
| <p>SEA comment: Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.</p> | | |
| <p>No. 2</p> | <p>The Development Boundary of the Draft Patrickswell Local Area Plan be extended to incorporate lands (0.42 Hectares) as shown on the accompanying map at Ballyanrahan East, Patrickswell. Co. Limerick. The subject lands which are located within 600m of the village core, in a reduced speed zone and served by a public footpath and public lighting are to be zoned ‘Residential Serviced Sites’ and will accommodate 2 – 4 dwellings over the life of the plan.</p> <p>Reason There are no ‘new’ lands identified in the Draft LAP for serviced sites in the village and where it is a policy objective of the Local Authority in the CDP that lands are to be made available in settlements to counter the proliferation of ‘one off’ houses. In addition, the existing ‘serviced sites’ lands to the east of the village (which benefits from a grant of permission) are located in close proximity to the motorway, remote from the village and without pedestrian infrastructure.</p> <p>Proposed: Cllr. Abul Kalam Azad Talukder</p> | <p>NO</p> |

Seconded: Cllr. Kieran O’Hanlon



SEA comment: The integration to the Draft Plan of environmental protection measures relating to landuse zonings plan are supported through the SEA process. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive’s Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose to add clarification or amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive’s Report do not require SEA.

Amendments to Maps

Amendments to maps are outlined in Section 3 of the Chief Executive's Report, these are minor amendments and the integration to the Draft Plan of environmental protection measures relating to landuse zonings plan are supported through the SEA process. Taking into account the measures that have been already integrated into the Draft Plan that provide for and contribute towards environmental protection, environmental management and sustainable development, it is identified that any potential effects arising from the Proposed Alterations outlined in this Chief Executive's Report: either are present already (beneficial) and will be further contributed towards; or will be mitigated so as not to be significant (adverse). In addition, some alterations merely propose amended context setting text for Plan provisions and these will not result in significant environmental effects. Consequently, the above Proposed Alterations outlined in this Chief Executive's Report do not require SEA.

Environmental Assessments/SFRA

Section 4 of the Chief executive's report relates to updates to environmental reports (SEA and AA Screening) of which no updates are identified. Section 5 of the Chief executive report relates to minor updates to the SFRA, as above these do not require full SEA.

3.0 SEA Screening Schedule 2a

The Screening for Strategic Environmental Assessment (SEA) determination regarding whether or not Material Alterations to the Draft Patrickswell Local Area Plan 2024-2030 would be likely to have significant effects on the environment is being made under the SI 436 of 2004 as amended.

1. The characteristics of the plan having regard, in particular, to:

the degree to which the Plan sets a framework for projects and other activities, either with regard to the location, nature, size and operating conditions or by allocating resources,

The Draft LAP will set the six year framework for the sustainable development of Patrickswell and material alterations as shown and assessed in the preceding section do not significantly alter the findings of the SEA screening, AA screening and SFRA of the Draft LAP to date.

the degree to which the Plan influences other plans, including those in a hierarchy,

The Plan is prepared in the context of new national and regional planning frameworks, namely the National Planning Framework (NPF) and the Regional Spatial and Economic Strategy (RSES) and Limerick Development Plan 2022-2028 (CDP). The LAP includes a written statement comprising development objectives, policies, standards and maps including land use zoning. Taking the above and the examination of likely significant environmental effects in Section 2 of this SEA Screening report, the material alterations would not be likely to result in significant environmental effects.

the relevance of the Plan in the integration of environmental considerations in particular with a view to promoting sustainable development,

The Draft Patrickswell LAP has been subject to SEA screening, AA screening and SFRA and has integrated environmental considerations with a view to promoting sustainable development at local plan level in the plan area. Taking the above and the examination of likely significant environmental effects in Section 2 of the SEA Screening report, the material alterations would not be likely to result in significant environmental effects.

Environmental problems relevant to the plan

Environmental problems relevant to the plan have been identified and measures to address same have informed the LAP development. Taking the above and the examination of likely significant environmental effects in Section 2 of this SEA Screening report, the material alterations would not be likely to result in significant environmental effects.

the relevance of the plan to the implementation of European Union legislation on the environment (e.g. plans linked to waste-management or water protection).

The plan provides a landuse framework for the plan area and is subject to SEA and AA and SFRA. The plan considers and integrates European Union legislation on the environment including those relating to topics such as Waste Management and Water protection. Taking the above and the examination of likely significant environmental effects in Section 2 of this SEA Screening report, the material alterations would not be likely to result in significant environmental effects.

2. Characteristics of the effects and of the area likely to be affected, having regard, in particular, to:

the probability, duration, frequency and reversibility of the effects,

Taking the above and the examination of likely significant environmental effects in Section 2 of this SEA Screening report, the material alterations would not be likely to result in significant environmental effects

the cumulative nature of the effects,

Taking the above and the examination of likely significant environmental effects in Section 2 of this SEA Screening report, the material alterations would not be likely to result in significant environmental cumulative effects.

the transboundary nature of the effects

No such effects are identified through the examination of the material alterations. Taking the above and the examination of likely significant environmental effects in Section 2 of this SEA Screening report, the material alterations would not be likely to result in significant environmental cumulative effects.

the risks to human health or the environment (e.g. due to accidents),

As above, taking the above and the examination of likely significant environmental effects in Section 2 of this SEA Screening report, the material alterations would not be likely to result in significant environmental effects.

the magnitude and spatial extent of the effects (geographical area and size of the population likely to be affected).

As above, taking the above and the examination of likely significant environmental effects in Section 2 of this SEA Screening report, the material alterations would not be likely to result in significant environmental effects.

the value and vulnerability of the area likely to be affected due to:

(a) special natural characteristics or cultural heritage

Taking the above and the examination of likely significant environmental effects in Section 2 of this SEA Screening report, the material alterations would not be likely to result in significant environmental effects.

(b) exceeded environmental quality standards or limit values,

Taking the above and the examination of likely significant environmental effects in Section 2 of the SEA Screening report, the material alterations would not be likely to result in significant environmental effects.

(c) intensive land-use,

The Draft Plan provides in line with national, regional and county policies the provision of relatively intensive landuse within the urban setting. Taking the above and the examination of likely significant environmental effects in Section 2 of the SEA Screening report, the material alterations would not be likely to result in significant environmental effects.

(d) the effects on areas or landscapes which have a recognised national, European Union or international protection status.

Taking the above and the examination of likely significant environmental effects in Section 2 of the SEA Screening report, the material alterations would not be likely to result in significant environmental effects. The Screening Statement for appropriate assessment has examined the material alterations and a finding of no likely significant effects on the conservation management objectives of European Sites was concluded.

SEA Screening Determination

A Draft SEA Screening determination is provided under separate cover.

In light of the above findings, it is determined that the proposed material alterations to the Draft Patrickswell LAP 2024-2030 does not require full SEA.

This is the preliminary SEA Screening determination and will be finalised following consultation with the statutory environmental authorities.

In accordance with Article 9(5) of S.I. No. 436 of 2004, as amended by S.I. No. 201 of 2011, Limerick City and County Council will provide notice to the specified environmental authorities that implementation of the proposed material alterations to the Draft Patrickswell LAP would not be likely to have significant effects on the environment and will seek submissions or observations prior to finalising the Screening for the requirement for SEA.

Upon receipt of submissions/observations, the SEA Screening determination will be finalised.