

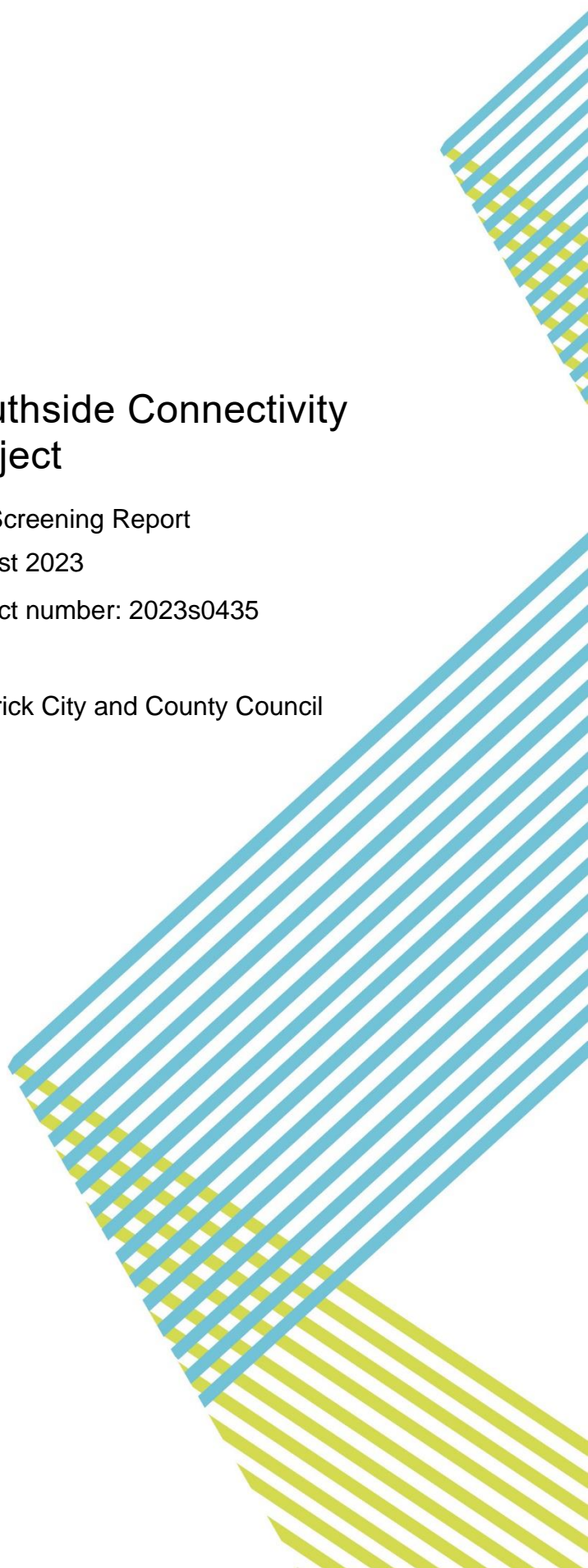
# Southside Connectivity Project

EIA Screening Report

August 2023

Project number: 2023s0435

Limerick City and County Council

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## Revision History

Revision Ref / Date Issued	Amendments	Issued to
S3-P01 / 25/10/23	Draft Report	LCCC
A3-C01 / 21/03/24	Final Report	LCCC

## Contract

This report describes work commissioned by Limerick City and County Council, by an email dated 22/03/2023. Conor O'Neill of JBA Consulting carried out this work.

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## Abbreviations

AA - Appropriate Assessment
CEMP - Construction Environmental Management Plan
EIAR - Environmental Impact Assessment Report
LAP - Local Area Plan
LCCC - Limerick City and County Council
NIAH - National Inventory of Architectural Heritage
NMS - National Monuments Service
SFRA - Strategic Flood Risk Assessment
WFD - Water Framework Directive

# 1 Introduction

JBA Consulting Engineers and Scientists Ltd. (hereafter JBA) has been commissioned by Limerick City and County Council to prepare an EIA Screening Report for the Southside Connectivity Project towards the south of Limerick City in the townland of Galvone (the 'proposed development'). The proposed developments consists of active travel measures.

## 1.1 Purpose of this Report

The purpose of this report is to identify whether there is a need under the Planning and Development Act 2000, as amended, for an EIAR for the proposed development.

Schedule 5 (Parts 1 and 2) of the Act lists the groups of development projects which are subject to EIA screening under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Part 1 lists those projects which are automatically subject to an EIAR due to the scale and nature of the project. Part 2 lists projects which are also likely to have significant environmental effects based on the nature and size of the development set out by threshold criteria.

An additional group of projects, which are considered sub-threshold developments under Part 2, may fall below the thresholds set but may, under further analysis, be deemed to have significant effects due to their location within a catchment, size, or proximity to sensitive areas.

This report documents the methodology employed to determine whether the proposed development falls under any of these groups, and therefore will have significant environmental impacts. Rationale has been given for the decision made in reference to the relevant legislation, and additional documents have been referenced where required.

This report is intended for the project as described below. Any significant changes to the project description or location would require preparation of a new EIA screening report.

An Appropriate Assessment (AA) Screening Report has been prepared by JBA Consulting and has identified any potential impacts to Natura 2000 sites and protected landscapes. This EIA Screening document, along with the AA Screening Report, will be submitted as part of the planning process for the proposed development. As shown in Figure 2.1, part of the lands are in private ownership, requiring a Part 8 application, while other parts of the development will require a Section 38 application. Both are covered in this report.

## 2 Description of Proposed Works

### 2.1 Site Location

The proposed active travel scheme will be situated along existing roads and existing green areas along Childers Road, John Carew Park Link Road, the R511, and Roxboro Roundabout. The scheme will also run through parts of Limerick Enterprise Development Park and along the northern side of Galvone Industrial Estate. In total, the proposed link will be 650m in length, see Figure 2.1.

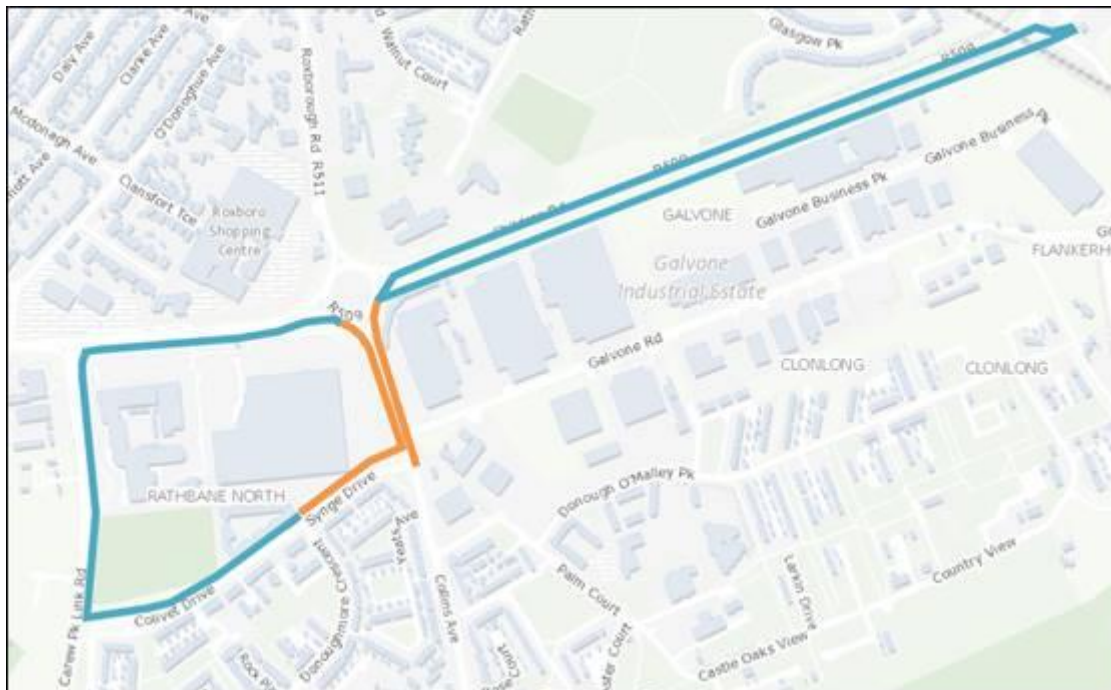


Figure 2.1: Site Location showing planning requirements - Part 8 for the section of the project requiring private ownership lands (orange) and Section 38 elsewhere (blue)

### 2.2 Proposed Development

The proposed development will include:

- The provision of new/upgraded footpaths and cycle lanes around the LEDP campus/Maldron Hotel site, and along the south side of Childers Road, towards the Kilmallock Roundabout;
- New access points through existing boundaries from the LEDP campus onto the Childers Road;
- New toucan crossing on Childers Road to allow link to Kennedy/Glasgow Park;
- The removal of the existing palisade fence to the VPK boundary and along Childers Road;
- The provision of a new boundary to the set-back VPK and Childers Road boundary;
- Re-grading the existing ground level as required along Childers Road; and
- Limited tree and vegetation removal to improve visibility between the road and the new footpath/cycle lane along Childers Road.

## 3 Purpose of Screening

### 3.1 Legislative Context for EIAR in Ireland

The EU has set out mandatory requirements for Environmental Impact Assessments under the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU). The Directive identifies certain project types, described under Annex I, that will always have significant environmental effects due to their nature and size. These projects are required to undergo an EIAR in every Member State.

For projects listed under Annex II, the EIA Directive gives Member States discretion to decide the limits of projects requiring an EIAR. In Ireland, mandatory thresholds have been set for projects that would otherwise fall under Annex II, which are described in Schedule 5 of The Planning and Development Regulations 2001 as amended. These thresholds are based on project characteristics including size and location. Projects within these thresholds are always subject to an EIAR. In some circumstances, projects considered below the thresholds set under Schedule 5 Part 2 may still be considered by the Planning Authority to have significant effects on the environment, such as in cases where the projects are in a location of particular environmental sensitivity and may also be subject to an EIAR. These sub-threshold projects are reviewed by the Planning Authority on a case-by-case basis.

The principal piece of legislation under which an EIAR may be undertaken for various developments is The Planning and Development Act 2000, as amended. Further regulations are explained in The Planning and Development (Environmental Impact Assessment) Regulations 2001-2018.

Legislation is examined below as to whether an EIAR will be required for this project.

### 3.2 The Planning and Development Act 2000 - Mandatory EIAR

The Planning and Development Act 2000, as amended, Section 172 sets out the types of projects that require an Environmental Impact Assessment Report (EIAR):

An environmental impact assessment shall be carried out by the planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either:

a. the proposed development would be of a class specified in

- i. Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either-
  - I. such development would exceed any relevant quantity, area or other limit specified in that Part, or
  - II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or
- ii. Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either-
  - I. such development would exceed any relevant quantity, area or other limit specified in that Part, or
  - II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or

b.

- i. the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part, and
- ii. the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.

#### 3.2.1 Part 1 of Schedule 5 of the Planning and Development Regulations 2001 as amended

Projects which fall under Schedule 5, Part 1 are typically large infrastructure and energy projects and by their nature will always have significant environmental effects. The proposed development does not fall under Schedule 5, Part 1.

### 3.2.2 Part 2 of Schedule 5 of the Planning and Development Regulations 2001 as amended

With regards to Part 2 projects, the categories and thresholds were examined for the following category:

#### 10. Infrastructure projects

(b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

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

### 3.2.3 Roads Act 1993, as amended

The Roads Act 1993, as amended, stipulates the requirement for EIAR under certain circumstances. Under the Roads Act 1993, the following forms of road projects require an EIA:

- 1) 50 (1)(a)(i) - Construction of a motorway.
- 2) 50 (1)(a)(ii) - Construction of a busway.
- 3) 50 (1)(a)(iii) - Construction of a service area.
- 4) Article 8 of the Roads Regulations, 1994 (prescribed for the purposes of Section 50(1)(a) of the Roads Act 1993) - Construction of a new road of four or more lanes, or construction of a new bridge or tunnel which would be 100 metres or more in length.

The proposed development does not fall under any of the categories above, either under the Planning and Development Regulations or the Roads Act. Therefore, an EIAR has not been automatically triggered for this proposed development.

However, it is necessary to consider if this development could result in significant environmental effects under the category of sub-threshold developments.

## 3.3 Sub-threshold EIAR

In accordance with the requirement to submit an EIAR with sub-threshold planning application (Article 103 of the Planning and Development Regulations 2001-2018), where a planning application for sub-threshold development is not accompanied by an EIAR, and the Planning Authority considers that the development is likely to have significant effects on the environment it shall, by notice in writing, require the applicant to submit an EIAR. This process therefore occurs after submission of an application, if that application is not accompanied by an EIAR.

The decision as to whether a development is likely to have ‘significant effects’ on the environment must be taken with reference to the criteria set out in Schedule 7A of the Planning and Development Regulations 2001-2018. Schedule 7A requires that the following information be provided for the purposes of screening sub-threshold development for EIAR:

1. A description of the proposed development, including in particular—
  - a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and
  - b) a description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.
2. A description of the aspects of the environment likely to be significantly affected by the proposed development.
3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—
  - a) the expected residues and emissions and the production of waste, where relevant, and
  - b) the use of natural resources, in particular soil, land, water and biodiversity.
  - c) The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7 of the Planning and Development Regulations 2001-2018 (DHPLG 2018).

In order to assist planning and other consenting authorities in deciding if significant effects on the environment are likely to arise in the case of development below the national mandatory EIAR thresholds, the Minister for the Environment, Heritage and Local Government published a Guidance



document in August 2003, the Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development and the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DHPLG 2018b)

The criteria, as transposed in Irish legislation, are grouped under three headings:

- i. Characteristics of Proposed Development
- ii. Location of Proposed Development
- iii. Characteristics of Potential Impacts

For the purposes of assessing if the development is likely to have significant effects on the environment in reference to these three parameters, the project is examined below in further detail.

## 4 Overview of Environmental Impacts

An overview of the potential environmental impacts of the development, according to theme presented in an EIAR, is provided below.

### 4.1 Population and Human Health

The proposed development is in line with objectives of the Limerick County Development Plan (CDP) and the National Development Plan (2021 - 2030).

During construction, there is a risk to the health and safety of workers on the development, as with any construction project. This will be mitigated against by the operational plans devised by the contractor and will not be significant.

Residences and businesses in the vicinity of the proposed development will experience some negative impacts and disruption during the construction phase of the development. These will be temporary and will be mitigated against by the operational plans devised by the contractor and adherence to standard best practice regarding control of noise and vibration, dust, and limitations on working hours.

Once operational, the development will provide a positive impact to population and human health, by providing an attractive amenity for transport and recreation. The proposed development will provide safe and segregated cycling and pedestrian routes in the area.

### 4.2 Biodiversity

Ecological receptors that must be examined include protected Natura 2000 sites under the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC), as well as species protected under the Wildlife Act (1976), and any ecological receptors which may be negatively impacted by the proposed development, both directly and indirectly.

#### 4.2.1 Proximity to Protected Sites

An Appropriate Assessment (AA) Screening has been completed by JBA Consulting for this project to determine whether there is a potential for impacts on nearby Natura 2000 sites.

Those sites assessed as part of the AA Screening are shown in Table 4.1.

The AA Screening determined that there are no likely significant impacts on any Natura 2000 sites as a result of the proposed development.

Table 4.1: Natura 2000 sites within 10km of the proposed development

Natura 2000 site	Site Code	Approximate Distance from Site	Connections
Lower River Shannon SAC	002165	1.7km	Groundwater body
River Shannon and River Fergus Estuaries SPA	004077	1.7km	Groundwater body

#### 4.2.2 Other Ecological Receptors

The site is mainly urban in nature, with the proposed development to be situated adjacent to existing roads or in grassy verges or small green spaces along the roadside. Habitats on site are listed below, none of which are part of the QIs of nearby SPAs or SACs.

- Recolonising bare ground
- Improved agricultural grassland
- Dry calcareous and neutral grassland
- Buildings and artificial surfaces
- Treelines
- Hedgerows
- Mixed broadleaved woodland

A walkover survey was conducted of the site by JBA ecologists to assess whether any protected or invasive species are present. Japanese Knotweed (*Reynoutria japonica*) is present at several locations along Childers Road. It is recommended that this is treated by a licensed Japanese Knotweed specialist prior to construction taking place. A habitat map showing habitats encountered on site is shown below in Figure 4.1 and Figure 4.2. The parts of the route outside the area shown are primarily built and artificial surfaces, with some grass verges along the road.

A preliminary bat roost survey was carried out to search for potential bat roosts within trees on the site. One tree was determined to be a potential roosting tree, however due to the time of year surveys were carried out, a further survey prior to construction is recommended. Any trees due to be felled for the project are to be checked by a qualified ecologist for bat suitability. Further bat surveys should be carried out to inform detailed design and to ensure connectivity for bat commuting corridors is maintained, through additional planting if necessary.

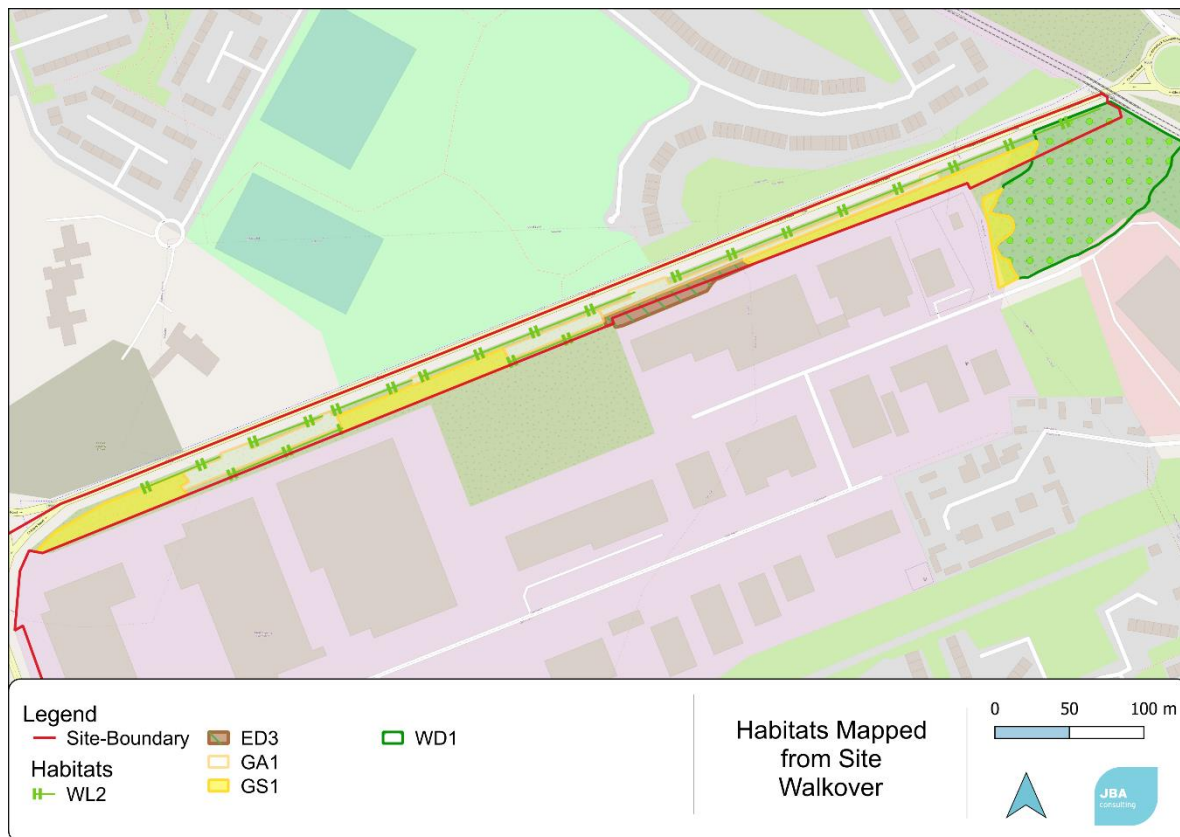


Figure 4.1: Habitats mapped on site, east

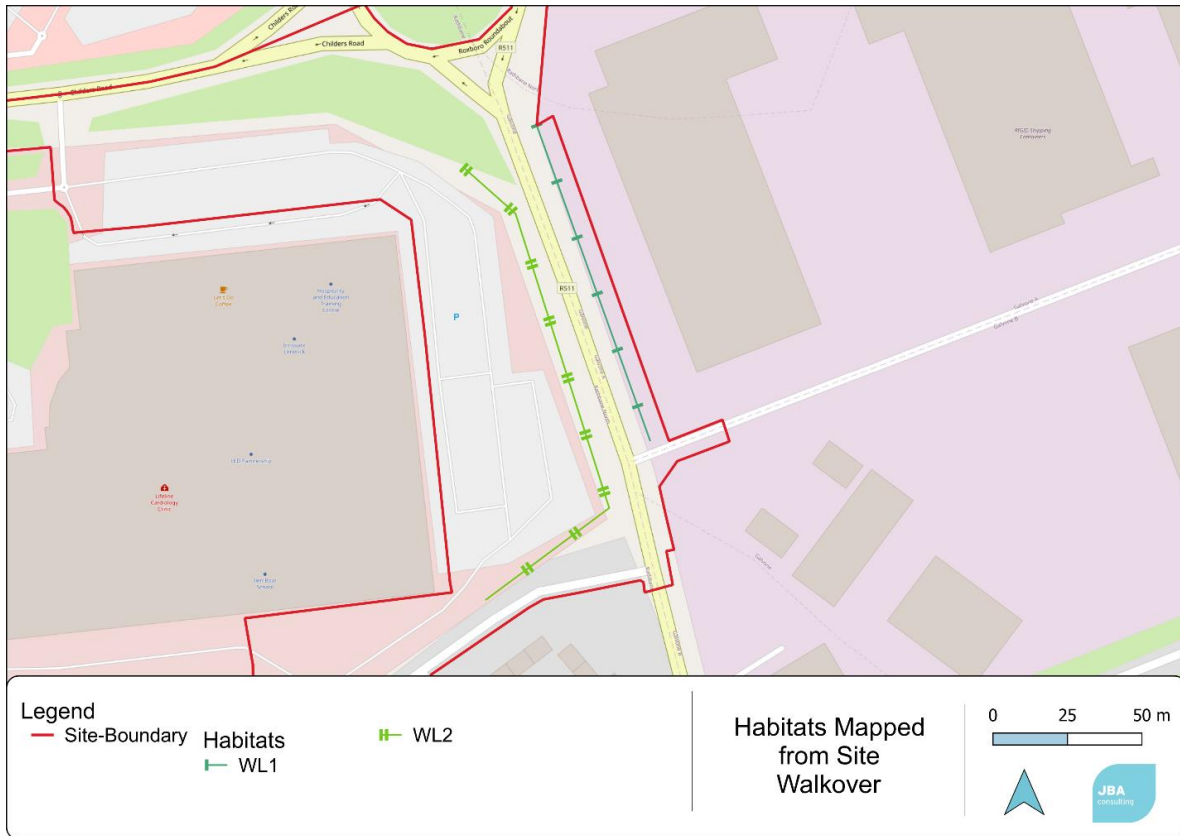


Figure 4.2: Habitats mapped on site, west

Mature trees will be retained where possible, with some trees to be removed along the route to improve visibility and public safety. An existing informal track is present for much of the route. This has been created by locals using the route.

Significant impacts to ecological receptors are not expected during construction or operation.

### 4.3 Soils and Geology

The underlying bedrock of the site is composed of undifferentiated limestone.

The subsoils underlying the site are primarily made ground, with a small section of bedrock at surface at the eastern boundary.

Excavations where needed will be shallow, with resurfacing of road and path surfaces and limited excavations for any light poles needed. Excavated material will be reused as fill where appropriate. Material not required for fill will be exported from the site and disposed of at appropriate licensed facilities. The expected amount of material to be excavated is not significant.

### 4.4 Hydrology and Hydrogeology

#### 4.4.1 Surface Water

The western edge of the proposed site lies within the Water Framework Directive (WFD) Shannon Estuary South catchment, while the central and eastern portions are within the Lower Shannon (25D) catchment. The western portion is within the Ballynaclogh\_SC\_010 sub-catchment (BALLYNACLOGH\_010 sub-basin), with the rest of the site in the Shannon[Lower]\_SC\_090 sub-catchment (SHANNON (LOWER)\_060 sub-basin) (EPA, 2020).

No surface waterbodies run through or adjacent to the site. The closest are Ballynaclogh\_010 approx. 340m to the southwest, and the Industrial Estate Galvone Stream approx. 540m to the east. Both waterbodies are classed as Moderate Status, and their risk status is Under Review. Surface water from the proposed development will be conveyed to the existing surface water network by new gullies along the proposed route.

The proposed development is outside the CFRAM Flood Zones A and B.

Significant impacts on surface waterbodies are not expected due to the proposed development. This is due to the nature of the proposed works, the distance to any surface waterbodies, and mitigation measures for the protection of water quality and silt and pollution control which will be contained in operating plans of the appointed contractor and will ensure that risks of watercourse pollution and sedimentation are minimised.

#### 4.4.2 Groundwater

Two groundwater bodies underlie the site: Limerick City Southwest (IE\_SH\_G\_141) is beneath the western portion of the proposed route, and Limerick City East (IE\_SH\_G\_138) is underlying the southern end. Both are at Good Status and At Risk.

Groundwater vulnerability, a measure of the likelihood of groundwater contamination occurring, is High for most of the site, with a small section at the eastern end at Extreme vulnerability. The site is therefore at a high risk of groundwater contamination.

There are no Groundwater Zone of Contribution sites listed by the EPA near the development site, nor any drinking water sites with groundwater abstraction that are not on the groundwater quality monitoring network.

The risk of groundwater contamination will only be present during the construction phase of the development; once operational, the development is unlikely to result in groundwater impacts.

#### 4.5 Cultural Heritage

There are no archaeological features or protected structures within or directly bordering the proposed site, and therefore no likely impacts on recorded cultural heritage features. During construction, there is the potential for undiscovered archaeological features to be uncovered. However, due to the lack of deep excavations and the development history of the proposed route, this is unlikely.

#### 4.6 Air and Climate

There is potential for impacts to air quality through emissions during the construction phase of the development, due to the operation of machinery on site and transport of materials to and from the site. These impacts will be mitigated against with measures outlined in the contractor's operating plans.

The proposed development of a segregated cycle route and pedestrian route will remove some car trips from the area, with a positive impact on air quality and climate. Overall, there will not be a significant negative impact on air and climate, with a long-term neutral or positive impact likely due to the benefits from the cycle and pedestrian aspects of the development.

#### 4.7 Noise and Vibration

There is potential for localised noise and vibration impacts in the vicinity of the proposed development during the construction phase due to operation of machinery on site. These impacts would be temporary and only during the construction phase. Mitigation measures against such impacts will be outlined in the operating plans to be devised by the contractor.

The proposed development will not lead to any significant noise or vibration impacts during operational period.

#### 4.8 Landscape and Visual

The proposed development will give rise to temporary landscape or visual impacts to residents living in proximity to the development during the construction phase.

There are no protected landscapes or views in proximity to the site.

Once operational, the proposed development will be low in landscape and visual impact for surrounding landowners and will be in character with the surrounding urban landscape. Proposed tree planting will enhance the visual amenity of the area and result in a positive visual impact on the landscape.

## 4.9 Material Assets including Traffic, Utilities, and Waste

### 4.9.1 Traffic

The 303 bus route operates along Colivet Drive, John Carew Park Link Road and a small section of Childers road that fall within the boundary of the proposed development.

During construction, there will be temporary disruptions on these roads and local roads during deliveries or due to machinery operating. Alternative routes are available in the area, and it is expected that such disruptions will be temporary in duration and limited in extent, with works to be completed in sections to allow the road to remain in use.

Once operational, the proposed development will not have a significant effect on traffic. Improved cycle and pedestrian amenities will encourage sustainable transport and may contribute to a reduction in car trips which will be a positive effect.

### 4.9.2 Utilities

Impacts to utilities are not anticipated due to the nature of works and lack of deep excavations needed for the proposed development.

### 4.9.3 Waste

Waste generated from site clearance will be inert and or organic material and is expected to be redistributed or re-used within the site extents. Significant amounts of construction waste are not anticipated.

Once operational, the proposed development will not generate waste.

## 4.10 Cumulative Impacts

### 4.10.1 Plans

#### Limerick Development Plan 2022-2028

The proposed development is in line with the Limerick Development Plan 2022-2028. A focus on active travel and provision of improved pedestrian and cycling facilities is included in the Plan. Objective TR 08 of the CDP aims to improve and provide clear, safe and direct pedestrian linkages between employment zones, shopping areas and residential areas throughout Limerick.

The site is located in the Southill suburban area which lies within an identified Regeneration Area in the CDP. The proposed development will contribute to several of the CDP objectives:

- Poor connectivity and accessibility with adjacent neighbourhoods which has resulted in Southill becoming physically, economically and socially isolated;
- Poorly observed and confusing pedestrian routes;
- Roxboro roundabout is a key challenge to pedestrian and cycle movement.

The proposed development design includes features that address these challenges in part for the area.

Objective OK 01 - O'Malley Park and Keyes Park:

- Create a direction connection from Roxboro roundabout (through the 'Galvone Arms' site) to the heart of Southill – the community hub containing the church, health centre;
- Enhance the junction of Childer's Road and Roxboro Road as a District Centre in order to fulfil its role as the commercial and retail hub serving Southill and the wider area;

Objective KC 01 - Kincora and Carew Parks:

- Transform the Roxboro Road, from a route that is predominantly designed for the movement of vehicles to a traffic calmed street where the needs of pedestrians, cyclists and public transport users are prioritised.

### 4.10.2 Projects

There are several other recent developments or planning applications in the vicinity of the proposed project. Larger development planning applications in the near vicinity from the last three years that

have been granted permission are listed below. Applications for home extensions, internal alterations and retention are not considered.

Planning Application Reference		2360160
Development address	John Carew Park Link Road, Rosbrien, Co. Limerick	
Description: the facility that comprises a number of structures and sports and playing facilities, namely (1) a two-storey clubhouse/administration building (1,833m <sup>2</sup> ) to contain a gymnasium, 6 no. dressing rooms, treatment rooms, meeting rooms, kitchen, public toilets, storage spaces, hospitality facilities and function room. (2) an indoor training facility (9,206m <sup>2</sup> ) to contain a synthetic all-weather playing surface, (3) 1 no. floodlit fenced outdoor synthetic all-weather playing surface with an end-goal netting system, (4) 1 no. fenced outdoor grass training pitch with an end-goal netting system, (5) bike shed and bin store (42m <sup>2</sup> ), & (6) all ancillary site works, site development works and landscaping to accommodate access works, connections to public services, associated car/coach parking facilities, and groundskeeping and maintenance facilities		
Final Decision on Application	Grant permission	
Decision Date	31-May-2023	

Planning Application Reference		21138
Development address	Galvone Business Park, Galvone, Limerick	
Description: the phased alterations and change of use of Bay 1, some 2200 sq.m from Youth Resource/Social & Recreation Centre to warehousing. The works will include the following: Phase 1: Removal of the existing subdivision of Bays 2, 3, 4 & 5 of the former Fulflex Building to enable the current 4 units to be returned to their former combined arrangement. Erection of a covered conveyor line between VPK Packaging Ltd production building to the former Fulflex Building. Phase 2: Demolition of existing administration building along the front elevation of the former Fulflex Building to facilitate the increase of vehicular parking facilities to accommodate lorry parking bays and associated turning circle with associated site works. Removal of existing subdivisions between Bay 1 and adjoining bays to return existing arrangement to former combined format and a change in use from Youth Services Facility to warehousing. Phase 3: Demolition of existing single storey annex buildings along the eastern elevation of the VPK Packaging Ltd buildings and erection of a single storey industrial building extension in its place to accommodate replacement production equipment and associated site works including storm water attenuation tanks		
Final Decision on Application	Grant permission	
Decision Date	14-May-2021	

Planning Application Reference		211178
Development address	John Carew Park Link Road, Rosbrien, Co. Limerick	
Description: construction of a new extension(1103m <sup>2</sup> ), new weighbridge office(11.5m <sup>2</sup> ), raising the height of current building number one and part of the building number two by 1.5m, total roof area 1635m <sup>2</sup> to be raised, relocating the existing weighbridge onsite, new loading dock, new ESB substation and switch room(43.5m <sup>2</sup> ), relocating and line marking of carparking spaces onsite, new bicycle racks and electrical charging points, new external security lighting, new screen planting at the rear of the building, minor changes of the existing north, west and south elevation of building one to include additional roller doors and fire escape doors, minor changes to the existing north elevation of building two to include additional fire escape doors, proposed new rainwater harvesting tank, firefighting water storage tank, oil interceptor and traffic bollards, the works to include all associated site services. The application is accompanied by a Environmental Impact Assessment Report (EIAR). The application relates to an existing waste facility permit WFP L 2021 12 001 01 R3 T1		
Final Decision on Application	Grant permission	

Decision Date	18-Nov-2021
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The potential for cumulative impact of the plans and projects identified above are assessed in the Screening section below in combination with the currently proposed project.



## 5 Screening Assessment

### 5.1 Characteristics of the Proposed Development

To determine whether the characteristics of the proposed development are likely to have significant impacts on the environment, the following questions are answered in Table 5.1, following guidelines set out in Guidance for Consenting Authorities regarding Sub-Threshold Development (DoEHLG 2003).

Table 5.1: Characteristics of the proposed development

Characteristics of the Proposed Development - Screening Questions	Comment
<b>Could the scale (size or design) of the proposed development be considered significant?</b>	The proposed development is an active travel scheme consisting of segregated cycle lanes and footpaths. The development is short in length and improves pedestrian and cycling links between existing developed areas. The scale of the proposed development is therefore not considered to be significant.
<b>Considered cumulatively with other adjacent proposed developments, would the size of the proposed development be considered significant?</b>	The development is small. Permission has been granted for community and private developments located on the John Carew Link Road and Galvone Industrial Estate. These developments will improve community amenities in the area and the proposed development will complement this and provide improved active travel links to these facilities. Considered cumulatively with other similar developments, the impact of the proposals will be positive.
<b>Will the proposed development utilise a significant quantity of natural resources, in particular land, soil, water or biodiversity?</b>	In terms of land area, the proposed development is limited to areas along existing road or paths, with much of the area already in use as a road or grass verge. Excavated material will be reused as fill where appropriate. No water is required for the development. Limited tree removal of non-significant trees will take place where required to improve visibility. Therefore, there will not be a significant quantity of natural resources used.
<b>Will the proposed development produce a significant quantity of waste?</b>	No. Significant excavations are not required. Debris or rubbish generated during construction will be disposed of at appropriately licenced agents. Once operational, the proposed development will not generate waste.
<b>Will the proposed development create a significant amount or type of pollution?</b>	No. Temporary air and noise pollution may occur during the construction phase, but the amount will not be significant and will be mitigated against by operational plans devised by the contractor.
<b>Will the proposed development create a significant amount of nuisance?</b>	No. During construction, some noise and vibration will be created, however this will be temporary and short-term. Construction works will be limited to certain times of day.  Once operational, the proposed development will not produce a significant amount of nuisance.
<b>Will there be a risk of major accidents having regard to substances or technologies used?</b>	No. The risks of this development will be those typically associated with normal construction practices.

	Construction machinery will be used during the construction phase and will be operated by licensed contractors, and following best practice guidance.
<b>Will there be a risk of natural disasters which are relevant to the project, including those caused by climate change?</b>	The proposed development is outside the Flood Zone A and B extents as described in the Limerick SFRA. Risk of natural disasters to the project is therefore low.
<b>Will there be a risk to human health (for example due to water contamination or air pollution)?</b>	No. Any potential risk to human health will be as a result of the construction phase of this project. All contractors will be subject to best practice methodologies and risk assessments in order to minimize any risk to human health.
<b>Would any combination of the above factors be considered likely to have significant effects on the environment?</b>	No. The development is relatively small scale. The environmental impacts are predictable and easily mitigated through the use of best practice guidelines during the construction phase. As such, significant impacts on the environment are not expected as a result of the proposed development.

Conclusion: The characteristics of the proposed development are not considered likely to result in a significant impact on the environment by virtue of its size, nature or operational activities.

Reasoning: The proposed development is relatively small in extent, and will see segregated cycle lanes and footpaths run through a developed area. Any environmental or noise impacts will be during the construction phase and not during operation of the development. Construction will not require significant use of natural resources, nor will it generate significant amounts of waste.

## 5.2 Location of the Proposed Development

The following questions are answered below in Table 5.2 to determine whether the geographical location of the proposed development can be considered ecologically or environmentally sensitive.

Table 5.2: Location of the proposed development

Location of the Proposed Development - Screening Questions	Comment
<b>Has the proposed development the potential to impact directly or indirectly on any site designated for conservation interest (e.g., SAC, SPA, pNHA)?</b>	No. The AA Screening for the site concluded that there are no Natura 2000 sites likely to be directly or indirectly impacted by the development.
<b>Has the proposed development the potential to impact directly or indirectly on any habitats listed as Annex I in the EU Habitats Directive?</b>	No. The AA Screening for the site found no potential impacts on habitats listed as Annex I in the EU Habitats Directive.
<b>Has the proposed development the potential to impact directly or indirectly on any habitats listed as Priority Annex I in the EU Habitats Directive?</b>	No. The AA Screening for the site found no potential impacts on habitats listed as Priority Annex I in the EU Habitats Directive.
<b>Has the proposed development the potential to impact directly or indirectly on any species listed as Annex II in the EU Habitats Directive?</b>	No. The AA Screening for the site found no potential impacts on species listed as Annex II in the EU Habitats Directive.
<b>Has the proposed development the potential to impact directly or indirectly on the breeding places of any species protected under the Wildlife Act?</b>	No. Much of the area is previously developed as roadways and footpaths. Existing mature trees will be retained, with limited tree removal to improve visibility.
<b>Has the proposed development the potential to impact directly or indirectly on the existing or approved land use?</b>	No. The proposed development is in line with the Limerick Development Plan. Much of the route is already in use as a road or grass verge adjacent to the roads.
<b>Has the proposed development the potential to significantly impact directly or indirectly the relative abundance, availability, quality or regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground?</b>	No. The proposed development will not impact the relative abundance, availability, or regenerative capacity of natural resources.
<b>Has the proposed development the potential to impact directly or indirectly on any protected structures or Recorded Monuments and Places of Archaeological Interest?</b>	No. There are no recorded archaeological or architectural features on site or in the near vicinity of the proposed development.
<b>Has the proposed development the potential to impact directly or indirectly on listed or scenic views or protected landscapes as outlined in the County Development Plan?</b>	No.

Conclusion: The location of the proposed development is not considered likely to result in a significant impact on the environment.

Reasoning: The proposed development is situated adjacent to existing roads in a developed part of Limerick City. There are no Natura 2000 sites or designated ecological sites which will be impacted by the proposed development.

### 5.3 Characteristics of Potential Impacts

The following questions were answered in Table 5.3, in line with Guidance on EIA Screening - June 2001, prepared for the European Commission by ERM (UK), to determine whether the environmental impacts of the development can be considered significant.

Table 5.3: Characteristics of potential impacts

Characteristics of Potential Impacts - Screening Questions	Comment
<b>Will there be a large change in environmental conditions?</b>	No. The development is small in scale, on currently developed land or grass verge adjacent to the roadway. The proposed development will include landscaping (tree planting, vegetation, and grass verge). There will not be a large change in conditions, with long-term positive impacts from proposed tree and hedgerow planting.
<b>Will new features be out of scale with the existing environment?</b>	No. The proposed development will be similar in scale to other active travel schemes.
<b>Will the effect be particularly complex?</b>	No. The primary environmental impacts are expected to occur during the construction phase, and will be mitigated by operational plans devised by the on-site contractor. These include temporary impacts to surface water quality, air quality, noise and vibration, and through the generation of waste.
<b>Will the effect extend over a large area?</b>	No. Given the small scale and nature of the proposed development this is highly unlikely.
<b>Will there be any potential for trans-frontier impacts?</b>	No.
<b>Will many people be affected?</b>	Only residents and business owners in the local vicinity will be affected by the construction phase, however such impacts will be temporary.
<b>Will many receptors of other types (fauna and flora, businesses, facilities) be affected?</b>	No. Impacts on other receptors are expected to be temporary and limited to the construction phase. Once operational, impacts to receptors are expected to be negligible.
<b>Will valuable or scarce features or resources be affected?</b>	No. There will be no effect on scarce features or resources.
<b>Is there a risk that environmental standards will be breached?</b>	No. The appointed contractor will be contractually obligated to follow environmental guidance and standards, which will be outlined in the contract documents and operating plans devised for construction.
<b>Is there a risk that protected sites, areas, features will be affected?</b>	No.
<b>Is there a high probability of the effect occurring?</b>	No.
<b>Will the effect continue for a long time?</b>	No. Potential impacts would be brief to temporary, only occurring occasionally within the construction phase of the development or in the case of a breach of environmental standards.
<b>Will the effect be permanent rather than temporary?</b>	No. Potential impacts would be temporary.

<b>Will the impact be continuous rather than intermittent?</b>	No. Potential impacts would be intermittent.
<b>If it is intermittent will it be frequent rather than rare?</b>	No. Potential impacts would be rare, occurring only in the case of accidental breach of environmental standards during the construction phase.
<b>Will the impacts be irreversible?</b>	No.
<b>Will it be difficult to avoid, or reduce or repair or compensate for the effect?</b>	No. Mitigation measures to be put in place during construction will be sufficient to avoid or reduce potential impacts.

Conclusions: The characteristics of the potential impacts as a result of the proposed development are unlikely to be significant and are easily mitigated.

Reasoning: The potential impacts from this development would be primarily during the construction phase. It is easy to predict these impacts and mitigate them through the use of standard environmental procedures.

## 6 Conclusions and Recommendations

The purpose of this report was to identify whether there is a need under The Planning and Development Act 2000, as amended, for an EIAR for the proposed Southside Connectivity active travel development.

It was determined that the proposed development does not fall under Schedule 5 (Parts 1 and 2) of the Act. As such, an EIAR has not been automatically triggered. To determine whether the development may fall under the category of Sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken.

During construction, typical impacts such as noise, dust, traffic disruption, and the generation of small amounts of waste are to be expected. These are typical construction phase impacts, and will be mitigated against by environmental operating plans devised by the on-site contractor, following best practice guidance.

An AA Screening Report completed by JBA for the proposed development determined that no likely significant impacts are expected as a result of the proposed development. This is due to the small size of the development and the distance and lack of pathways to Natura 2000 sites.

Further bat surveying is recommended to inform detailed design and to ensure bat connectivity is maintained, through additional planting if necessary.

Once operational, the proposed development will be low in environmental impact. The proposed route will provide a segregated cycling and walking link around Limerick Enterprise Development Park, Childers Road, and Galvone Industrial Estate. A long-term positive impact will likely result from the proposed development in terms of population and human health, traffic, and local biodiversity.

It has been concluded that the proposed development does not fall under the category of sub-threshold development, and thus an EIAR is not required.

The overall conclusion is based on the details of the scheme available at the time of preparation of this report. If the extent of the scheme or the construction methods for the scheme are changed then the EIA Screening assessment should be reviewed.





The logo for JBA consulting, featuring the text "JBA" in a large, bold, white sans-serif font above the word "consulting" in a smaller, white sans-serif font. The text is set against a teal-colored rounded square background.

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