

# Adare Public Realm Upgrade Project, Co. Limerick

## EIA Screening Report

2025s0841

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Prepared for:

MHL & Associates Ltd.

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# Contract

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This report describes work commissioned by MHL & Associates by an email dated 06/01/2026. Thom Owen of JBA Consulting carried out this work.

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## Abbreviations

AA	Appropriate Assessment
EIA	Environmental Impact Assessment
EIAR	Environmental Impact Assessment Report
MWA	Minor Works Area
NHA	Natural Heritage Area
NIAH	National Inventory of Architectural Heritage
NMS	National Monuments Service
OPR	Office of the Planning Regulator
pNHA	Proposed Natural Heritage Area
QI	Qualifying Interests
RPS	Record of Protected Structures
WFD	Water Framework Directive

# 1 Introduction

JBA Consulting Engineers and Scientists Ltd. (hereafter referred to as "JBA") has been commissioned by MHL & Associates Ltd. to prepare an EIA Screening Report for proposed public realm enhancements on the Main Street of Adare, Co. Limerick. An Appropriate Assessment (AA) Screening Report has also been prepared and informs the conclusions of this report. The proposed works, which will be submitted under the Planning and Development Act (2000), as amended, are part of a Part 8 project on the N21 road through Adare and adjacent minor works.

## 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.

## 2 Description of Proposed Works

### 2.1 Site Location

The proposed project comprises public realm enhancements within the village of Adare, Co. Limerick. The project is proposed along the route of the N21/Main Street and extends from just South of the Adare Manor entrance and continues until the traffic light junction between the N21 and Rathkeale Road. The project also takes in a section of the Station Road (L1423) North from the mini roundabout in the village until the Abbey View housing estate. It also takes in a small section of the Blackabbey Road (L1422) (Figure 2-1).

The N21 passes through the village and is also known as Main Street and the Rathkeale Road. This is the Limerick-Killarney road and is a busy route which connects Limerick (and Dublin) to the Southwest of Ireland. The Station Road connects Adare village. The village is due to be bypassed in the next two years with a projected project completion date of June 2027 for the Adare Bypass.

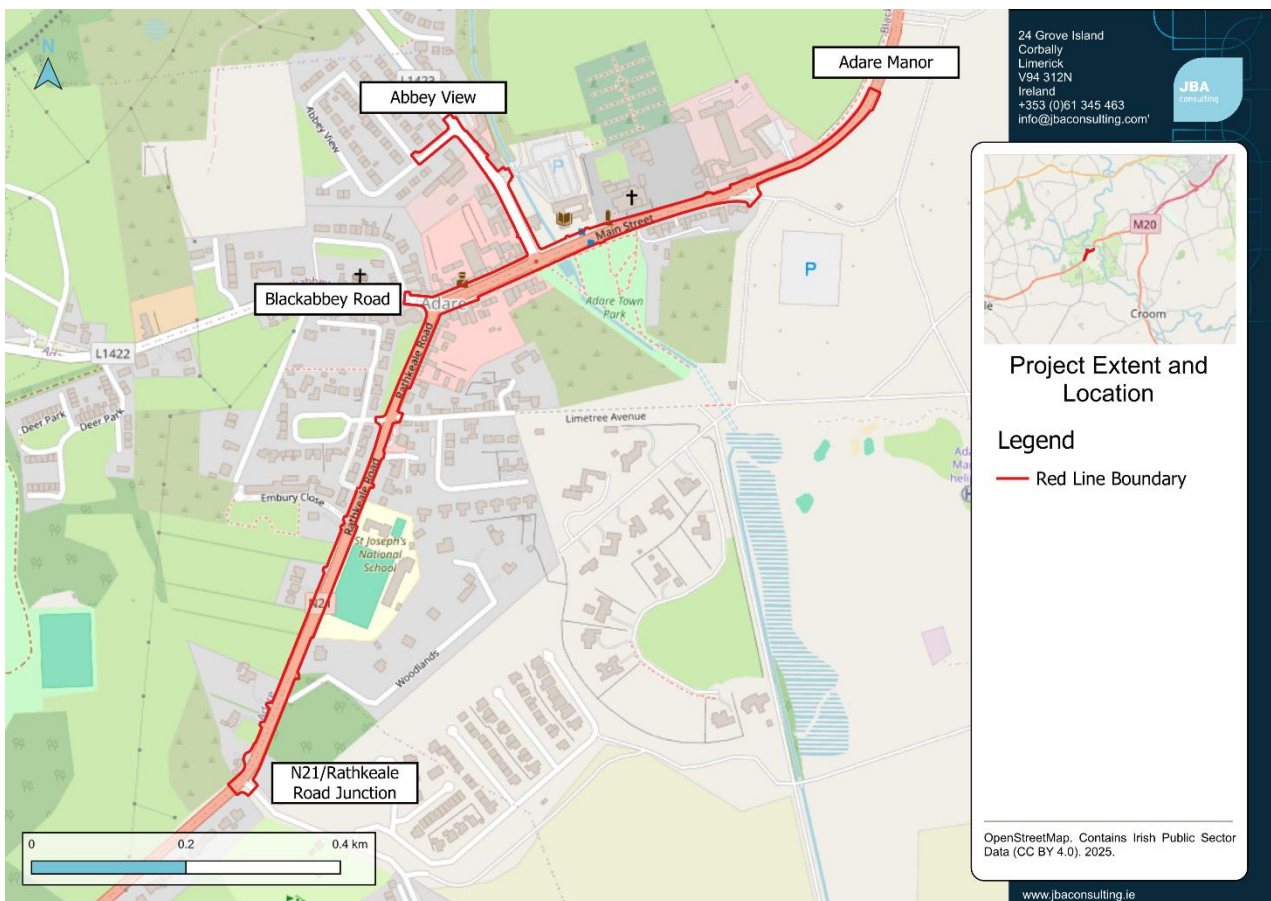


Figure 2-1: Site Location (©OSM, 2025)

### 2.2 Proposed Development

The proposed project consists of implementing some of the interventions identified in Adare's Local Transport Plan (LTP) for the N21 roadway through the village. These

interventions are a series of minor works and alterations to the existing N21 route that largely improving pedestrian access to the village and other measures. These measures include the following:

- Widening and improving footpaths in the village core and village approach routes,
- Construction of 3no. controlled, 2no. uncontrolled new pedestrian crossings and upgrades to existing crossings to improve pedestrian connectivity and road safety,
- New public lighting scheme on Main Street,
- New landscaping and sustainable drainage systems, including tree pits and rain gardens,
- New street furniture including age friendly seating and new bins,
- Replacement of signage,
- New traffic calming features included Gateway Treatments (Type A in accordance with TII Standard Construction Details Series 5100), reducing the N21 road width and introduction of various landscaping features.

These minor improvements are distributed along various areas of the N21, Station Road and Blackabbey Road in Adare. There is a total of 8 different segments, known as Minor Works Areas, where these works are planned. A brief breakdown of each proposed measure and overview locations is provided below.

On Main Street, the carriageway will be reduced in width, enabling significant widening of the southern footpath. This will be achieved through a measure known as 'gate treatment'. Two gate treatments will be installed; one on the Northern Entrance/Exit to the village by Adare Manor, and the second on the Southern Entrance/Exit to the village just South of Scoil Naomh Iosaf. New pedestrian/zebra crossings are also proposed at the following locations:

- Opposite the Trinitarian Abbey
- On the Northern and Eastern arms of the roundabout junction where the N21 meets Station Road.
- Replacement of the existing crossing across from the Garvey's food store.
- At the junction of the Blackabbey road and just below it on the N21.
- At the southern and eastern legs of the traffic light junction between the N21 and Rathkeale road to the south. The existing road island at the Southern leg and Northern leg of the junction will be removed.
- New zebra crossings will be raised and the relevant landscaping design for these is described as 'raised tables' in the landscaping description below.

The next most significant work items to be completed are the incorporation of new footpaths or widening of existing footpaths. Other works on footpaths include the incorporation of tactile paving at junctions onto the N21, either on uncontrolled crossing or onto the new pedestrian crossing. Some areas of the footpaths will also be built out, with parking bollards built in. Some existing footpaths will also be extended. New footpaths will typically be of

2.0m in width. These footpath improvement works will be conducted at various points across the route.

The project also aims to introduce new accessible parking spaces, loading bays, 15-minute set-down zones, replacement of signage to meet current guidelines, removal of some existing bollards and adjustments to traffic light signals at the N21/Rathkeale Road junction.

Landscaping will include the incorporation of the following:

- Planting of new street trees, including those in paving.
- Incorporation of SuDS measures, either in the form of rain gardens and/or tree pits.
- Proposed pre-cast paving to footpaths.
- Proposed macadam raised tables.
- Proposed darker colour small unit paving to edge of raised tables.
- Limestone kerbs will be implemented.
- New concrete paths in areas.
- Tactile paving installed in various areas and on lead-up to new crossings.
- New seating and bins to be installed.

Ground levels will remain close to existing levels throughout the scheme. Any excavations for the proposed works will be minimal and kept to the small footprint around the incorporation of the above measures. The road surface in most cases will not be removed and resurfaced, except for where new features are added. Surface water will be discharged to the existing stormwater network on Main Street, with minor adjustments to roadside gullies. Sustainable drainage systems (SuDS), including bioretention areas along the kerb line, will be introduced to attenuate runoff and improve water quality.

Contractors will be acquired to conduct these works. Best practice and standard practices that are utilised for roadworks and reduce the impact on the surrounding landscape will be employed at the design phase of this project when a contractor is appointed.

## 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 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

- (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.)

The proposed development does not fall under any of the categories above. The proposed development is in a built-up area and consists of minor works. 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 The Roads Act 1993 (as amended) - Mandatory EIAR

The relevant summaries of legislative requirements for EIAR Screening for road developments are set out in Table 3.1 below.

Table 3.1: Mandatory EIA for road projects, adapted from NRA (2008)

Mandatory	Regulatory Reference
1) Construction of a motorway	S. 50(1)(a)(i) of the Roads

Mandatory		Regulatory Reference
		Act, 1993, as substituted by S.I. No. 279/2019
2) Construction of a busway		S. 50(1)(a)(ii) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
3) Construction of a service area		S. 50(1)(a)(iii) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
4) Any prescribed type of road development consisting of the construction of a public road or the improvement of an existing road, namely:	The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993)
	The construction of a new bridge or tunnel which would be 100 metres or more in length.	

Mandatory		Regulatory Reference
(5) Where An Coimisiún Pleanála (ACP) considers that a proposed road development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS.		S. 50(1)(b) of the Roads Act, 1993
(6) Where a road authority considers that a proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ACP concurs it shall direct the road authority to prepare an EIS.		S. 50(1)(b) of the Roads Act, 1993
(7) In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 ( S.I. No. 477 of 2011 )	S. 50(1)(d) of the Roads Act, 1993, as inserted by Art. 14(a) of the EIA (Amendment) Regulations, 1999.

Mandatory		Regulatory Reference
existing public road would be located on	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976)	
	(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or	
	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000	

### 3.4 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 themes presented in an EIAR, is provided below.

### 4.1 Population and Human Health

There will be temporary disruption to residents in the area during the construction phase of the project, due to the impacts of noise, dust, traffic, and emissions from operation of machinery on the site. These impacts will be limited to construction during daytime hours and will be subject to noise and dust limits per standard regulations. These impacts will be temporary and last only for the duration of the construction phase, and will be typical of normal construction works. Considering the size, location and characteristics of the development, no significant effect will occur.

Once the development is operational, no negative effects on population and human health are expected. The proposed development will lead to positive effects related to improved pedestrian facilities and road safety.

### 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 for this project to determine whether there is a potential for impacts on nearby Natura 2000 sites.

Using a Source-Pathway-Receptor model recommended by the OPR, relevant sites to the proposed development 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 connected through the Source-Pathway-Receptor model

Natura 2000 site	Approximate direct distance from site	Approximate hydrological distance from site
Lower River Shannon SAC	~200m	Yes - 519 m via Gortaganniff Stream. There is a potential groundwater connection of 233 m from the SAC to the nearest point of the project boundary.
River Shannon and River Fergus Estuaries SPA	6.1km	Yes - downstream of project area by 9.6km via River Maigue
Curraghchase Woods SAC	4.9km	No hydrological pathway
Tory Hill SAC	7.1km	No hydrological pathway
Askeaton Fen Complex SAC	7.2km	No hydrological pathway

#### 4.2.2 Other Ecological Receptors

The proposed development is situated on a site comprising buildings and artificial surfaces, stone walls and other stonework, amenity grassland, depositing/lowland rivers, and scattered trees and parkland. The Preliminary Ecological Appraisal (PEA) for the proposed development found that the only habitats that will be impacted by the proposed works are amenity grassland and built surfaces which are of low ecological value. Existing trees are to be retained within the current design. Additionally, the clearing of stone walls will be avoided due to the presence of rare plants and tree roots will be protected during the works.

The PEA also concluded that it is unlikely that bats will be impacted by the proposed development, as there is little habitat for them at present. Existing trees are being retained and there is already a high level of artificial lighting on the site. Where new lighting is to be introduced, warm spectrum lighting will be used.

### 4.3 Soils and Geology

The underlying bedrock at the site consists of massive unbedded lime-mudstone. Above the bedrock, subsoils consist of limestone till (Carboniferous), made ground, alluvium (undifferentiated), lake sediments (undifferentiated), bedrock and karstified limestone bedrock at surface till, with sections of bedrock at surface.

Excavations, if required, will be shallow. Where appropriate, excavated material will be reused as fill. Any material not required for fill will be removed from the site and disposed of at licensed facilities. The total volume of excavated material is not expected to be significant, and no notable effects on soils or geology are anticipated.

## 4.4 Hydrology and Hydrogeology

### 4.4.1 Surface Water

The entirety of the Project area is located within the Water Framework Directive (WFD) Shannon Estuary South catchment, and the entire project area is situated within the Maigue\_SC\_040 sub-catchment (EPA 2025). The main watercourse that flows through the town is the Maigue (090) which currently is of "Poor" WFD status in the 2019-2024 monitoring period. The WFD Risk for this waterbody is classed as 'Review'. The Maigue flows north and connects to the lower River Shannon estuary.

The Adare River is a smaller river (EPA name is Gortaganniff) which flows through the centre of Adare and is a tributary of the Maigue. The transitional waterbody, Maigue Estuary (IE\_SH\_060\_0700) begins to the north of Adare, immediately south of Adare Bridge. The water quality for this transitional waterbody is classed as 'Moderate' based on the 2019-2024 monitoring period, with a WFD Risk of 'At risk' (EPA 2025).

Given the site's location, there is potential for surface water impacts during construction; however, the appointed contractor will put in place a Construction Environmental Management Plan (CEMP) for the protection of surface water quality such as spill and leak prevention measures and direction of any surface water flows away from active works surfaces. Given the above controls, and considering the nature and scale of the proposed works, significant adverse effects on nearby surface waterbodies are not anticipated.

During operation, no significant impacts to surface water are expected. All road works will incorporate permeable paving and a stormwater drainage system will be installed to accommodate runoff from a 1-in-100 year storm, with an additional 20% capacity to account for climate change.

### 4.4.2 Groundwater

The Adare area is located over the Fedamore (IE\_SH\_G\_084) and the Patrickswell (IE\_SH\_G\_197) groundwater bodies. The status (2019-2024) is 'Good' and 'Not at risk' for both. The bedrock of the area is made up of Waulsortian Limestones to the West which are unbedded lime-mudstones and undifferentiated Visean limestones to the East. There are no recorded karstic features in Adare town or sand and gravel aquifers. While Adare is located over both groundwater bodies, all of the Minor Works Areas (MWAs) that fall under this project are situated over the Fedamore groundwater body but lie in close proximity to the Patrickswell groundwater body (~274m at the closest point).

The project extent (inclusive of all the MWAs) lies over an aquifer that is described as "Regionally Important Aquifer - Karstified (diffuse). The project extent lies over aquifers that

have Moderate recharge coefficients in most cases, however some small areas are considered to be of Extreme permeability. The groundwater vulnerability is described as being Moderate to Extreme.

The risk of groundwater contamination will only be present during the construction phase of the development, and with limited shallow excavations (if needed) as well as the implementation of the CEMP, the potential impact is not significant.

Once operational, the development is unlikely to result in groundwater impacts.

#### 4.4.3 Flood Risk

A Site-Specific Flood Risk Assessment has been carried out by JBA Consulting for the proposed development. The development site lies within the floodplain of the River Maigue and its tributaries and is subject to fluvial, tidal, and pluvial flood risk. Shannon CFRAM mapping identifies the central section of Main Street and Station Road within Flood Zone A for both the 1% AEP fluvial and 0.5% AEP tidal events, with predicted flood depths reaching up to 2.0 m in the lowest-lying areas. The site is currently benefiting from the Maigue Catchment Drainage Scheme, which comprises arterial drainage channels and embankments designed to defend against events with a probability greater than 0.2% AEP (to an agricultural standard).

The proposed development comprises upgrades to footpaths, pedestrian crossings, kerb alignments, and the introduction of sustainable drainage systems (SuDS) within the village core of Adare. These works are considered water-compatible development under the Planning System and Flood Risk Management Guidelines for Planning Authorities (2009).

The report found that the development is tolerant to temporary inundation, does not rely on access or operation during flood events, and will not increase flood risk elsewhere. As such, significant impacts from flooding are not anticipated.

#### 4.5 Cultural Heritage

The MWAs are situated within the Archaeological Zone of Notification (ZoN) for the town of Adare. Within the area of the sites there are 10 archaeological sites or monuments, with the nearest recorded monument comprising Trinitarian Abbey (LI021-032008) situated to the immediate north. The proposed scheme is also located within the Architectural Conservation Area for Adare, with 56 Protected Structures and 52 structures listed in the National Inventory of Architectural Heritage, present in the study area. Only one of these, a culvert (868) lies within the proposed development area, however the property boundaries for many border the scheme.

An Archaeological and Built Heritage Assessment (ABHA) was conducted by IAC Archaeology for this project, which concluded that while there is no predicted direct negative impact to the recorded archaeological features or architectural features, it is possible that previously unknown archaeological deposits or features may have survived beneath the current road formation levels (est. 300–400mm depth).

The assessment recommended that any groundworks undertaken within the ZoN for the historic town be subject to archaeological monitoring under licence from the National Monuments Service (NMS). If archaeological remains are uncovered during the course of works, further mitigation, such as preservation in situ or by record (excavation) may be required. Any further mitigation would need to be carried out in consultation with the NMS.

It is recommended that impact to the culvert (RPS 868) be avoided through design and that all works in the vicinity of the culvert are monitored by an archaeologist at the time of construction to ensure this is the case.

It is recommended that any deep excavations, below the modern formation level of Station Road (est. 300–400mm) be monitored by an archaeologist under licence from the NMS at the time of construction to record any potential canal fabric.

It is recommended that the final design and Construction Management Plan are prepared in full cognisance of the cultural heritage constraints identified in this report, and appropriate protective measures are established prior to construction phase.

With these measures in place, no significant negative impacts on cultural heritage are expected.

#### **4.6 Air and Climate**

There is the potential for localised 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 and are not likely to be significant given the size and nature of the proposed development.

The proposed development will not lead to significant air or climate impacts during operation.

#### **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 the operation of machinery on site. These impacts will be temporary and limited to the construction phase. Mitigation measures against such impacts will be outlined in the operating plans of the contractor.

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

#### **4.8 Landscape and Visual**

The proposed development will give rise to temporary landscape and visual impacts to residents living in proximity to the development or people using the N21 and L1423 roads during the construction period. Impacts during construction will be temporary and not significant. There are no designated protected views or scenic routes within or in close proximity of the sites.

The proposed works will be consistent with the neighbouring existing buildings. During construction there may be some visual intrusion associated with construction.

Once operational, the proposed development will be low in landscape and visual impact for adjacent landowners and will be in keeping with the character of the surrounding residential area.

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

### **4.9.1 Traffic**

During construction, there will be temporary disruptions on local roads during deliveries or due to machinery operating. These disruptions are expected to be temporary and limited and are not expected to be significant.

Once operational, the proposed development will not result in a significant effect on traffic in the area. The proposed development will have a positive effect on pedestrian facilities in Adare.

### **4.9.2 Utilities**

During construction, some interactions with existing utilities may occur. These will be limited in duration and extent, with no permanent effects likely. No significant impacts on utilities are expected.

### **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 aligns with the Limerick Development Plan 2022-2028. The development supports the following objectives:

- Objective CGR O20 - Town and Village Revitalisation:  
It is an objective of the Council to:
  - a) Promote and support the renewal and revitalisation of rural town and village centres to enhance the vitality and viability of settlements as attractive residential and service centres.
  - b) Support and work with State Bodies, private landowners, community and voluntary groups to successfully achieve the renewal and revitalisation of

Limerick's towns and village centres, including projects to re-use vacant premises and underutilised sites, enhance the unique characteristics and assets of main streets and improve the public realm.

- Objective CGR O2 - Place-making, Universal Design and Public Realm:  
It is an objective of the Council to:
  - a) Ensure that all developments are designed to the highest quality with respect to the principles of place-making, universal design and public realm including the guidance set out under the Urban Design Manual – A Best Practice Guide (2009) and the Design Manual for Urban Roads and Streets (2013) the Whole of Government National Disability Inclusion Strategy (NDIS) 2017-2022 and the 2020 DMURS Interim Advice Note – Covid 19 Pandemic Response.
  - b) Prepare and facilitate implementation of Public Realm Plans for settlements including Limerick City, Adare and Rathkeale.
- Objective TR O8 - Walking and Cycling Infrastructure:  
It is an objective of the Council to:
  - a) Improve and provide clear, safe and direct pedestrian linkages, cycle networks, including the greenways and primary segregated cycle routes, between the employment zones, shopping areas and residential areas throughout Limerick;
  - b) Maintain and expand the pedestrian route network, infrastructure and where possible, retrofit cycle and pedestrian routes into the existing urban road network, to provide for accessible safe pedestrian routes within Limerick.
- Objective ECON O45 - Tourism:  
It is an objective of the council to:
  - c) Recognise the heritage value of Limerick's towns and villages such as Adare, Kilmallock and Askeaton and seek opportunities to enhance their tourism potential.
  - d) Support and harness the tourism potential of existing rural and heritage site amenities/attractions, including The Clare Glens, Lough Gur, Knockfierna, Munster Vales, Ballyhoura Country, Foynes Flying Boat and Maritime Museum, The Shannon Estuary Way, Curragh Chase, Fullers Folly and Adare Heritage Centre, in a way that promotes sustainable tourism.

#### 4.10.2 Projects

Recent developments or planning applications in the vicinity can have a cumulative impact with the proposed development. Larger development planning applications in the near vicinity from the last three years that have been granted permission were searched for. Applications for home extensions, internal alterations and retention are unlikely to result in significant cumulative effects with the proposed development and are therefore not listed.

Table 4-2: Other projects within close proximity which may have a cumulative impact on the development project

Planning Reference	Summary of Development	Address	Application Status	Decision Date
22990	<p>(1) construction of 74 no. residential units comprising of; (a) 68 no. dwellings consisting of: 4 no. 3 storey 5-bed detached dwellings; ; 9 no. two storey 4-bed detached dwellings; 32 no. two storey 3-bed semi-detached dwellings; 8 no. two storey 4-bed semi detached dwellings 5 no. two storey 4-bed detached dwellings; 10 no. two storey 2-bed detached dwellings; (b) 6 no. apartments consisting of :1 no. 1 single storey 1 bed apartment; 2 no. single storey 2 bed apartments; 3 no. two storey 3 bed apartment; (2) construction of vehicular access/egress junction with the Rathkeale Road (N21 National route) and associated works including (a) modified road demarcation on the N21 road to facilitate right turning lane; (b) lowering in height of existing roadside wall in part, (c) landscaping and all associated site development works at Rathkeale Road, Adare Co. Limerick; (3) provision of associated infrastructure including connection to separate foul and surface water drainage systems, provision of surface water attenuation, and connection to mains water supply, and (4) landscaping and all associated site development works</p>	Rathkeale Road, Adare, Co. Limerick	Conditional permission granted	25/02/2025

## 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 the Office of the Planning Regulator (OPR) Practice Note PN02, Environmental Impact Assessment Screening (OPR, June 2021).

Table 5-1: Characteristics of the proposed development

<b>Characteristics of the Proposed Development - Screening Questions</b>	<b>Comment</b>
<b>Could the scale (size or design) of the proposed development be considered significant (including any demolition works)?</b>	No. The proposed development consists of small-scale improvement works to existing infrastructure. The proposed development will be in keeping with will be contained within the existing streetscape.
<b>Considered cumulatively with other adjacent existing or permitted projects, could the effects of the proposed development be considered significant?</b>	When considered cumulatively with other permitted projects, significant effects are not expected. In the event that disruptions do occur, they will be temporary and limited in effect. Due to the size of the proposed and permitted developments, significant impacts are not likely. Once the proposed development and all permitted projects are operational, residual effects will not be significant, with a positive impact anticipated.
<b>Will the proposed development utilise a significant quantity of natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</b>	The proposed works are small and consist of improvements to existing infrastructure. Excavated material will be reused as fill where appropriate, and the overall amount to be excavated is minimal. No water is required for the development. 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 collected by a suitably licenced contractor and disposed of at appropriately licenced facilities. 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 the operational plans devised by the contractor.

Characteristics of the Proposed Development - Screening Questions	Comment
<b>Will the proposed development create a significant amount of nuisance?</b>	No. During construction, some noise and vibration will be created and traffic may be affected, 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 create a significant amount of nuisance.
<b>Will there be a risk of major accidents having regard to substances or technologies used?</b>	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. Traffic to and from the site should exercise heightened caution to ensure the safety of other road users, particularly due to the residential nature of the surrounding area.
<b>Will there be a risk of natural disasters which are relevant to the project, including those caused by climate change?</b>	Yes. The subject site is located within Flood Zones A and B and is at risk of flooding, however the proposed development is water-compatible. The SSFRA conducted by JBA concluded that in the case of flooding, significant impacts are not anticipated.
<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 minimise 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 environmental impact due to its scale, nature, and operational function.

Reasoning: The proposed works are relatively small improvements to current infrastructure in an existing residential/commercial 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, following guidelines set out in the OPR Practice Note PN02, Environmental Impact Assessment Screening (OPR, June 2021).

Table 5-2: Location of the proposed development

Location of the Proposed Development - Screening Questions	Comments
<p><b>Is the proposed development located within, close to, or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</b></p> <ul style="list-style-type: none"> <li>• European Site (SAC or SPA)</li> <li>• NHA/pNHA</li> <li>• Designated Nature Reserve</li> <li>• Designated refuge for flora or fauna</li> <li>• Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan or local area plan</li> </ul>	<p>No. The AA Screening found that no significant impacts to Natura 2000 sites are likely as a result of the proposed development. Impacts on other protected sites are also not likely to occur.</p>
<p><b>Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g., wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?</b></p>	<p>No. The proposed works are located along existing roads in a residential and commercial area. No other sensitive areas are likely to be impacted, either during construction or operation.</p>
<p><b>Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?</b></p>	<p>The proposed works will be visible from the N21 and L1423 roads. The proposed developments will be consistent with the neighbouring existing buildings and streetscape. During construction some there may be some visual intrusion associated with construction. Once operational, visual impacts are not expected, and slight positive impacts are anticipated.</p>

<b>Location of the Proposed Development - Screening Questions</b>	<b>Comments</b>
<b>Has the proposed development the potential to significantly impact any locations which contain important, high quality, or scarce resources, e.g., groundwater, surface waters, forestry, agriculture, fisheries, tourism, or minerals?</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 features of historic or cultural importance, including protected structures or Recorded Monuments and Places of Archaeological Interest?</b>	There are 10 archaeological sites or monuments, and 1 NIAH listed structure within the MWAs. Due to the nature of the works and with the mitigation measures outlined in Section 4.5, no negative impacts are anticipated. The ABHA concluded that the proposed development would have a positive long-term effect on the archaeological and architectural heritage of Adare.
<b>Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?</b>	No. The proposed development is located in Flood Zones A and B and is susceptible to flooding. However, the SSFRA conducted by JBA concluded that in the case of flooding, significant impacts are not anticipated, and the proposed development is water-compatible
<b>Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g., the status of water bodies under the Water Framework Directive?</b>	Yes. The River Maigue and its tributaries have a 'Poor' WFD status, and their risk status is still under review. The Maigue Estuary has a 'Moderate' WFD and is 'At Risk'. However, due to the scale and nature of the works, additional impacts on these waterbodies are not expected as a result of the development.
<b>Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g., hospitals, schools, places of worship, community facilities that could be affected by the proposal?</b>	The proposed development is located in an existing residential and commercial area within the village of Adare. The proposed development will be in keeping with the current land-use and will not result in significant impacts on the surrounding area.
<b>Are there any additional considerations that are specific to this location?</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 in the village of Adare and will be in keeping with the existing land use.

### 5.3 Characteristics of Potential Impacts

The following questions were answered in Table 5-3, following guidelines set out in the OPR Practice Note PN02, Environmental Impact Assessment Screening (OPR, June 2021), to determine whether the environmental impacts of the development can be considered significant.

Table 5-3: Characteristics of potential impacts

<b>Types and Characteristics of Potential Impacts - Screening Questions</b>	
<b>If relevant, briefly describe the characteristics and magnitude of the potential impacts under the headings below.</b>	Is this likely to result in significant effects on the environment, with mitigation measures in place if applicable?
<b>Population and Human Health:</b>	
<p><b>During construction, impacts to public access may occur on roads adjacent to or near to the sites. In case of disruption, impacts would be slight, temporary, and not significant.</b></p> <p><b>Once operational, the proposed development will provide improvements to the current infrastructure, representing a positive impact.</b></p>	No. Construction stage impacts to population and human health are typical of such developments, and easily mitigated against by operational plans put in place by the appointed contractor.
<b>Biodiversity:</b>	
<p><b>During construction, temporary impacts to biological receptors on the site include disturbance from machinery and vegetation clearance.</b></p> <p><b>The AA Screening found that the proposed development will not result in any significant effects on Natura 2000 sites, alone or in combination with other plans or projects.</b></p>	No. During construction, impacts will be slight to imperceptible due to the nature and location of the proposed works. No impacts to biodiversity are expected once operational.
<b>Land and Soil:</b>	
<p><b>The area of land used for the proposed development is not significant. Construction will be at or near the surface, with only shallow excavation needed.</b></p>	No. Where possible, excavated material will be used as fill elsewhere in the project. Material not required on site will be exported as a waste to an appropriate facility. The amount is not expected to be significant.
<b>Water:</b>	

<b>Types and Characteristics of Potential Impacts - Screening Questions</b>	
<p><b>There are no waterbodies on site or in the immediate vicinity of the proposed development.</b>  <b>Due to the shallow excavations, interactions with groundwater are not expected to be significant.</b></p>	<p>No. Whilst some of the MWAs are in close proximity or adjacent to surface waterbodies, significant impacts are not expected due to the nature of the works.</p>
<b>Air and Climate:</b>	
<p><b>There will be slight temporary impacts to air and climate during construction due to the operation of machinery and transport of materials. Mitigation measures and best practice methodologies will minimise emissions.</b></p>	<p>No. Impacts to air and climate during construction and operation will not be significant. No impacts are expected once operational.</p>
<b>Material Assets:</b>	
<p><b>During construction, temporary disruptions on the N21 and L1423 may occur. Significant impacts are not expected due to the scale of the proposed development. Appropriate signage and traffic management will be in place to ensure the safety of other road users.</b>  <b>Impacts on utilities and waste are not expected.</b></p>	<p>During construction, the contractors will need to be aware of any services crossing the site. This will require consultation with the relevant service providers in the area. No significant negative impacts on services are likely.  Once operational, no significant impacts are expected on material assets.</p>
<b>Cultural Heritage:</b>	
<p><b>The site boundary is partially within an archaeological Zone of Notification. There are 4 archaeological sites, and 1 NIAH listed structure within the boundaries of the proposed works.</b></p>	<p>No. Thanks to the nature of the works and the mitigation measures outlined in the ABHA and Section 4.5, no significant effect on cultural heritage is anticipated.  The ABHA concluded that the proposed development would have a positive long-term effect on the archaeological and architectural heritage of Adare.</p>
<b>Landscape and Visual Amenity:</b>	
<p><b>Typical construction stage impacts to visual amenity will occur but will be temporary.</b>  <b>Once operational, significant impacts are not anticipated.</b>  <b>The site is located within an existing residential and</b></p>	<p>No. Impacts to landscape and visual amenity during construction will be temporary and partially mitigated by the contractor's operating plans and will not be significant.  Once operational, no impacts to landscape or visual amenity are expected.</p>

<b>Types and Characteristics of Potential Impacts - Screening Questions</b>	
<b>commercial area and will not create any significant landscape or visual impacts.</b>	
<b>Cumulative Effects:</b>	
<b>The Limerick Development Plan 2022-2028 contains objectives for public realm and transport improvements. Nearby proposed and in-progress developments are not large, and considered cumulatively they will not have a significant impact with the proposed development.</b>	No. The proposed development contributes to the objectives of the Limerick County Development Plan.
<b>Transboundary Effects:</b>	
<b>Transboundary effects are not expected.</b>	No.

Conclusion: 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 assessment is to identify whether there is a need under The Planning and Development Act 2000, as amended, for an EIAR for the proposed works in Adare, Co. Limerick.

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.

The AA Screening Report completed by JBA for the proposed works determined that no likely significant impacts are expected as a result of the proposed development. The PEA also concluded that no significant effects on other ecological receptors are likely to occur.

The ABHA by IAC Archaeology concluded that the proposed development would have a positive long-term effect on the archaeological and architectural heritage of Adare.

Once operational, the proposed development is expected to be low in environmental impact. The proposed development will provide enhancements to the public realm.

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.

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