

Environmental Impact Assessment Screening for the Limerick Greenway Hub @ Ardagh

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1. Introduction

Rory Dalton was appointed by Limerick County Council to undertake an Environment Impact Assessment Report Screening for the proposed works to be carried out at the Limerick Greenway Hub @ Ardagh site. Ardagh is a village in the South West area of County Limerick, situated three miles from Newcastle West. The Station House is located on the perimeter of the village ITM Co-ordinates E 528371, N 638543.

The works proposed aim to refurbish the buildings and immediate surrounding area of the site to create a space that can be utilised by locals and also users of the Limerick Greenway. This will be achieved through upgrading the existing station house and the goods shed on site and changing of use to commercial, community and tourism, installing a railway carriage on the site, constructing a car park, constructing camper van parking spaces and building a playground and amenity area for Greenway users and locals alike. As the proposed site will have restroom facilities for users the developers will be connecting to the main foul sewer at the main road.

2. Legislative Context

EIA is a procedure required under the terms of European Union Directives 85/337/EEC and 97/11/EC on assessment of the effects of certain public and private projects on the environment. Article 2 of the Directives requires that *“Member States shall adopt all measures necessary to ensure that, before consent is given, projects likely to have significant effects on the environment by virtue, inter alia, of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects.”* Article 8 then requires that *“The results of consultations and information gathered pursuant to [the EIA procedure] must be taken into consideration in the development consent procedure”*

The requirements for screening are contained in Article 4 of Directive 97/11/EC. Article 4(1) requires that *“...projects listed in Annex I shall be made subject to an assessment...”*. EIA is therefore mandatory for the categories of projects listed in Annex I and Member States’ legislation must provide for this. The Annex I list defines about 21 categories of projects for which EIA is mandatory. Screening of these projects must lead to a “yes” decision that EIA is required. Article 4(2) requires that for *“...projects listed in Annex II, the Member States shall determine through (a) a case-by-case examination, or (b) thresholds and criteria set by the Member State”*

In this case, the project type is listed in Annex II and is being dealt with it in a case-by-case examination.

3. Brief Description of the Site and Proposed works

3.1 Site Description and Location

The proposed development is located on the perimeter of the village of Ardagh, ITM Co-ordinates E 528371 N 638543. Ardagh is a village in the South West area of County Limerick, situated three miles from Newcastle West. This location will provide greenway users starting their journey at Ardagh with the choice of travelling east towards Rathkeale (8.8km) or west towards Newcastle West (3.8km), Templeglantine (17km) and Abbeyfeale (26.1km). The former train station was once an important stop along the Great Southern Railway's Limerick to Tralee line, which is also known as the 'North Kerry Line'. In 1880 the line from Limerick to Barnagh and onto Tralee opened providing a link for the transport of both passengers and goods. The North Kerry Line ceased to carry passengers in 1963, however the line continued to carry goods traffic until 1977. The tracks of the Limerick to Tralee line were finally removed in 1988. The line has since become a Greenway providing amenity to locals and visitors.

In 2020, Limerick City & County Council purchased the old Ardagh station house, Goods Shed and site as part of its efforts to conserve and promote the railway heritage associated with the former Limerick to Tralee Railway Line which is now the Limerick Greenway. A refurbishment works contract has been completed to carry out initial stabilization and conservation works to the Station House and Goods Shed (stonework repairs and re-pointing, new roof and coverings). A temporary car parking facility is in place for members of the public to access the Limerick Greenway from Ardagh.

3.2 Proposed Works

The Limerick Greenway has proved to be an extremely popular recreational amenity with a footfall of close to 600,000 in its first year of operation and close to 700,000 in its second year. The Ardagh Station House, goods shed and site will become one of the main Visitor Experience and Service Centre Hubs on the Limerick Greenway. The Station House and Goods Shed sit on a 2.2 acre site and the hub will be a trailhead and an access point for the Greenway providing a range of tourism, community and hospitality related services. These will include food offering, retail, bike hire, visitor information, railway and local history interpretation. The overall objective of developing the Station House site and buildings is to ensure that Ardagh becomes a destination in its own right with visitors and users travelling to the Limerick Greenway Hub @Ardagh, parking-up, accessing the Greenway but also availing of the facilities and services on offer. The hub is to reinforce existing connections to Ardagh village.

The proposed Limerick Greenway Hub @ Ardagh includes.

Refurbishment and renovation of the Ardagh Station House and Goods Shed (which is a protected structure, RPS 900) and change of use to commercial, community and tourism. Develop the buildings and site to include toilets, café, playground, interpretation and camper van facilities. The provision of on-site parking to include car and universal access parking spaces, electric vehicle charging point spaces and camper van parking bays. Installation of a railway carriage on the site for commercial, community, and tourism use, and all associated site works. Construction of extensions to the Station House and Goods

Shed. Works to include all site development works for the buildings and site including utilities, drainage, landscaping and public realm. Widening of the existing entrance to accommodate 2-way traffic.

Station House Design Intent

Ardagh Station House is to be brought back to life via restoration and new build proposals. As one enters the main entrance, they are greeted with a retail/shop space immediately left and a counter/food prep area on the right. Through passage of the counter spaces, one is brought to the glazed link to the rear. This allows a person to internally navigate safely and securely from the WC's and newly proposed café extension. The glazed material is chosen for the link to allow people who are using the greenway route to maintain that visual connection with the original façade facing what was, the rail line.

The café space also allow people to have direct passage out into the proposed train carriage entrance. Through this rejuvenation of the Ardagh Station House layout, it means visitors get to experience it in its completeness.

The café materiality is stone, to connect with the existing through a modern cut to bring it into the current. The scale is to mirror that of the existing extension on the northern section of the Station House.

Between the café space and the train carriage rest a proposed canopy, offering both a visual connection linking the two and providing shelter for people dining outside and passing through the station house and train carriage.

Selected materials.

1. Selected Stone Façade.
2. Selected Aluminium Windows and Door System
3. Refurbished & Reintroduced Sliding Slash Windows
4. Selected Steel Canopy

Good's Shed Design Intent

The Good's Shed is to be restored and repurposed as a segregated male and female WC's and changing/shower area. External access is provided via a new compliant set of steps.

The new build dining area is scaled similarly to the existing Good's Shed, to compliment it. The brick flooring taken from the cattle pen on site will be repurposed as the flooring in the dining, with the remaining made of a polished concrete – differentiating between new and old. As this is a semi-internal/external space, the upper sections of the walls are made up of timber shutter; allowing for the space to be opened during the day and securely closed during the night.

The centre creates a flat roof connection – bridging new and old, whilst also providing space for storage and a UAWC/shower area.

The materiality is a mix of smooth and corrugated fibre cement panels, green in colour to tie in with the greenway narrative. These fibre cement panels, although modern are a call back to Ireland's historical farmland buildings and storage sheds.

Selected materials

1. Selected Aluminium Windows and Door System.
2. Selected Steel Canopy
3. Selected Fibre Cement Panels (smooth finish and corrugated finish)

4. EIA Screening Checklist

Questions to be considered	Yes/No Brief explanation	Is this likely to result in a significant effect? Yes/No/? – Why?
1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in water-bodies, etc)?	No. There are areas that will be changed, for example the placing of the railway carriage and construction of the playground on existing grassed area, however these changes are minor and will not cause negative physical changes to the environment. The rest of the re-surfacing and paving is to be carried out on concrete and gravel surfaces.	No, the majority of surfaces to be paved are pre-existing hardstand surfaces. The railway carriage is to be installed and playground built on a grassed area.
2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes. Construction phase: Materials (cement, tarmac, gravel stone) and energy (diesel) for construction. Operational Phase: The usual use of resources such as electricity and water.	No These resources are not in short supply.
3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Construction phase - Yes: Cement, fuels and lubricants. Operational phase - No	No. A well planned and implemented CEMP utilizing best practices and standard operating procedure will be put in place.
4. Will the Project produce solid wastes during construction or operation?	Construction phase - Yes: Rubble will be produced Operational phase - No	No It may be used to fill areas under the paving, the rest will be managed by a licensed contractor.

<p>5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?</p>	<p>Construction phase - Yes: Exhaust fumes from the machinery will be slightly elevated from normal levels</p> <p>Operational phase - No: As normal.</p>	<p>No. Exhaust fumes from the machinery will only be slightly elevated from normal levels</p>
<p>6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?</p>	<p>Construction phase - Yes: Machinery will cause noise and vibration.</p> <p>Operational phase - No</p>	<p>No Noise and vibration will not be far above existing levels, and the machinery being used will be relatively small consisting of regular sized gravel trucks and delivery trucks, 3 or 5 tonne dumper, small to medium excavator etc.</p>
<p>7. Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?</p>	<p>Construction phase - Yes: There is the risk of suspended solids (dust from rubble, mud, cement) or fuel/lubricant spills entering the drainage ditches during times of heavy rain</p> <p>Operational phase - No</p>	<p>No A well planned and implemented CEMP utilizing best practices and standard operating procedures will negate any issues.</p>
<p>8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?</p>	<p>Construction phase - Yes: As with any construction site there are risks involved for the workers and for the environment by way of accidents</p> <p>Operational phase - No</p>	<p>No All workers are aware of the dangers of working on a building site, they are used of working on sites and have completed their Safe Pass. Potential for accidents are further reduced by the CEMP; this applies to the safety of both the workers and the environment. Additionally the sections of the site which are being worked on will be fenced off to the public.</p>

<p>9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?</p>	<p>Yes:</p> <p>There will be minor social changes - all of them positive. The works will improve the operation of the Greenway by providing facilities for users along the route while also providing amenities for locals in the area.</p> <p>It could also potentially be a boost for business owners in the area as the developed site would bring a greater volume of visitors to the area.</p>	<p>No</p> <p>Only positive changes as previously explained</p>
<p>10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?</p>	<p>No</p> <p>There are no consequential developments anticipated from this project. There are no anticipated cumulative impacts with planned activities in the locality. There are no cumulative impacts with existing activities in the locality</p>	<p>No</p> <p>No significant impact in this regard</p>
<p>11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?</p>	<p>Yes</p> <p>There are three Natura 2000 sites within 15km to the works area. These are Stack's to Mullaghareirk Mountains, West Limerick Hills and Mount Eagle SPA (004161), Askeaton Fen Complex SAC (0002279) and Barrigone SAC (000432).</p> <p>These Natura 2000 sites are 1.7 km, 10.7 km and 11.3 km respectively from the proposed site.</p>	<p>No</p> <p>An Appropriate Assessment Screening has been carried out which addresses this issue. In summary, the small and localized scale of the works coupled with the distance from the protected sites promises no protected sites being affected.</p>

<p>12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?</p>	<p>No The surrounding area is mainly improved agricultural grassland, with some farm yards and houses. The closest watercourse is a small first order stream which is a tributary of the Deel; this watercourse is 300m away</p>	<p>No Surrounding habitats are of low value ecologically. Small first order stream is 300m away across land with little or no gradient</p>
<p>13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?</p>	<p>Not any specific areas. It cannot be ruled out that wintering geese or swans would not use the agricultural grasslands, although the area is far from optimal wintering grounds for birds. Any use by wintering birds would likely be sporadic random usage.</p>	<p>No the footprint of the proposal is small and the works are in line with usual disturbance in the area - operation of light machinery akin to farm machinery etc. Also the proposed site is enclosed by hedgerows and treelines to screen any disturbance.</p>
<p>14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?</p>	<p>No Although the bedrock is limestone, the works are far too small to pose any risk to groundwater aquifers.</p>	<p>No</p>
<p>15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?</p>	<p>No.</p>	

<p>16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?</p>	<p>Yes.</p> <p>The works will significantly improve this section of the route by providing amenities for users such as a playground, parking, public realm and toilet facilities.</p>	<p>No.</p> <p>The proposal is designed to enhance the area by making it more accessible and convenient for cyclists and walkers alike.</p>
<p>17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?</p>	<p>No.</p>	<p>No.</p>
<p>18. Is the project in a location where it is likely to be highly visible to many people?</p>	<p>Yes.</p> <p>The proposed works will take place just outside of Ardagh village on a relatively quiet rural road with surrounding residential housing.</p>	<p>No.</p> <p>The proposed development is not expected to have a significant visual impact other than a positive one as a result of the derelict buildings being repaired to a high standard and the development of the surrounding land.</p>
<p>19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?</p>	<p>Yes.</p> <p>The Ardagh Station House (RPS 900) itself is a building of special interest. It is registered under the category of Architectural, Reg number 21825001.</p>	<p>No.</p> <p>Other than the Station House there are no previously identified monuments located within, or in the immediate area of the subject development lands.</p>

<p>20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?</p>	<p>No.</p> <p>The area where the project is to be developed was once an important stop along the Great Southern Railway line with the Station Building itself dating back to the 1850's. Therefore there would be no loss of greenfield land. Additionally sections of the land involved in the proposal has been previously sealed with concrete and gravel.</p>	<p>No significant impact.</p>
<p>21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?</p>	<p>Yes.</p> <p>There are a number of land uses around the location. These include rural residential premises as well as Ardagh Village which has the features of a typical village including some bars, a church, a shop, primary school and a number of other commercial premises.</p>	<p>No.</p> <p>All aforementioned land uses aim to benefit from the proposed works due to an increased number of visitors to the area which will hopefully improve commerce as well as providing local residents additional improved recreational activities.</p> <p>Agricultural land will not be affected due to the contained nature of the works.</p>
<p>22. Are there any plans for future land uses on or around the location which could be affected by the project?</p>	<p>Not at the time of this proposal.</p>	<p>No.</p> <p>The project aims to have a minimum effect on surrounding areas and it seems the works will potentially increase attractability of the area. Furthermore all development will be compatible with future development objectives.</p>
<p>23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?</p>	<p>Yes.</p>	<p>No.</p> <p>The proposal is designed and intended to enhance the local land use and to positively impact the lives of locals.</p>

<p>24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?</p>	<p>Yes.</p> <p>There is a primary school and church within 2 km of the proposed works.</p>	<p>No.</p> <p>The proposal is designed and intended to enhance the local land use and to positively impact the lives of locals.</p>
<p>25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?</p>	<p>No.</p>	<p>No.</p>
<p>26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?</p>	<p>No.</p>	

27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No.	No
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5. Annex III Screening Selection Criteria

Article 4(3) of Directive 97/11/EC requires that Competent Authorities must take into account the selection criteria set out in Annex III of the Directive when making screening decisions on a case-by-case basis and when setting thresholds and criteria for projects requiring EIA. The criteria are set out under three headings as follows:

1. Characteristics of Projects

The characteristics of projects must be considered having regard, in particular, to:

- the size of the project,
- the cumulation with other projects,
- the use of natural resources,
- the production of waste,
- pollution and nuisances,
- the risk of accidents, having regard in particular to substances or technologies used.

2. Location of Projects

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, having regard, in particular, to:

- the existing land use,
- the relative abundance, quality and regenerative capacity of natural resources in the area,
- the absorption capacity of the natural environment, paying particular attention to the following areas:
 - wetlands;
 - coastal zones;
 - mountain and forest areas;
 - nature reserves and parks;
 - areas classified or protected under Member States' legislation;
 - special protection areas designated by Member States pursuant to Directive 79/409/EEC and 92/43/EEC;
 - areas in which the environmental quality standards laid down in Community legislation have already been exceeded;
 - densely populated areas;
 - landscapes of historical, cultural or archaeological significance.

3. Characteristics of the Potential Impact

The potential significant effects of projects must be considered in relation to criteria set out under 1 and 2 above, and having regard in particular to:

- the extent of the impact (geographical area and size of the affected population),
- the transfrontier nature of the impact,
- the magnitude and complexity of the impact,
- the probability of the impact,
- the duration, frequency and reversibility of the impact.

5.1 Characteristics of Project

5.1.1 The size of the project

The proposed development is over a small area and is centered at approximate ITM coordinates of E 528371 N 638543, on the perimeter of Ardagh village and approximately 3km from Newcastle West.

A playground will be built measuring 1000sqm to the East of the Station House with the area local to the station house being paved in suitable material to allow for an outdoor seating and bike stand area. Regarding the Station House itself, it is to be refurbished for commercial and/or community use. A single story extension will be built on to the south side of the Station House building and a railway carriage placed to the south of the extension. There will be a primary access point established from the Greenway on to the site with a post and rail fence otherwise along the boundary. The existing remains of the old platform will be retained and rebuilt where necessary with vegetation removed and existing remains of platform graded down to floor level to open up views of the Station House from the Greenway. The existing good shed will be refurbished and facilities for camper van users installed. A single story extension will be built on to the north side of the Goods Shed building. There will be an additional hard standing area of the site constructed to provide parking for cars and camper-vans.

5.1.2 The cumulative impacts with other projects

It is not envisaged that this project will have a cumulative impact with any other plans in the area.

5.1.3 The use of natural resources

The major use of natural resources associated with the proposal is in the form of construction material. Stone/brick, gravel, tar, cement and water will constitute the main components of what will be used for the build. Fuel and lubricants will be used in the machinery. During the operational phase, the project will only be using resources such as electricity and water. None of these natural resources are in short supply and the amounts to be used in the proposal are small so in that respect, the use of natural resources within the project can be screened out without an EIA.

5.1.4 The production of waste

Waste production from the proposal will be most evident during the construction phase. It will consist mainly of rubble and spoil from excavation and protective wrapping and packaging from elements such as lighting, signage, other deliveries, workers lunches etc. Waste for the construction phase will be taken care of by a licenced contractor. Waste produced from the operation phase will be similar to that of any small commercial business and will be disposed

of in line with current best practice guidelines. With this in mind, the production of waste is not likely to cause significant impacts and therefore does not warrant an EIA.

5.1.5 Pollution and nuisances

In a project such as this there is the capacity for pollution, mainly through fuel or other on-site chemical being spilled either in-situ or becoming incident on a water body. There is also the capacity for suspended solids to become incident on a water body. There are stipulations within the CEMP that negate such issues. The work on the site will be carried out in a manner that ensures as little disruption as possible.

There is a certain nuisance to business and daily life while works are going on, however the location of the proposed works is quite rural and will not affect the operations in Ardagh village. Although the Rathkeale to Ardagh and Ardagh to Newcastle West portion of the Greenway may be affected during the development this disruption should be short lived with numerous benefits resulting from the upgraded works.

This is a well-intended proposal therefore is well supported and the nuisance short lived, therefore nuisance is not a significant issue. There will be no additional pollution or nuisance generated during the operational phase.

In all, the potential for significant impacts arising from pollution and nuisance is low.

5.1.6 The risk of accidents

Risks of accidents from the operational phase of the works will be the same as any other groundwork/landscaping site. All workers are aware of the dangers of working on a building site, they are used of working on sites and have completed their Safe Pass. Potential for accidents are further reduced by the CEMP; this applies to the safety of both the workers and the environment. Additionally the sections of the site which are being worked on will be fenced off to the public.

5.2 Location of Project

5.2.1 The existing land use

A refurbishment works contract has been completed to carry out initial stabilization and conservation works to the Station House and Goods Shed (stonework repairs and re-pointing, new roof and coverings). The buildings are not currently in use.

A temporary car parking facility is in place for members of the public to access the Limerick Greenway from Ardagh.

The Limerick Greenway is located to the east of the site.

The current proposal will not cause negative impacts to the existing land use but rather will increase the areas attractability to visitors and locals alike while also improving the Limerick Greenway route considerably.

There are no indications that the current proposal will cause significant impacts to the existing land use and therefore an EIA is not required in this regard.

5.2.2 The relative abundance, quality and regenerative capacity of natural resources in the area

The footprint of the proposed works are typical of a small commercial building and grounds. The internal works are to take place within the confines of the current structure and the majority of the surfaces within the external footprint are pre-existing artificial surfaces.

As a result the proposed development will have very minimal impact, if any, on the quality and regenerative capacity of the natural resources in the area.

5.2.3 The absorption capacity of the natural environment

The amount of material that will require absorption will be very small, typical of the building of a house or refurbishment of an old house, and as such, the absorption capacity of the local environment will be plenty for the proposed project.

5.3 Characteristics of the Potential Impact

In general, all potential impacts relate to the construction stage (during which a strict CEMP will be employed), potential impacts relating to the operational stage are generally positive.

5.3.1 Human Beings	
The extent of the impact (geographical area and size of the affected population)	The site location is in a rural setting and therefore should not have any major impact on the area or immediate population. The site is located on a local tertiary road approximately 250 meters from the R523 from Ardagh to Rathkeale which would see minimal traffic excluding the few local residents in the area. The majority of construction works will be taking place within the boundaries of the site so therefore should not cause any major traffic disruptions. In all it will be a positive development for people in the area.
The magnitude and complexity of the impact	The impact will consist of minor traffic nuisance, and potentially airborne dust from the building site. However in magnitude the impact is small with the outcome of the works providing improved amenities for the area.
The probability of the impact	Almost certain
The duration, frequency and reversibility of the impact	As long as the works will go on
Requirement for EIA	No

5.3.2 Biodiversity and Water

The extent of the impact (geographical area and size of the affected population)	Approximately 1 hectare. The footprint and proposed works are typical of an old building and grounds. The majority of surfaces to be paved are pre-existing hardstand surfaces. The railway carriage is to be installed and playground built on an existing grassed area. Some small immature trees and bushes are to be removed.
The magnitude and complexity of the impact	Small magnitude and straight-forward
The probability of the impact	It is highly unlikely that there will be any significant impact to biodiversity and water. The footprint and proposed works are small and on existing artificial surfaces.
The duration, frequency and reversibility of the impact	For the duration of the works, and throughout operational stages.
Requirement for EIA	No.

5.3.3 Land, Soil, Air and Climate

The extent of the impact (geographical area and size of the affected population)	Land use is essentially remaining as is within the footprint of the proposal. There may be a minor impact on air during the construction phase Climate - no
The magnitude and complexity of the impact	In terms of air quality, there may be some masonry-type dust generated during the course of the construction phase, along with potential minor increases in exhaust fumes from the building machinery and the traffic management plan. The magnitude of these impacts is very small. The proposed development will improve facilities in the area while also possibly encouraging more environmentally friendly modes of transport

	<p>through the regeneration of this portion of Greenway.</p> <p>Measures to mitigate possible short term impact during the construction stage will be incorporated into the CEMP</p>
The probability of the impact	Dependant on parameters such as traffic levels and precipitation (dust)
The duration, frequency and reversibility of the impact	As long as the works will go on
Requirement for EIA	No

5.3.4 Material Assets, Heritage and the Landscape

5.3.4 Material Assets, Heritage and the Landscape	
The extent of the impact (geographical area and size of the affected population)	<p>There are no significant negative impacts to material assets or heritage. As previously mention the Ardagh Station House is a building of special interest and has been properly inspected by Architectural Conservation Professionals to ensure proper cognisance of best conservation practices is implemented during the refurbishment of the building.</p> <p>There may be a slight impact to landscape during the construction phase.</p> <p>All impacts relative to these parameters are positive during the operational phase.</p>
The magnitude and complexity of the impact	The area may, to some, look unsightly during the construction phase
The probability of the impact	Subjective
The duration, frequency and reversibility of the impact	As long as the works will go on
Requirement for EIA	No

6. Conclusion

Having considered the proposal in line with the guidance referenced in the bibliography, there is no requirement for EIA. Having regard to the characteristics of the proposal, the location of the proposed works, and the scale of the proposed development, significant impacts on the environment are not anticipated. In general, all potential impacts relate to the construction stage (during which a strict CEMP will be employed) and potential impacts relating to the operational stage are positive.

An Appropriate Assessment Screening report prepared in line with Article 6 of the Habitats Directive concluded there would be no significant impacts on any Natura 2000 sites.

7. Photographs and Maps



Figure 1: Location of proposed works

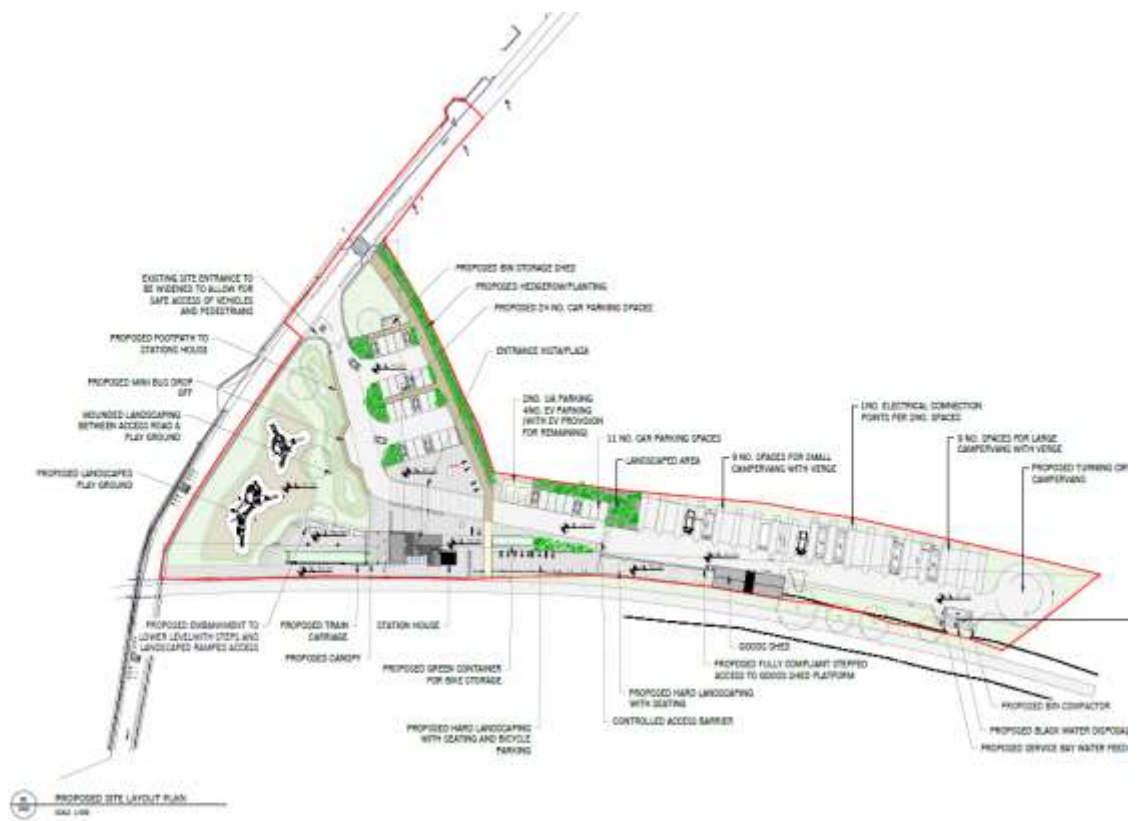


Figure 2: Limerick Greenway Hub @ Ardagh Layout Plan



Figure 3: Rear of Ardagh Station House and Limerick Greenway route



Figure 4: Ardagh Station House



Figure 5: Limerick Greenway Hub @ Ardagh Temporary Carpark and proposed location of railway carriage and playground on existing grassed area.



Figure 6: Ardagh Goods Shed

8. Bibliography

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