



The Crescent/Sea Road Junction Upgrade

Screening for Environmental Impact Assessment

Doherty Environmental Consultants Ltd.

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Crescent Sea Road Junction Upgrade

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1.0 INTRODUCTION

Doherty Environmental Consultants (DEC) Ltd. have been commissioned by Galway City Council to undertake an Environmental Impact Assessment Screening Report Assessment for a proposed junction upgrades and pedestrian facilities at junctions along The Crescent between the The Crescent, Salthill Road Lower, Taylor's Hill and St. Mary's Roads and also the junctions of Crescent Green, Palmyra Park and Sea Road with The Crescent as well as the adjacent pedestrian facilities (see Figure 1.1 for location and Figure 1.2 for aerial imagery showing the extent of the proposed works for the project).

The findings of the EIA Screening assessment for the proposed junction upgrades (i.e. the project) are presented in this report.

1.1 PURPOSE OF THIS REPORT

This EIA screening report contains necessary information to enable the competent authority, in this case Galway City Council, to undertake an EIA screening assessment and determine whether an EIA is required for the proposed development. The findings of the EIA screening assessment are presented in this report and will inform the determination by Galway City Council for the proposed junction upgrades (to be referred to throughout this report as "the project" or "the proposed development").

The purpose of this Report is to determine whether or not the project is likely to have significant effects on the environment and, as such, requires an EIA to be carried out and an EIAR to be prepared. This screening report provides an overview of the project (section 3), the existing baseline environment (section 4) and then assesses the potential environmental impacts (Section 5) posed by the proposed project.

2.0 LEGISLATIVE CONTEXT

Directive 2011/92/EU as amended by Directive 2014/52/EU (the EIA Directive) sets out the requirements for environmental impact assessment ("EIA"), including screening for EIA. Projects listed in Annex I of the EIA Directive require a mandatory EIA while projects listed in Annex II require screening to determine whether an EIA is required. The proposed development

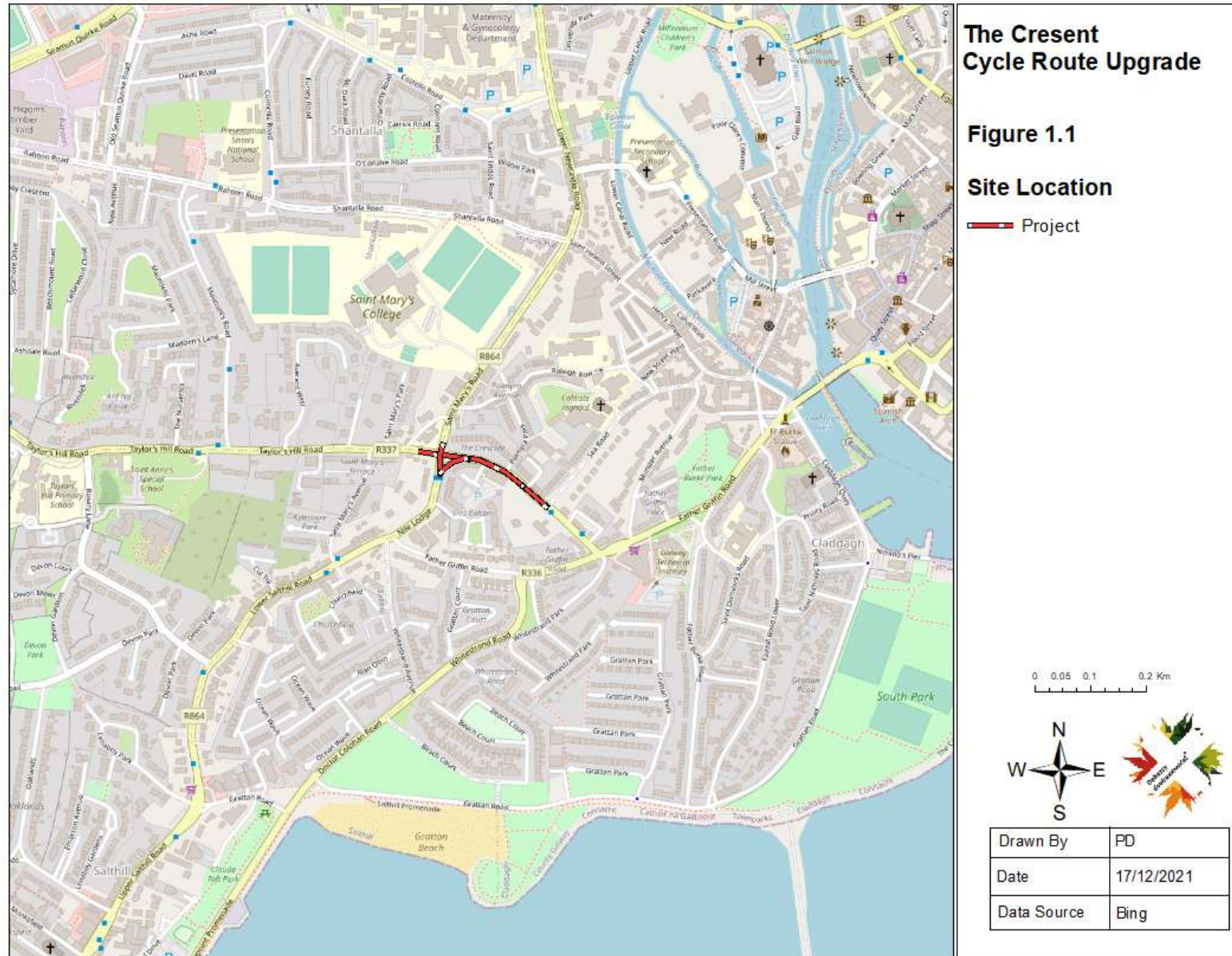
does not require a mandatory EIA under the provisions of the EIA Directive as it is not a project listed in Annex I.

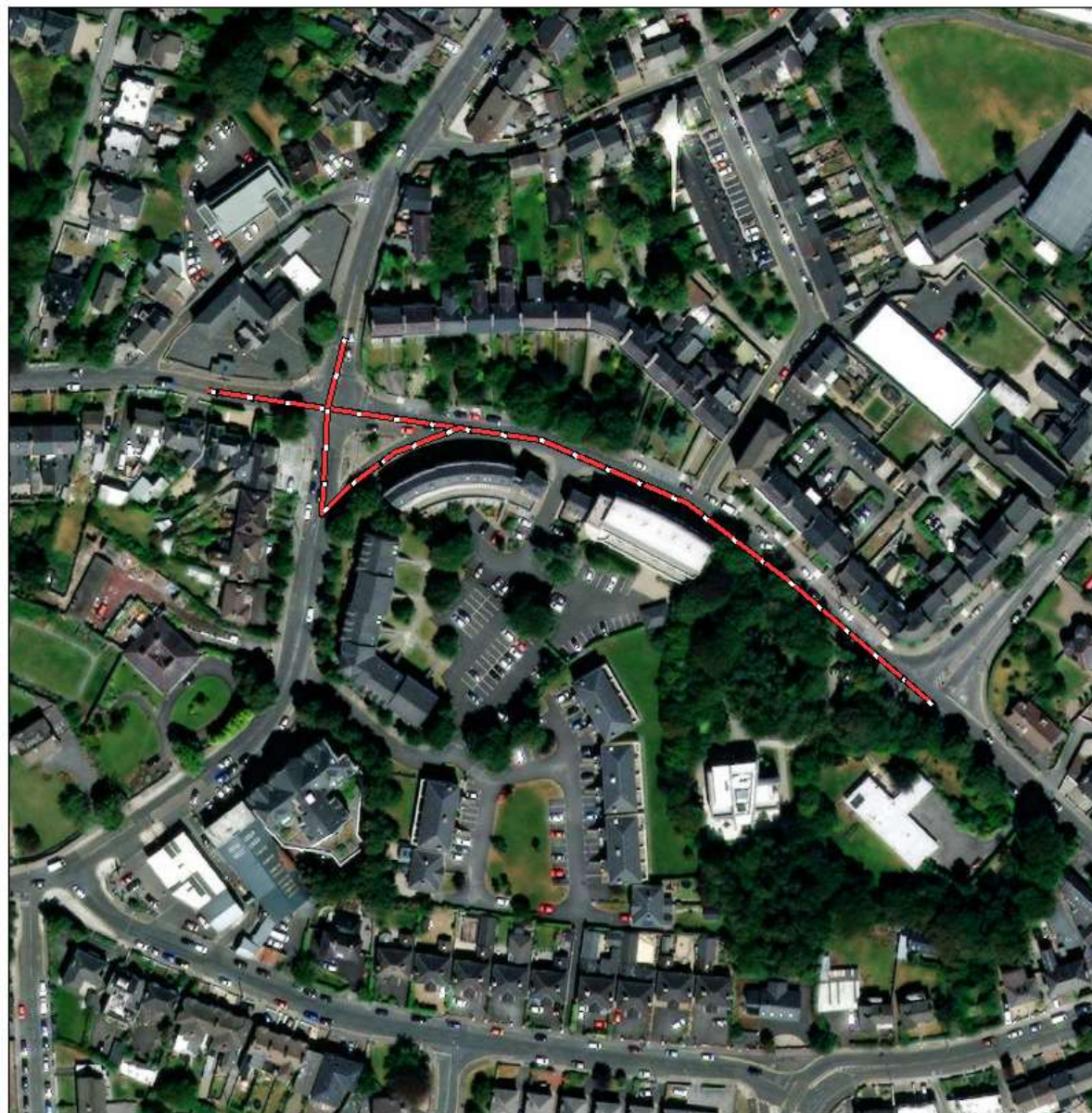
The prescribed classes of development and thresholds or criteria that trigger the need for an EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001, as amended. A review of the classes of development was carried out to determine whether the proposed development falls into any of the development classes which require an EIA. The proposed development does not fall into any of the classes described in Schedule 5 of the Planning and Development Regulations, 2001. The need for an EIA has therefore not been triggered under the requirements of the Planning and Development Regulations, 2001, as amended.

The proposed development also falls under the EIA requirements of the Roads Act 1993 as amended by the Planning and Development Acts (2000-2011) and the Roads Act (2007) as well as regulations made under the Roads Acts, The European Communities (Environmental Impact Assessment) (Amendment) Regulations 1989-2001, and EC Directives 85/337/EC and 97/11/EC referenced above. A road within the 1993 act is defined to include:

- (a) any street, lane, greenway, square, court, alley or passage,
- (b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge flyover, carriageway whether single or multiple, pavement or footway,
- (c) any weighbridge or other facility for the weighting or inspection of vehicles, toll plaza or other facility for the collection of tolls, services area, emergency, telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve.

Section 50 of the Roads Act 1993 (as amended) outlines the requirements for EIA for “proposed road developments”. An overview of the legislative requirements of section 50 of the Roads Act 1993 (as amended), and its applicability to the proposed development are outlined in Table 2.1 below.





The Crescent Cycle Route Upgrade

Figure 1.2

Aerial View of Route

Project

0 0.0125 0.025 0.05 Km



Drawn By	PD
Date	17/12/2021
Data Source	Bing

Table 2.1: Screening for Mandatory EIA

Screening Question	Regulatory Reference	Response
Does the project comprise the construction of a motorway, busway or service area?	S.50(1)(a) of the Roads Act, 1993, as amended.	The proposed development is not a motorway, busway or service area. This requirement for mandatory EIA is not triggered.
Is the project representative of a prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, where the prescribed types of road development comprise: • 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. • The construction of a new bridge or tunnel, which would be 100 metres, or more in length.	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993	The proposed development does not involve the provision of a road of four or more lanes for a distance of 8km or more in a rural area or 500m or more in an urban area. The proposed development does not involve the construction of a bridge or tunnel. These requirements for mandatory EIA are not triggered.

Has a direction been issued by An Bord Pleanála (ABP) to the Road Authority to prepare an Environmental Impact Assessment Report (EIAR)?	S.50(1)(b) of the Roads Act, 1993	ABP has not directed the Road Authority (Galway City Council) to prepare an EIAR for the proposed junction upgrades.
Where the road authority consider that the proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs, it shall direct the road authority to prepare an EIAR?	S.50(1)(c) of the Roads Act, 1993	Where Galway City Council considers the proposed development would be likely to have significant effects on the environment, Galway City council is to inform ABP in writing of this and await direction from the Board.
Is the proposed road development located on 'certain environmental sites' and has the road authority determined whether any significant effects are likely on the environment as a result?	S. 50(1)(d) of the Roads Act, 1993, as amended by reg. 56(7) of the European Communities (Birds and Natural Habitats) Regulations 2011)	No. A Screening Report for Appropriate Assessment has been undertaken for the project and this Report concluded that the proposed development will not have any likely significant effects, whether on its own or in combination with other plans or projects, on any European sites based on the best scientific evidence and taking into account the conservation objectives of the European sites. The project will not have the potential to interact with or negatively affect the conservation status of any Natural Heritage Areas in the

		wider area surrounding the project site. No geological heritage sites are located in close proximity to the project site.
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Pursuant to section 50(1)(c) of the Roads Act 1993 (as amended), Galway City Council are required to turn their attention to whether the proposed development is likely to have significant effects on the environment, such that an EIAR is required.

Section 50(1)(e) of the Roads Act, 1993 (as amended) states “Where a decision is being made pursuant to this subsection on whether a proposed road development would or would not be likely to have significant effects on the environment, An Bord Pleanála or the road authority concerned (as the case may be) shall have regard to the criteria specified for the purposes of article 27 of the European Communities (Environmental Impact Assessment) Regulations, 1989.”

The purpose of this EIA Screening Report is to assist Galway City Council in determining whether the proposed development is likely to have significant effects on the environment.

According to European Commission Guidance (2017¹)

“Screening has to implement the Directive’s overall aim, i.e. to determine if a Project listed in Annex II is likely to have significant effects on the environment and, therefore, be made subject to a requirement for Development Consent and an assessment, with regards to its effects on the environment. At the same time, Screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible,

¹ Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU). European Commission 2017. Page 23.

thereby ensuring a more efficient use of both public and private resources. Hence, Screening has to strike the right balance between the above two objectives.”

Recent guidelines from the Department of Housing, Planning and Local Government (2018) ² in relation to screening state:

“3.1. Screening is the initial stage in the EIA process and determines whether or not specified public or private developments are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made. A screening determination is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative.

3.2. Screening must consider the whole development. This includes likely significant effects arising from any demolition works, which must be carried out in order to facilitate the proposed development. In the case of transboundary developments, screening must consider the likely significant effects arising from the whole project both sides of the boundary. A screening determination that EIA is not required must not undermine the objective of the Directive that no project likely to have significant effects on the environment, within the meaning of the Directive, should be exempt from assessment.”

Annex III of the EIA Directive (as amended)/Schedule 7 to the Planning and Development Regulations 2001, as amended, lists the criteria for determining whether a project should be subject to EIA.

Annex IIA of the EIA Directive (as amended)/Schedule 7A to the Planning and Development Regulations, 2001, as amended, set out the information to be provided for the purposes of EIA Screening. The information set out in Schedule 7A is grouped together under 3 main headings:

² **Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment**

Annex IIA requirements	Relevant section of this screening report
A description of the proposed development, including in particular – a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected	Section 3 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading
A description of the aspects of the environment likely to be significantly affected by the proposed development	Section 4 of this Report describes the aspects of the environment that may be affected by the proposed development
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	Section 5 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading.

3.0 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

The objective of the scheme is to re-design the junction of The Crescent, Salthill Road Lower, Taylor's Hill and St. Mary's Road. The Scheme also includes the upgrading of the junctions of Crescent Green, Palmyra Park and Sea Road with The Crescent as well as the adjacent pedestrian facilities. The scheme is approximately 270m in length

An aspiration of the Galway Transport Strategy (GTS) is to develop a City Centre Access Network to ensure that the transport system can cater for the projected future demand. This includes the provision of continuous bus priority from Salthill Road Lower to Saint Mary's Road and Newcastle Road. To achieve this objective, the junction of The Crescent, Salthill

Road Lower, Taylor's Hill and St. Mary's Road is included and a series of junctions subject to revision to enable this.

The proposed solution, which emerged as the preferred option from an options study commissioned by GCC, proposes to maintain a rationalised level of on-street parking and removing the left slip-lane from The Crescent to Salthill Road Lower. The proposal also includes to resurface the route and install crossing points with zebra crossings, buildouts and raised platforms at the junctions of the Crescent with Crescent Green, Palmyra Park and Sea Road.

3.1.1 Surface Type

The design proposes an overlay treatment, for shape correction, to the existing pavement along the route as part of refurbishing works within the proposed scheme for shape correction to the existing pavement. The existing pavement will be repaired at the defect sections, levelled to designed levels, cleaned and coated with binding agent prior to overlaying treatment.

At locations where full pavement repair/ restoration is required (at crossings and footpaths), the pavement shall be constructed as per design standard, to be finalised at the detailed design stage.

3.1.2 Surface Construction Materials

Materials for construction of the surface upgrade will be imported and stockpiled at the construction compound, which will be located on a site that is buffered from any watercourse by a minimum distance of 50m. The materials to be employed shall principally consist of:

- Geotextile ground reinforcing cloth
- Granular sub-base material (NRA clause 804)
- Asphalt.

3.1.2.1 Construction Methodology

Sections of the road and current footpath will be closed to the public for the duration of the construction phase, which is expected to last for approximately 6-months. Construction

materials will be transported from stockpiled areas at the construction compound in 6-ton dumper trucks for construction of the trail and cable ducts. A total of 2 no. dumper trucks will be required throughout the duration of the construction phase.

Excavations, using one 8-ton excavator, will be required for the removal of the existing path surface. Excavation of the existing surface will be kept to a minimum, only comprising the footprint of the path surface that is to be upgraded. It is estimated that a minimal amount of surplus spoil will be generated for offsite disposal. Such spoil will be disposed of at an appropriately licenced facility.

Works will be undertaken on a section-by-section basis with only one section being commenced and completed at any one time. The sections will be kept to a minimum to reduce the potential for disturbance to adjacent ecological receptors.

Works will be undertaken on a section-by-section basis with only one section being commenced and completed at any one time.

3.2 PLANT & CONSTRUCTION MATERIALS REQUIRED

The type of plant and machinery required will be typical civil engineering road construction plant for earthworks and paving, and is likely to include:

- 360-degree 20 tonne Excavators (crawler track machines)
- Rubber-tyred Excavators 6 tonne JCB
- 3 tonne Mini Diggers
- 30 tonne Dump Trucks
- 6 tonne Dumpers
- 7.5 tonne multi-purpose truck
- 20 tonne and 30 tonne delivery trucks (importation of rock and bitumenous paving materials)
- Teleporter for erection of lighting columns

- Site Vehicles (4x4 wheel short base and vans)
- Compactor plates
- 1 tonne hand roller
- 6 tonne vibrating Rollers
- 10 tonne dead weight rollers
- Blawknex Paving Machine
- Bitumen Boiler/Hot Box
- Oil Tanker/Sprayer
- Road Planing Machine
- Extruded Kerb Laying Machine
- Road Saws/Con Saws/chain saws
- Bark Mulchers
- Air Compressors
- Jack Hammers
- Stihl Saws
- Small tools/hand tools
- Traffic Management Signs, Cones & Barriers
- Herras Fencing
- Mobile Traffic Lights
- Road Sweeper & Water Tank Truck
- PPE

All machinery will be inspected and certified to be free of leaks and weeps prior to mobilisation on site.

The materials will be typical civil engineering road construction materials consisting of cement, sand, gravel of various aggregate sizes, imported and reused top soil and precast concrete kerbs.

3.3 SITE PERSONNEL

The number of site personnel required for the construction phase will be finalised by the appointed contractor but it is estimated that a maximum of 10 site personnel will be required to complete works for the project.

3.4 TEMPORARY CONSTRUCTION COMPOUND

A temporary compound will be provided for the duration of the works. The location will be decided upon appointment of the Contractor and subject to GCC approval.

3.5 SPOIL STORAGE

All spoil excavated during the construction phase of the project will be reused so that the requirement of the import of material is eliminated or minimised to a low level. Any soil material excavated within the area of works or imported to the site will be stored in the area designated for spoil storage.

3.6 DURATION OF CONSTRUCTION PHASE

It is estimated that the construction process will take up to 6 months.

3.7 ASSESSMENT OF THE CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

An assessment of the potential characteristics of the Proposed Development as described above against the criteria outlined in Schedule 7 of the Planning and Development Regulations 2001 to 2018 are outlined in Table 3.1 below and a concluding rationale is provided to determine

whether these characteristics have the potential to result in likely significant effects to the environment.

Table 3.1: Characteristics of the Proposed Development

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
(a) the size and design of the whole project	The project comprises the enhancement of junction facilities approximately 270m in length. All construction works will be restricted to the footprint of paved surface in the form of roads and footpaths. The upgrade works are estimated to be completed within an approximate timeframe of 6 months. The scale of the proposed development is minor and the completed upgrade works will be in keeping with the existing urban landscape in which the project is situated.
(b) cumulation with other existing and/or approved projects;	The works are very minor in extent that will not have the potential to result in perceptible environmental effects and will not be of a quantum that will have potential to combine with other projects in the surrounding area to result in additive/cumulative effects to the environment.
(c) the nature of any associated demolition works	Minor demolition works are associated with the project such as the breaking out of the existing footpath and roadway surface that will accommodate the junction upgrades. The demolition associated with this will be minor and will not pose a risk of significant negative effects to the surrounding environment.

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
(d) the use of natural resources, in particular land, soil, water and biodiversity;	Construction related activities will be restricted to the footprint of the project site. Soil that will be excavated within the project site will be reused for landscaping and filling. Where surplus soil material is generated it will be disposed of at an approved facility. Water required for the construction phase of the project will be supplied by the existing mains water supply. No significant effects to biodiversity are predicted to arise as a result of the construction or operation of the project. No protected Annex I habitats occur along the project footprint. The habitats that do occur along the footprint of the project are representative of made ground/artificial surfaces and strips of amenity grassland, flower beds and stone walls along footpath edges. The habitats occurring along the route are of negligible biodiversity value. Natural resources in the form of hydrocarbons will be required for energy and electricity during the construction phase of the project. Other building raw materials will be required during the construction phase. However the natural resources required will be typical of those required for the development and their provision will not have the potential to result in significant negative effects.
(e) the production of waste;	Solid inert waste in the form of soil and stone will be produced during construction but materials will be only ordered as required. Any wastes from the construction process will either be reused within the scheme, or recycled/disposed of at an authorised waste facility. During the construction phase the waste management hierarchy will be implemented onsite, which prioritises the prevention and minimisation of waste generation. The operation phase is not anticipated to generate large volumes of waste. Litter prevention measures will be put in place along the proposed development.

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
(f) pollution and nuisances;	During development project the construction phase generally presents the greatest risk of pollution. Given the absence of any surface watercourses in the vicinity of the proposed project site there will be no potential for the construction phase of the project to result in a significant risk of pollution to surface water bodies occurring in the wider surrounding area. It is also noted that the bulk of all material required for the construction phase will be stored at the proposed construction compound which will be situated on existing made ground that will be located in close proximity to the junction upgrade works. The construction compound will also be situated within Galway city which is serviced by an existing combined drainage network that will further eliminate the release of any untreated surface water to receiving water bodies in the wider surrounding area. Furthermore the approach to the junction upgrade construction works will be completed on a junction by junction basis, thereby limiting the extent of exposed ground during the breaking out of the existing surface and will in turn limit to a small scale the exist of exposed surface at any one time. As such surface water runoff from any exposed surface will be limited in volume and will not have the potential to result in the generation of significantly polluted surface water runoff. The potential for the construction phase to result in nuisance to surrounding receptors as a result of noise, vibrations and dust generated during construction activities is assessed as being negligible. This is primarily due to the staged approach that will be adopted to the construction works. This will involve works being undertaken at one junction at a time, thereby always minimising the extent of works and the potential for nuisance as a result in noise or air emissions or changes to traffic patterns.
(g) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in	Provided that all measures outlined above are implemented and that all associated building and environmental regulations are adhered to it is not predicted that the project will not have the potential to result in a major accident or disaster.

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
accordance with scientific knowledge;	
(h) the risks to human health (for example due to water contamination or air pollution).	The preceding items to this Table outline the measures that are to be implemented to ensure that the project does not result in pollution to waters or air or nuisance generated by noise, dust or vibration emissions. All best practice mitigation measures outlined in this screening report will represent a minimum requirement to be implemented for the construction phase of the project. With the implementation of these measures the construction phase will not represent a significant risk to human health.

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

Rationale: The scale and extent of the works proposed are representative of a small-scale project and are proposed on habitats of negligible to low ecological value in an area of urban made ground land use and high levels of human activity. Measures that form part of the project will also ensure protection of the receiving environment. The implementation of targeted mitigation measures to minimise noise levels at sensitive receptors will also ensure that the project does not result in nuisance to the receiving population.

4.0 LOCATION OF THE PROPOSED DEVELOPMENT

The Crescent/Sea Road Junction route that will be subject to upgrade works is located along the existing road carriageway and footpath. The habitats occurring along the route are dominated by artificial surfaces (Fossitt Habitat Code BL3). Strips of amenity grassland (GA2), flower beds (BC4) as well as stone walls (BL1) occur along the sections of the route corridor.

There are no watercourses occurring at the surface along or adjacent to the route, with the nearest watercourse represented by the Eglinton Canal approximately 400m to the northeast of the project site. The coast at Galway Bay is located approximately 550m to the south.

The project site is located within the Knock (Furbo_SC_010 sub-catchment of the Owenboliska-Cashla-Screeb-Coastal catchment. The surrounding lands are drained by a network of existing drains that form part of the Galway City combine sewerage network that conveys surface water to the municipal wastewater treatment plant for final treatment prior to discharge to the receiving environment

Table 4.1: Location of the Proposed Development

Screening Criteria	Response
<i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i>	
(a) the existing and approved land use;	The existing land use within the project site is dominated by existing artificial surfaces in the form of footpath and road surfaces. The project site is located within an area dominated by urban land use. The project is in line with the objectives of the Galway City Transport Strategy.
(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land,	The project will not result in any changes to the existing environment that will compromise the regenerative capacity of the natural environment. As noted above the footprint of the project is restricted to existing road and footpath surfaces.

Screening Criteria <i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i>	Response
water and biodiversity) in the area and its underground	
(c) the absorption capacity of the natural environment, paying particular attention to the following areas: (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;	The potential for the project to significantly affect the absorption capacity of the environment, with respect to the parameters listed in Column 1 opposite are outlined below. (i) no works are proposed that will affect wetlands, riparian areas or river mouths. (ii) not applicable, the project is located at a remote distance from the coastal zone. (iii) not applicable, the project is located at a remote distance from mountainous and forested areas. (iv) not application, the project is located at a remote distance from any nature reserves and parks. (v) The Screening Report for Appropriate Assessment that has been prepared for the project has examined the likely significant effects of the proposal on the conservation objectives of European Sites and has concluded in a finding of no likely significant effects. In addition no NHAs or pNHAs are located along or immediately adjacent to the project site. The nearest pNHA is the Galway Bay Complex pNHA, located approximately 550m to the south. The boundary of this pNHA is contiguous with the boundary of the Galway Bay Complex SAC and, as detailed in the accompanying screening report for Appropriate Assessment, there will be no potential for the project to

Screening Criteria	Response
<i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i>	
	interact with the Galway Bay Complex SAC or for that matter the pNHA.
(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;	No areas along the footprint of the project have been identified as failing to meet environmental quality standards.
(vii) densely populated areas;	The subject lands are located within Galway City. The surrounding area is representative of a densely populated area and the provision of the project will provided enhanced pedestrian and cycling facilities in the area, thereby contributing to sustainable modes of movement and transport.
(viii) landscapes and sites of historical, cultural or archaeological significance	A review of the Historic Environment Viewer at https://maps.archaeology.ie/HistoricEnvironment does not indicate the presence of any landscapes or sites of historical, cultural or archaeological significance along proposed junctions to be upgraded. The project site is not located within the zone of notification for any archaeological or cultural heritage feature.

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

Rationale: The project relates to a relatively small area of existing road junctions to be upgraded in an area of existing urban land use. A Screening Statement for Appropriate Assessment has determined a finding of no likely significant effects on the conservation management objectives of European Sites within a 15km radius of the study area. The project will represent a positive development for permeability and sustainable movement and transport in the area and is consistent with the land use zoning of this location.

5.0 CHARACTERISTICS OF POTENTIAL IMPACTS

Having considered the above environmental factors the aim of this section is to address likely impacts on the environment by the implementation of the proposed development. Whether an EIA would be deemed necessary relevant to the scale of the project and the environment will then be determined.

The 2014 EIA Directive requires that an assessment of the likely significant effects of a project on the environment must be considered with regard to the factors specified in Article 3(1) of the Directive and Section 171A(b)(i)(I) to (V) of the Planning and Development Regulations 2001 to 2018, taking into account:

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the expected onset, duration, frequency and reversibility of the impact;
- (g) the cumulation of the impact with the impact of other existing and/or approved projects;
- (h) the possibility of effectively reducing the impact.

The factors outlined in Article 3(1) of the Directive are presented in Table 5.1 below under the heading of “Environmental Factor”. The results of the assessment provided in Table 5.1 are then used to inform an assessment against the criteria evaluating the characteristics of potential impacts.

Table 5.1: Characteristics of Potential Impacts on Environmental Factors

Environmental Topic	Potential Impact
Populations & Human Health	Some short-term, local and negligible effects from noise and air emissions of the construction phase are expected. In addition all construction activities will have to comply with best practice measures. All relevant best practice mitigation measures required for avoiding likely significant effects to populations and human health through potential effects to soils, water, noise, air etc will be required to be implemented as part of the construction phase of the project. No negative operational impacts are identified for human beings.
Biodiversity	As the habitats present along the footprint of the project relate to habitats of negligible value no significant negative impacts are identified for habitats during the construction or operation phases.
Soil and Geology	There will be no significant impact to soils or geology.
Water	Significant negative indirect effects to the water quality of surrounding water bodies will be avoided given the approach to the upgrade works and the management measures to be implemented as part of construction phase of the project, as specified in Section 3 above.
Air Quality and climate	The potential will exist for localised, temporary impacts associated with dust generated from construction plant and machinery such as diggers or excavators. It is noted that given the small scale of the project the potential for such emissions to be generated and their associated environmental effect will be negligible. Emissions during works phase will be minimised

Environmental Topic	Potential Impact
	through the implementation of best practice mitigation techniques as outlined in this Screening Report.
Noise and Vibration	Noise during the construction phase may result in nuisance however, noise and vibration during works phase will be minimised through best practice measures such as the selection of low noise emitting equipment. It is also noted that given the small scale of the project and the associated works any noise and vibration generated during construction will be negligible and short lived. Traffic noise and vibration during the operation phase are not considered likely to be significantly increased as a result of the project.
Cultural Heritage	No features of cultural heritage occur along the proposed junction upgrades.
Landscape & Visual	The project will not result in any changes to the landscape or visual setting along the project site.
Interrelationship between parameters above	The key interrelationship arises between air quality and noise associated with traffic emissions and excavation during construction and human health. The implementation of mitigation measures outlined in this Screening Report will ensure that these emissions are minimised to a level that will not result in significant noise, vibration or dust nuisance to surrounding sensitive receptors.

Table 5.2: Characteristics of the potential impacts

Characteristics of potential impacts (The potential significant effects of proposed development in relation to	Potential Impact
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criteria set out below are informed by the results of the assessment provided in Table 5.1 above)	
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	Imperceptible to minor and localized temporary impacts are identified primarily at construction stage only.
(b) the nature of the impact;	The nature of the impact associated with the project to environmental parameters have been set out in Table 5.1 above. It has been concluded that given the small scale of the project and provided all best practice and mitigation measures as outlined in this Screening Report are implemented the project will not have the potential to result in significant environmental effects.
(c) the transboundary nature of the impact;	Given the size, scale and location of the proposed development potential transfrontier impacts will not arise.
(d) the intensity and complexity of the impact;	The project is representative of a small-scale development. The construction phase will be of a short-term duration being completed within an estimated timeframe of 6 months. With the implementation of best practice measures and associated mitigation it will not result in intense or complex impacts to the receiving environment.
(e) the probability of the impact;	Potential impacts during the construction phase associated with nuisance are assessed as being negligible and the implementation of best practice measures will further ensure that these effects are of a short term and slight negative impact. For reasons outlined in Section 4 and Table 5.1 above the project will not have the potential to result in significant negative impacts to biodiversity, cultural heritage, landscape or any other environment receptor.

(f) the expected onset, duration, frequency and reversibility of the impact;	No significant negative environment effects are predicted to arise during the project.
(g) the cumulation of the impact with the impact of other existing and/or approved projects;	As outlined in Table 3.1 given the small scale of the project, the minor works required to deliver the project and the project's location within an area already consisting of roads and footpaths there will be no potential for the project to combine with other projects or land uses to result in significant cumulative negative impacts to the environment.
(h) the possibility of effectively reducing the impact.	Measures to minimise any adverse effects to the environment are detailed in this screening report and are derived from best practice guidelines. These measures have been implemented as a best practice approach for the proposed development and are proven to be effective at reducing the potential for adverse environmental impacts to occur.

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

Rationale: As outlined in Table 5.1 the project will not have the potential to result in significant adverse effects to biodiversity, soils and geology, water, landscape and cultural heritage. There will be potential for negligible to minor impacts to human beings as a result of noise and air emissions during the construction phase of the project. These impacts have been assessed as being of low significance and measures have been outlined to ensure that these potential impacts are mitigated to an insignificant level. As such no significant residual impacts to environmental parameters as outlined in Table 5.1 are predicted to arise as a result of the proposed road development.

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

6.0 CONCLUSION

The proposed junction upgrades does not trigger the threshold for mandatory EIA/EIAR as set out in the 2001 Regulations (as Amended) and has been assessed as a sub-threshold EIA development. This EIA Screening Assessment has determined that the proposed development's potential to result in significant environmental effects will not arise due to the scale and nature of the proposed development and the characteristics and sensitivities of the receiving environment.

The European Guidance on EIA Screening provides a checklist to assist with the decision of whether an EIA is required based on the characteristics of a project and its environment. This screening checklist is presented in Table 6.1 below and have been informed by the various assessments that have been set out in Sections 3, 4 and 5 above.

Table 6.1: Screening Checklist

Questions to be Considered	Yes / No? Briefly describe	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 waterbodies, etc.)?	Yes	No. The construction of the proposed development will involve a minor change in land cover within sections of its footprint. This will involve a small area of physical land cover change. The project has been designed to be in keeping with the surrounding landscape.
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	No. The proposed development will require natural resources in the form of standard construction materials. The quantities to be used as part of the proposed development will be relatively small given the scale of the proposed development.
3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be harmful	Yes	No. Standard construction materials for a proposed project will be used during construction, however it is unlikely that this would include any quantity of materials that could be harmful to human health

to human health or the environment or raise concerns about actual or perceived risks to human health?		or the environment. Best practice construction will be implemented during the construction phase and all such materials will be stored in secure locations and will be handled in accordance with accepted construction procedures.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes	No. Waste in the form of construction material wrappings and pallets etc. will be generated during the project. In addition, waste generated by site operative at the site canteen etc. will be generated. All solid waste will be managed in accordance with relevant waste legislation and all waste would be removed by the site by a licensed contractor and disposed of at a licensed facilities. Efforts will be made to reuse wherever possible soil material generated during excavations at the project site. Where materials cannot be reused (e.g. where soil material is at risk of being contaminated with non-native invasive species seed material) they will be transferred off site by a licensed contractor and disposed of at a licensed facilities. The movement of a soil material from the project site will be subject to the control measures.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	No	No. It is expected that dust and emissions from construction vehicles, plant and equipment may be released temporarily during construction. Mitigation measures as outlined in this Screening Report will be implemented to minimise emissions and prevent discharge. All emissions will be kept within standard air quality limits outlined in the relevant legislation.
6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	No. It is expected that noise and vibration will occur during construction of the project. Mitigation measures have been outlined this Screening Report to minimise the potential impact of noise and vibration. No additional night time lighting is proposed as part of the project.
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?	No	All potential polluting substances will be stored and managed appropriately by the contractor to reduce the risk of accidental spillages and/or discharges. There will be no discharge to surface water; groundwater, coastal waters or the sea and appropriate measures to ensure effective incident control will be provided for the construction phase of the project. The operation phase of the project

		will not pose a risk of contamination of waters.
8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?	No	No. Construction activities would be undertaken with due regard to occupational health and safety. The site manager would be responsible for the management of health and safety on site during construction.
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	No	No. The project is not predicted to have the potential to result in social changes in demography, traditional lifestyles or employment.
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?	No	This Report undertook a review of the Galway City Council planning portal to identify other existing and approved projects within the wider surrounding area. Projects were identified and an assessment for cumulative effects has been completed. This assessment has found that the proposed junction upgrades will not have the potential to combine with these other projects to result in significant negative impacts to the environment.
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?	No	No. European Sites and the Galway Bay Complex pNHA occur in the wider area surrounding the project site. A Screening report for Appropriate Assessment has examined the potential for the project to result in likely significant effects to the European Sites and has found that there will be no potential for the project, alone or in-combination with other plans or projects, to result in likely significant effects to European Sites. Given that the pNHA overlaps the boundary of the European Sites and is designated for the same reasons as the European Sites, it follows that there will be no potential for likely significant effects to the pNHA No features of landscape, cultural or other value occur in the vicinity of the proposed junction upgrades.
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,	No	The habitats occurring under the footprint of the project are dominated by artificial man-made ground of negligible value. There will be no potential for the project to undermine the status of the existing biodiversity baseline conditions occurring at and in the vicinity of the project.

which could be affected by the project?		
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?	No	No such areas occur along or in the vicinity of the project.
14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?	Yes	The project will not have the potential to result in negative impacts to coastal waters or culverted streams in its vicinity. This is due to the small scale of the project and the low quantities of potentially polluting material required for the project and the low risk of the project generating contaminated surface water runoff. Furthermore it is noted that all surface water runoff generated at the project site will drain to the existing Galway City combine sewer network and which will provide existing treatment prior to release to the environment.
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?	No	No.
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?	Yes	The footprint of the route will be restricted to the existing road corridor and will be completed in stages. The works will not affect other public facilities in the vicinity of the proposed route. Once completed the junction upgrade will contribute to the extent of public facilities available in the area.
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?	Yes	No. The construction phase will be of a short-term duration and will involve a low number of construction vehicular movements that are not predicted to have the potential to result in significant traffic volumes that could lead to congestion. The provision of the project will have positive implications for traffic and transport congestion by offering more effective traffic conveyance at the proposed junction upgrades.

18. Is the project in a location where it is likely to be highly visible to many people?	Yes	Yes. During the construction phase mitigation measures will be put in place to minimise the visual disturbance caused by the construction works. Once constructed the project will blend in with the surrounding built landscape.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No	No, there are no areas of historic or cultural importance occurring along the proposed junction upgrades. .
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	No. The project site is located in a developed man made environment. The project will not change the land cover within the project site.
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?	Yes	No. As outlined in this Report the potential exists for at worst minor levels of disturbance and nuisance to properties occurring adjacent to the project site. Mitigation measures have been outlined in this Report and it is predicted that, with the implementation of these mitigation measures, potential for disturbance and nuisance to these properties will be minimised.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	No.
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	No. The construction phase will be restricted to the project site and with the implementation of a best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.
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?	Yes	Yes, such receptors occur in the vicinity of the project, however the construction phase will be restricted to the project site and with the implementation of a best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.

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?	No	No.
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?	No	No.
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?	Yes	No.

Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed development (during the construction or operational phases) is considered to be low, as summarised in Table 5.3 above.

No significant environmental impacts will occur and the implementation of best practice measures outlined in this Report will further reduce the potential for such impacts to arise.

The information provided in this EIA Screening Report can be used by the competent authority, Galway City Council, to conclude and determine that an EIA is not required for the proposed junction upgrades as there will be no significant environmental effects.

