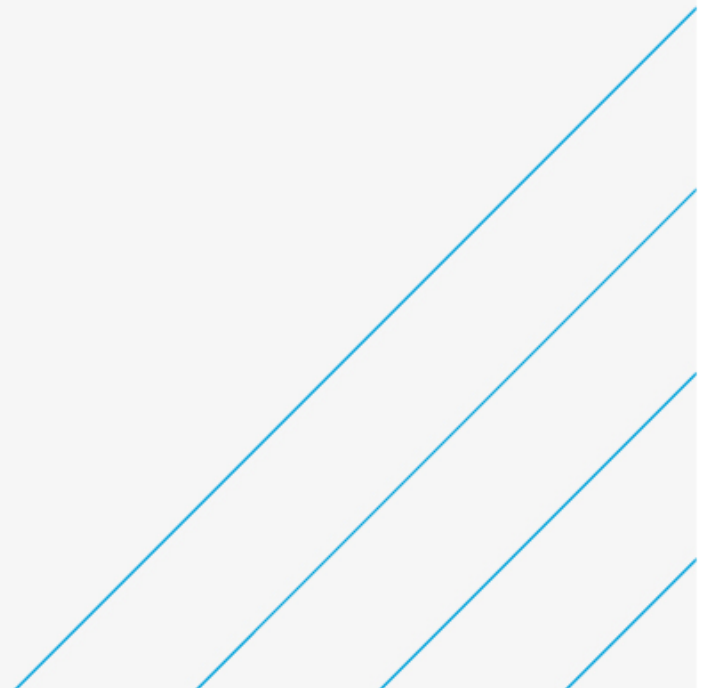


Galway Cycle Network Phase 1

WP-02 Doughiska Road (South) Environmental Impact Assessment Screening

Galway City Council

September 2021



Notice

This document and its contents have been prepared and are intended solely as information for Galway City Council and use in relation to EIA Screening for Galway Cycle Network Phase 1 - WP-02.

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Document history

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Rev 3	Final	JL/AMc	AMc	DL	ST	13/09/21

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1. Introduction

The Galway Cycle Network Phase 1 scheme has been commissioned to Atkins by Galway City Council (GCC) in October 2019, under the National Transport Authority's (NTA) Consultancy Services framework (2016) and has been developed in consideration of current GCC policies included in the Galway Transport Strategy (GTS) (August 2016).

The Galway Cycle Network Phase 1 consists of 5 routes located to the east of Galway City, as shown in Figure 1-1. These routes are corridors along existing roads and have been identified within the GTS and within the scope of this scheme as follows:

- Route 1 – Ballybane Road between Skerrit roundabout and Monivea Road junction, excluding the N6 and Dublin Road junctions;
- Route 2 (A and B) – Doughiska Road extending between the start of the Sean Bhaile estate to the north and Coast Road to the South, excluding the junction with the Dublin Road;
- Route 3 – Ballyloughane Road (full extent excluding the junction with the Dublin Road);
- Route 4 – Castlepark Road (full extent); and,
- Route 5 – Monivea Road extending from the Ballybane Road and terminating at the start of the ghost island junction to the west of the Clayton Hotel entrance.

This report refers to the assessment of Work Package 02 (WP-02) of the Galway Cycle Network Phase 1 Scheme which is Route 2B – Doughiska Road (South) (hereafter referred to as the proposed project). Refer to Figure 1-1 for the location of the proposed project.

1.1. Purpose of this Report

This report has been prepared to support a Section 38 Planning Application by Galway City Council in relation to a high-quality cycle route located to the east of Galway City. The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). The project has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

A Stage 1 Screening for Appropriate Assessment has also been prepared (Atkins, 2021). The project has been assessed with regards to the likely significant effects of the project on Natura 2000 sites within the zone of influence of the proposed project.

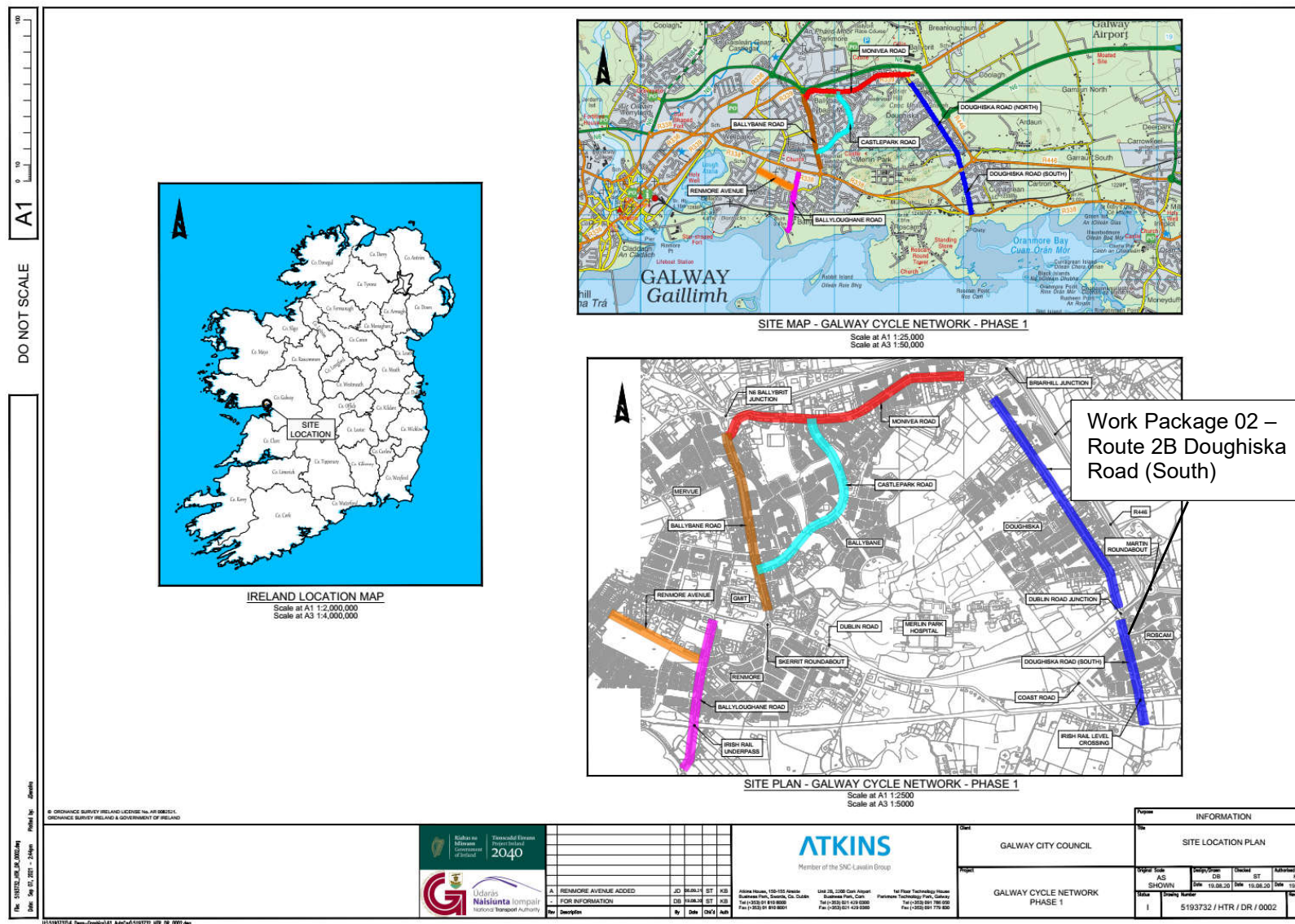


Figure 1-1: Proposed Galway Cycle Network Phase 1 Routes, with WP-02 labelled

2. Methodology

This project has been screened in accordance with Section 3.2 of the *'Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft'* (EPA, 2017), the Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments, Planning and Development regulations (2001-2021), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into operation on 1st September 2018. The project had been screened in accordance with the Roads Act, 1993 and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulation 2019 S.I. No. 279 of 2019.

As set out under the relevant legislation (detailed further in Section 2.1 of this report), there are three key steps when carrying out EIA screening for a particular project:

- **Step 1** is to determine if the proposed infrastructure works represent a project as understood by the Directive and if a mandatory EIAR is required. Such projects are defined in Article 4 of the EIA Directive and set out in Annexes I and II. Projects requiring a mandatory EIAR are included under Section 50 of the Roads Act (1993-2021), S.I. No. 279 of 2019 amendments and the prescribed projects listed in Section 8 of the Roads Regulations, 1994 (S.I. No. 119 of 1994).
- **Step 2** is to determine if the project is likely to have significant effects on the receiving environment. Section 50 (1)(b) of the Roads Act (1993-2021) states that *'if An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.'*

Section 50 (1)(c) of the Roads Act (1993-2021) states that *'where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.'*

Section 50 (1)(e) of the Roads Act (1993-2021) states *'where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.'* Annex III as has been transposed into Irish Legislation via Schedule 7 of the Planning and Development Regulations 2001-2021.

There are no exacting rules as to what constitutes "significant" in terms of environmental impacts. The responsibility is on Planning Authorities to carefully examine every aspect of a development in the context of characterisation of the project; location of the project and type and characteristics of potential impacts. It is generally not necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate where further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

For the purposes of screening sub-threshold development for EIA, all of the relevant information as presented within EIA Planning and Development Regulations 2018 (Schedule 7A) has been provided on behalf of the applicant, Galway City Council. The potential for the project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001, and EIA Planning and Development Regulations 2018 (Schedule 7).

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed project, with due regard to all relevant statutory requirements and technical guidance. However ultimately it is the responsibility of the relevant planning authority to make a determination as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.

Figure 2-1 provides a summary of the main steps involved in the EIA screening process.

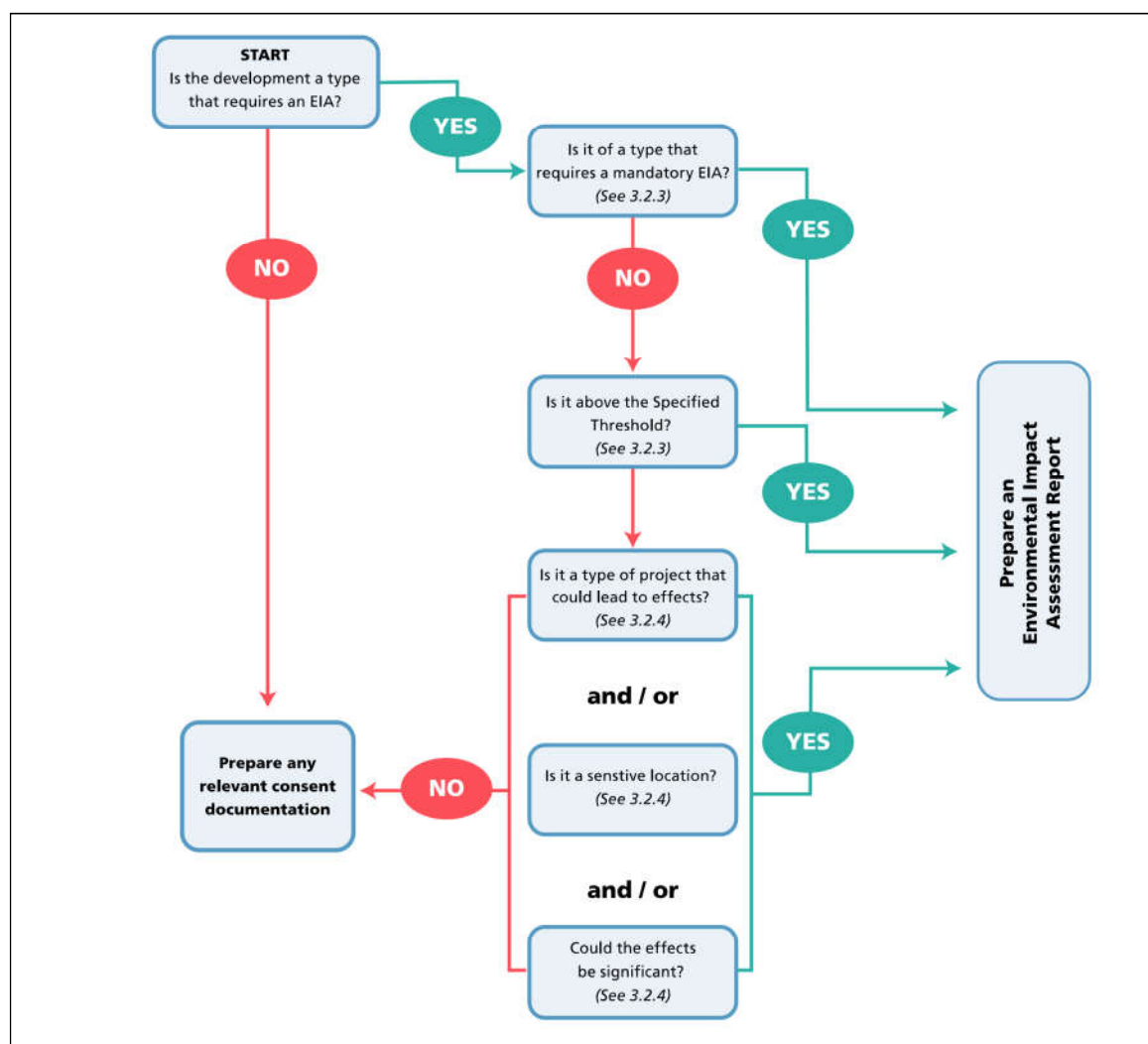


Figure 2-1 - EIA Screening Process (Source: ‘Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft’ (EPA, 2017)).

2.1. Relevant Legislation

The Environmental Impact Directive (85/337/EEC) was brought into force in 1985. Subsequent amendments were made with the following pieces of legislation - 97/11/EC, 2003/35/EC, 2009/31/EC, 2011/92/EU and 2014/52/EU. The Directive was originally transposed into Irish Law by the European Communities (Environmental Impact Assessment) Regulations, 1989 (S.I. No. 349/1989). This amended the Local Government (Planning and Development Act) 1963 and introduced the requirement for an Environmental Impact Assessment in certain specified circumstances. The most recent amendment to the Directive is focused on clarifying and simplifying the process of EIA. The screening criteria have been updated, and Member States have a mandate to simplify their assessment procedures. EIA reports are to be made more readily understandable to members of the general public. Section 50 of the Roads Acts 1993 and the 2019 amended Regulation outlines certain categories of roads projects which require an EIAR.

New EIA Regulations ((Planning and Development) Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018)) transposing the 2014 EIA Directive were recently adopted and came into operation on 1st September 2018. These regulations amend the Planning and Development Regulations 2001 (S.I. No.600 of 2001); they seek to transpose EIA Directive 2014/52/EU and to give further effect to the 2011 Directive, as follows;

- An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2021), Schedule 5, Part 1 – Development for the purposes of Part 10.
- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to various processes and activities. These projects are listed in full within the Planning & Development Regulations

(2001-2021), Schedule 5, Part 2 – Development for the purposes of Part 10. If the proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be sub-threshold. Part 10, article 92 of the Planning & Development Regulations, 2001 as amended states “‘sub-threshold development’ means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development”. Any sub-threshold developments should be evaluated to determine if the project is likely to have a significant impact on the environment.

- Criteria to evaluate whether significant impacts on the receiving environment will arise from a proposed development are listed under Schedule 7 of the relevant Planning & Development Regulations (2001-2021). A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations, and summarised below;
 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 particular 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.
 4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

3. Environmental Impact Assessment Screening

3.1. Step 1 - Mandatory Screening for EIA

The project has been screened against the criteria outlined in Section 50(1)(a) of the Roads Act 1993-2021¹ and Article 8 of S.I. No. 119/1994- Roads Regulations, 1994². This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Section 50 (1)(a).

3.1.1. Sub-threshold Development Likely to Have Significant Effects on the Environment

The scheme has been screened against the criteria outlined in Section 50(1)(b) and Section 50 (1)(c) of the Roads Act 1993-2021, as follows;

Section 50(1)(b) - *'If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall direct the development be subject to an environmental impact assessment'*.

Section 50(1)(c) – *'Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.'*

Therefore, it is considered that the scheme should undergo an EIA screening to determine if an EIAR would be required in accordance with Section 50(1)(b) and 50 (1)(c) of the Roads Act 1993-2021.

3.2. Step 2- Determining if the project is likely to have significant effect on the receiving environment.³

All relevant information as required under Schedule 7A has been provided on behalf of Galway City Council and is presented within this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001, and EIA Planning and Development Regulations 2020 (Schedule 7), as presented within this screening report.

3.2.1. Description of the Proposed Development (Schedule 7A (1))

A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))

Drawings of the preliminary design are shown in Appendix A. A description of the proposed scheme is as follows;

Route 2B – Doughiska Road (South)

The proposed cycle scheme along this route will consist of a raised adjacent cycle lane north of the level crossing and a shared street facility south of the level crossing.

The shared street option includes narrowing the existing carriageway to 6m and the provision of a minimum 2m wide footpath either side of the road. This solution is acceptable in low speed and low traffic volume environments.

The raised cycle track option includes a 50mm high vertical kerb segregation between the carriageway and cycle lane and a 50mm high vertical kerb segregation between the cycle lane and adjacent footpath. In principle, this option is suitable for locations with an AADT less than 5500 and speeds of up to 50km/h.

¹ <http://www.irishstatutebook.ie/eli/2021/si/12/made/en/print>

² <http://www.irishstatutebook.ie/eli/1994/si/119/made/en/print>

³ Pursuant to Schedule 7(A) of the Planning and Development Regulations as amended 2001-2021

Construction Methodology

Works will commence with the clearance and off-site removal of redundant road signage, boundary treatment, surface materials and topsoil. The works will be undertaken using a combination of operatives using hand tools, mechanical excavators and small dumper trucks. To facilitate the main works, underground utilities which conflict with the main works will be uncovered using mechanical excavators and hand digging where appropriate. A utility survey, including slit trenches for verification, will be carried out during the detail design stage to determine the location of services to the most accurate extent possible. Any service diversions or protection works will be required at that stage. This is likely to be restricted to locations where the walking and cycling facilities cross or interface with public roads.

Following the diversion of utilities, the initial pavement and cycle lane/track construction phase will be undertaken. This will include the excavation and removal of the existing stone, soil, concrete and bitumen materials along the route followed by the installation of new path and track base materials, or their retention, where proposed levels and material conditions allow. Any excavations will be largely undertaken by mechanical means, with any spoil arisings to be removed off site or reused locally where testing confirms its suitability. The base layers of the pavement and cycle lane/track are to be made of compacted stone materials.

Drainage works, likely to run in tandem with the pavement construction phase, are considered to be minimal and restricted to areas where the scheme interfaces with the public road. Drainage for the proposed scheme will be provided using new gullies and, new or existing storm drainage pipes where appropriate. The new facilities will generally slope towards the road in order to minimise the need for additional drainage collection measures. In some areas, where this may not be possible, additional channels or measures may be required.

The works will also involve constructing the civil engineering elements required to facilitate the commissioning of the traffic signals and the public lighting elements at the latter stages of construction once all the heavy civil engineering works have been executed. Service chambers and underground duct sets will be laid within trenches and backfilled with granular material. Signal poles and public lighting columns will be erected, and duct connections will be made to the base of each pole unit. The final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller.

For soft landscaping areas topsoil profiles will be graded to tie into the new pavement levels followed by grass seeding. The top soiling and seeding will be undertaken using a combination of mechanical excavator, tractor unit drawing a rotavator / rake / seed spreader and also operatives using hand tools for areas where machinery access is unavailable.

A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).

The pedestrian and cycleway will be constructed within the city of Galway, along the existing Doughiska Road (south) which is maintained by Galway City Council.

Under the Galway City Development Plan (GCDP) 2017-2023 there are a number of zoning objectives adjacent to the footprint of the proposed pedestrian and cycle route:

- Route 2B: Along Doughiska Road South (south of the Old Dublin Road) the surrounding areas are zoned as 'Residential', 'Low Density Residential' and 'Recreational and Amenity';

Under the Galway City Development Plan (FDP) 2017-2023 there are a number of specific objectives adjacent to the footprint of the proposed pedestrian and cycle routes:

- Route 2B: The Doughiska Road is assigned for road improvements, with 'Views and Prospects' at the end of the route;

The following objectives have been defined for each zone under the Galway City Development Plan 2017-2023:

- Residential: *'To provide for residential development and for associated support development, which will ensure the protection of existing residential amenity and will contribute to sustainable residential neighbourhoods';*
- Recreational and Amenity: *'To provide for and protect recreational uses, open space, amenity uses and natural heritage';*
- Low Density Residential: *'To provide for low-density residential development which will ensure the protection of existing residential amenity';* and,

The Galway City Development Plan 2017-2023 sets out to promote and facilitate movement within and to the County through the integration of land use with a sustainable transport system, with priority given to public transport, walking and cycling. There are several relevant chapters in the Development Plan which relate to Cycling and Walking. Policy 3.6 Cycling and Walking within the Galway City Development Plan highlights policies relating to the proposed project, as follows:

- *“Support the Galway Transport Strategy proposals for a primary cycle network to facilitate safe and convenient medium distance journeys.*
- *Support the proposed Greenways as part of the primary cycle network and as part of a link to Bearna, Oranmore, Maigh Cuilinn and Oughterard.*
- *Support the Galway Transport Strategy proposals for a secondary cycle network and feeder links to facilitate safe and convenient local journeys and to afford linkage into the primary cycle network.*
- *Facilitate cycling on the proposed bus network where appropriate and on the proposed Cross-City Link in the city centre.*
- *Improve bicycle parking at key destinations and near bus stops /interchanges.*
- *Promote and facilitate the extension of the Public Bike Share Scheme across the city.*
- *Implement a structured programme of improvements across the whole city pedestrian network and at road crossings.*
- *Promote accessibility for all users including persons with disabilities and reduced mobility and have regard to best practice guidance from the National Disability Authority (NDA).*
- *Promote, facilitate and maintain maximum connectivity and permeability for pedestrians and cyclists in the design of new developments and in upgrading existing developments in accordance with the Design Manual for Urban Roads and Streets (2013) and Permeability a Best Practice Guide, NTA (2015).*
- *Promote the implementation of a Wayfinding Scheme with provision of directional information and signage at appropriate locations across the city as part of a greater public realm strategy.*
- *Ensure facilities for pedestrians and cyclists are designed in accordance with national standards.*
- *Support and promote initiatives such as Park and Stride, Green Schools Programme and the concept of having safe routes to school.*
- *Consider the introduction of reduced speed limits in the city centre and residential areas of the city.*
- *Continue to encourage an increase in the use of sustainable transport modes including public transport through targeted promotion.”*

It is considered that the proposed project is fully compatible with the zoning requirements of the Galway City Development Plan, providing a social amenity and pedestrian and cycle access, and complementing the residential, commercial, industrial, and community nature of the area. The proposed scheme is in line with policy 3.3 of the Galway City Development Plan 2017-2023 to ‘*continue to progress a sustainable transport solution for the city through the implementation of measures included in the GTS and required supporting projects in particular the N6 GCRR project*’.

Designated Conservation Area

The proposed scheme is located ca. 0.18km north of Oranmore Bay. There are no watercourses crossed by the proposed project or within the immediate vicinity. Oranmore Bay (EPA Code: IW_WE_170_0500) discharges to Inner Galway Bay North (EPA Code: IW_WE_0000). Oranmore Bay has ‘unassigned’ ecological status and Inner Galway Bay has ‘Good’ ecological status with both being reported as ‘Not at Risk’ of failing to meet the relevant Water Framework Directive (WFD) objectives.

There are 12no. European sites within 15km of the proposed project; 8no. Special Areas of Conservation (SACs) and 4no. Special Protection Areas (SPAs). Oranmore Bay and Inner Galway Bay have been designated as a Special Area of Conservation (SAC); Galway Bay Complex SAC (Site Code: 000268) and Special Protection Area (SPA) for birds; Inner Galway Bay SPA (Site Code: 004031). These sites are indirectly connected to the proposed project via a short distance (ca. 0.18km) of agricultural lands. The existing road corridor will be utilised for the cycle path within this general area in the vicinity of the European sites and therefore only small scale works are required. No hydrological link has been identified between the proposed project and any of the designated sites..

There are 9no. proposed Natural Heritage Areas (pNHAs) and 2no. Natural Heritage Areas (NHA) within 15km of the proposed project. There is no hydrological link to any of these National Heritage Areas. The proposed project is ca. 0.18km from Galway Bay Complex pNHA (Site Code: 000268) which is encompassed in the SPA and SAC mentioned previously.

There are no Geological Heritage Areas within the project site or its immediate vicinity. The closest Geological Heritage Area from the site is Two Mile Ditch Quarry (Site Code: GY132) which is located ca. 3.2km north west of the project (GSI, 2021). According to the GSI, 2021 *'this quarry is a very large working quarry'* with its geological importance reported by GSI (2021) as *'the site is a good representative for the Carboniferous Limestone geology of east Galway'*.

There will be no land take from any of the designated sites within 15km of the proposed project and, based on the findings of the Stage 1 Appropriate Assessment Screening report (Atkins, 2021) there will be no potential significant adverse effects to designated sites within the receiving environment arising from the proposed project.

Hydrogeology

There are no GSI registered wells reported within the vicinity of the proposed project (GSI, 2021) with the closest reported wells located ca. 1.4km east and 1.5km west of the proposed project. Both of these wells are reportedly used for Agricultural and Domestic purposes.

There are no Public Drinking Water Supply and Source Protection Zones within 10km of the proposed scheme (GSI, 2021). The closest Public Drinking Water Supply or Source Protection Zone is the Group Scheme Preliminary Source Protection Area for Brockagh Lisduff located ca. 11.2km east of the proposed project (GSI, 2021). Taking account of the distance of this public water supply there is no residual risk to regional potable supplies.

The proposed project is underlain entirely by a regionally important bedrock aquifer which is karstified (GSI, 2021). Groundwater vulnerability beneath the proposed project has been classified by GSI (2021) as 'extreme' with portions of 'Rock at or near Surface or Karst' to the east and west of the proposed project. Both of these vulnerability ratings indicate that groundwater is shallow in this area and vulnerable to contamination during the construction phase. The proposed project is within the Clarinbridge groundwater body (EPA Code: IE_WE_G_0008).

Geology

The proposed project is entirely underlain by *'till derived from limestones'* with portions of *'Karstified bedrock outcrop or subcrop'* to the east and west of the proposed project.

There are 3no. karst features within 500m of the proposed project as follows;

- Swallow Hole (1121NEK024) located ca. 70m north of the proposed project;
- Swallow Hole (1121NEK021) located ca. 345m north west of the proposed project; and,
- Enclosed Depression (1121NEK025) ca. 220m west of the proposed project.

Given the nature of the bedrock aquifer and groundwater vulnerability within the general area and proximity of the of karst features there is a strong likelihood that unidentified karst features may be within the vicinity of the proposed project. The presence of such karst features indicate that groundwater and surface water interactions are likely to exist and are therefore both vulnerable to contamination. No recorded landslides, landslide susceptibility or historic mines have been reported within the vicinity of the proposed project (GSI, 2021).

Flooding

There are no reported flooding issues along the proposed project or within the vicinity. A high flooding probability has been identified to the south of the proposed project along the coastline however, this flooding extent does not extend as far north as the proposed project. The nature, along with the location of the proposed scheme, is unlikely to give rise to any potential flood risk. No flooding or storm water management issues related to the proposed site are identified as warranting further investigation.

Biodiversity

Merlin Park Woodlands covers a large area ca. 500m west of Doughiska Road and this park contains a wide range of habitats including native oak-ask-hazel woodland, mixed broadleaf woodland, conifer woodland, limestone pavement, wet grassland and scrub⁶. Lesser Horseshoe bats (*Rhinolophus hipposideros*) have been recorded within Merlin Park. The proposed Route 2B Doughiska Road does not intersect with this area of urban woodland and as such impacts on the habitats found within the woodlands are not anticipated.

A number of bird species which have been designated for protection under the Wildlife Acts and European Birds Directive have been identified within the vicinity of the proposed project from the National Biodiversity Data Centre Maps (<https://maps.biodiversityireland.ie/>), including Northern Lapwing (*Vanellus vanellus*), Herring Gull (*Larus argentatus*), Black-headed Gull (*Larus ridibundus*), Common Redshank (*Tringa totanus*), Eurasian Curlew (*Numenius arquata*), and Northern Shoveler (*Anas clypeata*) amongst others.

A number of protected mammal species including the Badger (*Meles meles*), Red Squirrel (*Sciurus vulgaris*), Lesser Horseshoe Bat (*Rhinolophus hipposideros*) and Soprano Pipistrelle (*Pipistrellus pygmaeus*) were also recorded by the NBDC within close vicinity of the pedestrian and cycle route.

According to National Biodiversity Data Centre 2021, floral invasive species Japanese knotweed (*Fallopia japonica*) has been recorded at a number of locations to the west of the proposed project. The closest of which is ca. 0.75km south west of the proposed project which was reported in 2015. The proposed project site was surveyed for invasive plant species listed on the third schedule of the EC (Birds and Natural Habitats) Regulations 2011 S.I. No. 477/ 2011. Species surveyed for included Japanese knotweed (*Fallopia japonica*) and associated hybrids. Surveys were undertaken during May 2021 which is within the seasonally appropriate window to assess the project site for the presence of invasive plant species. No evidence of third schedule invasive plant species were recorded within the extents of the project site.

Archaeology and Cultural Heritage

The proposed project is located within an area which has numerous National Inventory of Architectural Heritage (NIAH) and Sites and Monuments Record (SMR) features within the surrounding area including Merlin Park House and Merlin Park Castle to the west of the project site. There are no NIAH or SMR features within the immediate vicinity of the proposed project with the closest SMR and NIAH features located ca. 215m south of the proposed project; Unclassified Castle (GA094-075---) and quay/wharf (30409425). The Zone of Notification (ZoN) of the Castle extends to ca. 200m south of the proposed project. The existing road corridor will be used for the proposed project and the works will be small scale in nature.

The environmental sensitivity of geographical areas likely to be affected by the proposed development are evaluated further within Section 3.3.2 of this report ('Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development') as required under Schedule 7 of the relevant regulations.

3.2.2. Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2)).

The proposed project is located ca. 0.18km north of Galway Bay Complex SAC / pNHA (Site Code: 000268) and Inner Galway Bay SPA (Site Code: 004031) at its starting / terminating point. The proposed scheme does not lie within any Nature Reserves or Natural Heritage Areas (detailed in Section 3.3.1 of this report). There are 12no. European sites within 15km of the site. It is not anticipated that there will be a significant impact on these areas.

The proposed project will be entirely within the existing road corridor and is not within the immediate vicinity of any cultural heritage features. Therefore, it is anticipated that it is unlikely that there will be a significant impact on archaeological or cultural heritage features.

Additionally, it will be the responsibility of the Contractor to determine a suitable location for the site compound within the proposed development area, but away from any identified environmental sensitive receptors so as to avoid potential impacts to the environment and the general public. The exact location will be subject to a review of all potential environmental receptors by the Contractor, once appointed, which will be documented within the Contractors Detailed Construction Environmental Management Plan (CEMP). The final proposed site compound location will be subject to Client approval.

The only other relevant aspects of the environment (including human health), which could potentially be significantly affected by the proposed project are receiving groundwater environment, surface water environment, air quality environment, the receiving noise and vibration environment, and the receiving traffic environment, during the construction phase.

The works will mainly involve excavations to an anticipated maximum depth of 0.5m bgl along the existing road networks, the exact construction depth for the footpath and cycle track pavements is subject to the outcome of ground investigations. GSI (2021) have reported a 'extreme' groundwater vulnerability beneath the proposed project with portions of 'rock at or near surface or karst' vulnerability rating to the east and west indicating that the groundwater beneath the vicinity of the proposed project may be vulnerable to contamination.

The proposed project is located to the north of Galway Bay Complex SAC/pNHA and Inner Galway Bay SPA. However, the cycleway at this point will be within the existing road corridor and of small scale and therefore significant impacts are not anticipated. Due to the nature and scale of the project it is anticipated that the construction works, and operation of the proposed project will not have a significant impact on surface water and groundwater quality.

The proposed scheme lies within a sub-urban area and there are sensitive receptors adjacent to the scheme i.e. residential properties. Dust may be generated during the construction phase. Construction will require the use of machinery such as dump trucks, loading shovels etc. The presence of such machines may result in a temporary increase in noise and dust. The air quality at the proposed project is 'good' (EPA, 2021). However, management of dust will be in line with relevant best practice measures such as those set out in *'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes'* (NRA, 2011). Due to the nature and scale of the project it is anticipated that the construction works will not have a significant impact on air quality. It is anticipated that the operational phase will likely have a positive impact on air quality.

Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance *'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes'* (NRA, 2014). It is anticipated that the works will be scheduled during day-time hours. The Contractor will also be obliged to prepare a project specific CEMP prior to commencement of the proposed project, which will include specific control measures in accordance with standard industry best practice to be implemented to fully address any potential air quality / dust emissions, noise / vibration nuisance, and onsite noise / vibration monitoring should this be necessary. Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). Due to the nature and scale of the project it is anticipated that the construction works, and operation of the proposed project will not have a significant impact on noise.

Due to the scale and nature of the project it is anticipated that there may be impacts on traffic volumes during the construction phase of the project. The roadworks will be carried out on a phased basis. A traffic light system will be maintained throughout the works area to ensure that traffic is controlled and continues to flow during the construction phase. It is considered that there will be no significant negative impact on traffic during the construction and operational phase of the project.

3.2.3. A Description of Any Likely Significant Effects (To the Extent of The Information Available on Such Effects) of The Proposed Development on The Environment (Schedule 7A(3)).

The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).

The proposed project may give rise to air, noise, water emissions and waste. However, the proposed project will be designed in order to minimise any potential impacts as a result of these emissions during the operational phase. Standard mitigation measures will be implemented by the Contractor to address potential air and noise emissions during the construction phase. The Contractor will ensure that onsite storm water management during the construction phase is carried out in accordance with relevant best practice measures as set out in Construction Industry Research and Information Association (CIRIA) guidance *'C532 - Control of Water Pollution from Construction Sites'*.

During the construction phase the following waste streams will be generated: construction and demolition (C&D) waste, mixed municipal waste (MMW), recyclables such as plastic wrapping, wooden pallets, paper and/or waste electrical and electronic equipment (WEEE). All waste generated will be disposed of by the Contractor in accordance with all relevant waste management legislation. The Contractor will be responsible for segregating each waste type as per the relevant List of Waste (LoW) (also referred to European Waste Catalogue (EWC) code). All waste materials must be removed offsite by a suitably permitted waste haulage contractor who holds a current valid waste collection permit issued by the National Waste Collection Permit Office (NWCPO).

Waste Policy 9.12 within the Galway City Development Plan (2017-2023) will be implemented during the construction of the routes:

'Continue to promote waste prevention and minimisation.'

The Contractor will be obliged to prepare a project specific Construction and Demolition (C&D) Waste Management Plan (WMP) prior to commencement of the proposed development in accordance with the relevant

guidelines 'Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects' prepared by the DoEHLG.

The operational phase of the project should be accompanied by an increase in bicycle traffic and an associated reduction in vehicular traffic. The proposed scheme is not likely to have a significant environmental effect with regard to expected residues and emissions and the production of waste.

The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).

During the construction of the proposed project natural resources in the area will not be required to facilitate the provision of this project.

Soil will be excavated to an anticipated maximum depth of 0.5m bgl to facilitate the foundation for the cycleway and the ducting for the signalling associated with the scheme. Soils may be reused onsite where suitable. Engineering grade fill material (hardcore or similar) will be imported to the site during the proposed works. The contractor shall employ soil stabilisation measures if required to minimise the quantity of remaining material being disposed offsite. All soil requiring disposal offsite will require testing against the EPA "Determining if Waste is Hazardous" criteria, and (EPA, 2019), and the waste acceptance criteria (WAC) for the receiving facilities before being moved offsite to an appropriate, licenced, permitted or registered facility. The use of other natural resources with respect to soils and land will not be required arising from the proposed project.

Therefore, based on the environmental setting, and taking account of the nature, scale and location of the proposed project other than standard construction materials, the proposed project (during both construction and operational phases) will not have a significant impact on natural resources.

3.2.4. The Compilation of The Information at Paragraphs 1 To 3 Shall Take into Account, where Relevant, the Criteria set out in Schedule 7 (Schedule 7A(4)).

All relevant criteria set out in Schedule 7 of the Regulations is presented in Section 3.2 ('Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA') of this screening report.

During the preparation of Sections 3.3.1 to 3.3.3 (i.e. Schedule 7A (1) to (3)) all pertinent Schedule 7 information has been taken account of as required, with specific details presented in the following section of this report (Section 3.4).

3.3 Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA

3.3.1 Characteristics of proposed development (Schedule 7(1))

The size and design of the whole of the proposed development (Schedule 7(1)(a))

Refer to Section 3.2.1 under 'A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))'.

Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(1) (b))

Committed Development

A search of Galway City Planning records has been undertaken for the applications submitted within the past 5 years. This search identified over 100no. developments, given the urban location of the proposed project. The majority of these developments have already been constructed or are of small scale in nature (i.e. extension works, or property retention works) or are considered to be a reasonable distance from the proposed works) and have therefore not been considered further. 3no. relevant developments have been further evaluated with respect to cumulative impacts with the proposed project (WP-02), as follows;

- **JLH Property Holding Company. Construction of 51no. residential developments (1995). Granted 26/6/2019**

This project will be constructed south of the Old Dublin Road and is located ca. 300m from the proposed project. There may be a cumulative impact on traffic, dust and noise; however due to the nature and scale of the project it is not anticipated that these impacts will be significant. The contractor for the proposed project will provide a traffic management plan for the works along the Doughiska Road (south) to ensure minimal

impact on traffic. The Contractor will also be obliged to prepare a project specific CEMP prior to commencement of the proposed scheme, which will include specific control measures in accordance with standard industry best practice to be implemented to fully address any potential air quality / dust emissions, noise / vibration nuisance, and onsite noise / vibration monitoring should this be necessary. There is no significant impact anticipated from the operational phase. Therefore this project is unlikely to result in significant cumulative impacts with the proposed development.

- **Bayhill Park Ltd, Construction of 14no. residential developments (15319). Granted 4/5/2016**

This project will be constructed ca. 100m from the proposed project. There may be a cumulative impact on traffic, dust and noise; however due to the nature and scale of the project it is not anticipated that these impacts will be significant. From aerial photographs, the construction of this development has been started, and it is unlikely that the project will be constructed at the same time as the proposed project. The contractor for the proposed project will provide a traffic management plan for the works along Doughiska Road (south) to ensure minimal impact on traffic. The Contractor will also be obliged to prepare a project specific CEMP prior to commencement of the proposed scheme, which will include specific control measures in accordance with standard industry best practice to be implemented to fully address any potential air quality / dust emissions, noise / vibration nuisance, and onsite noise / vibration monitoring should this be necessary. There is no significant impact anticipated from the operational phase. Therefore this project is unlikely to result in significant cumulative impacts with the proposed development.

- **DWK Developments Ltd, Permission for minor amendments to previously granted planning – amendments of change of house type (17109). Granted 20/6/2017**

This project will be constructed adjacent to the proposed project and will be accessed off the road along which the proposed project will be aligned. This is a relatively small project and due to the size and scale of this project it is not likely to have a significant impact on the proposed development. Therefore this project is unlikely to result in significant cumulative impacts with the proposed development.

The Galway Cycle Network Phase 1 is to be undertaken in a phased basis with different cycleway routes being constructed at separate times on separate roadways (i.e. in four Work Packages). There is no direct or indirect connectivity between Doughiska Road (South) (WP-02) the two of the three other Work Packages i.e. WP-01 and WP-03), notwithstanding that WP-04 will contain Doughiska Road (North) which is located north of the Old Dublin Road junction, with which Doughiska Road (South) forms the southern arm. No significant impacts are anticipated from these Works Packages, during either their construction or operation, given the scale, nature and locations of these projects.

The remaining Work Packages forming Phase 1 of the Galway Cycle Network are scheduled to be constructed consecutive to the proposed project, and likely not concurrently. The proposed project will likely be in operation, or else not yet commenced, whilst construction of these other cycleway network routes is being progressed. These other sections of cycleways are entirely along the urban roadways of Galway City. Given the nature, scale and location of these other proposed cycleway projects, and as no significant impacts are anticipated from the proposed project, it is considered the proposed Route 2B Doughiska Road (South) project will not act in combination to give rise to any cumulative impacts.

3.3.1.1 The nature of any associated demolition works (Schedule 7(1)(c))

Refer to Section 3.2.1 under ‘A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))’.

3.3.1.2 The use of natural resources, in particular land, soil, water and biodiversity (Schedule 7(1)(d))

Refer to Section 3.2.3 under ‘The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b))’. The proposed project is not likely to have a significant environmental effect with regard to the production of waste.

3.3.1.3 The production of waste (Schedule 7(1)(e))

Refer to Section 3.2.3 under ‘The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a))’. All waste will be removed to an appropriately licenced/ permitted waste disposal/ recovery facility.

3.3.1.4 Pollution and nuisances (Schedule 7(1)(f))

Refer to Section 3.2.2 under ‘Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2))’. There will be minimal impact on the Galway Bay Complex SAC/pNHA

and Inner Galway Bay SPA due to the limited nature of works proposed to be carried out and all works will be completed on the existing road networks. The Contractor will also be obliged to prepare a project specific CEMP prior to commencement of the proposed project, which will include specific mitigation measures to be implemented to fully address any potential surface water impacts and monitoring as necessary. No significant impacts from pollution or nuisances are anticipated from the proposed project.

3.3.1.5 The risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge (Schedule 7(1)(g))

There are 2no. Seveso (COMAH) establishments within 15km of the proposed project. Cold Chon (Galway) Ltd in Oranmore and Circle K Galway Terminal at Galway Harbour, both Upper Tier Seveso sites. Cold Chon (Galway) Ltd is located ca. 3km east of the proposed project and Circle K Galway Terminal is located ca. 4.7km west of the proposed project. Due to the distance of Cold Chon (Galway) Ltd and Circle K Galway Terminal from the proposed project, the proposed scheme is not located in a high-risk area with respect to major accidents/disasters and is outside the consultation distance as per Table 2 of the Schedule 8 of the Planning and Development Regulation, 2001 (S.I. No. 600/2001). Due to the nature and scale of the proposed project, along with the control procedures to be implemented, it is not anticipated that there will be a significant impact on this Seveso site.

The potential for flooding within the proposed scheme has been reviewed. A Strategic Flood Risk Assessment (FRA) (consisting of Stage 1 and Stage 2 FRA) was undertaken as part of the Galway Transport Strategy (2016), Appendix K, which recommended that for areas with the potential for coastal flooding, which applies to the section of Ballyloughane Road south of the railway: *'A stage 3 site specific detailed flood risk assessment should be carried out at the detailed design stage to ensure sustainable development in flood risk areas'*.

Refer to 3.3.1 under *'A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b))'*.

3.3.1.6 The risks to human health (for example, due to water contamination or air (Schedule 7(1)(h)) pollution)

Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011).

Noise levels during the construction phase, will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance *'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes'* (NRA, 2014). The Contractor will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). No significant impact on human health due to noise pollution is anticipated to occur during the operational phase of the project.

There are no reported public drinking water supplies within a 2km radius of the project (GSI, 2021). It has been noted that the proposed project is underlain by a regionally important karstified aquifer with 'Extreme' groundwater vulnerability with portions of 'Rock at or near Surface or Karst' indicating that groundwater is shallow. However, due to the nature and scale of the proposed project it is not anticipated to have a significant impact on groundwater.

Given the location, nature and scale of the proposed project, the overall risk to human health is low.

3.3.2 Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development (Schedule 7(2))

The existing and approved land use (Schedule 7(2)(a))

The pedestrian and cycleway will be constructed within a sub-urban setting of the city of Galway along the existing Doughiska Road (south) which is maintained by Galway City Council. The proposed project and surrounding area are primarily dominated by land use zoned for 'residential, recreational and amenity', 'enterprise, light industry and commercial', 'community, cultural and institutional', 'low density residential' and 'enterprise, industrial and related.'

The location of the proposed project has been detailed previously in Section 3.3.1 under Schedule 7A (1)(a).

The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground (Schedule 7(2)(b))

Refer to Section 3.2.3 under *The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b))*.

During the construction of the proposed project natural resources will not be required to facilitate the provision of this project.

The absorption capacity of the natural environment, paying particular attention to the following areas (Schedule 7(2)(c)):

(i) Wetlands, riparian areas, river mouths

There are 2no. wetlands reported within vicinity of the proposed project; Inner Galway Bay SPA Wetland and Galway Bay Complex SAC (Galway) Wetland, both of which are encompassed within the aforementioned SAC and SPA. These Wetland sites have both been assigned an internationally important rating. These wetland habitats are vulnerable to changes in hydrology, hydrogeology and water quality. These habitats are closest to proposed project at its starting/terminating point. However, works will be entirely along roadways and will be remote from these habitats. Therefore, there are no significant impacts to these wetland sites anticipated as a result of the proposed project.

(ii) Coastal zones and the marine environment

The proposed project is ca. 0.18km from the Oranmore Bay / Atlantic coast. It is anticipated that works will be of small scale and within the existing road corridor.

Due to the nature and scale of the proposed project it is not anticipated that it will have a significant impact on the coastal zone or marine environment.

(iii) Mountain and forest areas

There are no mountain areas within 2km of the proposed project and therefore no impacts on this habitat type. There are areas of Broadleaved Woodland to the west of the proposed project within the grounds of Merlin Park University Hospital.

Given the distance of this habitat from the proposed project and the fact that all works will be along the existing road network, no impacts are anticipated on these woodland areas.

(iv) Nature reserves and parks

There are no nature reserves or national parks located within 15km of the proposed project.

(v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive

There are 12no. European designated sites within 15km of the proposed project; 8no. Special Areas of Conservation (SACs) and 4no. Special Protection Areas (SPAs). The proposed project is located ca. 180m north of 2no. designated European sites at its starting/terminating point; Galway Bay Complex SAC (Site Code: 000268) and Inner Galway Bay SPA (Site Code: 004031). There are 9no. proposed Natural Heritage Areas (pNHAs) and 2no. Natural Heritage Areas (NHA) within 15km of the proposed project. Galway Bay Complex pNHA (Site Code: 000268) is the closed pNHA located within the same area as Galway Bay Complex SAC and Inner Galway Bay SPA

The risk from the direct link between the proposed project and the Galway Bay Complex SAC, Inner Galway Bay SPA and Galway Bay Complex pNHA is negated due to the scale and nature of the proposed scheme and fundamentally as the lands made available for the works have been identified within the existing street boundaries.

No hydrological links have been established between the proposed project and any of these designated conservation sites. The proposed project will not impact any designated conservation sites through surface pathways given the lack on connectivity.

The excavations associated with the construction of the cycleway will be relatively shallow (ca. <500mm) and therefore no significant impacts on groundwater are likely. As such there are no indirect impacts anticipated through hydrogeological pathways, either during the construction or operation of the cycleway routes, on any internationally or nationally designated conservation sites.

It is considered that the proposed project will not give rise to significant effects on Galway Bay Complex SAC, Inner Galway Bay SPA and Galway Bay Complex pNHA. There is no anticipated potential for significant impact on areas classified or protected under legislation.

- (vi) Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure.

The proposed project lies within the Clarinbridge groundwater body (GWB) (EPA Code IE_WE_G_0008) which has 'good' status for the period of 2013-2018 (EPA, 2021). The groundwater body is currently 'not at risk' of failing to achieve the relevant objectives of the EU Water Framework Directive (WFD) by 2027. Due to the nature and scale of the works the proposed project is not anticipated to significantly impact groundwater quality.

There are no watercourses crossed by the proposed project or within the immediate vicinity. Oranmore Bay (EPA Code: IW_WE_170_0500) discharges to Inner Galway Bay North (EPA Code: IW_WE_0000). Oranmore Bay has an 'unassigned' ecological status and Inner Galway Bay has 'Good' ecological status with both being reported as 'Not at Risk' of failing to meet the Water Framework Directive (WFD) objectives.

It is considered that due to the nature and scale of the project the works will not have a significant impact on baseline surface water quality.

Air quality in the area is reported as 'good' (EPA, 2021). Dust may be generated during the construction phase which has the potential to impact on human health. However, management of dust will be in line with best practice such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Due to the nature and scale of the project it is anticipated that there will be no significant impact on air quality.

It is anticipated that during construction there may be an increase in noise volumes. The Contractor will be required to prepare a CEMP and implement standard construction control measures to minimise noise levels associated with construction works. Noise levels shall not exceed the indicative levels of acceptability for construction noise in a rural environment as set out in the TII guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (TII, 2014).

It is considered that due to the nature and scale of the works there will be no significant impact on baseline air and water quality from the proposed project.

- (vii) **Densely populated areas**

The proposed project will be constructed within the city of Galway which is a densely populated area. The project will be constructed within the Doughiska Road (South) corridor. Galway city has a population of 79,934 (CSO, 2016). The Contractor will be required to prepare a CEMP and implement standard construction control measures to minimise noise level dust levels and interaction with the general population. It is anticipated that there will be no significant negative impact on densely populated areas during construction. The creation of the cycleway will reduce the volume of vehicular traffic using the route will improve air quality and noise levels and provide additional social and recreational infrastructure. It is considered therefore that the proposed project will potentially have a significant positive impact on this densely populated area during the operational phase.

- (viii) **Landscapes and sites of historical, cultural or archaeological significance**

Refer to 3.3.2 under 'A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).'

The proposed project will be constructed entirely within the footprint of the existing Doughiska Road (south). According to the Galway City Development plan the end of Doughiska Road (south) is a view of special amenity value and interest

Policy 4.5.3 Community Spaces: Protected Views of Special Amenity Value and Interest within the Galway City Development Plan 2017-2013 states the following objectives:

- *‘Protect views and prospects of special amenity value and interest, which contribute significantly to the visual amenity and character of the city through the control of inappropriate development.*
- *Require landscaping schemes as part of planning applications to have regard to such views and limit any planting which could have a detrimental impact on the value of protected views.’*

The proposed project will adhere to and comply with this policy, as the pedestrian and cycleway will attract people to the viewing areas. It is considered that due to the nature and scale of the works there will be no significant impact on landscapes and sites of historical, cultural or archaeological significance from the proposed project.

3.3.3 Types and characteristics of potential impacts (Schedule 7(3))

The likely significant effects on the environment of the proposed project have been evaluated taking into account the following specific criteria.

The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected) (Schedule 7(3)(a))

The spatial extent of potential impacts is limited to the localised footprint of the proposed project (refer to Figure 1-1). Based on the location, current site setting, and the nature of the proposed project, any potential impacts (during the installation and operational phases) are not likely to be significant in magnitude.

The nature of the impact (Schedule 7(3)(b))

There will be no significant impact on the receiving environment arising from the proposed project (during the construction or operational phases).

The transboundary nature of the impact (Schedule 7(3)(c))

There is no potential for transboundary impacts as a result of the proposed project (during the construction or operational phases).

The intensity and complexity of the impact (Schedule 7(3)(d))

There will be no significant impact on the receiving environment arising from the proposed project (during the construction or operational phases).

The probability of the impact (Schedule 7(3)(e))

The probability of impacts on the receiving environment is low given the following considerations:

- The receiving environment is not considered to be at risk of significant impact due to the nature and scale of the proposed project;
- The Contractor will be obliged to implement standard best practice procedures prior to commencement of the proposed project including all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase;
- The Contractor will be obliged to prepare a project specific CEMP prior to commencement of the proposed project which will clearly set out all environmental control measures for the onsite management of any pollution / nuisance issues, which could arise during the construction phase;
- The Contractor will be obliged to prepare and implement a Traffic Management Plan for the construction phase in order to minimise impacts on the local traffic routes as far as possible during the construction phase; and,
- The Contractor will be obliged to prepare a project specific Construction and Demolition (C&D) Waste Management Plan (WMP) prior to commencement of the proposed development in accordance with the relevant guidelines ‘Best Practise Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects’ prepared by the DoEHLG.

The expected onset, duration, frequency and reversibility of the impact (Schedule 7(3)(f))

The probability of impacts on the receiving environment is considered to be low, as previously outlined. Therefore, there shall be no requirement for the reversibility of the impacts caused by this project (during the construction or operational phases).

The cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(3)(g))

As previously detailed no significant cumulative impacts associated with the project (during the construction or operational phases) have been identified, arising from other existing and/or approved projects. Refer to Section 3.3.1 under '*Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(1) (b)).*

The possibility of effectively reducing the impact (Schedule 7(3)(h))

Significant effects on the receiving environment are not anticipated as a result of the provision of the proposed project (during the construction or operational phases). A project specific CEMP will be prepared by the appointed Contractor prior to the works commencing which will clearly set out all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.

3.4 Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of Galway City Council and is presented within Section 3.1 of this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001 and EIA Planning and Development Regulations 2018 (Schedule 7), as presented within Section 3.2 of this screening report.

Based on the information provided within Section 3.3.1- 3.3.3 of this report, and summarised below, it is considered that due to the size, nature, and characteristics of the proposed development, no significant effects on the receiving environment are expected; hence the preparation of a sub-threshold EIAR is not required.

3.5 Screening Conclusion

This EIA screening report has been carried out in accordance with the Planning and Development Regulations as amended 2001- 2021 (which give effect to the provisions of EU Directive 2014/52/EU), and the Roads Acts 1993-2021. The report assessed the impact of the Galway Cycle Network Phase 1 Pedestrian and Cycleway project Work Package 02, in conjunction with committed developments in the surrounding area.

Based on all available information, and taking account of the scale, nature and location of the proposed project it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Section 50 of the Roads Acts 1993-2021). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2021.

Key findings are summarised as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area;
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impact;
- Soil and waste may be generated during construction; however, this is not anticipated to have significant effect;
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- There will be no impact on recorded monuments or historic features;

In summary, no significant adverse impacts to the receiving environment will arise as a result of the proposed project.

Accordingly, we consider that the preparation of an EIAR is not required for the Galway Cycle Network Phase 1 Work Package 02 (Doughiska Road (South)).

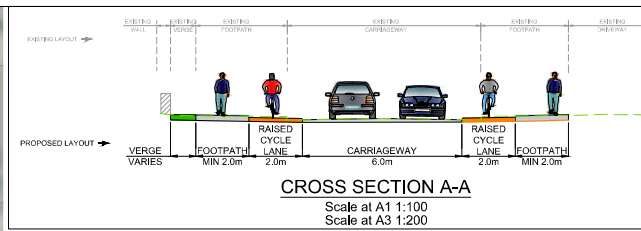
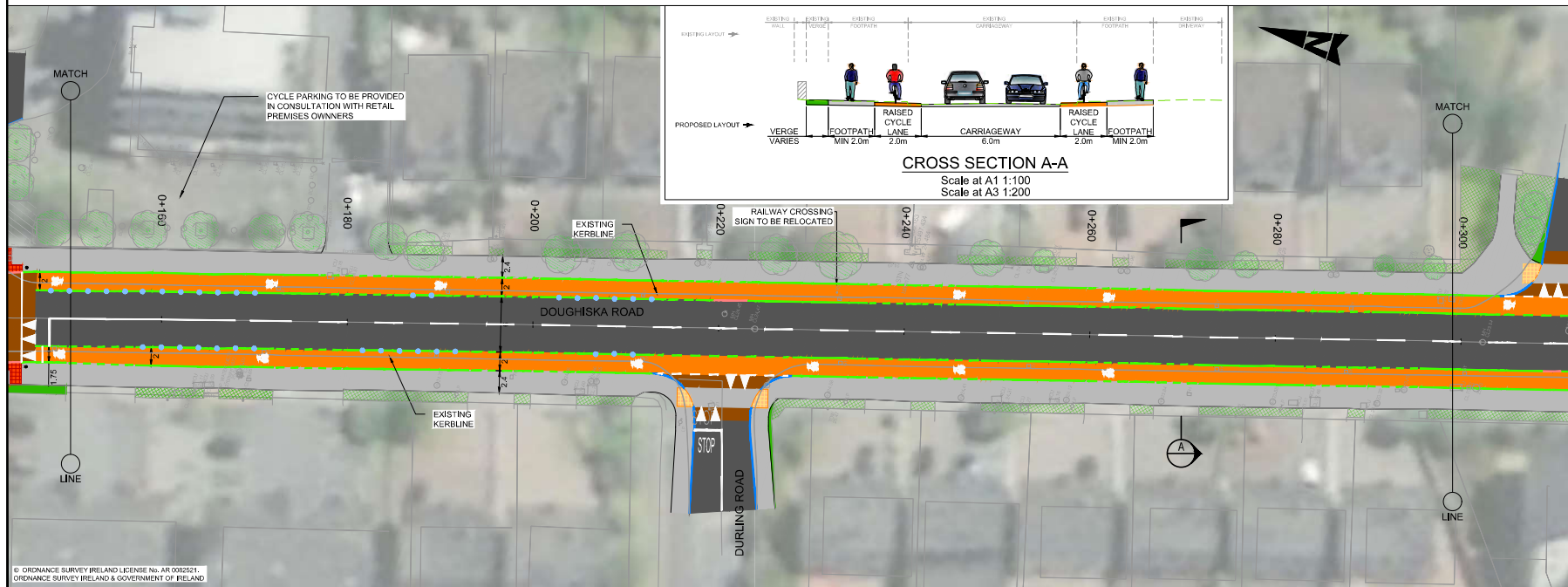
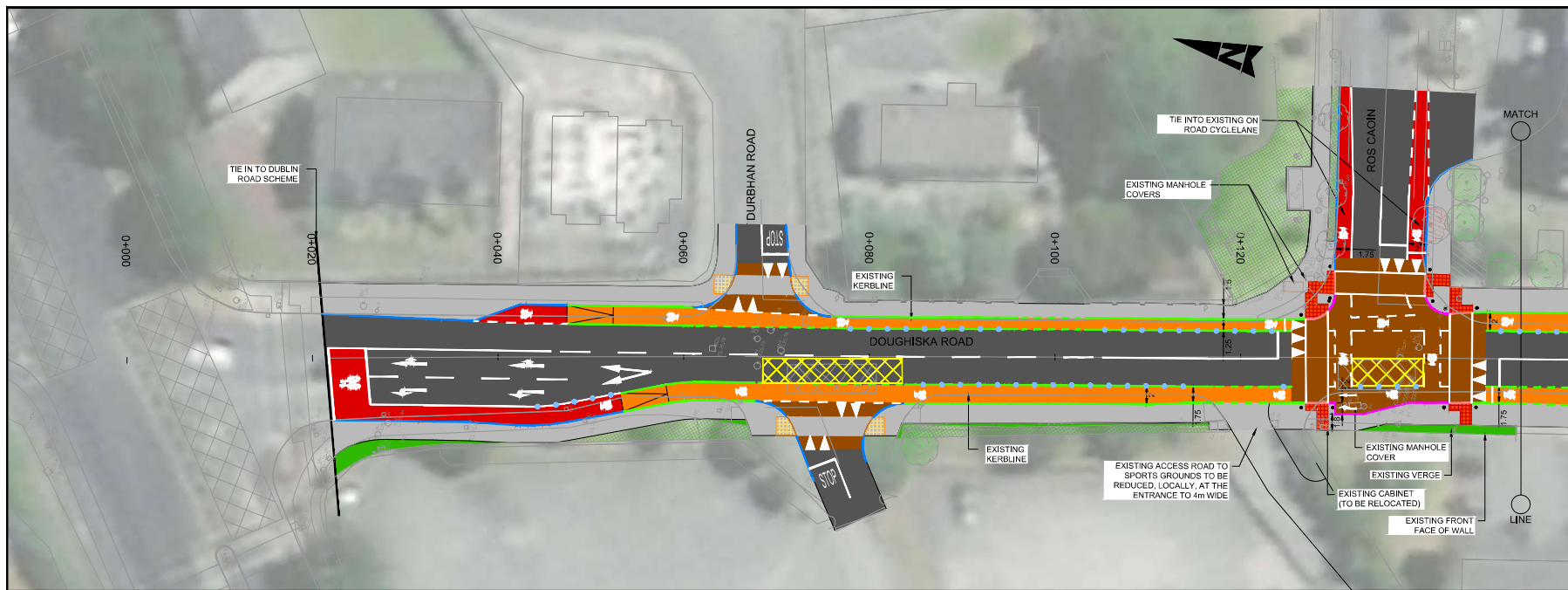
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Appendices

Appendix A. Drawings

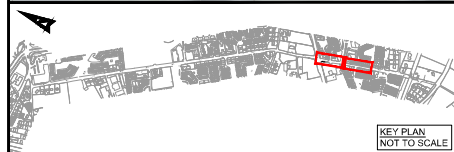


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 2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
 3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
 4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
 5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND**
- EXISTING KERBLINE TO BE RETAINED
 - 25mm CONCRETE ENTRANCE KERB
 - 50mm CONCRETE KERB
 - 50mm BEVELLED KERB
 - 75mm CONCRETE KERB
 - 100mm CONCRETE KERB
 - KASSEL KERB
 - FLUSH KERB
 - CARRIAGEWAY
 - PROPOSED FOOTPATH
 - PROPOSED SHARED SPACE
 - PROPOSED RAISED CYCLE TRACK / LANE
 - PROPOSED ON ROAD CYCLE LANE
 - PROPOSED RAISED TABLE / ENTRY TREATMENT
 - PROPOSED TACTILE PAVING (CONTROLLED)
 - PROPOSED TACTILE PAVING (UNCONTROLLED)
 - PROPOSED TACTILE PAVING (CORDUROY PAVING)
 - PROPOSED GRASS VERGE
 - EXISTING GRASS VERGE TO BE RETAINED
 - EXISTING SHRUB TO BE RETAINED
 - EXISTING FOOTWAY / CYCLEWAY
 - AREA OF LANDTAKE
 - PROPOSED BUS SHELTER
 - EXISTING TREES TO BE REMOVED
 - EXISTING TREES TO BE RETAINED
 - PROPOSED TREES (LOCATION INDICATIVE)
 - DELINEATOR POSTS

- NOTES**
1. DO NOT SCALE FROM DRAWING.
 2. PROPOSED CYCLE TRACKS, CYCLE LANES AND FOOTWAYS SHALL BE MIN. 2m WIDE UNLESS NOTED OTHERWISE

Purpose				INFORMATION			
GALWAY CITY COUNCIL				DOUGHISKA ROAD (SOUTH) PRELIMINARY DESIGN SHEET 1 OF 3			
Project		GALWAY CYCLE NETWORK PHASE 1		Original Scale 1:250 @ A1 1:500 @ A3		Design/Urban DB Date 29.04.20	
Status		Drawing Number 5193732 / HTR / DR / 0166		Checked ST Date 29.04.20		Authorized KB Date 29.04.20	
I						Rev E	



Rev	Description	By	Date	Chk'd	Auth
E	FOR INFORMATION	DB	24.08.21	ST	KB
D	FOR INFORMATION	DB	07.07.21	ST	KB
C	FOR INFORMATION	JD	18.05.21	ST	KB
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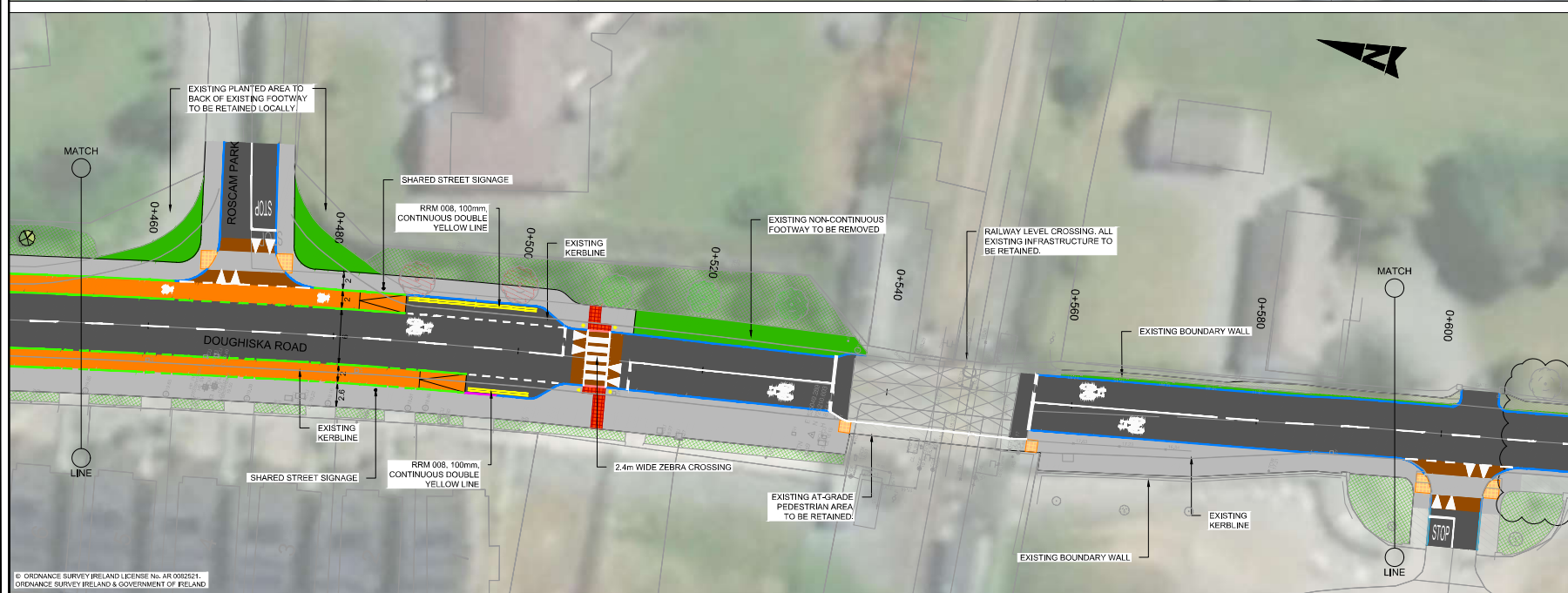
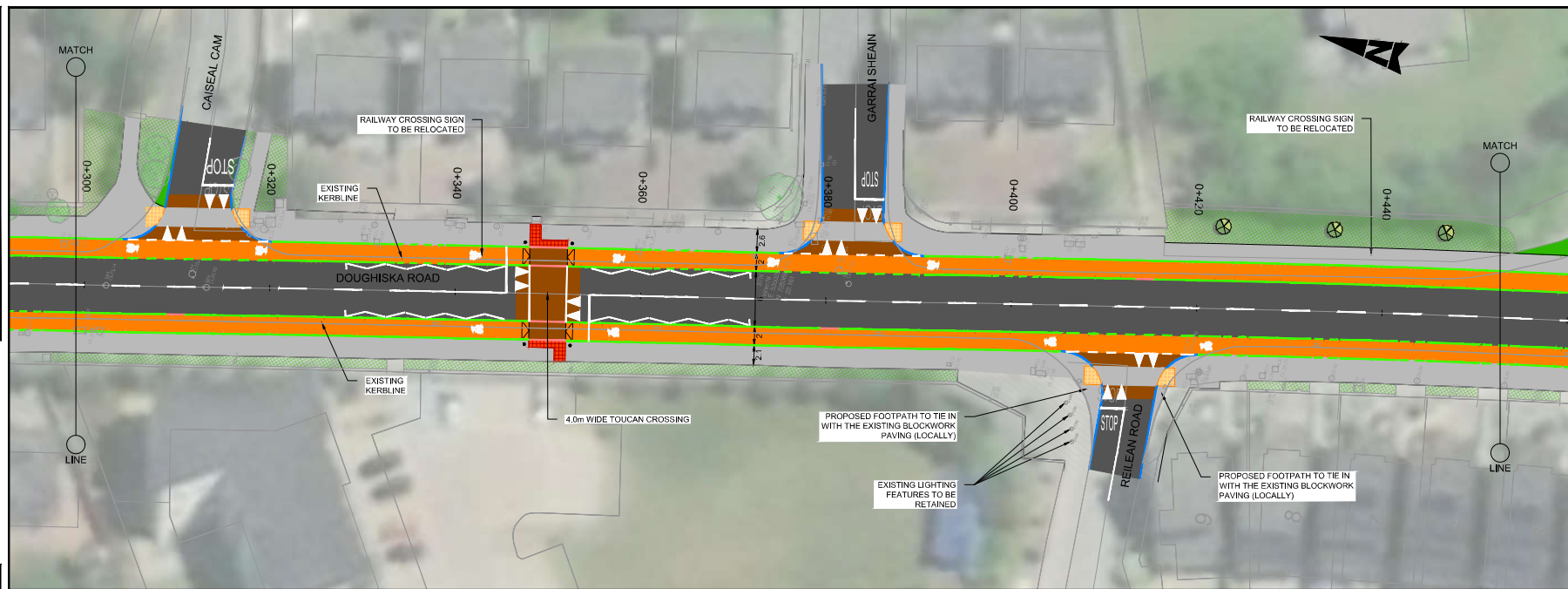
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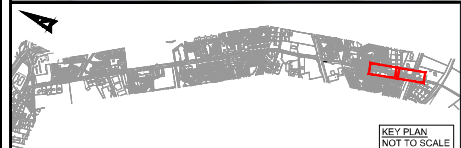
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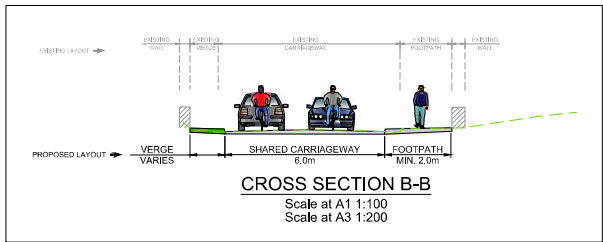
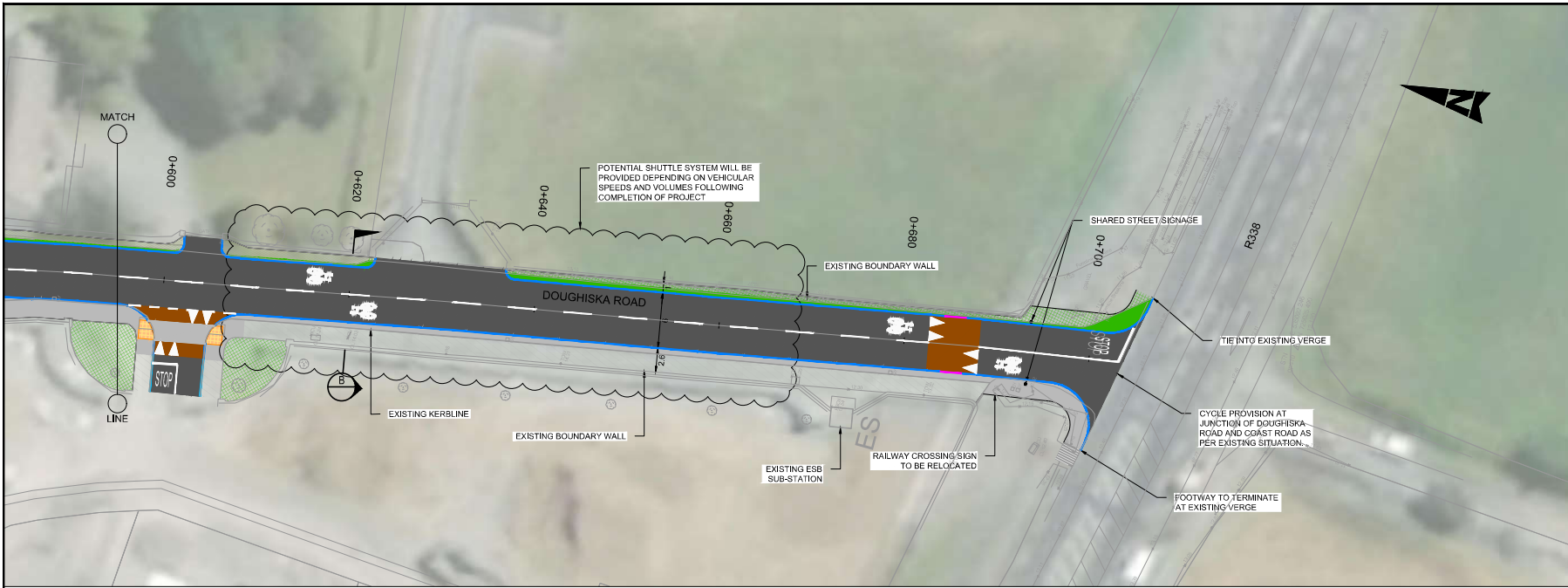
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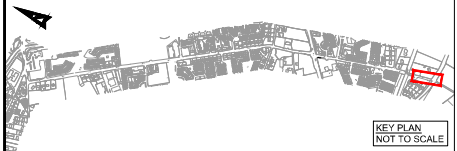
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