

March 2025

## Salmon Weir Bridge Pedestrian Crossing – Environmental Impact Assessment Screening Note

### Introduction

Enviroguide Consulting have been appointed by Galway City Council to carry out an Environmental Impact Assessment (EIA) Screening appraisal in respect of a Proposed Development, entitled “Salmon Weir Bridge – Pedestrian Crossing” (the Proposed Development) located on University Road (R863) between Gaol Road and the Salmon Weir Bridge in Galway City (the site).

### Project Description

The *Salmon Weir Bridge Pedestrian Crossing Project* entails the construction of a temporary pedestrian crossing across the R863 University Road at Galway Cathedral. It will facilitate safe movements for walkers, wheelers and cyclists, including vulnerable road users. The crossing will connect the footway on University Road near Fisheries Field to Droichead an Dóchais (formerly the Salmon Weir Pedestrian and Cycle Bridge).

The temporary pedestrian crossing will be a toucan crossing (i.e. signal controlled crossing for pedestrians and cyclists use) and will be located on the western side of the Salmon Weir Bridge.

The rationale for constructing a temporary controlled crossing is to facilitate a safe crossing point of the R863 until such time as the construction of the *BusConnects Cross City Link* project is complete. The *Cross City Link Project* has received consent on the 27<sup>th</sup> of September 2024 but is currently the subject of an ongoing Judicial Review.

Traffic and pedestrian surveys at this location indicate high demand for this crossing. Pedestrian counts at peak time (13:00hrs) indicate that approximately 360 pedestrians cross the R863 at this location (i.e. almost 6 pedestrians per minute). Throughout a typical day, approximately 2,000 people (i.e. one every 22 seconds) cross the road at this point. All of these pedestrians could potentially use the temporary crossing.

Of the total number of pedestrians crossing the River Corrib at this location, 76% use Droichead an Dóchais, 24% use the Salmon Weir Bridge which also carries thousands of vehicles each day. The proposed temporary pedestrian crossing will encourage more people to choose to cross the road at this point and avail of the new pedestrian and cycle bridge, Droichead an Dóchais.



## Part A: Schedule 5, Part 1

Does the development comprise a project listed in Schedule 5, Part 1, of the Planning and Development Regulations 2001 (as amended)? (Tick as appropriate)	
<input type="checkbox"/> Yes, specify class <u>[insert here]</u> _____	EIA is mandatory  No Screening required
<input checked="" type="checkbox"/> No	Proceed to <b>Part B</b>

## Part B: Schedule 5, Part 2

Does the development comprise a project listed in Schedule 5, Part 2, of the Planning and Development Regulations 2001 (as amended) and does it meet/exceed the thresholds? (Tick as appropriate)	
<input type="checkbox"/> No, the development is not a project listed in Schedule 5, Part 2	No Screening required
<input type="checkbox"/> Yes, the project is listed in Schedule 5, Part 2 <b>and</b> meets/ exceeds the threshold, specify class (including threshold):  <u>[specify class &amp; threshold here]</u>	EIA is mandatory  No Screening required
<input checked="" type="checkbox"/> Yes, the project is of a type listed but is sub-threshold:  <i>10. Infrastructure projects</i>  <i>(b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i>  <i>(In this paragraph, "business district" means a district within a city or town in which the</i>	The site is located in other parts of a built-up area thus the area threshold of 10 hectares applies. As the total area of the site for development has been confirmed as 0.053 hectares, it is less than the required threshold and accordingly a mandatory EIA is not required.  Proceed to <b>Part C</b>



**Does the development comprise a project listed in Schedule 5, Part 2, of the Planning and Development Regulations 2001 (as amended) and does it meet/exceed the thresholds? (Tick as appropriate)**

*predominant land use is retail or commercial use.)*

*15. Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.*

**Part C: If yes, has Schedule 7A information/screening been submitted?**

**Has Schedule 7A information/screening been submitted?**

☐ Yes, Schedule 7A information/screening report has been submitted by the applicant

☒ No, Schedule 7A information/screening report has not been submitted by the applicant

Preliminary Examination required

**EIA Preliminary Examination**

Characteristics of Proposed Project	Comment	Yes/No/Uncertain
<p><b>Nature of the development:</b></p> <p><i>Is the nature of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Will the development result in the production of any significant</i></p>	<p>The Proposed Development will be in keeping with the urban surrounding landscape and environment. The works will entail small scale alterations to existing road infrastructure and is not considered to change the</p>	No



## EIA Preliminary Examination

*waste, or result in significant emissions or pollutants?*

nature, type or scale of the road within its existing environment.

Site clearance along the existing road and excavation activities will produce a small amount of excavation waste during the construction phase.

Once constructed, the operational phase of the Proposed Development is not predicted to produce any quantities of waste materials, and not any increase in waste materials compared to the existing use. It is concluded there will be no waste materials produced that will cause significant effects to the environment.

All construction works carried out as part of these works will comply with all statutory legislation including the Waste Management Act 1996 (as amended) and the European Communities (Waste Directive) Regulations 2011 (as amended), and the contractor will co-operate fully with the Environmental Section of the Local Authority.

The construction phase could give rise to short-lived nuisances caused by noise or dust. As the construction programme is considered to be in line with typical road maintenance projects, these are considered to be temporary and of short-term (approximately 6 weeks) throughout the duration for the construction phase.



EIA Preliminary Examination		
	<p>Noise and dust control mitigation measures will be put in place during the construction phase</p> <p>Through design and choice of materials (tarmacadam, cement) there will be no source of additional dust effects caused by road users (cyclists and car users).</p> <p>There will be no odour generating activities onsite and therefore, it is unlikely that the Proposed Development will give rise to nuisance odours.</p>	
<p><b>Size of the development:</b></p> <p><i>Is the size of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Are there cumulative considerations having regard to other existing and/or permitted projects?</i></p>	<p>The Proposed Development comprises approximately 0.053 hectares of the R863 University Road at Galway Cathedral.</p> <p>The Proposed Development will not cause any significant adverse effects on the environment as a result of the size and design of the project.</p> <p>The following projects have been assessed for potential cumulative effects:</p> <ul style="list-style-type: none"> <li>• <b>Application Reg. Ref.:</b> 2360163  <b>Address:</b> The Gateway, 7a Saint Francis Street, Galway City  <b>Description:</b> Permission for development which consist of (1) Change of use of former educational use to student accommodation (2) Construction of a new second floor extension over existing first floor as part of the student</li> </ul>	No



## EIA Preliminary Examination

	<p>accommodation proposal</p> <p>(3) Minor alterations to front elevation and (4) All associated site works and services. The Convent of Mercy grounds and graveyard is located to the west of the building, and are listed as a Protected Structure (RPS No. 9603)</p> <p><b>Status:</b> Granted (07/01/2025)</p> <ul style="list-style-type: none"> <li>• <b>Application Reg. Ref.:</b> 2460382</li> </ul> <p><b>Address:</b> Fisheries Field Location at Earl's Island, University Road (R863), University Galway, Co. Galway</p> <p><b>Description:</b> Permission for development which consists of; the University of Galway are applying for planning permission to Galway City Council for public realm enhancement works on a site known as Fisheries Field located at Earl's Island, University Road (R863), University of Galway, Co. Galway.</p> <p><b>Status:</b> Further Info Requested (05/02/2025)</p> <p>The most significant potential for adverse cumulative effects in combination with other projects in the area is in the potential for water pollution, noise, dust, airborne pollutants and/or vibrations, visual effects and increased traffic during the construction phase. However, the adherence and full</p>	
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## EIA Preliminary Examination

implementation of good construction management measures such as:

Dust control and pollution prevention measures.

- Stockpiles will be covered;
- Existing drains will be protected to ensure no contaminated surface water runoff reaches watercourses;
- Bowsers will be available during periods of dry weather throughout the construction period;
- During dry and windy periods, and when there is a likelihood of dust nuisance, a bowser will operate to ensure moisture content is high enough to increase the stability of soil and dust susceptible materials in order to suppress dust;
- Stockpiles will be stored in sheltered areas of the site and covered, with appropriate levels of moisture applied regularly or as needed if exposed during dry weather;
- Hard surfaced roads will be swept to remove any deposited materials;
- Unsurfaced roads will be restricted to essential site traffic only;
- The height of stockpiles will be kept to a minimum and slopes should be gentle to avoid windblown soil dust;



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	<ul style="list-style-type: none"> <li>The following will be damped down during dry weather: <ul style="list-style-type: none"> <li>Unpaved areas subject to traffic and wind;</li> <li>Stockpiles;</li> <li>Areas where there will be loading and unloading of dust-generating materials;</li> <li>No run-off of water or mud will be permitted from the site for the duration of the works; and</li> </ul> </li> <li>All construction related water produced on-site will be stored and disposed of offsite at a licensed facility.</li> </ul>	
<p><b>Location:</b></p> <p><i>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?</i></p> <p><i>Does the proposed development have the potential to affect other significant environmental sensitivities in the area?</i></p>	<p>An Appropriate Assessment (AA) Screening Report was completed by Enviroguide Consulting (2025) and investigated the potential direct and indirect impacts of the proposed works, both during construction and operational phases, on the integrity and qualifying interests of the European sites, alone and in combination with other plans and projects, taking into account the site's structure, function and conservation objectives. Based on the information obtained in the AA Screening Report the report concluded that, on the basis of the best scientific knowledge available and objective information, that the possibility of any significant effects on the Lough Corrib SAC (000297) or the Inner Galway Bay SPA (004031) whether arising</p>	No





## EIA Preliminary Examination

from the project itself or in combination with other plans and projects, can be excluded. Thus, there is no requirement to proceed to Stage 2 of the Appropriate Assessment process; and the preparation of a NIS is not required (Enviroguide, 2025).

There are no sites listed under the Sites and Monuments Records (SMR), the National Inventory of Architectural Heritage (NIAH) or the Record of Protected Structures (RPS) within the site boundary. The closest sites of archaeological and cultural heritage are adjacent to the site boundary. These include

The Salmon Weir Bridge. Built in 1818, the existing bridge is the oldest surviving bridge over the River Corrib. The bridge is listed as a protected structure on the Record of Protected Structures (RPS: 3603) and is included in the National Inventory of Architectural Heritage (NIAH: 30313015). The river waterways (including bridges, walling, embankments, piers and other associated infrastructures) are also protected structures (RPS: 8501) and listed in the National Inventory of Architectural Heritage (NIAH: 30314076/30313038).

Galway Cathedral, a Roman Catholic cathedral is located approximately 0.4km from the site and is listed in the National Inventory of Architectural Heritage (NIAH: 30313016).



## EIA Preliminary Examination

There are no protected Geological Heritage sites in the vicinity of the site that will be affected by the Proposed Development

During the construction phase of the Proposed Development, any waste produced will be collected by appropriately authorised waste collection contractors and will be treated at suitably authorised waste disposal or materials recovery facilities.

A Flood Risk Assessment (FRA) was prepared for the Salmon Weir Pedestrian and Cyclist Bridge by ARUP (2020). The findings of this assessment have been utilised for the Proposed Development. The FRA concluded that there is no historic record of flooding at the site, and the risks of coastal, pluvial, and groundwater flooding are considered low. The site is classified as Flood Zone C, indicating a low probability of flooding.. Therefore, the Proposed Development is deemed to be in compliance with the principles of the Flood Risk Guidelines and is suitable for development without requiring a Justification Test.

No vegetation clearance will be carried out and works will be carried out largely within the road infrastructure corridor with no new land required to accommodate the works. The effects are considered to be negligible for and will not affect the regenerative capacity of natural resources in the area.



EIA Preliminary Examination		
Preliminary Examination Conclusion		
Based on a preliminary examination of the nature, size or location of the development. (Tick as appropriate)		
<p>✓</p> <p>There is no real likelihood of significant effects on the environment.</p> <p>EIA is not required.</p>	<p>□</p> <p>There is real likelihood of significant effects on the environment.</p> <p>An EIAR is required.</p>	<p>□</p> <p>There is significant and realistic doubt regarding the likelihood of significant effects on the environment.</p> <p>Proceed to Screening Determination.</p>

## Conclusion

Having regard to the nature and scale of the Proposed Development and the absence of any significant environmental sensitivities in the area, it is concluded that, by reason of the nature, scale and location of the subject site, the Proposed Development would not be likely to have significant effects on the environment and a mandatory Environmental Impact Assessment Report (EIAR) is not required for the Proposed Development.

