

Preliminary
Environmental Impact Assessment

Screening Report

**for the proposed combined cycleway and
walkway route from Ross Road to
Muckross Road**



July 2014

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1.0 Introduction

1.1 Project Background

This preliminary Environmental Impact Assessment (EIA) Screening Report has been prepared in respect of a Part 8 Planning Application by Kerry County Council for the proposed cycleway/walkway route between Ross Road and the Muckcross Road, Killarney.

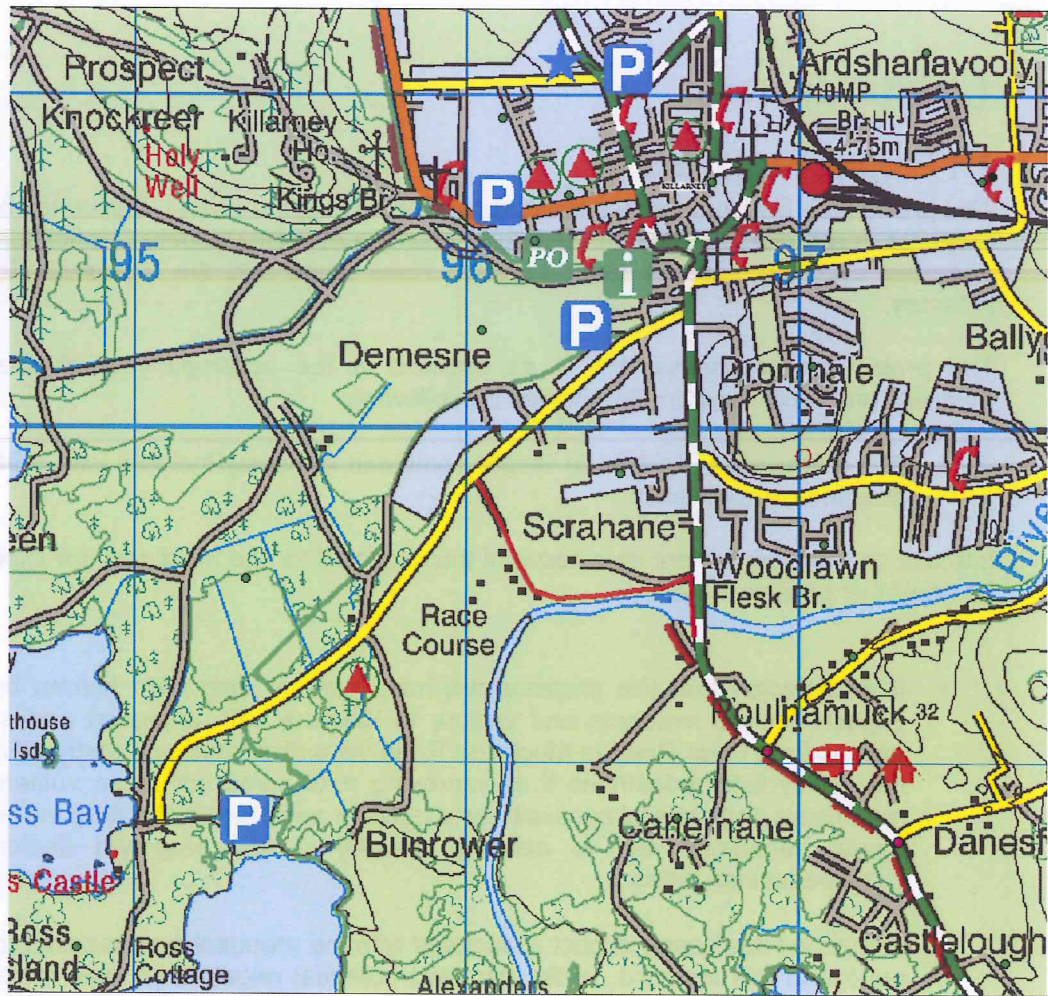
The project under assessment is as outlined in the accompanying engineer's drawings and report and briefly includes the following:

- A 3 metre wide, 1,040m in length combined cycleway/footpath with surface dressed/bitumen finish.

Impacts on the environment as a result of this proposal for the most part are likely to be neutral or positive in nature:

- It is expected that this proposal will have positive long term human being impacts for the residents and visitors to Killarney with improved and safer access from Ross Road to Muckcross Road via a dedicated and partly off road link for cyclists/pedestrians thus improving road safety for these vulnerable road users and general accessibility to existing amenities in the area including tourist attractions and to existing established and proposed dedicated cycle/pedestrian paths.
- Visual and landscape impact associated with the proposal is considered to be neutral in this instance, while identified potential negative impacts relate to water quality aspects, flood risk, potential for impact on existing residential amenities and on sub-surface archaeological features or strata. Notwithstanding this, it is considered that the project provides adequate and standard safeguards as inherent components of the overall project so as to ensure that significant risks to the environment are not likely to occur.

Overall it is considered that there is no potential for significant effects on the environment to arise as a result of this proposal and that an EIA is not required in this instance.



Map 1: Proposed combined cycleway/footpath highlighted in red

1.2 Legislative Context

The EIA Directive 85/337 EEC, as amended is the key legislation in EU environmental policy. The EIA Directive aims to determine the likely significant effects of a project on the environment. Screening is the first stage in the EIA process required by Article 4 of the EIA Directive and this process determines whether an EIA is required for a specific project.

The Directive outlines in Article 4(1) 21 Annex 1 projects that require a mandatory EIA. Article 4 (2) outlines Annex 2 projects that require consideration for EIA further to a case by case examination or through thresholds and criteria set out by Member states. In an Irish context, projects requiring a mandatory EIA or consideration for EIA further to a case by case examination or thresholds are listed in Schedule 5, of the Planning and Development Regulations 2001, as amended. In the case of developments which are under the relevant EIA threshold planning authorities are required under article 103 of the Regulations to request an EIS where it considers that the proposed development is likely to have significant environmental effects. In such cases the significant effects of the project on the environment are assessed relative to criteria outlined in Schedule 7 of the Regulations, namely the project's characteristics, sensitivity of the project location and characteristics of potential impacts.

This report relates to the screening for an EIA of the proposed Ross Road to Muckcross Road combined cycleway/walkway. Under Schedule 5 of the Planning and Development Regulations 2001, as amended the proposal is a sub-threshold project. However the project will be screened as per Schedule 7 of the Regulations to determine if there is likely to be significant effects on the environment from the implementation of the project. This report is written in accordance with guidelines provided in:

- *Guidance for EIA Screening, European Commission, June 2001,*
- *Guidelines on the information to be contained in an EIS, EPA, March 2002,*
- *EIA, Guidance for Consent Authorities regarding Sub-Threshold Development, DoEHLG, August 2003.*
- *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, DoEHLG, March 2013.*

1.3 Site Location

The project site is located between Ross Road, local primary road, L-3905-0 and Muckcross Road, N71, in Killarney town. Map 2 below shows the location of the route. The proposed combined cycleway/walkway commences in a residential estate, Castle Falls which is accessed off the Ross Road. It will continue through this estate, travelling in a southerly direction before traversing through the Killarney Racecourse. From here it will continue in an easterly direction, to the north of the River Flesk and south of Priory Grove residential estate before exiting onto Muckcross Road, N71.



Map 2: View of proposed project highlighted in red relative to existing uses

1.4 Environmental Factors to be considered in the EIA screening

Schedule 6 of the Planning and Development Regulations 2001 as amended outline the information to be contained in an EIS: this include aspects of the environment likely to be significantly affected by the proposed development:

- Human beings,
- Fauna and flora,
- Soil,
- Water,
- Air/climatic factors,
- The landscape,
- Material assets, including the architectural and archaeological heritage and the cultural heritage,
- The inter-relationship between the above factors.

In addition to the above environmental parameters and further to the recommendations made in the Planning system and Flood Risk Assessment, Planning Guidelines for Local Authorities, 2009, the following is added to the list:

- Flood Risk Assessment and Management

2.0 EIA Screening

2.1 Project Description

A 3 metre wide combined cycleway/walkway is proposed providing an off road link between Ross Road and Muckcross Road. The path will be just over 1km in length will be finished with a surface dressed/bitumen finish. Timber and post rail fences will define the boundaries of the path where required. The cycleway consists of four main sections:

1. Section one of route runs north to south from Ross Road along Castle-Falls estate road, a length of c.230 metres.
2. Section two travels through the Killarney Racecourse, with a length of c.211 metres.
3. Section three travels to the north of the River Flesk river bank and south of Priory Grove housing estate private road, for a length of c.407 metres.
4. Section four consists of widening of existing path along the N71, c.140 metres.

This pathway forms part of an overall plan to improve access in and around Killarney for cyclists and pedestrians and will link with the existing cycleway on Ross Road as well as the amenity trails in the Killarney National Park. The proposal is consistent with the policy of the Killarney Town Development Plan 2009-2015 where it is a policy to (INFRA-04, c) 'To create pedestrian priority concepts, cycle lanes and off-road cycle paths as required...'¹

The combined cycleway and footpath will tie in with a Part 8 proposal for a new combined cycleway and footpath on the N71 Muckcross Road south of Woodlawn Junction and the townland of Poulnamuck.

¹ Killarney Town Development Plan 2009-2015

2.2 Overview of potential impacts on environmental sensitivities

2.2.1 Human Beings and Material Assets

- It is expected that this proposal will have positive long term human being impacts for the residents and visitors to Killarney with improved and safer access from Ross Road to Muckcross Road via a dedicated and partly off road link for cyclists/pedestrians thus improving road safety for these vulnerable road users and general accessibility to existing amenities in the area including tourist attractions and to existing established and proposed dedicated cycle/pedestrian paths.
- Positive long term material assets impacts associated with the provision of public infrastructure facilities that provide a safe off road pathway alternative for vulnerable road users - pedestrians and cyclists.
- Potential for some negative impact on the residential amenities of a number of dwellings in Priory Grove estate where the cycle way route meets with the rear gardens of a number of houses there. Privacy of adjoining residential properties will be maintained through good project design that has allowed for adequate screening provision to off set any potential negative impacts.
- During the construction period estimated at around three months there will be an increase in traffic volumes primarily along the Castle Falls estate road and the Priory Grove estate road as a result of construction works. However there is ample on site parking facilities available to cater for workers and delivery of material/machinery to the area. Construction work will result in some disruption including access to the O' Donoghue memorial recreational park, however the disruption will be localised and will not result in further disruption in the wider Killarney area. Suitable traffic management measures will be implemented during the construction period to mitigate potential construction related impacts and it is intended that construction related activities will be restricted to normal working hours.

2.2.2 Biodiversity (flora and fauna)

The proposed project will have no direct impact on any designated conservation areas.

For the most part the proposed project is outside of any Natura 2000 site except for a few metres where the cycleway route travels through the O'Donoghue Memorial Park near the N71, Muckcross Road which is partly located within the Killarney National Park, Macgillicuddy Reeks and Caragh River Catchment cSAC (Site Code 000365). The overlap is identified on the accompanying map. The project site is located within close proximity to the River Flesk, which forms part of the Killarney National Park, Macgillicuddy Reeks and Caragh River Catchment cSAC.

The project is also located within 15km of the following Natura 2000 sites:

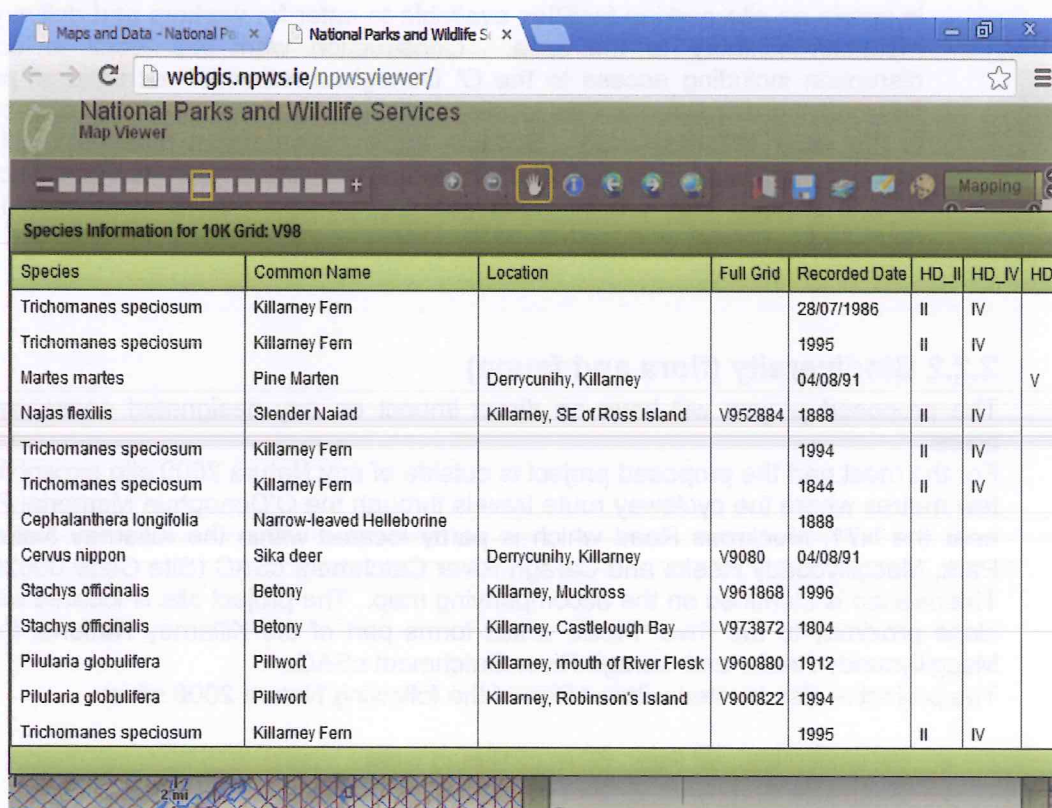
- Killarney National Park, SPA, c. 1km to west,
- Sheheree Bog, SAC, c. 2km to south-east,
- Castlemaine Harbour, SAC, c. 7 km to west.

The potential for the development to significantly affect Natura 2000 sites is addressed in detail in the Habitats Directive Assessment, Appropriate Assessment Screening report accompanying the project. Briefly the HDA screening report determined that the Killarney National Park, Macgillicuddy Reeks and Caragh River Catchment cSAC and the Killarney National Park SPA are the Natura 2000 sites most likely to be potentially affected. However it has been determined that all annexed habitats and key supporting habitats are outside of the area of the proposed project and no impact on same was considered from the proposed works. Potential effects on water and water dependent species were considered unlikely once standard best practice is adhered to in the environmental management of construction works. The project therefore is unlikely to significantly affect Natura 2000 sites. A stage 2 Appropriate Assessment was not required.

The pathway was inspected as part of this EIA screening report on 1st April 2014. Habitats identified were class according to Fossitt's 2000 *A Guide to Habitats in Ireland* and included three main habitats-

- Buildings and artificial surfaces (BL3) from Castle falls through the Killarney Racecourse land,
- Amenity grassland (GA 2) and scattered trees and parkland (WD 5) characterise the habitat adjoining the Priory Grove estate.

The proposed development site is located within the 10 km Grid square V98. According to the NPWS map viewer the following protected flora is recorded within this grid as detailed in table 1 below². The protected species were not found at the location of the project site.



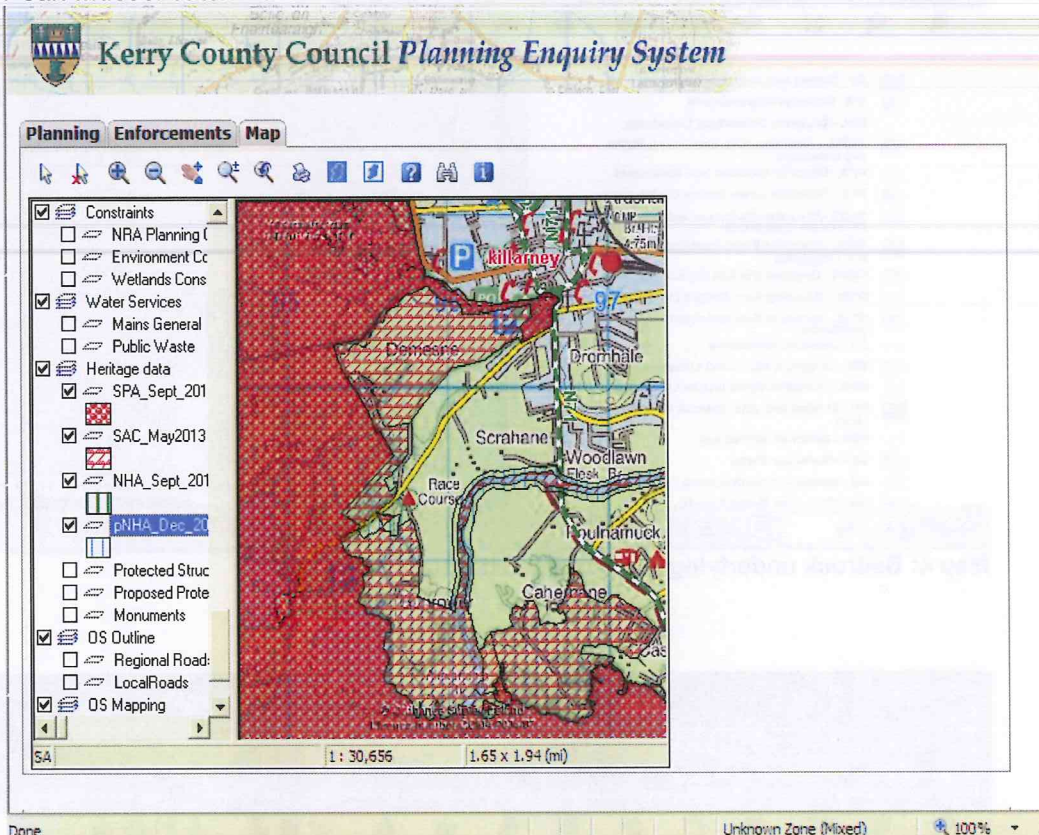
The screenshot shows a web browser window with the URL webgis.npws.ie/npwsviewer/. The page title is "National Parks and Wildlife Services Map Viewer". Below the map controls, there is a table titled "Species Information for 10K Grid: V98".

Species	Common Name	Location	Full Grid	Recorded Date	HD_II	HD_IV	HD_V
Trichomanes speciosum	Killarney Fern			28/07/1986	II	IV	
Trichomanes speciosum	Killarney Fern			1995	II	IV	
Martes martes	Pine Marten	Derrycunihy, Killarney		04/08/91			V
Najas flexilis	Slender Naiad	Killarney, SE of Ross Island	V952884	1888	II	IV	
Trichomanes speciosum	Killarney Fern			1994	II	IV	
Trichomanes speciosum	Killarney Fern			1844	II	IV	
Cephalanthera longifolia	Narrow-leaved Helleborine			1888			
Cervus nippon	Sika deer	Derrycunihy, Killarney	V9080	04/08/91			
Stachys officinalis	Betony	Killarney, Muckross	V961868	1996			
Stachys officinalis	Betony	Killarney, Castletough Bay	V973872	1804			
Pilularia globulifera	Pillwort	Killarney, mouth of River Flesk	V960880	1912			
Pilularia globulifera	Pillwort	Killarney, Robinson's Island	V900822	1994			
Trichomanes speciosum	Killarney Fern			1995	II	IV	

Table 1: List of Protected Species found within the 10km Grid Square V98

² <http://webgis.npws.ie/npwsviewer/>

It is noted that a review of the National Biodiversity Data Centre map viewer³ indicates a number of recordings for otters within the immediate vicinity of the project site along the River Flesk⁴. Badgers have been recorded in the vicinity of the project site to the northwest⁵. It is noted that the project site is located within a Freshwater Pearl Mussel catchment⁶.



Map 3: Above: Location of proposed works relative to current Natura 2000 site designations in the vicinity

2.2.3 Soil and geology

The project site is underlain by *Dinantian Pure Unbedded Limestone*. The soil is classified as *made ground and Glaciofluvial sands and gravels and Alluvium* along the River Flesk river bank. Bedrock and soil classifications are shown in maps 4-5 below⁷.

³ <http://maps.biodiversityireland.ie/#/Map>

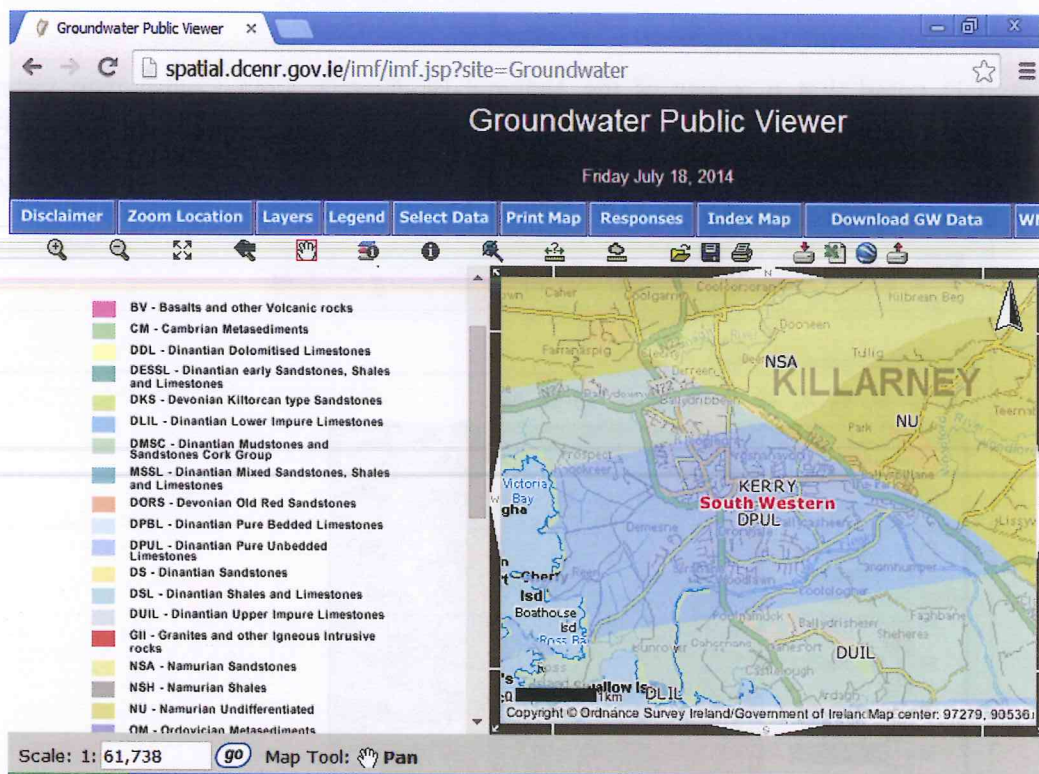
⁴ Ibid

⁵ Ibid

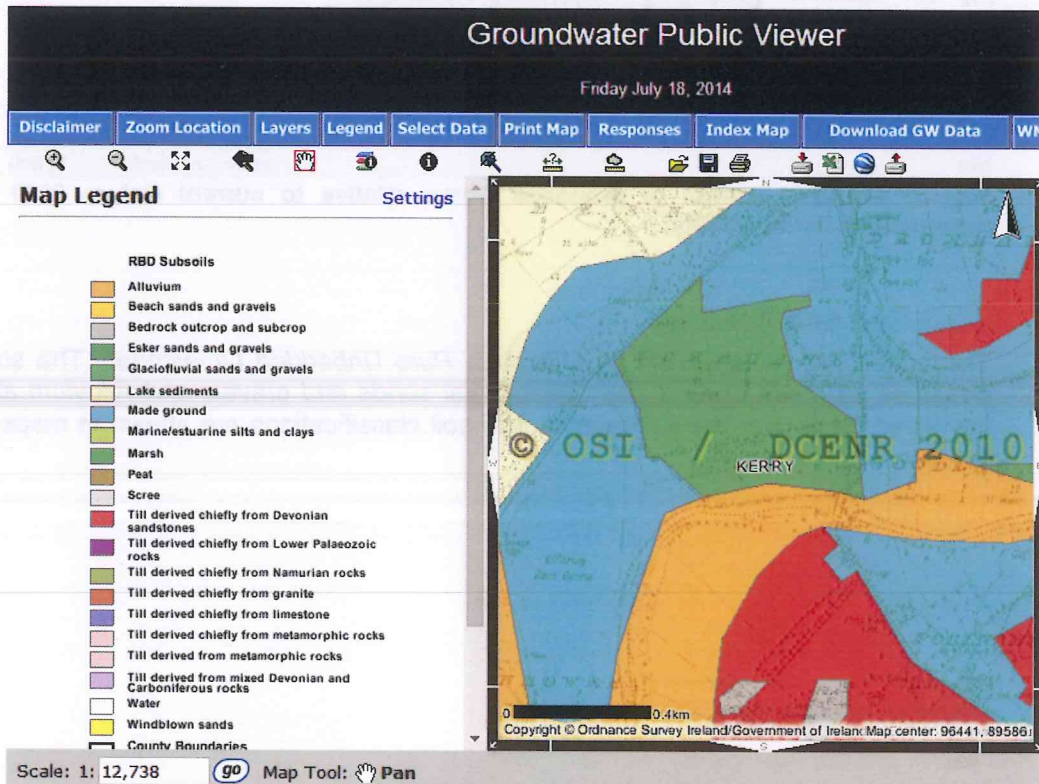
⁶ NPWS (2013) *The Status of EU Protected Habitats and Species in Ireland*.

Species Assessments Volume 3, Version 1.0. Unpublished Report, National Parks & Wildlife Services. Department of Arts, Heritage and the Gaeltacht, Dublin, Ireland.

⁷ <http://spatial.dcenr.gov.ie>



Map 4: Bedrock underlying the proposed development site



Map 5: Subsoil classifications underlying the proposed project site

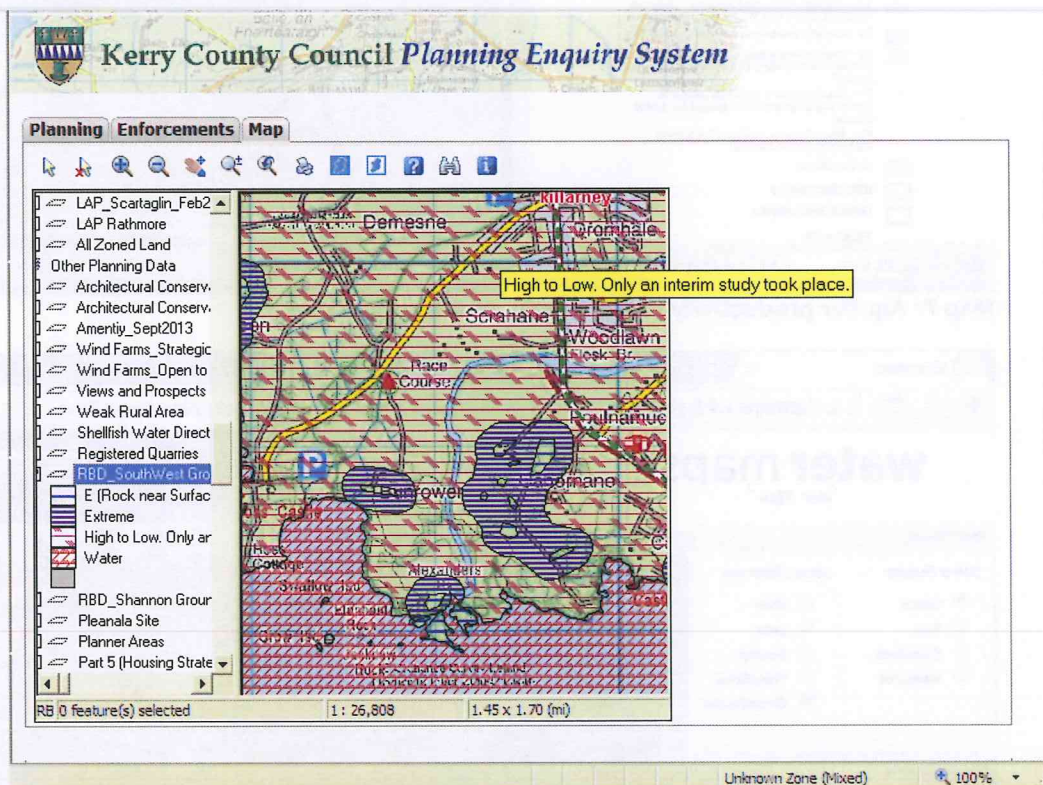
2.3 Hydrogeology and Hydrology

2.3.1 Hydrogeology

Groundwater vulnerability maps indicate the project site passes through an area with groundwater vulnerability classed as *High – Low*. Only an interim study took place, map 6. Risk to groundwater from the proposed project is not considered an issue once best practice water control measures are in place.

Aquifer productivity in the area of the proposed trail is predominately classed as *regionally important Aquifer, Karstified (diffuse)*, map 7⁸.

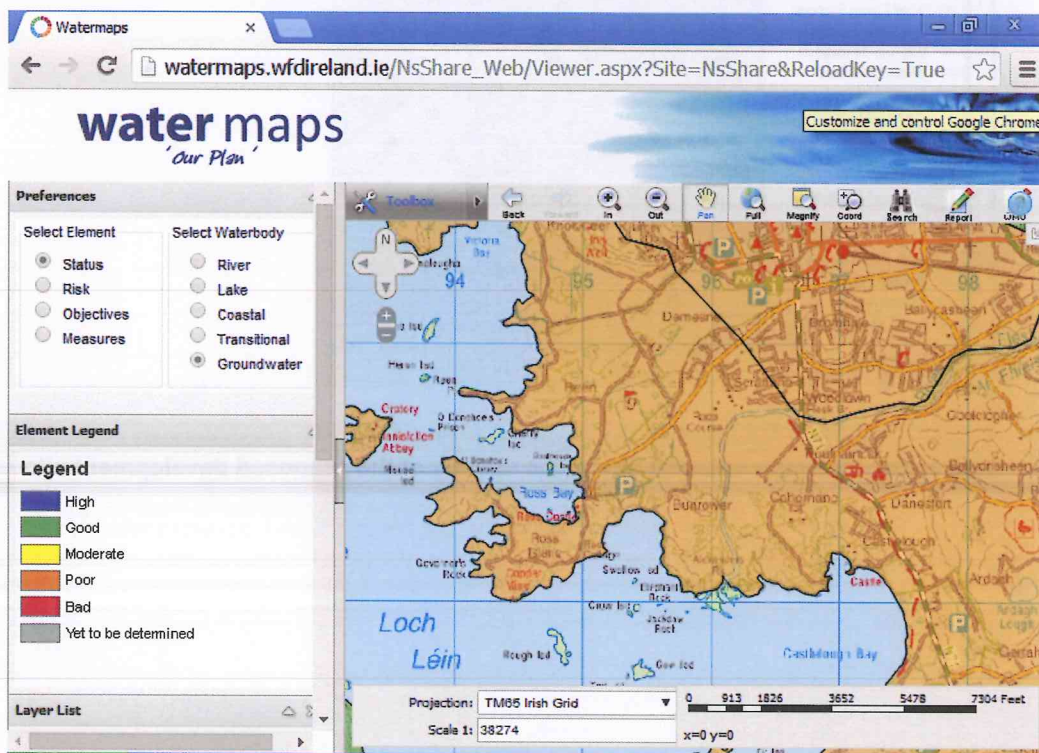
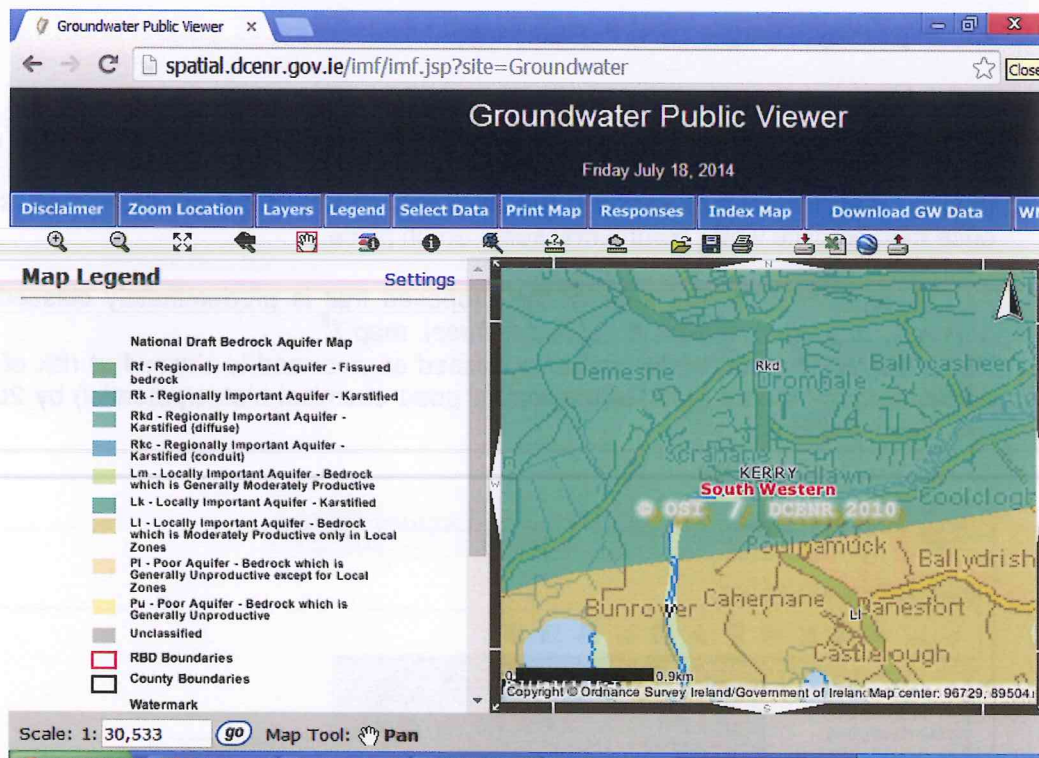
Under the WFD groundwater status is classed as *poor* and is classed at risk of not achieving good status (good ecological or good chemical status/potential) by 2015, see maps, 8 and 9⁹.

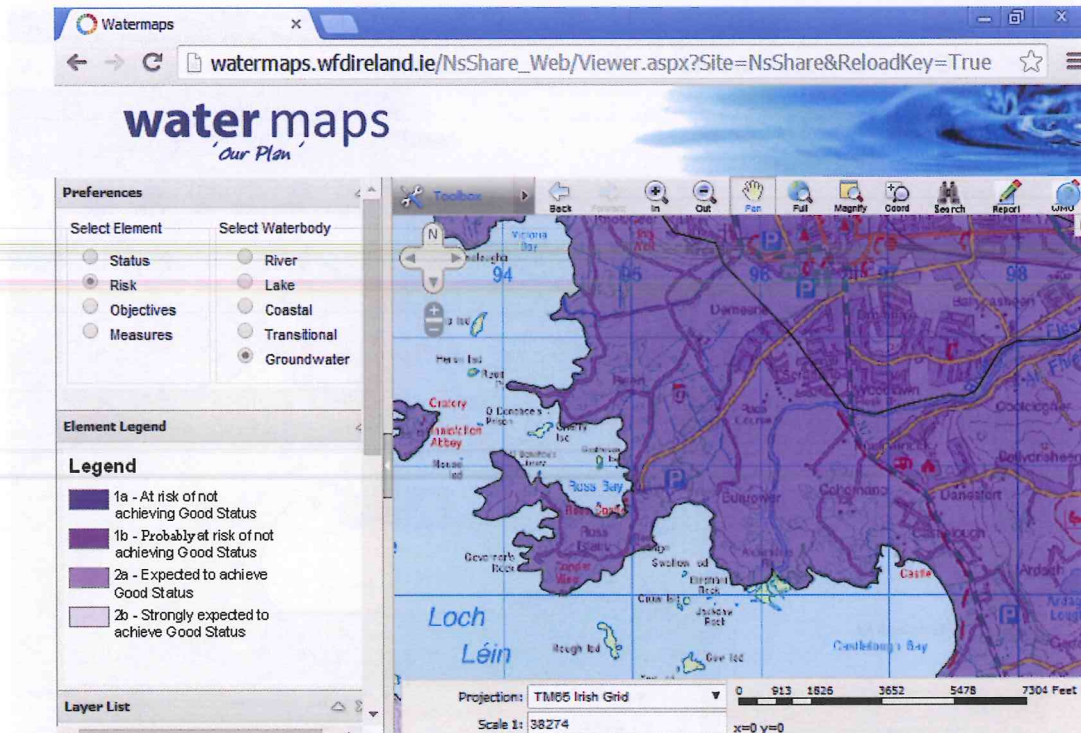


Map 6: Groundwater vulnerability in the vicinity of the proposed development site

⁸ <http://spatial.dcenr.gov.ie>

⁹ <http://watermaps.wfdireland.ie/>



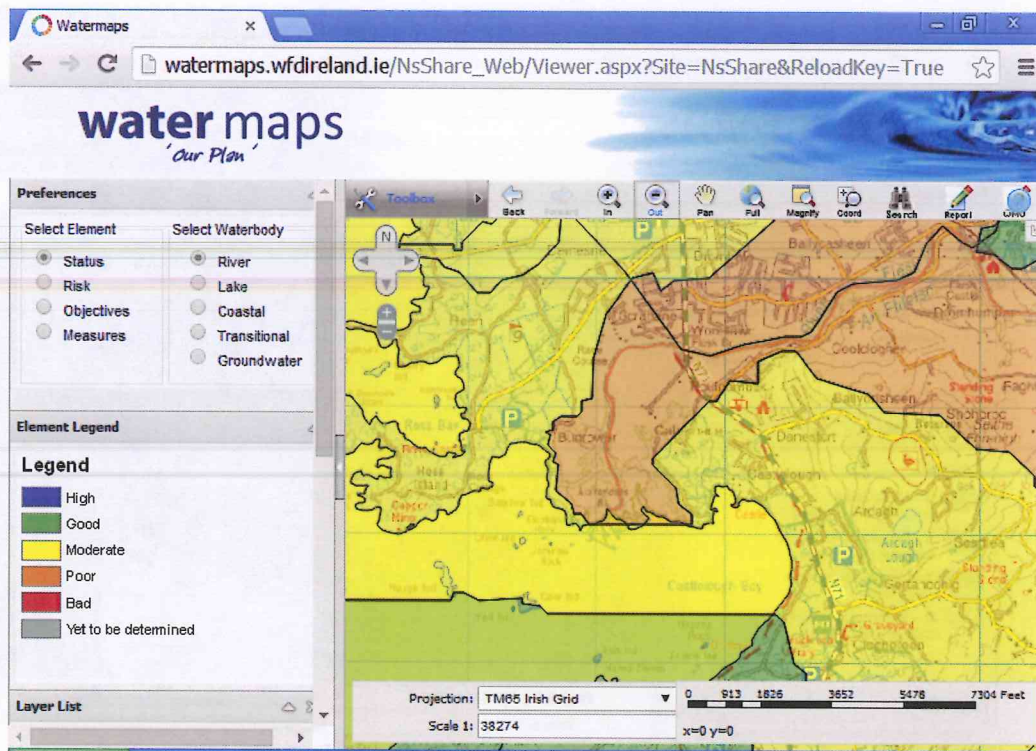


Map 9: Groundwater risk status in the vicinity of the project site

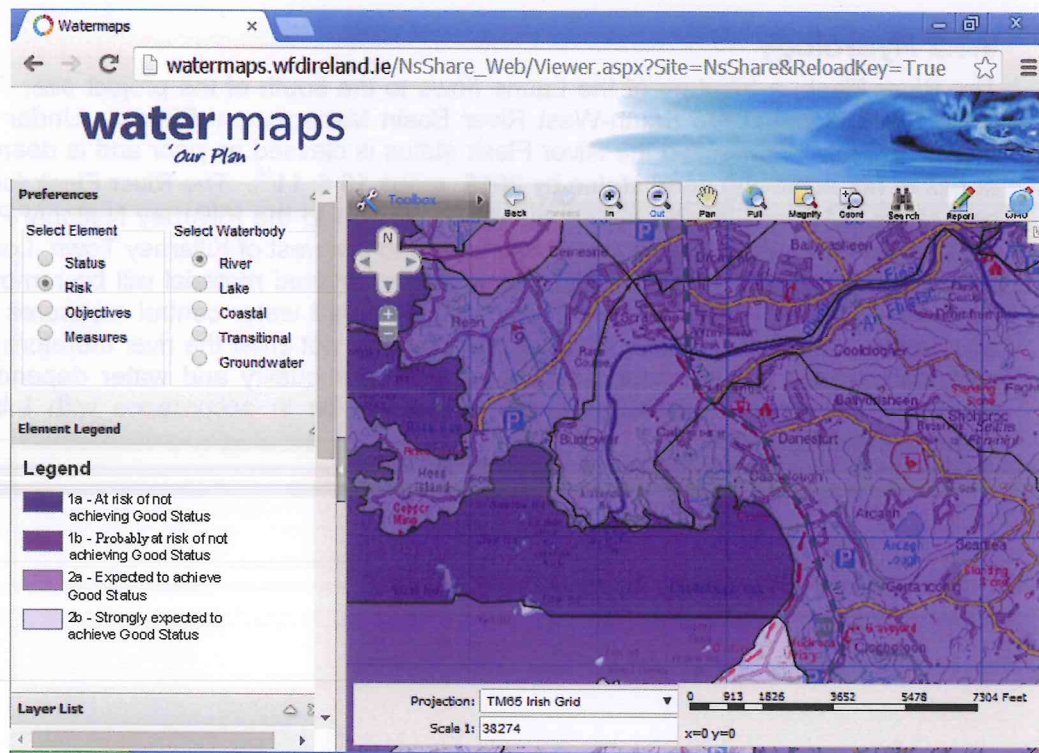
2.3.2 Hydrology

The River Flesk, a tributary of the Laune flows to the south of the project site. The River Flesk is within the South-West River Basin Management District. Under the Water Framework Directive the River Flesk status is classed as *poor* and is deemed *at risk* of not achieving good status by 2015, maps 10 & 11¹⁰. The River Flesk forms part of the SAC and is also hydrologically connected to the Killarney National Park SPA as the River Flesk drains into Lough Leane to the west of Killarney Town, Lough Leane forms part of the SPA designation. Any excavated material will be removed from site to an authorised place of disposal. Standard water control measures will ensure that run-off of sediment or other pollutants will not enter the river therefore the proposed project will not have any impact on water quality and water dependent species. The control measures implemented will be in accordance with Inland Fisheries Ireland advice.

¹⁰ <http://watermaps.wfdireland.ie/>



Map 10: River status (River Flesk) in the vicinity of the project site



Map 11: Risk status of River Flesk

2.4 Air/Climatic factors

There may be additional noise and possibly an impact on air quality through the generation of dust, during the construction stage. However, any such impacts would be localised and temporary in nature and consistent with the provision of a small-scale amenity pathway. Overall given the scale and location of works in this instance, significant negative impacts are not likely to be a matter of concern in this instance.

It is likely that there will be positive impacts to air/climate as a consequence of this development. It is considered that the provision of a combined cycleway/walkway at this location will have a long term beneficial impact on air as a consequence of encouraging cycling and walking on a dedicated off road trail with long term spin off effects and providing an alternative to motorists wishing to complete shorter journeys within the urban setting, thereby potentially reducing carbon emissions and noise.

2.5 Landscape

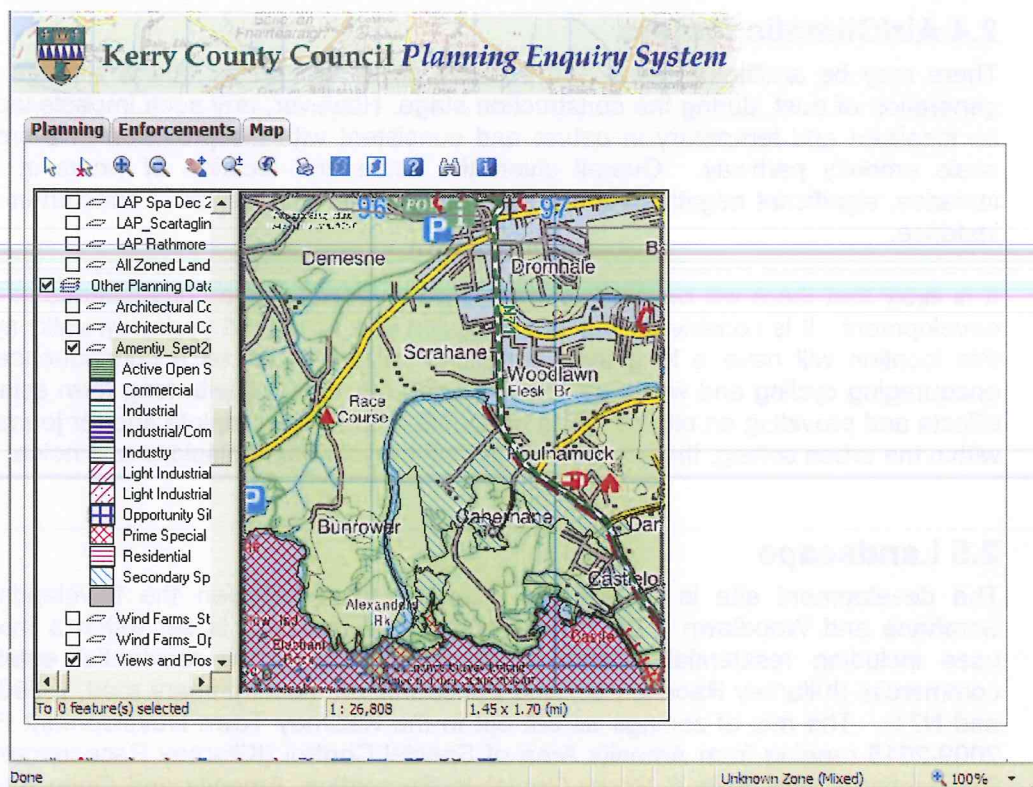
The development site is situated in Killarney Town between the townlands of Scrahane and Woodlawn. The combined cycleway/footpath is set within a mix of uses including residential, (Castle Falls and Priory Grove residential estates) commercial (Killarney Racecourse) and transportation, (local primary road, L-3905-0 and N71). The mix of zonings as set out in the Killarney Town Development Plan 2009-2015 ranging from Amenity Area of Special Control (Killarney Racecourse) to Residential (Castle Falls & Priory Grove) to Recreation, Amenity and Open Space (land adjoining River Flesk), reflect the mix of development within the vicinity of the project site¹¹

The site is directly adjoining a secondary special amenity area (River Flesk) and located less than 1 km to the north east of a prime special amenity area, as identified in the Kerry County Development Plan 2009-2015 and highlighted in map 12 below. There are no protected views or prospects identified at the location of the proposed works.

The proposed works are partially located within an established residential estate and a functioning race course and will not be visible from a wide area, which also reduces the likelihood and perception of impact in this instance. The proposed cycleway works north of the river bank will look more artificial / man made but any such impact will be offset by the use of high quality materials and finishes and the cycleway will be largely screened from the surrounding area by the existing established tree line and proposed screen fences.

Combined cycle and footpaths are already an established feature in the landscape in the vicinity of the site and the proposed development will connect to existing and proposed combined cycleway and footpaths and therefore will not look out of place or be an obtrusive feature in the landscape. Overall having regard to the nature, scale and location of the works it is considered that there will be no adverse impact on the adjacent designated secondary special amenity/prime special amenity landscape, but rather the proposed project will be a positive feature within the urban setting.

¹¹ Killarney Town Development Plan, 2009-2015.



Map 12: Amenity designations within the vicinity of the proposed development site

2.6 Architectural and Archaeological heritage and Cultural Heritage

2.6.1 Architectural Heritage

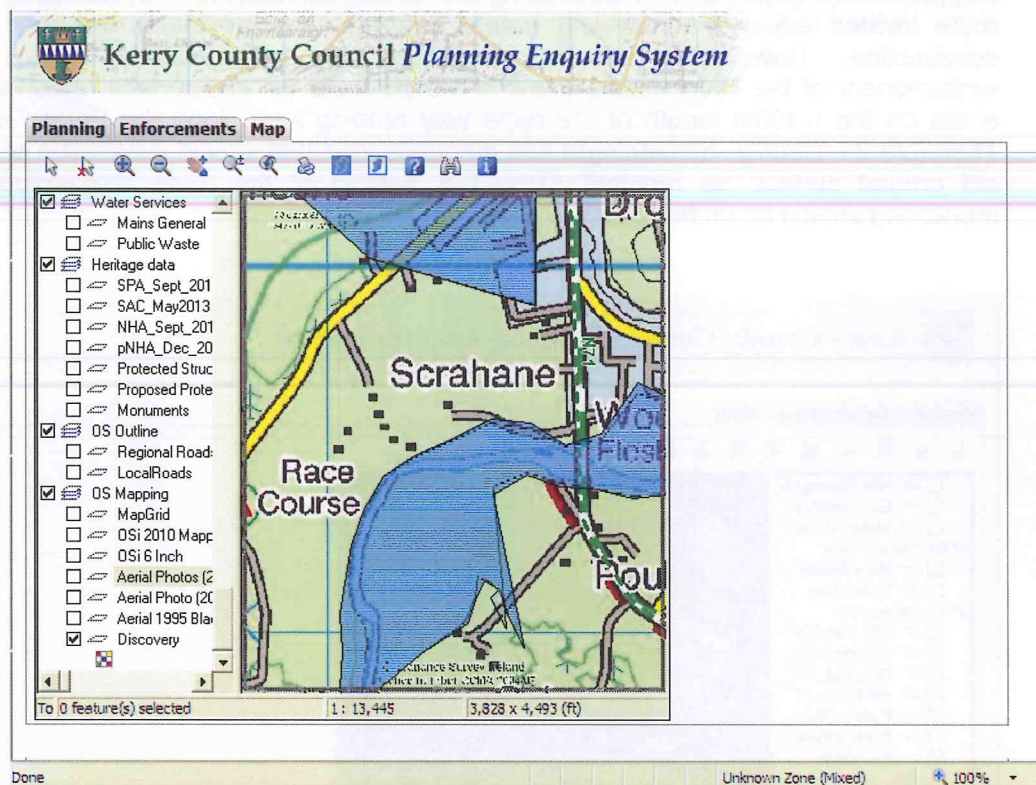
There are no protected structures or architectural conservation areas within the project site or within the immediate vicinity of the development site. No significant effect therefore likely.

2.6.2 Archaeological Heritage

The County Archaeologist has prepared an Archaeological Impact Statement in respect of the proposed development. He has noted that there are only two monuments recorded in the Record of Monuments & Places that are within 150m of the proposed cycle way – Ke066 075 an enclosure in Scrahane townland which was excavated prior to construction of housing and Ke066 073 a crop mark enclosure across the River Flesk in Cahernane townland. There are a further five features listed in the Sites & Monuments Record Ke066 116, Ke066 209, Ke066 210, Ke066 211 & Ke066 212, all shallow pits uncovered during testing and excavation in relation to the housing developments to the north. All are fully excavated¹².

¹² Office of the County Archaeologist. An archaeological Impact Statement Ross Road to Muckcross Cycle way, Scrahane, Killarney, Co. Kerry. July 2014

that the proposed development will not increase the potential of risk to flooding once standard best practice is adhered to in construction works.



Map 14: The site location of the proposal is considered to be prone to flooding

2.8 The interrelationship between the environmental topics

The greater the number of different aspects of the environment which are likely to be affected and the greater the links between the effects, the more likely significant effects may occur. Impact inter-relationships/interactions relate to the reactions between impacts within a project and the inter-relationship between impacts identified under one topic with impacts identified under another topic.

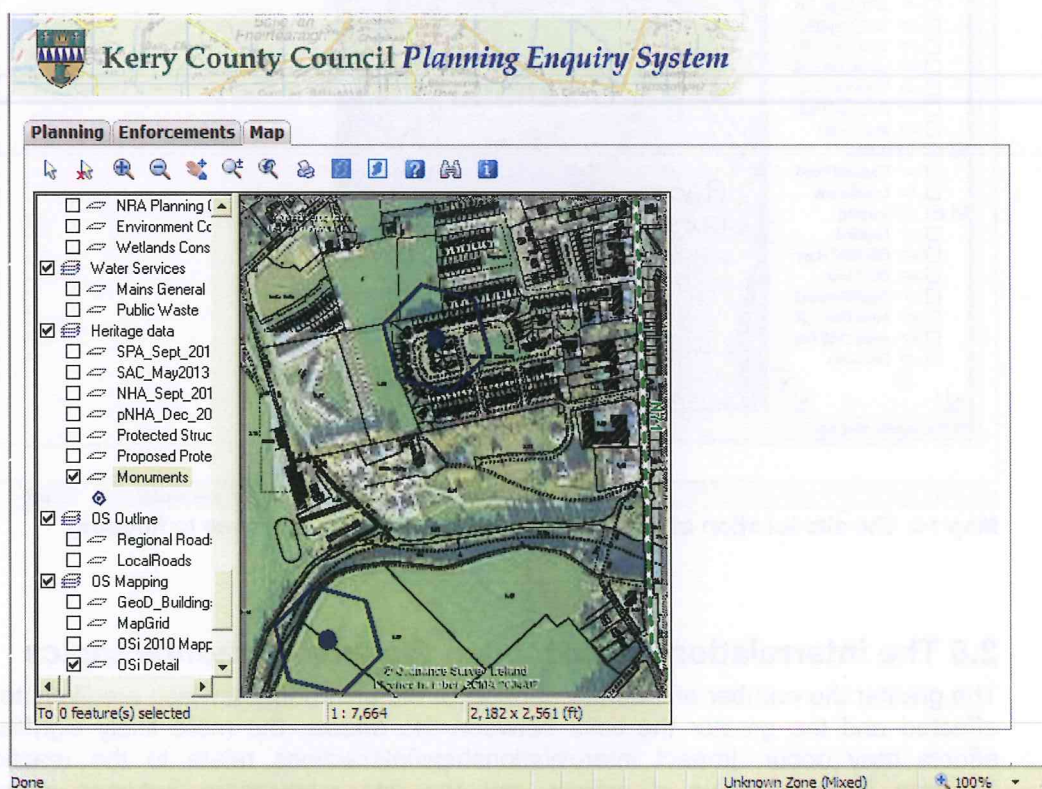
The consideration of impact inter-relationships and interactions provides an opportunity to consider the overall impacts of a scheme that might not be immediately apparent.

All above receptors contribute to the distinctive character of the area. Cumulative impacts on the suite of these features may be significant in scale, nature and duration. The most important interaction in this case is that between water quality and ecology, flood risk and archaeology.

3.0 Impact Assessment

Having considered the above environmental factors, the aim of the next section is to address likely impacts, if any on the environment by the implementation of the proposed development. A brief overview of the potential sensitivities and impacts will

As outlined in his report, the County Archaeologist has noted that the proposed cycle way does not impact directly on any recorded monuments or features. All evidence suggests a low potential for encountering archaeological features or strata along the route located adjacent to existing road/s and in areas previously disturbed by construction. However he has also noted that despite disturbance caused by embankment of the River Flesk, there is the potential for sub-surface features or strata on the c.400m length of the cycle way running east along the River Flesk. Therefore the County Archaeologist has recommended that should excavation of the old ground surface be required along this section of the route archaeological monitoring should be undertaken.



Map 13: Recorded monuments in the vicinity of the development site

2.7 Flood Risk and Management

Local Authorities (and Irish Water from 1st January 2014) have obligations under the Section 5 (2) of the 2010 Assessment and Management of Flood Risks Regulations in relation to undertaking preliminary flood risk assessments (PFRA) for relevant infrastructure for which they have responsibility.

The part of the site that adjoins the River Flesk is considered to be a flood vulnerable one.

Having regard to the guidance in the 'The Planning System and Flood Risk Management Guidelines' and to the nature, extent and location of the proposal here it is considered that the development of a combined cycleway/footpath is an acceptable development in a partly flood vulnerable area. Further it is considered

be highlighted. Whether an EIA would be deemed relevant to the scale of the project and the receiving environment will be determined.

Table 2: Impact Assessment				
Environmental Topic	Potential Impacts	Particular sensitivity	Designations	Statement on effect
Human environment/population	<p>Construction works have potential to cause a temporary impact for local residents – noise, vehicle and dust emissions. The project will also introduce additional footfall through residential estates and be located directly adjoining one, therefore there is the potential for impacts on residential amenity in terms of loss of privacy and noise of adjoining properties.</p> <p>However potential for positive long term impact on human beings as a consequence of new amenity infrastructure for pedestrians and cyclists.</p>	<p>The amenity path will directly adjoin or be within close proximity to a number of residential properties.</p>	<p>The project site is zoned Residential (Castle Falls & Priory Grove), Amenity Area of Special Control (Killarney Racecourse) and Recreation, Amenity and Open Space (land adjoining River Flesk)</p>	<p>No significant adverse effect anticipated.</p> <p>All works to be carried out in daytime working hours. Additional traffic, noise and dust caused by the temporary construction works unlikely to be significant.</p> <p>Hard and soft landscaping proposed to protect adjoining properties, with screen boundary walls and lighting scheme to be introduced.</p> <p>Operational noise not considered to be significant having regard to the established level of background noise within this urban environment.</p> <p>Positive long term impacts associated with safe off road pathway provision for cyclists and pedestrians.</p>
Ecology (flora and fauna)	<p>Sensitive habitats/species could be impacted by proposed works.</p>	<p>No annexed species or habitat recorded. However there is the potential the site and surrounding area is used</p>	<p>The project site is partially located within the Killarney National Park, Macgillycuddy Reeks and Caragh</p>	<p>Detailed appropriate assessment screening report carried out in respect of likely impact of proposed work on designations.</p> <p>No significant adverse effect on</p>
				No

Table 2: Impact Assessment					
Environmental Topic	Potential Impacts	Particular sensitivity	Designations	Statement on effect	EIS relevant
		by otter.	<p>River Catchment cSAC. The project is also located within 15km of the following Natura 2000 sites:</p> <ul style="list-style-type: none"> • Killarney National Park, SPA, c. 1km to west, • Sheheree Bog, SAC, c. 2km to south-east, • Castlemaine Harbour, SAC, c. 7 km to west. 	the ecological integrity of the protected sites anticipated.	
Hydrology and hydrogeology	Surface water run-off from construction site. Minor excavations proposed so no impact on groundwater likely.	Water dependent habitats and species	<ul style="list-style-type: none"> • Killarney National Park, Macgillycuddy Reeks and Caragh River Catchment cSAC. • Killarney National Park, SPA, c. 1km to west, 	<p>No significant effect anticipated. Best practice will be employed during the works phase to ensure that no significant risk of contamination to ground and surface waters is likely to occur in this instance during construction and or operational phase of development.</p>	No
Soils and geology	Possible contamination of	None	None	No significant effect anticipated,	No

Table 2: Impact Assessment					
Environmental Topic	Potential Impacts	Particular sensitivity	Designations	Statement on effect	EIS relevant
	soil from construction works.			Best practice will be employed during the works phase to ensure no significant risk encountered.	
Air quality/climatic factors	No negative impacts. Potential for positive impacts through reduction in carbon emissions.	None	None	No significant negative effect anticipated. Positive impact as a consequence of provision of alternative mode of transport –walking/cycling route and reduced carbon emissions.	No
Architecture	Possible impacts on protected structures.	Protected Structures, Architectural Conservation Areas	None within or adjacent to the project site.	No significant effect likely.	No
Archaeology	Potential of proposed works to impact on known or hitherto unrecorded archaeological remains.	Record of Monuments & Places. Potential for sub-surface features or strata along part of route.	None within project site. Within 150m of project site: Ke066 075 an enclosure in Scrahane townland. Ke066 073 a crop mark enclosure across the River Flesk in Cahernane townland.	The County Archaeologist has noted that the proposed cycleway/walkway does not impact directly on any recorded monuments or features. All evidence suggests a low potential for encountering archaeological features or strata along the route located adjacent to existing road/s and in areas previously disturbed by construction. However he has also noted that despite disturbance caused by embankment of the River Flesk, there is the potential for sub-surface features or strata on the	No

Table 2: Impact Assessment				
Environmental Topic	Potential Impacts	Particular sensitivity	Designations	Statement on effect
				c.400m length of the cycle way running east along the River Flesk. Therefore the County Archaeologist has recommended that should excavation of the old ground surface be required along this section of the route archaeological monitoring should be undertaken.
Noise	Noise pollution possible at construction and operational stage.	The pathway will directly adjoin or be within close proximity to a number of residential properties and Natura 2000 site designations.	Residential zoning (Castle-Falls & Priory Grove) and Recreation, Amenity and Open Space zoning (lands adjoining River Flesk) Killarney National Park, Macgillicuddy Reeks and Caragh River Catchment cSAC, Killarney National Park, SPA.	No significant adverse effect anticipated. All works to be carried out in daytime working hours. Additional noise caused by the construction works temporary in nature and unlikely to be significant. Operational noise not expected to have a significant negative impact on adjoining residential amenities or on annexed species of Natura 2000 sites given existing level of established background noise within this urban environment.
Landscape	All development has the potential to impact on the landscape.	Partial development near River Flesk bank-side	Secondary Special Amenity, (River Flesk) Prime Special Amenity within the wider vicinity of Killarney	No The proposed pathway will be constructed along Castle-Falls estate roadway and continue into the racecourse lands running between the racecourse and the

Table 2: Impact Assessment				
Environmental Topic	Potential Impacts	Particular sensitivity	Designations	Statement on effect
			National Park	<p>Priory Grove estate eventually turning eastwards to north of the river bank of the River Flesk. The path will merge into the existing landscape. No significant effect likely as a consequence of path or ancillary works including boundary treatment.</p>
Flood Risk and Management	The development could be flooded/eroded or could contribute to flooding in the area.	The site is located within an area identified as being vulnerable to fluvial flooding, as identified on map no. 14 in report.	Prone to fluvial flooding.	<p>The work proposed is a minor cycle and pedestrian amenity path, with the majority of the route being constructed within the existing road carriageway of Castle-Falls estate and Killarney Racecourse lands. Surface water to be dealt with as per best practice. The proposed development will not increase the potential of risk to flooding.</p> <p>No</p>

EIA Screening Exercise

1. Characteristics of development	
Size	The length of the pathway from Ross Road to Flesk Bridge on the Muckcross Road is approx 1040m and will have a maximum width of 3m.
Accumulative impacts with other developments / projects	<p>The proposed cycleway will link Ross Road with Muckcross Road. There are a number of other existing and proposed developments in the wider area. Existing developments in the immediate surrounding area includes a mix of residential and commercial developments consisting mainly of residential estates (including Castle Falls) Killarney racecourse, hotel and guesthouse developments. Extant planning permissions in vicinity of project site, commercial and non commercial developments and Part 8 road improvement scheme for the N71 which will link in with this project.</p> <p>There is the potential for adverse cumulative impacts in relation to impacts on water quality and ecology downstream of project site. However if development is carried out in line with standard best practice, the potential for cumulative effects is reduced and or avoided. There is also the potential for positive cumulative impacts in relation to the enhanced recreational amenity aspects provided to local residents and visitors to the area.</p>
Use of natural resources	This is a small scale development project, whose construction aspects will require a limited amount of natural resources.
The production of wastes	No large-scale wastes will be generated.
Pollution and nuisances	Minor and temporary in nature during construction stage. Additional noise from temporary construction works will be experienced however it is not deemed to be significant, considering the site's location in a town setting. On completion of works minor elevated level of noise may be experienced by residents of adjoining residential properties to the project with passing pedestrians/cyclists however given the location of the site within an urban environment with existing adjoining uses surrounding the project site, an increase in noise associated with the project is not thought to be detrimental to the residential amenity of those adjoining properties.
The risk of accidents having regard to substances or technologies used	<p>None envisaged due to the nature and scale of the development proposed. Standard health and safety precautions will be required.</p> <p>As this proposal involves works to the existing road network and the upgrading of existing infrastructure</p>

	and provision of new infrastructure for vulnerable road users - cyclists and pedestrians this project is likely to reduce the potential of risk of accidents in the future.
2. Location of Proposed Development	
Existing land use	Mix of uses: public roadway, residential, commercial and recreation/amenity.
Previous land use	Mix of uses: public roadway, residential, commercial and recreation/amenity.
Relative abundance, quality and regenerative capacity of natural resources in the area	This is a small scale development project which will require a limited amount of natural resources associated with the construction phase.
The existing environment and absorption capacity of the natural environment, paying particular attention to the following areas: <ul style="list-style-type: none"> ○ Wetlands ○ Coastal zones ○ Mountain and forest areas ○ Nature reserves and parks ○ Natura 2000 sites ○ Areas in which environmental quality standards laid down by the EU have already been exceeded ○ Densely populated areas ○ Landscape of historical, cultural or archaeological significance 	<ul style="list-style-type: none"> ○ Wetlands: Wetlands are located in the wider area. ○ Coastal Zone: This proposal is not located in a coastal zone. ○ Mountain and forest areas: This proposal is located in the vicinity of mountainous areas, including the Macgillicuddy's Reeks, Torc Mountain. ○ Nature reserves and parks: The proposal is located north of the river bank of the River Flesk which is a pNHA and cSAC (Killarney National Park, Macgillicuddy's Reeks and Caragh River). ○ Natura 2000 sites: the proposal is part located within Killarney National Park, Macgillicuddy's Reeks and Caragh River cSAC. ○ Areas in which environmental quality standards laid down by the EU have already been exceeded: None ○ Densely populated areas: The proposal is located within Killarney Town, the second largest town in Kerry. Tralee Town is located approx 20 miles away. ○ Landscape of historical, cultural or archaeological significance. This area is not located within designated landscape protection areas in the current Town Development Plan. ○ No known areas of archaeological potential will be impacted upon. There is the potential for sub-surface features or strata on the c.400m length of the cycle way running east along the River Flesk. Therefore the County Archaeologist has recommended that should excavation of the old ground surface be required along this section of the route archaeological monitoring should be undertaken.
	The scale and nature of the proposed project and habitats/species identified in the proposed development site implies no significant effect on the natural environment.

	The HDA Screening report undertaken as part of this project screened out the need for AA. No significant affects on Natura 2000 sites within 15km of the proposed development were identified.
3. Characteristics of Potential Impacts The potential significant effects of the proposed development in relation to the criteria set out in 1 & 2 above and having particular regard to:	
Extent of the Impact (geographical area and size of affected population)	<p>No significant adverse impacts identified, any minor impacts envisaged to occur will be localised in nature (noise, dust, traffic disruption, potential for surface water pollution) and mitigated through the project including best practices in the environmental management of construction works.</p> <p>Overall it is considered that impacts are likely to be positive, particularly in respect of impacts on human beings and material assets as a consequence of the provision of new amenity pathway. This project will provide an alternative off road path for vulnerable road users, cyclists and pedestrians wishing to travel between Ross Road and Muckcross Road, linking existing and planned similar infrastructure. Further this amenity path will improve connectivity to and accessibility between the town and major tourist attractions.</p> <p>In general impacts are likely to be positive on human beings and extend beyond the immediate vicinity of the site and will benefit people using this amenity pathway from the wider area.</p>
Transfrontier nature of the impact	None. No cross border implications.
Magnitude and complexity of the impact	<p><u>Main adverse impacts include potential for:-</u></p> <ul style="list-style-type: none"> • Impacts on water quality/water dependent species, • Flood risk, • Archaeology <p>These impacts are not considered to be overly high in magnitude or complex in nature and are standard considerations with respect to such developments.</p> <p><u>Main positive impact include:</u></p> <ul style="list-style-type: none"> • Off-road amenity pathway for cyclists and pedestrians/Improved connectivity within the urban setting.
Probability of the impact	<p>Impacts on water quality and water dependent species</p> <p>The works are partially proposed to the north of the River Flesk river bank. Potential effects on water and water dependent species are considered unlikely once standard best practices during the works phase are employed. Excavated material will be removed</p>

	<p>from site to an authorised place of disposal. Standard sediment control measures will ensure that silt and other potential harmful pollutants will not be permitted to enter watercourses. Any runoff will be directed to silt ponds which will allow runoff water to percolate slowly into the ground through a terram base and pea gravel. The control measures implemented will be in accordance with Inland Fisheries Ireland advice. Therefore the potential for significant water quality impacts can be discounted in this instance and consequently impacts on water dependent species/habitats is not considered likely in this case.</p>
	<p>Flood Risk</p> <p>The site location of the cycle route north of the River Flesk, the floodplain of the River Flesk has been identified as vulnerable to fluvial flooding. The development of the combined cycleway/footpath is not likely to significantly increase the risk of flooding giving that c. half of the route is to be located on already built and modified ground and where the route traverses undisturbed ground, adequate provision will be made for SUDS.</p> <p>Having regard to the guidance in the 'The Planning System and Flood Risk Management Guidelines' and to the nature, extent and location of the proposal here it is considered that development of a cycleway/walkway is acceptable in this instance, given that this type of development is not especially vulnerable to the adverse impacts of flooding and further the development by itself is not likely to create an unacceptable flood risk to surrounding lands.</p>
	<p>Archaeology</p> <p>The proposed cycle way does not impact directly on any recorded monuments or features. All evidence suggests a low potential for encountering archaeological features or strata along the route located adjacent to existing road/s and in areas previously disturbed by construction. However the County Archaeologist has noted that despite disturbance caused by embankment of the River Flesk, there is the <u>potential for sub-surface features or strata on the c.400m length of the cycle way running east along the River Flesk.</u> Therefore it is recommended that should excavation of the old ground surface be required along this section of the route archaeological monitoring should be undertaken.</p> <p>No significant effect likely as recommendation will be incorporated into the project</p>

	<p>Safer road network for vulnerable road users. Positive long-term human being impacts associated with upgraded road network for vulnerable road users - cyclists and pedestrians as a consequence of a combined cycleway/footpath. The project will improve connectivity between areas of the town and tourist attractions and will also connect with existing and planned cycling/pedestrian pathways. Further the project will provide a safe off road alternative for cyclists/pedestrians wishing to complete shorter journeys. The project is likely to reduce the risk of accidents in the area.</p> <p>No significant impacts are anticipated or considered to be likely.</p>
Duration, frequency and reversibility of the Impact	<p>Construction risks including risks to water quality/ water dependent species are likely to be temporary and short term in nature.</p> <p>More long-term positive impacts will be associated with an improved and safer road network and from the provision of a new combined cycleway/footpath for vulnerable road users - cyclists/pedestrians.</p>
4. Recommendation and conclusion	
<p>Having regard to the above, and in particular to the nature, scale and location of the proposed project, by itself and in combination with other plans and projects, it is considered that an EIA is <u>not</u> required in this instance.</p> <p>It should be noted that prior to a final conclusion being made the assessment contained in this report will be reviewed on receipt of any additional information received from prescribed bodies or public submissions as part of the Part 8 Planning Process. As this stage however, and without prejudice, it is considered that an EIA is <u>not</u> required in this instance.</p>	

Signed: Michelle O'Connor
Michelle O'Connor
Planning Officer

Date: 24/07/2014

[illegible]

Appendix B



Fig 1: Existing recreational park adjoining the River Flesk



Fig 2, 3: Existing pathway near and on River Flesk river bank.



Fig 4: Existing entrance into park to be utilized as exit/entrance point for cyclists



Fig 5: Existing footpath along Flesk Bridge to be widened to accommodate cyclists



Fig 6,7: Existing ground to north of river bank adjoining Priory Grove residential estate will accommodate the cycle route.



Fig 8: Castle Falls estate road to accommodate part of cycle route



Fig 9: Killarney Racecourse land, the cycle route will traverse through here along the western portion of ground, once stables demolished.



Fig 10: area where the cycle route meets with the Racecourse, rear amenity space of house no. 3 in Priory Grove visible. Rock armoring required here.