

Preliminary Environmental Impact Assessment Screening Report

for proposed

**Proposal to resurface and extend the existing
seafront public carpark at Waterville, Co
Kerry to include provision of coach parking
spaces, bicycle stands, a multi-use paved
area and ancillary site works**



1.1 Introduction

The Environmental Assessment Unit (Planning and Sustainable Development Department) has been requested by the Operations Department, Kerry County Council to assist in forming an opinion as to whether or not the proposed project, should be subject to EIA Screening or EIA (Environmental Impact Assessment). The proposed works provide for upgrading works to and an extension of the existing waterfront car park at Waterville, Kerry. This report comprises a Preliminary Environmental Impact Assessment Screening Report and is based on objective professional judgement and expertise.

1.2 Legislative context

EIA legislation sets down the types of projects that may require an EIA. Annex I of Directive 2011/92/EU, as amended by Directive 2014/52/EU' defines mandatory projects that require an EIAR and Annex II lists projects which can be subject to case by case analysis or thresholds to be determined by member states. Irish thresholds are outlined in the Roads Regulations and the Planning and Development Regulations.

Planning and Development Act 2000 (as amended) Section 172(1) states that an EIA shall be carried out in respect of certain applications for consent for proposed development. This includes applications for 'sub threshold' development, namely those which are of a Class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended, but do not exceed the relevant quantity, area or other limit specified and the competent authority determines that the proposed development would be likely to have significant effects on the environment. Section 172(1A) specifies that the above is relevant to development that may be carried out by the local authority under Part X.

In relation to carparking the threshold is outlined Schedule 5, Part 2, Infrastructure Projects 10(b), of the Planning and Development Regulations 2001, as amended as follows:-

'Construction of a car-park providing more than 400 spaces, other than a car-park provided as part of, and incidental to the primary purpose of, a development'.

In relation to 'Urban Development' the threshold is outlined under Class 10(b)(iv) in the Regulations as follows:-

'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'.

1.3 Methodology

Following on from an outline of a project as described in Section 2 of this report, the preliminary screening exercise will be undertaken in Section 3. Section 4 outlines the conclusion.

2. Project Description

The proposal provides for an extension to the capacity of the existing Car Park at the Waterfront adjoining the promenade in Waterville Town.

The footprint and capacity of the car park will increase to provide a maximum of 45 car spaces and 6 coach spaces. The area of the development is 3014m² (0.3Ha). The proposed development would expand the existing carpark's footprint and capacity and enhance regulation and management. The footprint of the permanent carpark would extend into an existing Tennis Court located to the north. To the south a paved multi-use area is proposed to be located within an existing grassed amenity area. The paved area is designed to be used for carparking as the need arises. The paving would also facilitate its use as a space for amenity, community, cultural or social activities. Bicycle parking facilities are also proposed in this area.

3. Preliminary Screening Exercise

The proposed scheme has been assessed in terms of the mandatory requirement for an EIA based on the nature or scale of the development, as addressed in the EU Directive 2014/52/EU, the Roads and Planning Acts. The proposal is considered to be a project type to which the EIA Directive is applicable but not one which requires mandatory EIA.

In particular, it is noted that a carpark of 400 spaces or more is not proposed in this instance. The total number of carparking spaces will be increased to a maximum of 45 car parking spaces and 6 coach spaces.

In consideration of the requirement for significant effects on the environment, the Source-Pathway-Receptor model is used to review the characteristics of proposed development, location of the proposed development and the characteristic of the potential impacts. The characteristics of proposed development include standard road project works within and adjoining an existing carpark. The site while located in close proximity to a special area of conservation (Ballinskelligs Bay and Inny Estuary SAC), is also located within Waterville Town.

The loss of the existing amenity space is not considered to be of significance in this instance. The tennis court and green area represent underutilised spaces. It is noted that there are more modern tennis courts located elsewhere in the settlement. The green area which would be removed is somewhat cut off from the larger green area and its loss is considered to be acceptable having regard to the paved nature of the works at this location. Significant visual impacts are not likely to arise. The positioning of the buses to the north is considered to be preferential to the existing situation where they are able to park at the waterfront to the south.

The northern part of the proposed site is located within an M4 Built up area zoning, while the southern part is located within G1 Open Space, Park zoning. Within the West Iveragh Local Area Plan, which governs the development of the area, car parking is permitted in principle within the M4 zoning and open to consideration within the G1 zoning. Public facilities and infrastructure are open to consideration within both zonings. The current Development and Local Area Plans for the area outline the importance of infrastructure, amenity and biodiversity protection. The proposal conforms with the development objectives of the LAP, including We-T-01 and We-T-02. Land use plans for the area were subject to Strategic Environmental Assessment and Habitats Directive Assessment at Plan preparation stage.

Transport and Movement	
Objective No:	It is an objective of the council to;
WE-T-01	Provide for the provision and improvement of pedestrian and cycling infrastructure in the town as required.
WE-T-02	Provide for the development of car parks with the capacity to accommodate dedicated tour bus parking.

A planning search revealed no permitted (unbuilt) developments at the general location of the proposed works, which could result in 'in-combination' effects. The county archaeologist has advised that no archaeological issues arise.

Climate change is likely to result in more extreme weather events. It is understood that the promenade can overtop during coastal storm events. Such events are more predictable than fluvial flood events and it is considered that no materially different flood risk would arise from the proposal. The ICPSS tidal flood mapping shows the promenade area as being at risk in the 0.5% tidal event. Car parking is not considered to be a highly vulnerable use to flooding and the proposal would not result in or exacerbate flood risk elsewhere.

These are small scale works, which do not involve the creation of significant pollution or waste, risk of major accidents or risk to human health. There are no invasive species located within the works area. The proposal is a natural extension to the existing carpark.

No significant cumulative impacts are likely to arise in view of the small scale and contained nature of the works. No Archaeological issues arise. Therefore, in consideration of the nature, scale and location of the development, there is no real likelihood of significant effects on the environment.

Development Features	Preliminary Examination
Annex I Project	No
Annex II Project	No
Sub-threshold Project	Yes
Characteristics	Small scale, straightforward works. Not a complex construction.
Location	Works located within an urban setting at a coastal seafront location, within and adjoining an existing carpark. Ballinskelligs Bay forms part of the Ballinskelligs and Inny Estuary SAC.
Impacts	Minor – temporary and manageable. No significant operational stage impacts
Potential for significant effects	No
EIA or EIA Screening required	No

Conclusion

In consideration of the nature, scale and location of the development, it is concluded that there is no significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development. EIA Screening nor EIA are required in this instance.

Reasons for conclusion

- The proposal is substantially below relevant mandatory EIA thresholds.
- There are no potential cumulative or in combination effects likely to arise.
- There is no real likelihood of significant effects on the environment arising from the proposed development.

Influential measures incorporated into the project envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment

None required