

**Preliminary
Environmental Impact Assessment
Screening Report**

for proposed

**Killarney Town Cycle Paths Project,
Killarney, Co. Kerry**



**Environmental Assessment Unit
Kerry County Council**

1.1 Introduction

The Environmental Assessment Unit (Planning and Sustainable Development Department) has been requested by the assess whether or not the proposed project, should be subject to EIA Screening or EIA (Environmental Impact Assessment). 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 / EIS and Annex II lists projects which can be subject to case by case analysis or thresholds to be determined by member states. The relevant threshold summaries of legislative requirements for EIA Screening for road type developments (in Ireland) are set out in Table 1 below.

Table 1 Summary of Legislative Requirements for EIA Screening – From the Roads Act (1993–2016); based on the original format in the NRA Guidelines on EIA (2008).

Mandatory		Regulatory Reference
(1) Construction of a motorway		S. 50.—(1) (a)(i) of the Roads Act, 1993-2016.
(2) Construction of a busway		S. 50.—(1) (a)(ii) of the Roads Act, 1993-2016.
(3) Construction of a service area		S. 50.—(1) (a)(iii) of the Roads Act, 1993-2016.
(4) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely:	<p>The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500m or more in length in an urban area;</p> <p>The construction of a new bridge or tunnel which would be 100 metres or more in length.</p>	<p>Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)</p> <p>Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)</p>
Sub-Threshold		Regulatory Reference
(4) Where An Bord Pleanála considers that any proposed road development (other than development to which mandatory requirement applies) consisting of the		S. 50.—(1) (b) of the Roads Act, 1993 - 2016.

<p>construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, he shall direct the road authority to prepare an environmental impact statement in respect of such proposed road development and the authority shall comply with such direction.</p>	
<p>(5) Where a road authority considers that any proposed road development (other than development to which mandatory requirement 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 the Board in writing and where the Board concurs with the road authority he shall give a direction to the road authority (as above).</p>	<p>S. 50.—(1) (c) of the Roads Act, 1993 - 2016.</p>
<p>(6) Where a proposed road development (other than development to which mandatory requirement applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on certain environmental sites, the road authority concerned shall decide whether the proposed road development would or would not be likely to have significant effects on the environment. The sites concerned are:</p>	<p>(i) a European Site, meaning (I) a candidate site of Community importance, (II) a site of Community importance, (III) a candidate special area of conservation, (IV) a special area of conservation, (V) a candidate special protection area, or (VI) a special protection area</p> <p>(v) Land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976 (No. 39 of 1976)</p> <p>(vi) Land designated as a refuge for fauna under section 17 of the Wildlife Act, 1976 (No. 39 of 1976)</p>
<p>If the authority decides that the proposed road development would be likely to have significant effects, it shall inform An Bord Pleanála in writing (as outlined in (6) above).</p>	

1.3 Methodology

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

2. Project Description

This proposal, under assessment, seeks to provide cycle paths within Killarney Town. Several additional quiet routes are also proposed which will provide interconnectivity between the various key routes and will provide safe access to the town centre. For the most part the works will be accommodated within the existing road space. Works will include excavation, undergrounding of services, kerblin adjustment, surfacing, landscaping, lighting, road lining and ancillary site works. At certain locations, the proposals seek to accommodate the cycleway within residential amenity open space areas or through the setting back of existing roadside boundaries. Wastes generated will be disposed of at an appropriate authorised place of disposal.

Characteristics of the Plan or Project	
Size, scale, area, land take	<p>This scheme proposes to provide cycle paths along existing infrastructure within Killarney Town. The proposal primarily seeks to provide cycle lanes along:-</p> <ul style="list-style-type: none">• Park Road – Park Road roundabout to Friary Church,• Rock Road – Car Park to north of N22 Roundabout,• Upper Lewis Road,• Deer Park Road,• Leisure Centre to Deer Park Road <p>Several additional quiet routes will provide interconnectivity between the various key routes and will provide safe access to the town centre. These quiet routes will be established with minimal construction inputs such as line markings and street signage.</p> <p>The cycle lane routes extend for approximately 3800m, the quiet routes extend to 1500m.</p> <p>For the most part the works will be accommodated within the existing road space. Works will include excavation, undergrounding of services, kerblin adjustment, surfacing, landscaping and road lining. The nature and location of the project, which is primarily on public roadways, is such that a limited area will be under excavation at any one time. Existing roadside boundaries will also be set back at certain locations. New LED public lighting is proposed along Park road and Upper Lewis road in lieu of existing lighting where the overhead ESB cable network will be undergrounded. Improved LED lighting will be provided on Rock Road. LED lighting will be limiting LED intensity and will have improved spectral composition toward warmer colors.</p>

Characteristics of the Plan or Project

Rock Road Cycle Paths:

Rock Road cycle paths consist of segregated 1.8m wide cycle paths on either side of the road with a 2.0m footpath. A green verge of up to 2.0m in width has been incorporated on the western side to enhance and reinstate the aesthetics of the approach to the town. Carriageways will be reduced to 6.5m in width along the length of the proposed works. The grass verge will be raised by 125mm above the carriageway with a traditional precast concrete kerb line. On the eastern side a flush cobble strip defines the edge of this carriageway. This permits the multitude of entrances on this side to be accessed without continually raising and lowering kerbs. The course texture will clearly indicate to drivers that they have entered onto another surface should they pass over the stone. The cycle paths are segregated with an additional 50.0mm change in level to the footpath.

There will be circa 273m² of take required along a Kerry County Council housing development. This setback has already been accommodated within the housing planning process. No works are proposed to the grotto.

Drainage on the scheme will be reviewed at detailed design stage but it is anticipated that all existing connections will be utilized.

Undergrounding of ESB and comms services along the route will form part of the works.

Upper Lewis Road Cycle Paths

Upper Lewis Road will include a two-way cycle path and a 1.8m wide footpath on the western side of the existing carriageway with minimal works to the eastern side. The carriageways will be reduced to 6.0m in width along the length of the proposed works. The cycle paths will link Bridgefield estate and anticipated future cycle traffic from the north and link to quiet routes to the north of Fitzgerald's Stadium via St Finnian's and to the south via Daltons Avenue. This route ultimately links to Rock Road Town Centre and onto Park Road.

Land takes will be required on the western side of the road to achieve the widths required. The total area required is circa 636m².

Drainage on the scheme will be reviewed at detailed design stage but it is anticipated that all existing connections will be utilized. Undergrounding of ESB and comms services along the route will form part of the works.

Characteristics of the Plan or Project

	<p><u>Park Road</u> Park Road is the order of 790m long. Cycle Paths will be required to pass through a roundabout and a restricted railway junction.</p> <p>Carriageways will be reduced to 6.5m in width along the length of the proposed works. One-way cycle paths will be provided on each side of the road. These paths will be segregated where possible. At the train underpass the paths will be taken off the road edge and will enter the Cinema site, pass under an existing underpass and re-join the main route.</p> <p>Land takes will be required at isolated locations to achieve the widths required. The total area required is 1500m².</p> <p>Drainage on the scheme will be reviewed at detailed design stage but it is anticipated that all existing connections will be utilized. Undergrounding of ESB and comms services along the route will form part of the works.</p> <p><u>Deerpark Road to KCC Leisure Centre Car Park</u> This section is in the order of 825m long. Cycle paths will be accommodated on either side of the existing road along Deerpark Road and returning into Chestnut Drive. A two-way cycle path commences at the Gaelscoil and continues to the final connection point at the Leisure Centre.</p> <p>Land takes will be required at isolated locations to achieve the widths required. The total area required is 177m². It is also proposed to upgrade the existing track from Pinewood estate to the Gaelscoil to cycleway standard.</p> <p>Drainage on the scheme will be reviewed at detailed design stage but it is anticipated that all existing connections will be utilized.</p>
<p>Details of physical changes that will take place during the various stages of implementing the proposal</p>	<p>The proposed works will be located on existing streets and paths apart from where land takes are required. The land takes consist of moving boundary walls 1m to 2m with the one exception of the boundary along Fitzgerald’s Stadium. This section of wall will move in by approximately 4.0m.</p> <p>Road widths will be narrowed to typically 6.4m, this will require the removal of existing kerbs and footpaths and the construction of new kerb lines. Levels will generally remain consistent with existing and multiple property entrance constraints will have to be adhered to.</p> <p>It is not envisaged that underground services will be altered as the level differences proposed if any will be so minimal. Area of</p>

Characteristics of the Plan or Project	
	<p>existing roads will be planed to accommodate the re alignment and to ensure the road camber will be central. Where existing road surfaces are particularly poor these will be re surfaced.</p> <p>New road markings and signage will be required throughout the scheme. The extents of this is as detailed on the drawings.</p> <p>The drainage regime will be maintained with existing gullies being retained or locally relocated to accommodate the new kerb lines.</p> <p>ESB and coms infrastructure will be undergrounded, this will require trenching along the sides of the roads with associated arisings and backfilling.</p>
<p>Description of resource requirements for the construction/operation and decommissioning of the proposal (water resources, construction material, human presence etc)</p>	<p><u>Materials Requirement:</u></p> <ul style="list-style-type: none"> • Bituminous surfacing, 15000m² typically 50mm deep • Concrete 2500m³ • Precast Kerbing 6500 linear m • Ducting 6000 linear m • 1000m³ of imported General Fill Material • 550m³ of Topsoil • 25 Replacement Street Lighting Poles • Street Furniture • Mature Trees • Grass Seed • Thermoplastic Road Signage • Street Furniture, Benches, Bins and Planters • Street Signage • Bollards <p><u>Plant Requirement:</u></p> <ul style="list-style-type: none"> • 4 Tracked/Rubber excavators over a 12-month period • Mini Dumpers • 12T – 15T excavator for general excavation and placement of Material • Delivery Truck for Fill Material • Utility Scanners • Road Planners • Concrete Breakers • Concrete cutting equipment. • Site Offices, Canteens, Toilets and Storage <p><u>Personnel Requirement:</u></p> <ul style="list-style-type: none"> • Site Management 3 Persons Full time for 12 months • Demolition crews for a 9-month period • Paving Crews for a 9-month period

Characteristics of the Plan or Project									
	<ul style="list-style-type: none"> • General Operative for 12 months • Four persons for excavator operation, traffic management and general site duties (10 days) • 2 persons for hedge planting • ESB Crews • Coms Crews 								
Description of timescale for the various activities that will take place as a result of implementation (including likely start and finish date)	<p>The works will be undertaken in separate phases though these phases can run concurrently. The works sections are as follows.</p> <ul style="list-style-type: none"> • Rock Road • Upper Lewis Road • Park Road • Deerpark Road • Quiet Routes. <p>Starts dates will be subject to funding Approval. Potential start September 2021 with shut downs for Christmas period and completion in October 2022.</p>								
Description of wastes arising and other residues (including quantities) and their disposal	<p>Waste is expected to consist of broken concrete footpaths and surface planings from the existing roadways. All waste materials will be tested prior to being allocated a waste criterion. All waste will be disposed of in suitably licensed facilities.</p> <p>Volumes are estimated as follows:</p> <table> <tr> <td>Precast Kerbing</td> <td>3500 linear m</td> </tr> <tr> <td>Concrete</td> <td>1000m³</td> </tr> <tr> <td>Surfacing</td> <td>500m³</td> </tr> <tr> <td>Stone hardcore arisings</td> <td>250m³</td> </tr> </table> <p>Redundant signage Redundant Furniture ESB Poles and Public Lighting Poles</p>	Precast Kerbing	3500 linear m	Concrete	1000m ³	Surfacing	500m ³	Stone hardcore arisings	250m ³
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Description of any additional services required to implement the project or plan, their location and means of construction	Traffic Management will be implemented as appropriate.								
Other	This proposal will result in a moderate increase in noise and human presence during the construction phase. The result of the project will be a safer layout for road users.								

3. Preliminary Screening Exercise

The proposed development is not one which requires mandatory EIA either for road or non-road type development. As part of this infrastructure type projects listed in the Planning and Development Regulations 2001, as amended and in Annex I and II of the EIA Directive as amended were taken into account.

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. As outlined under Section 2. above, the characteristics of proposed development include standard road project works within an urban environment and for the most part within existing road corridors. The project is located within Killarney Town and is not adjacent to nature reserves or other sensitive features.

For the most part the proposal seeks to reallocate road space to cyclists and pedestrians and will result in an improved urban environment. It is noted that many of the footpaths in the works area have painted signage to deter their use by cyclists. This indicates a clear demand for a project of this nature within Killarney. 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. No invasive species are located along the works area. The characteristics of the impacts include construction noise from the movement of machinery, low risk of water pollution downstream and negligible fugitive air emissions from use of machinery. No Archaeological issues arise. The County Archaeologist has advised that 'there are no recorded monuments, listed in either the Record of Monuments and Places or the sites & Monuments Record, located in proximity to the proposed cycle lanes. Given that the lanes are almost exclusively located within or adjacent to existing route carriageways the potential for sub-surface archaeological remains would be minimal. No mitigation required'.

It is considered that the impact of loss of open space (private and public) is insignificant and far outweighed by access to the proposed pedestrian and cycle facilities. Residential impact will be positive.

It is considered that this proposal will provide a safer environment for all road users and encourage active non car-based travel movements around the town. No adverse significant cumulative impacts are likely to arise in view of the relatively small scale and contained nature of the works. 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	Not highly sensitive – works located within an urban setting, within, adjoining and in close proximity to the existing road network.
Impacts	Minor – temporary and manageable construction stage impacts not out of character within an urban setting. No adverse 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 or 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