

Preliminary EIA Screening Assessment
for the proposed
Abbeydorney Cross Safety Improvement
Works, Abbeydorney, Co. Kerry



Environmental Assessment Unit
Kerry County Council
April 2024

1. Introduction

1.1 Introduction and Context

The Environmental Assessment Unit has been requested to assess whether the following 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 judgment and expertise.

This proposal is for the improvement of safety features at the crossroads in Abbeydorney Village. The works will provide a controlled safe crossing point for vulnerable road users and will reduce traffic speed. Other details include:

- Widen footpaths at the junction;
- Install smart (MOVA or equivalent) traffic signal junctions with controlled pedestrian crossings;
- Reduce the existing carriageway width to 8m on the L2002 & 6.6m on the R556 and 7.0m on the R557;
- Adjust the corner radii to 4m;
- Enhance surfacing, lining, and signing;
- Minor ancillary works (landscape/drainage).

This project is not one which requires a Mandatory EIA. This report constitutes a Preliminary EIA Examination report for the project.

1.2 Legislative requirements

Where a proposed development is 'sub threshold' in nature, the planning authority shall decide whether the proposed development would be likely to have significant effects on the environment. The key issue, in the context of the possible need for EIA of sub-threshold development, is whether or not such development is likely to have significant effects on the environment.

In accordance with A120. (1) (a) of the Planning and Development Regulations 2001, as amended, where a local authority proposes to carry out a subthreshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

The purpose of the preliminary screening exercise is to conclude either that:

- (i) there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required;
- (ii) there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination; or
- (iii) there is a real likelihood of significant effects on the environment arising from the proposed development, it shall— (I) conclude that the development would be likely to have such effects, and (II) prepare, or cause to be prepared, an EIAR in respect of the development.

As part of the sub-threshold preliminary screening exercise, consideration was given to the nature, size, and location of the proposed development, to the 'Source – Pathway – Receptor' model to the criteria set out in the Roads Act, as amended, the Planning and Development Regulations as amended and in the EIA Directive (2014/52EU).

2. Project Description and Context

Characteristics of the Plan or Project	
Size, scale, area, land take	58sq of footpath build out and associated kerbing approx. 70m either side of the R556, R557 and L2002 junction. All works are to be carried out within the existing carriageway and footpath. No land take is required.
Details of physical changes that will take place during the various stages of implementing the proposal	Excavation of trench on footpath and carriageway to facilitate ducting from nearby mini pillars to proposed 11 traffic signals and poles. 24 sqm of tactile paving on either side of the approach roads to the junction to facilitate the pedestrian crossing at traffic signals. Reinstatement of footpath trench with fill material and concrete Application of lining as shown in the drawing. Installation of traffic signals and ancillaries
Description of resource requirements for the construction/operation and decommissioning of the proposal (water resources, construction material, human presence etc)	Mini digger, tractor and trailer, crew cab, four operatives, road saw, 20 cum of concrete. Thermoplastic lining including yellow and yellow lines. 11 no Traffic signals and associated poles, ducting and pedestrian crossing lights. Advanced warning signage and ancillary works and materials
Description of timescale for the various activities that will take place as a result of implementation (including likely start and finish date)	Works will take approx. 8 weeks to complete. A traffic management system will be in place for the duration of the works. Proposed Start in Q3 2024
Description of wastes arising and other residues (including quantities) and their disposal	16 cu m of bit bound material. 20 m of concrete and fill material from trenching. All waste will be disposed of in a responsible manner at licenced and appropriate facilities. These will be identified by the local area office prior to construction.
Description of any additional services required to implement	The project comprises of inline construction in an urban area. Elevated levels of traffic disruption and noise pollution are anticipated during the construction phase.

Characteristics of the Plan or Project	
the project or plan, their location and means of construction	A detailed traffic management plan and limitations on noise will be included in the proposed works plan by the local area office.
Other	<p>When in operation the project is expected to have positive benefits to the local community as it will provide</p> <ul style="list-style-type: none"> • Reduced kerb corner radii will reduce crossing distances for pedestrians and slow-turning vehicles. • Provide controlled safe crossing points for vulnerable road users. • Reduce the Traffic Speed. • Introduce a balanced mode of transport for all road users.

3. Project Assessment (incorporating source-pathway-receptor approach)

This is a small-scale project and is significantly below the mandatory thresholds for road development-type projects. The County Archaeologist has confirmed that there is no recorded archaeological monument, listed in either the Record of Monuments & Places or the Sites & Monuments record, in proximity to the proposed works. The development will not result in the production of any significant waste or result in emissions or pollutants and impact on biodiversity and other sensitivities would be minimal. The nearest sensitive ecological receptors are the Natura 2000 sites and significant effects on same have been ruled out with certainty (refer to the AA Screening Report prepared).

4. Conclusion

Having regard to the above, and in particular, to the nature, scale, and location of the proposed project, it is considered that this proposal is not one which requires EIA Screening or EIA.

Reasons for conclusion

There is no real likelihood of significant effects on the environment arising from the proposed development.

Signed:  _____

Brendan O'Connor (Ecologist)

Environmental Assessment Unit (EAU)

Date: 10/04/2023