Part 8 Planning Particulars Report

367793-EDE-CCX-RP-0000-001_P3

October 2017

Limerick City and County Council
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Limerick City and County Council

Merchant's Quay,
Limerick,
V94 EH90
## Issue and revision record

<table>
<thead>
<tr>
<th>Revision</th>
<th>Date</th>
<th>Originator</th>
<th>Checker</th>
<th>Approver</th>
<th>Description</th>
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<tr>
<td>P1</td>
<td>September 2016</td>
<td>J Creedon</td>
<td>M Murphy</td>
<td>J Shinkwin</td>
<td>First Issue (Client Review)</td>
</tr>
<tr>
<td>P2</td>
<td>October 2016</td>
<td>J Creedon</td>
<td>M Murphy</td>
<td>J Hawe</td>
<td>Issue for Planning</td>
</tr>
<tr>
<td>P3</td>
<td>October 2017</td>
<td>J Creedon</td>
<td>M Murphy</td>
<td>J Shinkwin</td>
<td>Minor amendments re FRA</td>
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### Information class: Standard

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1 Introduction

1.1 Proposed Development

The proposed Croom Distributor Road network site is located in the vicinity of the townland of Croom, to the east of the N20 National Primary Road. Croom is located in County Limerick just off the N20 and has a population of 1,157 people according to the 2011 census. Limerick County Council intends to develop a new distributor road network in the town of Croom, County Limerick. The town comprises of two principal streets, Main Street and Bridge Street, with smaller streets branching off. The Local Area Plan for Croom identifies the need for the Croom Distributor Road, 277m of which was constructed in 2007 from the L8071 Crecora Road heading south towards the R516 to facilitate proposed housing at the time. However the remainder of the scheme was not completed at that time. It is proposed in the current scheme to advance the unbuilt section of the distributor road and complete the link connecting the R516 at its southern extent and St Senan’s Terrace to the north. It is also proposed to provide a link to the proposed post-primary school to the north of the proposed road development. Once complete the distributor road network will be a total length of approx. 1.2 km comprising of 800m for the distributor road and 400m for the link to the proposed post primary school.

The site primarily comprises of an open green field site however there are locations where the proposed road will be connecting to the existing public road network. The site is also adjacent to existing residential areas and Croom National and Post-primary Schools.

1.2 Benefits of the Proposed Development

The completion of the proposed road development will improve the town’s road infrastructure providing relief to traffic congestion within the town centre and will also provide a new link road to the proposed post-primary school located to the north of the proposed road development.

1.3 Planning and Development Regulations

The proposed road development is considered under Part VIII of the Planning and Development Regulation, 2001 as amended.

This Planning Report has been prepared by Mott MacDonald as part of the Planning Procedure under Part VIII of the Planning and Development Regulation, 2001. It is accompanied by an Environmental Report, a Flood Risk Assessment and appropriate drawings. The
following drawings and reports should be read in conjunction with this report:

Table 1.1: Documentation to be read in conjunction with this report

<table>
<thead>
<tr>
<th>Document Number</th>
<th>Document Title</th>
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<tr>
<td>356664SA-01</td>
<td>Flood Risk Assessment</td>
</tr>
<tr>
<td>367793-EDE-CCX-RP-3000-001</td>
<td>Environmental Report</td>
</tr>
<tr>
<td>367793-DR-0100-0001</td>
<td>Horizontal Layout Sheet 1 of 3</td>
</tr>
<tr>
<td>367793-DR-0100-0002</td>
<td>Horizontal Layout Sheet 2 of 3</td>
</tr>
<tr>
<td>367793-DR-0100-0003</td>
<td>Horizontal Layout Sheet 3 of 3</td>
</tr>
<tr>
<td>367793-DR-0100-0005</td>
<td>Long Sections Sheet 1 of 1</td>
</tr>
<tr>
<td>367793-DR-0100-0008</td>
<td>Overall Alignment Layout Sheet 1 of 1</td>
</tr>
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</table>
2 Planning Policy and Context

2.1 National & Regional Planning Policy

The Mid West Area Strategic Plan 2012-2030 was developed to facilitate and inform the implementation of the statutory processes. It was developed by the constituent Planning Authorities of the Mid-West Region (Clare County Council, Limerick City and County Councils and North Tipperary County Council) and the Mid-West Regional Authority. It was developed as a non-statutory, 20-year, integrated land-use and transport strategy for the region. It provides an evidence base which can inform transport and planning policy and infrastructure investment decisions in the Region to 2030.

The objectives outlined in the Mid-West Area Strategic Plan 2012-2030 include;

- Identify and promote investment in key infrastructural projects identified to serve the needs of the region including new roads and improvements to the National Secondary and Regional road network, rail, air, port, infrastructure and water services. Such proposals to include an equitable distribution of resources throughout the region;

2.2 County Development Plan

Limerick County Development Plan 2010 -2016

The Limerick County Development Plan 2010-2016 (CDP) came into effect on the 29th of November 2010 and sets out the Council’s overall strategy for the proper planning and sustainable development of the County to 2016 and beyond. The CDP sets out an overall vision for the county in a range of goals which are supported by aims and objectives.

One of the core objectives highlighted in the CDP is the need to improve the county’s transport infrastructure as it acknowledges there is a need for a modern and comprehensive infrastructure to facilitate real economic and social development.

- Policy IN P1: Integration of transport with land use

  The Council shall seek to develop a robust evidence-based framework of decision making in infrastructure and development management, to ensure the efficient and timely provision of suitable facilities for access when and where needed. The Council shall also require that the facilities and the land uses they would serve are mutually integrated so as to make optimum use of investment in transport infrastructure. To this end the Council shall seek in
particular to implement the provisions of the emerging Mid-Western Area Strategic Plan (MWASP) once fully assessed and adopted.

The CDP defined Croom as a Tier 3 Centres on transport corridors and recognised its role as a secondary development centre for significant future development as well as its important regional function within the surrounding catchment area. As such there is a presumption in favour of development in the town to promote its sustainability. The relevant policies are as follows:

- **Policy SS P8**: It is policy of the Council to encourage and facilitate where possible, the sustainable, balanced development of existing settlements along the strategic national roads and rail corridors. In this regard the Council will seek to ensure that sufficient land is zoned within these settlements so that they will act as the primary focus for investment in infrastructure, housing, transport, employment, education, shopping, health facilities and community.

Furthermore, the CDP identifies a need to develop pedestrian and cycling facilities within towns and villages in support of the ‘National Cycle Policy Framework 2009-2020 – Smarter Travel’.

- **Objective IN O8**: Cycle and pedestrian facilities
  It is an objective of the Council to encourage the successful incorporation of safe and efficient cycle and pedestrian facilities, and accessible cycleways, footpaths and pedestrian routes into the design schemes for residential, educational, employment, and recreational developments. Consideration will be given in these schemes to existing or proposed routes where applicable.

### 2.3 Local Area Plan

**Croom Local Area Plan 2009 - 2015**

The 2003 Croom Local Area Plan is a statutory document prepared for Croom in conjunction with the local stakeholders and the relevant public bodies and was used as a basis for the current Local Area Plan (LAP) 2009-2015. Croom LAP 2009 – 2015 was extended by Limerick County Council for a further five years to 2019. The Plan contains a number of policies and objectives that relate to traffic and transport.

One of these policies is Movement and Accessibility which identifies the importance of providing safe and adequate access to existing and developing areas within Croom.

The LAP states under the Movement and Accessibility Policy (MAP1) that “It is the policy of the County Council to provide for an integrated
sustainable transport system in the town of Croom that facilitates the needs of pedestrians, cyclists, and vehicular traffic. This system should be integrated into existing and proposed land uses to provide an adequate and safe transport network.”

The proposed road development is set out as an objective within the Plan. Objective MAO3 states ‘To provide for a distributor road network through the plan area’.

The sections above outline the intention of Limerick County Council with regard to the promotion of schemes within local town/village areas that ease traffic congestion, promote cycle and pedestrian usage and enhance sustainable transport systems. This is the objective that is now being realised by Limerick County Council with the application for planning for the Croom Distributor Road. The completion of the remainder of the distributor road will enhance the throughput of traffic in the area and will promote the usage of cycle and pedestrian facilities with the provision of these facilities on a connection route to the proposed post-primary school.
3 Description of the Proposed Road Development

3.1 Location

The proposed Croom Distributor Road network site is located in the vicinity of the townland of Croom, to the east of the N20 National Primary Road. Croom is located in County Limerick just off the N20.

It is proposed in the current scheme to advance the unbuilt section of the distributor road and complete the link connecting the R516 at its southern extent and St Senan’s Terrace to the north. In addition, a road will be constructed to the north of the proposed distributor road crossing the Laskiltagh River to accommodate access to a proposed post-primary school which will be located north of the river.

Figure 3.1: Proposed road development Location

Source: Mott MacDonald Ireland
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3.2 Road Type

The proposed road will be a Single Carriageway road (6.0m carriageway road with verges of approximately 5m) which include a shared cycleway/footway (1.5m wide cycleway and 1.5m footpath).
1.0m buffer from the carriageway is also included on both sides of the

carriageway. The design speed of the road is 60kph. It will likely have

a speed limit of either 50 or 60kph. The proposed layout and cross

sections are shown on drawings 367793-DR-0100-001 to 003.

A preliminary design has been prepared in accordance with the

principles outlined in the Design Manual for Urban Roads and Streets

(DMURS) published by the Department of Transport, Tourism and

Sport (DTTAS).

The preliminary design has also taken cognisance of the Local Area

Plan Movement and Accessibility Policy to provide facilities for

pedestrians and cyclist as well as vehicular traffic by providing a 3m

wide shared footway/cycleway on both sides of the proposed road

development.

3.3 Demolition

The proposed Croom Distributor Road will tie-in to the existing R516 at

its southern extent by traversing though the existing post-primary

school lands. Demolition of existing pre-fabricated buildings will be

required in order to construct the proposed road development.

Planning permission was granted to the Board of Management Colaiste

Chiarán (Post-Primary School) for the construction of a new school in

2013. The proposal includes the relocation of the school from its current

location to a new site to the north east of the town.

The proposed road development will provide the necessary road

access to the post-primary school.

The proposed road development is in line with the indicative route as

indicated in the new school planning application.

It is likely that the construction of the proposed Croom Distributor Road

will be phased to accommodate relocation of the school from its current

location to the proposed development site.

The Croom National School will remain at its current location with a new

access from the proposed road development provided.

No other demolition is anticipated.
3.4 **Junctions**

Five junctions consisting of either roundabout or priority junction layouts are planned as follows;

<table>
<thead>
<tr>
<th>Junction with</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Old N20 (L1478)</td>
<td>Priority Junction</td>
</tr>
<tr>
<td>Access to School</td>
<td>Priority Junction</td>
</tr>
<tr>
<td>St Senans Terrace (L1408)</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Access to development land</td>
<td>Roundabout</td>
</tr>
<tr>
<td>Croom to Bruff Road (R516)</td>
<td>Priority Junction</td>
</tr>
</tbody>
</table>

3.5 **Road Closures / Re-Alignments**

It is not proposed to extinguish any public rights of way (road closures).

There is an existing wayleave to the west of the proposed road development. This is for a sewer which can be incorporated into the proposed road development.

3.6 **Earthworks / Excavation**

The construction involves various earthworks throughout the length of the proposed road development. Various heights of cutting and filling will be required to construct the mainline, sideroads and other associated works. These can be seen on the proposed road development drawings (referenced in Table 1.1).

Flood waters will be allowed to flow through the proposed school access road embankment via 4 nr 900mm diameter pipes and the flood water displaced by the development will be compensated for within the ditches adjacent to the road.

Based on investigation undertaken so far, the ground conditions across the site are generally expected to comprise stiff clays overlying rockhead. These conditions are expected to constitute adequate founding strata for the proposed embankments and the carriageway without ground treatment.

In the case of the New School Access, however, particularly where it crosses the existing watercourses, weaker strata are expected. These are generally recorded as firm clays. These may also be found to
comprise adequate founding strata, particularly given the relatively low embankment height of approximately 2.5m. However at the culvert locations and possibly along the remaining length of the embankment some ground improvement may be necessary dependent on subsequent analysis.

Excavation of the weaker materials at shallow depth and replacement with compacted free-draining granular fill would be expected to provide an adequate treatment in these cases. The maximum depth of excavation and replacement required is likely to be one metre. This would be expected to mitigate risks of early stage slope failures and provide uniform ground conditions below culverts to limit differential settlements.

3.7 Drainage

The proposed road drainage will facilitate the efficient removal of surface and sub-surface water while minimising the impact of runoff on the receiving environment using Sustainable Drainage Systems (SuDS). The following standards have been referenced in the development of the drainage strategy and will be used in the preparation of the detailed design:

- NRA Design Manual for Roads and Bridges (NRA DMRB) Volume 4 Geotechnics and Drainage – Section 2 Drainage
- The Greater Dublin Strategic Drainage Study: Volume 2 New Development, Dublin City Council, March 2005
- Guidelines for Road Drainage, Department of the Environment, Heritage and Local Government, April 2004

Considering the extended lengths of kerbed sections associated with shared access corridors along the distributor road, the principle type of drainage systems will be kerb and gully. However where kerbed sections are not present, filter drains will be used. Sub-surface drainage will be provided by narrow filter drains. Where the adjoining land slopes towards the distributor road, earthworks drainage will be provided through open v-ditches.

The Modified Rational Method will be used to determine pipe size diameters at detail design stage. Simulation modelling is used to assess flood risk for extreme events and to justify pipe size and gradients, while also ensuring adequate levels of service. Table 3.2 summaries the criteria which are applied for the drainage design.
Table 3.2: Surface Water Pipe Design Criteria

<table>
<thead>
<tr>
<th>Parameter</th>
<th>Surface Water Carrier Pipes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum Depth</td>
<td>1.2m cover under highways¹</td>
</tr>
<tr>
<td></td>
<td>0.9m under accesses¹</td>
</tr>
<tr>
<td>Maximum Depth</td>
<td>5.0m</td>
</tr>
<tr>
<td>Minimum Pipe Diameter</td>
<td>225mm</td>
</tr>
<tr>
<td>Runoff Factors for Pipe Sizing</td>
<td>100% paved and roof surfaces</td>
</tr>
<tr>
<td></td>
<td>70% of the plan area of cuttings</td>
</tr>
<tr>
<td></td>
<td>0% of pervious surfaces</td>
</tr>
<tr>
<td>Rainfall for Initial Pipe Sizing</td>
<td>50mm/hr rainfall intensity</td>
</tr>
<tr>
<td>Maximum Velocity (pipe full)</td>
<td>2.5m/s</td>
</tr>
<tr>
<td>Minimum Velocity (pipe full)</td>
<td>1.0m/s (may be relaxed to 0.75m/s)</td>
</tr>
<tr>
<td>Pipe Roughness (kS)</td>
<td>0.6mm</td>
</tr>
</tbody>
</table>

¹ Cover may be reduced with appropriate bedding surround i.e. concrete

Longitudinal sealed carrier drains will be designed to accommodate a 1 in 1 year storm in-bore without surcharge. The design will be checked against a 5-year storm intensity to ensure that surcharge levels do not exceed the levels of chamber covers. Rainfall intensities will be factored by 10% to account for the future effects of climate change in accordance with the GDSDS.

In order to reduce the impact of the development on the natural hydrological state of a catchment, the design will aim to replicate the Greenfield runoff response through the provision of attenuation storage using SuDS systems. To protect against river flooding, attenuation storage will be designed with a limiting discharge throttle rate of QBAR (Greenfield runoff rate) for all extreme events up to 100 years in accordance with Table 6.3 of the GDSDS Volume 2 Chapter 6. It is proposed that the level of the attenuation pond bund is higher than the 100 year flood level to avoid difficulties during the operation period and also to reduce the risk of the river inundating the units during extreme flood events. This will mitigate against the risk of sedimentation and also ensure that the attenuation storage is operational during extreme flood events as required by the GDSDS.

The preferred method of disposal for collected drainage is via outfalls to existing land-drains and watercourses within the site. The primary outfall will be from an attenuation pond located at the junction of the distributor road and the school access road to the Laskiltagh River via an open drainage ditch at the toe of the road embankment. (Drawing reference - 367793-DR-0100-001 to 003). Where road levels and topography prevent disposal of road surface run-off, soakaways will be
used providing suitable ground water conditions exist. All soakaway designs will take account of the requirements of NRA HD 118/15 Design of Soakaways and BRE Digest 365 Soakaway Design. Road tie-ins to existing local and regional roads will utilise the existing drainage network where road gradients and levels permit.

The drainage network will aim to control the risk of pollution through the use of SuDS. The provision of attenuation storage ponds will provide capacity to remove pollutants and solid material which enters from the storm drainage system.

The drainage proposals for the proposed road development can be seen on the Part VIII drawings.

3.8 Flood Risk

A separate site specific Flood Risk Assessment (FRA) (Document Nr. 356664SA-01) has been prepared by Mott MacDonal.

The FRA determines the flood risk to the existing site due to the proposed development. It explores options to mitigate flood risk and assesses any potential impacts the proposed development might have on surrounding flood risk.

The FRA concludes that the site is at high risk of fluvial flooding however the proposed road development will have no impact on future flood levels because future flood flows will be allowed to flow through the embankment via 4 nr 900mm diameter pipes as well as a culvert to carry an existing drain. The road drainage ditches adjacent to the road are also increased in volume to provide additional flood compensation volume. There is a localised increase in flood level adjacent to the flood alleviation channels but the overall flood risk to the site is not increased.

3.9 Public Utilities

The design of the new proposed road development will include for the provision of road lighting for the full length of the proposed road development including interactions with the existing local public lighting network.

Local electricity diversions and alterations will be made as necessary to facilitate the new proposed road development.
Ducting will be provided for any future extension of services such as telecommunications and electricity.

The design of the new proposed road development will include for the interaction with foul sewers and Watermains in the vicinity of the proposed road development.

### 3.10 Signage

Appropriate signage and road markings as required, and with reference to the Traffic Signs Manual will be provided.

### 3.11 Vehicle Restraint Systems

Vehicle restraint systems as required will be installed in accordance with the Design Manual for Roads and Bridges following consideration of the principles of the Conference of European Directors of Roads (CEDR) document “Forgiving Roadides Design Guide” and Transport Infrastructure Ireland (TI) document “A Guidance Document for the Implementation of the CEDR Forgiving Roadsides Report”.

### 3.12 Pedestrian/Cycleway Facilities

A 3m wide shared footway/cycleway will be provided for the full length of the proposed road development on both sides of the carriageway. Crossing points will be provided as necessary.

### 3.13 Traffic Management

Traffic management will be required during the construction phase of the works. For the majority of the construction phase minimal traffic management will be required to allow safe access and egress to the site as it will be constructed ‘off-line’. Construction of the junctions with the existing roads Regional Road (R516), Crecora Road (L1408) and Limerick Road (L1478), will require further traffic management or diversions.

### 3.14 Impacts on the Environment

A separate environmental report (Document Nr. 367793-EDE-CCX-RP-3000-001) has been prepared by Mott MacDonald in order to address key planning and environmental considerations as part of the Part VIII Planning Procedure.
A brief outline of the report is presented below:

- **Section 1** presents the background to the project, describes the project and the structure of the report.
- **Section 2** presents a policy review and justification for the project in the context of the County Development Plan and the Local Area Plan and how the proposed road development will fit in the ambitions of Limerick City and County Council.
- **Section 3** provides a description of the new distributor road and surrounding area and the principal elements of the proposed works. The construction and operational phases of the works are also discussed.
- **Section 4** presents details of the environmental impact assessment screening exercise undertaken in relation to the proposals and an overview of relevant environmental considerations.
- **Section 5** describes the nature conservation value of the development site and assesses the potential impacts on local flora and fauna arising from the construction and operational phases of the proposed development.
- **Section 6** examines the water quality of the existing environment and provides details on the proposed surface water drainage networks.
- **Section 7** outlines soil and hydrology quality which might be impacted on during the construction and operational phases of the development.
- **Section 8** identifies the potential visual impacts associated with both the construction and operational phases of development.
- **Section 9** identifies the potential impacts on cultural heritage during the construction and operational phases of the development.
- **Section 10** identifies the potential noise impacts associated with both the construction and operational phases of the development.
- **Section 11** examines the potential air quality impacts associated with both the construction and operational phases of the development.
- **Section 12** examines the human being and material assets associated with both the construction and operational phases of the development.

An Appropriate Assessment Screening has been undertaken for the development by Limerick City & County Council in accordance with the Habitats Directive.

The Appropriate Assessment Screening concluded that the proposed Distributor Road is not located on, or adjacent to, any Natura 2000 sites and that no significant impacts on Natura 2000 sites have been
identified arising from this assessment, though some recommendations for the implementation of a construction management plan were made.

The Appropriate Assessment Screening document is included in Appendix A of this report.
4 Land Acquisition and Accommodation Works

Land acquisition by Limerick City and County Council will be required in order to construct this proposed road development.

The proposed development area consists predominantly of a combination of urban edge land uses and agricultural land with some unused scrub fields.

The preliminary design has been progressed to permit planning and land acquisition procedures to be undertaken. In this regard, the preliminary design of the road alignment, cross-section, pedestrian and cycle facilities, fencing, drainage & attenuation, utilities, vehicle restraint systems and flood mitigation have been considered in order to ascertain the required land acquisition.

The land area to be acquired is approximately 5.3 hectares (ha).

Limerick City and County Council will acquire the necessary lands to construct the proposed road development through agreement with the relevant landowners in the area.

Accommodation works in the form of private entrances, single field accesses and access tracks will be required along the route, and will be designed in consultation with the affected landowners.
5 Public Consultation

5.1 Notice of the Proposed Development to Stakeholders

In accordance with Articles 82.1 and 82.2 of the regulations notice of the proposed development indicating the location, townland or postal address of the proposed development for the Croom Distributor Road was issued to the consultees outlined below:

- Health and Safety Authority
- Office of Public Works
- ESB
- Bord Gáis
- An Garda Síochána
- Limerick City and County Council
- HSE
- Eir
- Vodafone
- BT Ireland
- Cable and Wireless Ireland
- Virgin Media Ireland
- Three
- Bus Éireann
- Iarmhí Éireann

There were no particular issues of note in the responses. Details of those consulted with regard to environmental issues are outlined in the environmental report.

5.2 Further Public Consultation

5.2.1 Plans and Particulars

Plans and particulars of the proposed works will be available for inspection, or purchase at a fee not exceeding the reasonable cost of making a copy, during normal office hours, Monday to Friday (excluding Bank Holidays), from 13th October to 13th November 2017 at Customer Services, Limerick City and County Council, Merchant’s Quay, Limerick, the Planning and Environmental Services Department of Limerick City and County Council, Dooradoyle, Co Limerick.

5.2.2 Submissions or observations

Submissions or observations in relation to the proposed development, dealing with the proper planning and sustainable development of the area in which the works will be constructed may be made in writing to
The Planning and Environmental Services Department, Limerick City and County Council, Merchant’s Quay, Limerick on or before 4.00 p.m. on Tuesday 28th November, 2017.

All comments, including names of those making comments, submitted to the Council in regard to this development will form part of the statutorily required report to be presented to the monthly meeting of Limerick City and County Council. Accordingly they will also be included in the minutes of that meeting and may appear in the public domain.

5.2.3 Public Consultation Days

A Public Consultation day will be held to inform members of the public and affected landowners of the proposed road development. The public consultation day will be advertised via local media and the Limerick City and County Council website in due course.

5.2.4 Notice of Proposed Development (Newspaper & Site)

In accordance with Article 81.1a of the regulations notice of the proposed development was placed in the approved newspaper The Limerick Leader on Thursday, the 12th October, 2017.

In accordance with Article 81.1b of the regulations site notices have been erected on the land on which the proposed development would be situated. The site notice locations are shown on the scheme drawings. A copy of the site notice is contained within the planning pack.
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Appendix A. Appropriate Assessment Screening Document
Croom Distributor Road

Appropriate Assessment Screening Document.

September 2016
1.1 Appropriate Assessment Screening: introduction

This is an Appropriate Assessment Screening of the proposed distributor road in the north east of the Croom Local Area Plan. The distributor road will be designed to facilitate access to the adjacent zoned lands and the proposed school complex for which an application has been lodged (16/50). The screening is carried out accordance with the requirements of Article 6(3) of the EU Habitats Directive (92/43/EEC).

Based on the Methodological guidance on the provision of Article 6(3) and (4) of the Habitats Directive 92/43/EEC, a 'Screening Matrix' and a 'Finding of No Significant Effects Matrix' have been completed. The conclusions were that the revision of the LAP did not require an Appropriate Assessment.

This is for the following reasons:

1 The proposed distributor road lies outside any Natura 2000 site, the nearest is 2km distant. There will be no direct encroachment on any site. Any of the habitats that will be affected by the roadway are common in the locality and are not listed as habitats or species or conservation in the Lower River Shannon SAC site. The area specific nature of the works and the distance from Tory Hill SAC site means that it will not be be affected. The issue of extraction in relation to the Tory Hill site is dealt with below.

2 The possibility of sedimentation and pollution affecting downstream sites can be reduced to a non significant level by the implementation of a construction management plan which would ensure that the possibility of such pollution is reduced. The removal of freshwater crayfish from the location of the bridge crossing, prior to works, has been agreed with the National Parks and Wildlife Service to prevent a reduction in the local population. This will further reduce the possible effects of works on species of conservation interest.

3 There will be no extraction of material for the purposes of the development from the Tory Hill site- see elsewhere in this report. There will be no water abstraction so there will be no implication for fen or lake recharge in Tory hill SAC site.

4 The habitats that are affected by the proposed roadway are common types in the local countryside and are not of conservation concern in relation to the Natura 2000 net work- please summary in Table 1 in this report. This is based on reports received from the consultant ecologist and also from site surveys carried out by Limerick City and County Heritage Officer.

Description of the Proposed Distributor Road:

The Local Area Plan for Croom shows a distributor road network for the town, much of which is unbuilt. A section of distributor road, 277km in length was completed in 2007, from the L8071 towards the R516 to facilitate potential housing at the time. This section of distributor road (shown in Appendix 1) is unused since its completion.

It is proposed in the current scheme to advance the unbuilt network, shown, to Preliminary Design and Part VIII consultation/decision. (Stage I of the scheme). Detailed design (Stage II), Tender (Stage III), Construction (Stage IV) and Handover (Stage V) may then proceed, on the instruction of the Council, for some or all of the
unbuilt distributor road. Please note that the scheme will only advance to Stage II, and subsequent stages, at the instruction of the Council.

The length of the overall scheme will be 1400m and the parts to be constructed are expected to integrate with portion that has been completed since 2011. Figure 2 shows the Section that has been completed. The roadway is approximately 15m wide, including the cycle paths.

A drawing of the proposed roadway is Appendix 1.

Figure 1: showing the completed section of the distributor road.

Figure 2: aerial view, not to scale, of the constructed section of the distributor road.

The Project and Appropriate Assessment: The principal consideration for an Appropriate Assessment would be if the proposed distributor roadway were likely to
have significant effects on a Natura 2000 site – Special Areas of Conservation and Special Protection Areas (SAC's and SPA's) are Natura sites. The Tory Hill SAC site and Lower River Shannon SAC and the River Shannon and Fergus SPA are closest to the proposed distributor road.

The main ecological threat to the downstream Lower River Shannon SAC site is from potential run off from the site during development works. The main threat to Tory Hill would be aggregate and stone extraction should the disused quarry on the site be used. This is dealt with elsewhere in this report.

Figure 3: Showing the Tory Hill SAC (1) site to the east of the town and the Lower River Shannon (2) to the north-west. The other SAC sites listed below within a radius of 22 km are also shown numbered 3 and 4. Number three is Curraghchase woodlands and No Four is the Askeaton Fen Complex.

There is no risk to the Tory Hill Special Area of Conservation site. Though the closest Natura 2000 site, there is no link, hydrological or otherwise with the lands in question and while part of the Tory Hill habitats range includes calcareous grassland, the grassland in question on the lands the subject of the amendment are improved heavily modified grassland.

As indicated above the downstream Lower River Shannon SAC site may be affected by run-off generated by preparing the lands for development works. However suitable work practices will reduce this risk to level that is not significant.
Figure 4: showing Special Protection Area sites within 26km of Croom. The numbering sequence continues from Figure 4. They are numbered from 5 to 7.

This would include having the site compound at a distance from the river and avoidance of re-fuelling or servicing of machinery close to the river. There is to be no discharge of cement or other construction related washings to the river.

2.1 Screening Matrix

**Brief description of the project:**

A distributor road will be constructed to connect with a previously constructed section of 277m within the development boundaries of Croom. The roadway will be approximately 15m in width taking into account cycle and pedestrian paths and will involve the construction of one river crossing over the Lisnakaltagh Stream. It is also expected that the roadway will be illuminated in the same fashion as the constructed section. Please see figures 1 and 2 above.

**Brief description of the Natura 2000 sites:**

Tory Hill SAC (000439- see Figure 4 No1) is an isolated wooded limestone hill situated about 2 km North East of Croom, Co. Limerick. This is the closest site. Lough Nagirra is
located within the Tory Hill SAC and has a thick fringe of Common Reed (*Phragmites australis*) and, in association with it, areas of alkaline fen and calcareous fen vegetation referable to the Caricion davallianae alliance with Saw Sedge (*Cladium mariscus*). Both of these fen types are listed on Annex I of the E.U. Habitats Directive, the latter with priority status. Tory Hill is also designated for areas of orchid-rich calcareous grassland, a habitat that is listed with priority status on Annex I of the E.U. Habitats Directive; it is found on the eastern side of the hill and on its summit. This is the closest site to Croom.

The conservation objectives of the site have been assessed against the potential of the proposed distributor road to cause damage to them. With fen habitats in particular the question of hydrological linkages to the area of proposed works and the potential for damage is of great importance.

The River Shannon and Fergus SPA (004077) is located downstream of Adare where the Maigue is designated - see Figure 1, No. 6. The Lower River Shannon SAC (002165- see Figure 1 No 2) site is approximately five km upstream of the Plan area and to the northwest of the Croom. The SAC site has been selected because of a range of riparian habitats and species such as wet woodlands, tidal mudflats, estuaries and for species such as otter, salmon and lamprey. Maintenance of high water quality is an important factor in ensuring the preservation of these habitats.

The River Shannon and Fergus SPA site has been selected because of its importance for wintering and migratory wild fowl. The site comprises all of the estuarine habitat west from Limerick City and it is the mud flats with its invertebrate community which is of particular importance as a feeding area for migratory wildfowl.

Askeaton Fen Complex SAC site (002279- see figure 1 No. 4) contains Calcareous fens and Alkaline fens 15km to the north west of Croom.

Curraghchase woodlands SAC site (0000174-see Fig 1 No. 3) a woodland site designated for the Lesser Horseshoe bat, is 12km to the north west.

The Stack's to Mullaghareirk Mountains, West Limerick Hills and Mount Eagle SPA (004161-see Figure 2 No7) is a very large site centred on the borders between the counties of Cork, Kerry and Limerick.

The site consists of a variety of upland habitats, though almost half is afforested. The coniferous forests include first and second rotation plantations, with both pre-thicket and post-thicket stands present. Substantial areas of clear-fell are also present at any one time. The site is a Special Protection Area (SPA) under the E.U. Birds Directive, of special conservation interest for Hen Harrier.

The Slieve Felim Hills SPA (004165) is an upland site with forestry, upland grassland and fragmented peat-land habitats (Number 5 on Figure 2). This is within 26km of Croom and lies to the north east and is designated for the Hen Harrier.
Describe the individual elements of the project (either alone or in combination with other plans or projects) likely to give rise to impacts on the Natura 2000 site:

The main way in which ex-situ impacts could be created is through pollution that would affect water quality in the Lower River Shannon SAC site or affect the hydrological balance of the Tory Hill SAC site which is the closest. The conservation objectives of the Tory Hill site are as follows:

Objective: To maintain or restore the favourable conservation condition of the Annex I habitat(s) and/or the Annex II species for which the SAC has been selected:

**Code Description**

- 6210 Semi-natural dry grasslands and scrubland facies on calcareous substrates (Festuco Brometalia) (*important orchid sites*)
- 7210 Calcareaous fens with *Cladium mariscus* and species of the Caricion davallianae*
- 7230 Alkaline fens

* denotes a priority habitat

The localized nature of the works within the Local Area Plan boundaries means that there is no direct encroachment on the habitats of the Tory Hill SAC site. However bearing in mind the hydrological basis of two of the fen habitats, the question of the possible effects of the proposed works on them arises.

![Figure 6](image)

**Figure 6:** “A” in the map above shows the boundary of the aquifer under the northern portion of the SAC site, while the hatched area indicates the extents of the Tory Hill SAC site.
The northern portion of the Tory Hill site lies above its own aquifer which is separate from that over which the proposed road way will run. The aquifer under the southern portion of the site is the same as that through which the roadway will run. However since no abstraction of water will take place from the aquifer there is not likely to be effects on the hydrological sites (the lake and the fens) within Tory Hill. As ground water typically tends to follow surface contours, the question of contamination of the water sources within the Tory Hill site is not likely to cause concern as the area of the proposed road way is 2km to the west and down slope of the SAC site. Ground water flow would be away from the Natura 2000 site.

The drinking water supply for Croom is drawn from another aquifer which lies over 2km to the east from the SAC site and is not linked to it so the question of abstraction from the aquifer below the SAC site does not arise. This would mean that the abstraction of drinking water would not have an effect on the possible recharge of the fens on site or of the lake.

Since the Maigue flows into the river Shannon system, should pollution occur elements of this may eventually end up in the Shannon itself which is also an SPA. This contamination is most likely during the construction phase of the roadway with earth moving and use of machinery which could result in sedimentation and the release of fuels, oils and lubricants. The use of adequate management measures and the use of a buffer zone would reduce this risk to an insignificant level.

In terms of the conservation objectives of the downstream sites, the Lower River Shannon SAC site (002165) and the River Shannon and Fergus SPA (004077), the effects would be general as it is the possibility of pollution finding its way downstream would be the most likely effect.

The habitats in the corridor of the roadway would not be listed as part of the conservation interests of the respective sites. Table 1 below indicates the habitats that will be affected by the proposed project. For the purposes of clarity the roadway has been divided into sections, being indicated by the letters A to D and running from south to north. This map is in Appendix 1.

The habitats themselves are not of conservation interest in so far as the conservation objectives of the SAC and SPA sites mentioned above are concerned. These are habitats that are common in the wider countryside and have been heavily modified from their original state. Figure 7 below shows for example the intensively managed nature of much of the hedges in the area, which lessens their ecological utility.
Figure 7: section of gappy and well trimmed hedgerow.

Table 1: Effects on Habitats in the Route Corridor.

<table>
<thead>
<tr>
<th>Section of Distributor Road</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hedgerow</td>
<td>Not Applicable</td>
<td>190m of intensively managed hedgerow will be removed</td>
<td>Not Applicable</td>
<td>15m stretch of mature hedgerow to be removed.</td>
<td>15m stretch of hedgerow may be removed.</td>
</tr>
<tr>
<td>Grassland (improved)</td>
<td>Not Applicable</td>
<td>0.285ha of improved grassland will be lost</td>
<td>Not Applicable</td>
<td>0.22 ha of improved grassland will be lost.</td>
<td>Grassland had been reseeded in 2014. It is now improved grassland. 0.52ha will be lost.</td>
</tr>
<tr>
<td>River</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td></td>
<td>0.1 ha area of river may be affected this can be reduced by using clear span bridge design-se report.</td>
</tr>
<tr>
<td>Scrub</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>Not Applicable</td>
<td>0.1 ha of whitethorn black thorn and bramble scrub will be removed.</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>Built Area</td>
<td>Present, currently built up and tarmac covered.</td>
<td>Not Applicable</td>
<td>Existing section of roadway is located here.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
No badger setts were encountered in the field walk which took place on the 28th of January 2016.

When one considers the habitats above that are affected and the qualifying interests for the Lower River Shannon SAC site, it is clear that none of the habitats that are to be affected fall within the list of qualifying interests. See table 2 below.

**Table 2: 002165 Lower River Shannon SAC: qualifying interests, species and habitats.**

<table>
<thead>
<tr>
<th>Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>1029</td>
<td>Freshwater Pearl Mussel <em>Margaritifera margaritifera</em></td>
</tr>
<tr>
<td>1095</td>
<td>Sea Lamprey <em>Petromyzon marinus</em></td>
</tr>
<tr>
<td>1096</td>
<td>Brook Lamprey <em>Lampetra planeri</em></td>
</tr>
<tr>
<td>1099</td>
<td>River Lamprey <em>Lampetra fluviatilis</em></td>
</tr>
<tr>
<td>1106</td>
<td>Atlantic Salmon <em>Salmo salar</em> (only in fresh water)</td>
</tr>
<tr>
<td>1110</td>
<td>Sandbanks which are slightly covered by sea water all the time</td>
</tr>
<tr>
<td>1130</td>
<td>Estuaries</td>
</tr>
<tr>
<td>1140</td>
<td>Mudflats and sandflats not covered by seawater at low tide</td>
</tr>
<tr>
<td>1150</td>
<td><em>Coastal lagoons</em></td>
</tr>
<tr>
<td>1160</td>
<td>Large shallow inlets and bays</td>
</tr>
<tr>
<td>1170</td>
<td>Reefs</td>
</tr>
<tr>
<td>1220</td>
<td>Perennial vegetation of stony banks</td>
</tr>
<tr>
<td>1230</td>
<td>Vegetated sea cliffs of the Atlantic and Baltic coasts</td>
</tr>
<tr>
<td>1310</td>
<td><em>Salicornia</em> and other annuals colonizing mud and sand</td>
</tr>
<tr>
<td>1330</td>
<td>Atlantic salt meadows (<em>Glaucoc-Puccinellietalia maritimae</em>)</td>
</tr>
<tr>
<td>1349</td>
<td>Bottlenose Dolphin <em>Tursiops truncatus</em></td>
</tr>
<tr>
<td>1355</td>
<td>Otter <em>Lutra lutra</em></td>
</tr>
<tr>
<td>1410</td>
<td>Mediterranean salt meadows (<em>Juncetalia maritimi</em>)</td>
</tr>
<tr>
<td>3260</td>
<td>Water courses of plain to montane levels with the <em>Ranunculion fluitantis</em> and <em>Callitricho-Batrachion</em> vegetation</td>
</tr>
<tr>
<td>6410</td>
<td><em>Molinia</em> meadows on calcareous, peaty or clayey-silt-laden soils (<em>Molinioncaeruleae</em>)</td>
</tr>
<tr>
<td>91E0</td>
<td><em>Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae).</em></td>
</tr>
</tbody>
</table>

It is not considered that there is the possibility of effects on the other Natura 2000 sites, mentioned above, in that the effects will be localised in the plan area and involve the development of intensively managed agricultural land. It should be noted that the northern portion of grassland through the road will run has been re-seeded in 2014 in order to intensify agricultural use.

**Describe any likely direct, indirect or secondary impacts of the project (either alone or in combination with other plans or projects) on the Natura 2000 site by virtue of:**

- **Size and scale;**

The roadway when completed will be 1400m long and an average of 15m wide. The total
area will be 1.865 ha.

There are no direct aspects of the proposed distributor road that would have an effect on the Natura 2000 sites. It is the secondary impacts of the proposal i.e. the eventual development of the site along the length of the distributor road and resulting run off that could have an effect on downstream water quality in the Maigue and the Shannon river systems-see above. There are also the possible effects of the development on species that are listed as part of the conservation interest of the Natura 2000 sites but are outside it. In the case of the River Shannon and Fergus SPA these would be bird species and in the case of the Lower River Shannon site, two species are in question, lamprey and otter.

In the case of the lamprey the roadway does not encroach upon the river except at its crossing point so it is anticipated that the effects on this species would not be significant in that the implementation of good practice should minimise disturbance to the river and the introduction of possible sedimentation when works take place at the crossing point. In the case of the otter the largest possibility for disruption exists also at the crossing point. However this can be minimised by suitable design in that space would be allowed under the bridge to allow passage for otters along the bank when high water conditions exist in the river. Otter prints were found along the river bank on the 28th of January. No permanent signs of otter presence such as holts were found. No spraints were found.

Removal of crayfish from the river crossing site has been agreed by the consulting ecologist with the NPWS. These will be deposited up stream of the works. This will further reduce the effects of the works on aquatic species.

- Land-take;

There is no land take from Natura 2000 sites.

- Distance from Natura 2000 site or key features of the site;

The River Shannon and Fergus SPA site and the River Shannon SAC are located 7 and 10km respectively northwest of the town. The Askeaton Fen complex is 15km to the north west. Curraghchase woodlands are 12km to the north west and Tory Hill is 2km to the east. The West Limerick Hills SPA is 25km to the west, while the Slieve Felim SPA is 26km to the north east. As indicated above the closest SAC site is that of Tory Hill which is 2km away.

- Area of influence of the project;

The direct area of influence of the project lies within the zoned area of the Croom Local Area Plan. The distributor road way will eventually occupy an overall area of 1.8ha- see above.
Resource requirements (water abstraction etc);

No policies within the amendment indicate the need for abstraction of water from any designated site or from the Lisnakaltagh stream or Maigue river both of which lie within the plan boundaries.

Emission (disposal to land, water or air);

There is the risk of runoff from construction activity during the construction phase to the Lisnakaltagh Stream and downstream to the Maigue, which in turn is designated when it reaches Adare, 7km to the north west. This risk can be minimized through the establishment of a buffer zone between fuel and oil and top soil storage areas where run off and possible contamination risks can be reduced. This will be of particular importance at the proposed river crossing point. It will be overcome with a construction management plan which is designed to reduce run off and prevent emissions to the water courses in question. It is considered that these measures will reduce the possibility of pollution to a level that is not significant.

Excavation requirements;

Any excavation which may be permitted under the scope of the project will take place within the LAP boundaries and along the route indicated on the map in Figure 1 and in Appendix 1. With the implementation of a construction management plan the possible generation of sediment for site excavations in the lands on the route of the distributor road are not expected to have any effects on Natura 2000 sites – see comments on emissions above. The implementation of a management plan to control emissions will be of particular importance at the proposed crossing point.

Figure 7: indicative crossing point.
• Transportation requirements;

All materials required for the construction of the proposed roadway will be transported along public roadways and will not rely on transportation through any of the Natura 2000 sites.

• Duration of construction, operation, decommissioning, etc;

It is anticipated that the construction will take a period of four months. Operation is anticipated to be indefinite as the road will facilitate access to zoned lands which will eventually be developed as Croom grows.

• Other

None.

• Geographical scale of the proposed development and significant impacts.

The roadway when completed will be 1400m long and an average of 15m wide. The total area will be 1.865 ha. It will be located within the development boundaries of the Croom LAP. The impacts are on habitats which are not listed in any of the Natura 2000 sites such as hedgerows, and improved grassland and an isolated scrub patch which lies in the indicative route. These effects are localized and are not anticipated to have effects outside the plan area.

The habitats which will be affected are those that are common in the local countryside. While in the past some of the area of the roadway (the most northern see Map in Appendix) would have been more floristically diverse since 2014 the reseeding of the roadway has replaced a more diverse flora. Infill and of drains and re-seeding with a commercial grass mix has replaced a greater variety of species ranging from Cowslip to Yellow Flag Iris which took advantage of variations in local conditions and topography in this location. The removal of this vegetation has lowered the ecological value of this area.

Describe any likely changes to the sites arising as a result of :

• reduction of habitat area:

None - all of the sites are at a distance from the lands through which the distributor road will run.

• disturbance to key species;

None- all of the sites are at a distance from the lands through which the road way will run. In terms of disturbance through quarrying for material for the development it should be noted that two planning applications had been received for a quarry on Tory Hill by
the Council (Numbers 94,333 and 98, 1784) and an application for quarry registration (05 7010) has also been received. All have been refused. The old quarry site on the hill has been described as containing “excellent examples” of orchid rich grassland (NPWS Site Synopsis). The refusal of the above applications will ensure that extraction of material will not take place from the Tory Hill SAC site.

As indicated above measures have been agreed for the relocation of crayfish in the crossing area, which will reduce the possibility of loss to this species.

- habitat or species fragmentation;

None - all of the sites are at a distance from the lands through which the distributor road will run. See also comment above on disturbance.

- reduction in species density;

None - all of the sites are at a distance from the lands through which the distributor road will run.

. changes in key indicators of conservation value

No projects giving rise to significant adverse changes in key indicators of conservation value for Natura 2000 sites are likely given that policies are in place to control possible ex-situ effects and the distance from the Natura 2000 sites. All of the sites are at a distance from the lands through which the distributor road will run.

- Climate change:

None.

Describe any likely impacts on Natura 2000 sites as a whole in terms of:

- interference with the key relationships that define the structure of the site;

None.

- interference with key relationships that define the function of the site;

None.
Provide indicators of significance as a result of the identification of effects set out above in terms of:

- loss;
Not applicable.
  - Fragmentation;
Not applicable.
  - Disruption;
Not applicable.
  - Disturbance;
Not applicable.
  - change to key elements of the site (e.g. water quality etc);
Not applicable.

Describe from the above those elements of the project or plan, or combination of elements, where the above impacts are likely to be significant or where the scale or magnitude of impacts are not known.

Not applicable.

2.2 Finding of No Significant Effects Matrix

| Name of Project: | A distributor road of 834m will be constructed to connect with a previously constructed section of 277m within the development boundaries of Croom. The roadway will be approximately 15m in width taking into account cycle and pedestrian paths and will involve the construction of one river crossing over the Lisnakaltagh Stream it is anticipated that this will be clear span in design. It is also expected that the roadway will be illuminated in the same fashion as the constructed section. |
| Name and location of Natura 2000 sites: | Tory Hill (00439) 2 km to the east. River Shannon and Fergus SPA site (004077) to the 14km from northern boundary of the LAP. Lower River Shannon SAC (Site Code 002165) to the 7km north of the town. Askeaton Fen Complex SAC site (002279) 15 km to the west and north west. Curraghchase woodlands SAC site (0000174) a woodland site designated for the Lesser Horseshoe bat, 12km to the north west. |
The West Limerick Hills SPA is 25km to the west, while the Slieve Felim SPA is 26km to the north east.

<table>
<thead>
<tr>
<th>Description of the Project or Plan</th>
<th>As given in Screening Matrix above.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Is the Project or Plan directly connected with or necessary to the management of the site (provide details)?</td>
<td>No- the plan is an infrastructural project designed to facilitate access to zoned lands in the Croom Local Area Plan.</td>
</tr>
</tbody>
</table>

| Are there other projects or plans that together with the project of plan being assessed could affect the site (provide details)? | 16/50 the construction of post primary school complex in Skagh townland immediately to the north of the Lisnakaillagh stream. It will aces onto the proposed distributor road. It is the access point and the construction phase of this development that have the most potential to cause issues. However this can dealt with by the implementation of a construction management plan which can be inserted as a planning condition. This will reduce the risk of such pollution to a level which would not be significant. |

The Assessment of Significance of Effects

| Describe how the project or plan (alone or in combination) is likely to affect the Natura 2000 sites: | There are no direct aspects of the proposed distributor road that would have an effect on the Natura 2000 sites. It is the secondary impacts of the proposal i.e. the eventual development of the site along the length of the distributor road and resulting run off that could have an effect on downstream water quality in the Maigue and the Shannon river systems- see above. There is also the possible effects if the development on species that are listed as part of the conservation interest of the Natura 2000 sites but are outside it. In the case of the River Shannon and Fergus SPA these would be bird species and in the case of the Lower River Shannon site, two species are in question, lamprey and otter. |
In the case of the lamprey the roadway does not encroach upon the river except at its crossing point so it is anticipated that the effects on this species would not be significant in that the implementation of good practice would minimise disturbance to the river. The introduction of possible sedimentation when works take place at the crossing point could be reduced to a non-significant level by the introduction of appropriate work measures. In the case of the otter the largest possibility for disruption exists also at the crossing point. However this can be minimised by suitable design in that space would be allowed under the bridge to allow passage for otters along the bank when high water conditions exist in the river. This has been clarified by the consulting engineer and such space will exist in the bridge design. Otter prints were found along the river bank on the 28th of January. No permanent signs of otter presence such as holts were found. No spraints were found.

In terms of disturbance through quarrying for material for the development it should be noted that two planning applications had been received for a quarry On Tory Hill by the Council (Numbers 94,333 and 98, 1784) and an application for quarry registration (05 7010) has also been received. All have been refused. The old quarry site on the hill has been described as containing “excellent examples” of orchid rich grassland (NPWS Site Synopsis). The refusal of the above applications will ensure that extraction of material will not take place from the Tory Hill SAC site.

**Explain why these effects are not considered significant:**

1. The proposed distributor road lies outside any Natura 2000 site, the nearest is 2km distant. There will be no direct encroachment on any site.

2. The possibility of sedimentation and pollution affecting downstream sites can be much reduced by the implementation of a construction management plan which would
ensure that the possibility of such pollution is not significant.

3 There will be no extraction of material for the purposes of the development from the Tory Hill site- see elsewhere in this report.

4 The habitats that are affected by the proposed roadway are common types in the local countryside and are not of conservation concern in relation to the Natura 2000 network- please summary in Table 1 in this report.

| List of Agencies Consulted: Provide contact name and telephone or email address: | AA Screening Reports are being sent to:  
Development Applications Unit,  
Department of Arts, Heritage and the Gaeltacht, |
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Summary of Responses received for previous draft.</td>
<td>Not applicable</td>
</tr>
</tbody>
</table>

Data Collected to Carry out the Assessment

<table>
<thead>
<tr>
<th>Who carried out the Assessment?</th>
<th>Sources of Data</th>
<th>Level of assessment Completed</th>
<th>Where can the full results of the assessment be accessed and viewed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Heritage Officer, Forward Planning Section, Limerick County Council.</td>
<td>Existing NPWS. Site Synopses. Site visits during plan preparation process.</td>
<td>Desktop study, site visits</td>
<td>With plan documentation on request.</td>
</tr>
</tbody>
</table>
Appendix 1: Map of road way.