

AtkinsRéalis



Environmental Impact Assessment Screening

Galway City Council

July 2026

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GALWAY CYCLE NETWORK PHASE 1 - WP04

Notice

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1. Introduction

Galway City Council (GCC) propose to deliver several high-quality cycle routes within the east side of Galway City. The proposed Galway Cycle Network Phase 1 scheme will aim to deliver a minimum level of service in line with the Cycle Design Manual.

The Galway Cycle Network Phase 1 scheme has been commissioned to AtkinsRéalis by GCC under the National Transport Authority's Consultancy Services framework and has been developed in consideration of current GCC policies included in the Galway Transport Strategy (GTS).

GCC has appointed AtkinsRéalis to prepare an Environmental Impact Assessment Screening Report for Work Package 04 of Galway Cycle Network Phase 1 scheme, namely WP 04 Monivea Road.

1.1 Project Overview

The Galway Cycle Network Phase 1 consists of 5 routes located to the east of Galway City, as depicted in Figure 1-1 below. These 5no. routes are corridors along existing roads and have been identified within the GTS and within the scope of this commission as follows:

- Ballybane Road between Skerrit roundabout and Monivea Road junction, excluding the N6 and Dublin Road junctions.
- Castlepark Road (full extent).
- Doughiska Road (North and South) extending between the start of the Sean Bhaile estate to the north and Coast Road to the south, excluding the junction with the Dublin Road.
- Ballyloughane Road (full extent excluding the junction with the Dublin Road) and Renmore Avenue.
- Monivea Road extending from the Ballybane Road and terminating at the start of the ghost island junction to the west of the Clayton Hotel entrance – the subject of this assessment, Work Package 04.

Ballyloughane Road and Renmore Avenue is currently on hold and it is unknown at this stage if it will progress forwards. For Doughiska Road (south) the construction has been completed and the cycle lane is in operation. (progression of Doughiska Road (north) has been paused due to the overlap of the proposed Galway BusConnects scheme and will not be done as part of this package). Construction of Ballybane Road and Castlepark Road commenced in February 2025 and is expected to last 18 months.

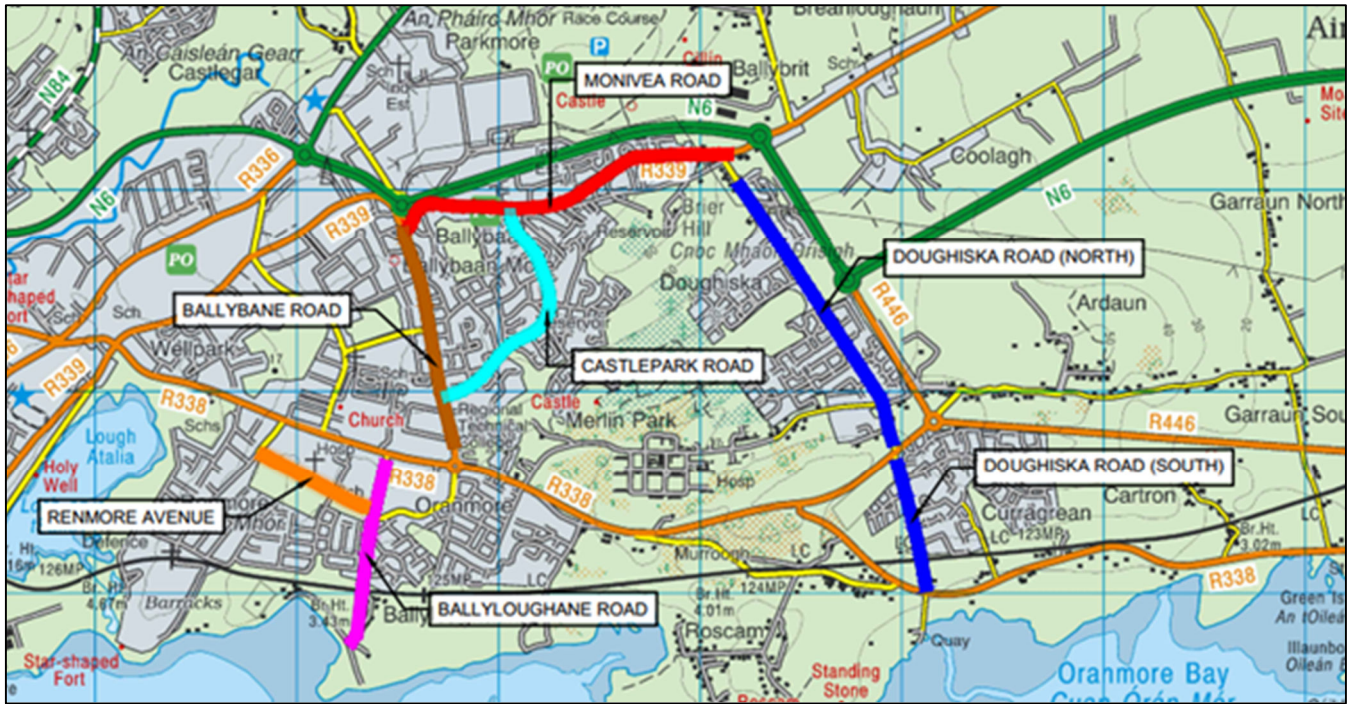


Figure 1-1 - Proposed Galway Cycle Network Phase 1 – All Routes.

1.2 Work Package 4 – Monivea Road

Work Package 04 (WP 04) of the Galway Cycle Network Phase 1 Scheme, the subject of this assessment, is aligned along Monivea Road from the east of the Clayton Hotel to the Ballybane Road junction and is approximately 1.7km in length. The scheme extents are shown in Figure 1-2 below with the proposed general arrangement presented in Appendix A.

The proposed cycle route is located entirely within the existing footprint of the road network to the east of Galway City Centre. These lands have historically been sub-urban in nature and have continued to expand as urban development areas within recent times.

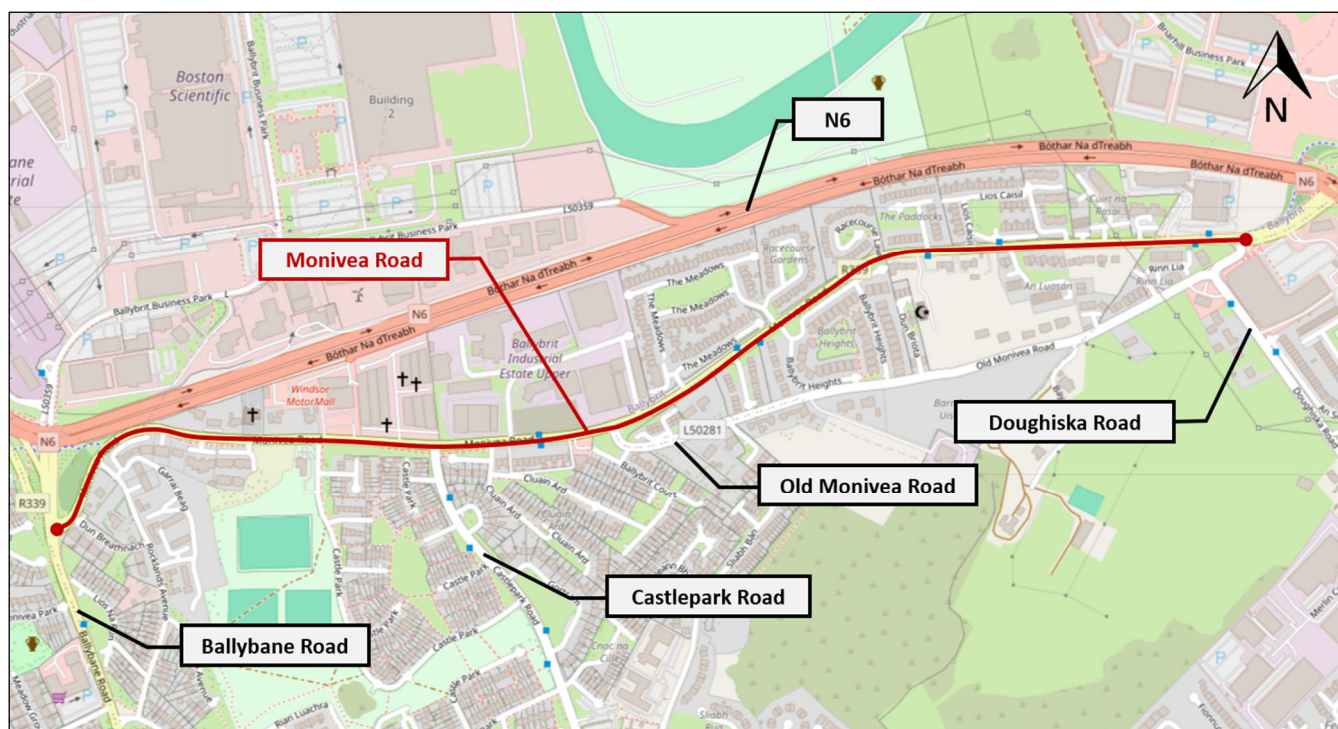


Figure 1-2 - Work Package 4 - Monivea Road Scheme Extents.

1.3 Purpose of this Report

This report has been prepared to support the proposed Galway Cycle Network Phase 1 Work Package 04 on Monivea Road, Galway City. The purpose of this report is to determine if the Proposed Development requires the preparation of an Environmental Impact Assessment Report (EIAR). The Proposed Development has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

A Stage 1 Screening for Appropriate Assessment has also been prepared for the Proposed Development (AtkinsRéalis, 2025). The Proposed Development has been assessed with regards to likely significant effects of the project on European sites within the zone of influence (ZoI) of the Proposed Development. The AA Screening Report concluded *“that with the absence of any mitigation measures the proposed project, either alone or in combination with other plans or projects, will not result in likely significant effects on Galway Bay Complex SAC or Inner Galway Bay SPA or any other European site. Thus, it is recommended that it is not necessary for the scheme to proceed to Appropriate Assessment.”*

1.4 Site Zoning

The Galway City Development Plan 2023-2029 sets out how the city can best enable growth and investment while continuing to be an innovative, vibrant, healthy and resilient city. The Strategic goals of this Plan are as follows: -

- Achieve a high quality of life for all citizens through the provision of a good quality, attractive, build environment, through the protection of the unique cultural heritage, including its linguistic heritage built heritage and natural environment and through facilitation of key economic, cultural and social supports.
- Enable Galway to become a city of scale as envisaged in the NPF and a regional driver of development that can contribute to economic growth through the provision of balanced and sustainable economic opportunities for development, innovation and investment across all employment sectors and allow the role of the City and

Metropolitan Area to harness the strengths and maximise the economic development for the whole Northern and Western Region.

- Commit to climate action and pursue the national targeted reduction of greenhouse gas emissions through proactive measures in line with EU and national commitments to enable a just transition to a climate resilient, biodiversity rich and climate neutral economy and society, in particular through specific promotion, adaptation and mitigation measures.
- Apply the principle of sustainability and integrate the 17 Sustainable Development Goals of the United Nations' 2030 Agenda for Sustainable Development particularly where they relate to the uses of land, buildings, water, energy, waste and through the encouragement of sustainable modes of transport and the integration of transportation with land use.
- Protect and enhance the distinctive and diverse natural environment in the city and strengthen the green and blue network and linkages, recognising the biodiversity value of the amenity, the range of recreational benefits this provides, the potential for facilitating active and healthy lifestyles, the effect it can have on the quality of general health and well-being and the value it has for providing good place making and an attractive city setting.
- Encourage a sense of collective identity and a shared vision through civic engagement on plans and projects such as the development of a Local Economic and Community Plan for Galway and also on the promotion of specifically focused projects that will achieve community benefit, foster the indigenous culture and promote the unique form and character of the city, give opportunities for the development of cultural, community and other beneficial infrastructure and enhance and diversify the city economy.
- Ensure efficient and sustainable use of all water services, environmental resources and infrastructure.
- Develop a more urban compact form in the city that provides for attractive, integrated, and easily accessible neighbourhoods that are supported by appropriate levels of services and amenities.

The Proposed Development is located within lands zoned by Galway City Council as 'R, Residential' and adjacent to lands zoned as 'I, Enterprise, Industry and related Uses' and 'RA, Recreational and Amenity'. The zoning objectives for zones R, I and RA are as follows;

- Zone R – To provide for residential development and for associated support development, which will ensure the protection of existing residential amenity and will contribute to sustainable residential neighbourhoods.
- Zone I – To provide for enterprise, industry and related uses.
- Zone RA – To provide for and protect recreational uses, open space, amenity uses, natural heritage and biodiversity.

2. Receiving Environment

The Proposed Development is located along Monivea Road from the east of Clayton Hotel to the Ballybane Road Junction in Galway City.

2.1 Hydrology

The Proposed Development is located within the Galway Bay South East (Catchment ID: 29) and Corrib (Catchment ID: 30) Water Framework Directive (WFD) Catchment areas and the Carrowmoneash[Oranmore]_SC_010 (Catchment ID: 29_6) and Clare[Galway]_SC_070 (Catchment ID: 30_4) WFD sub catchment areas. There are no EPA reported watercourses within the vicinity of the Proposed Development with the closest surface water features being the Terryland River (EPA code: IE_WE_30T010500) located ca. 950m northwest of the Proposed Development. This watercourse has been assigned a 'moderate, WFD water quality status by the EPA (2026) for the 2019-2024 monitoring period and is reported 'at risk' of failing to meet relevant WFD objectives by 2027. Corrib Estuary (EPA code: IE_WE_170-0700) transitional waters are located ca. 1.5km southwest of the Proposed Development and are classified as being of 'good' WFD water quality status by the EPA (2026) for the 2019-2024 monitoring period and is 'not at risk' of failing to meet relevant WFD objectives by 2027.

2.2 Ecology

There are 8no. European Sites within the Zone of Influence (Zoi) of the Proposed Development (refer to Figures 2-1 and 2-2), 4no. Special Areas of Conservation (SAC) and 4no. Special Protection Areas as follows;

- Galway Bay Complex SAC (site code: 000268) located ca. 1.4km south;
- Lough Corrib SAC (site code: 000297) located ca. 2.5km west;
- Lough Fingall Complex SAC (site code: 000606) located ca. 12.7km southeast;
- Rahasane Turlough SAC (site code: 0003220 located ca. 14.5km southeast;
- Inner Galway Bay SPA (site code: 004031) located ca. 1.4km south;
- Lough Corrib SPA (site code: 004042) located ca. 4.5km west;
- Cregganna Marsh SPA (site code: 004142) located ca. 5.4km southeast; and,
- Rahasane Turlough SPA (site code: 004089) located ca. 14.5km southeast.

There are no Natural Heritage Areas (NHA) and 5no. proposed Natural Heritage Areas (pNHA) located within the Zone of Influence of the Proposed Development. The closest is Galway Bay pNHA (site code: 000268) located ca. 1.4km south of the Proposed Development.

Site visits were undertaken by AtkinsRéalis ecologists, during which no invasive species or protected species were identified.



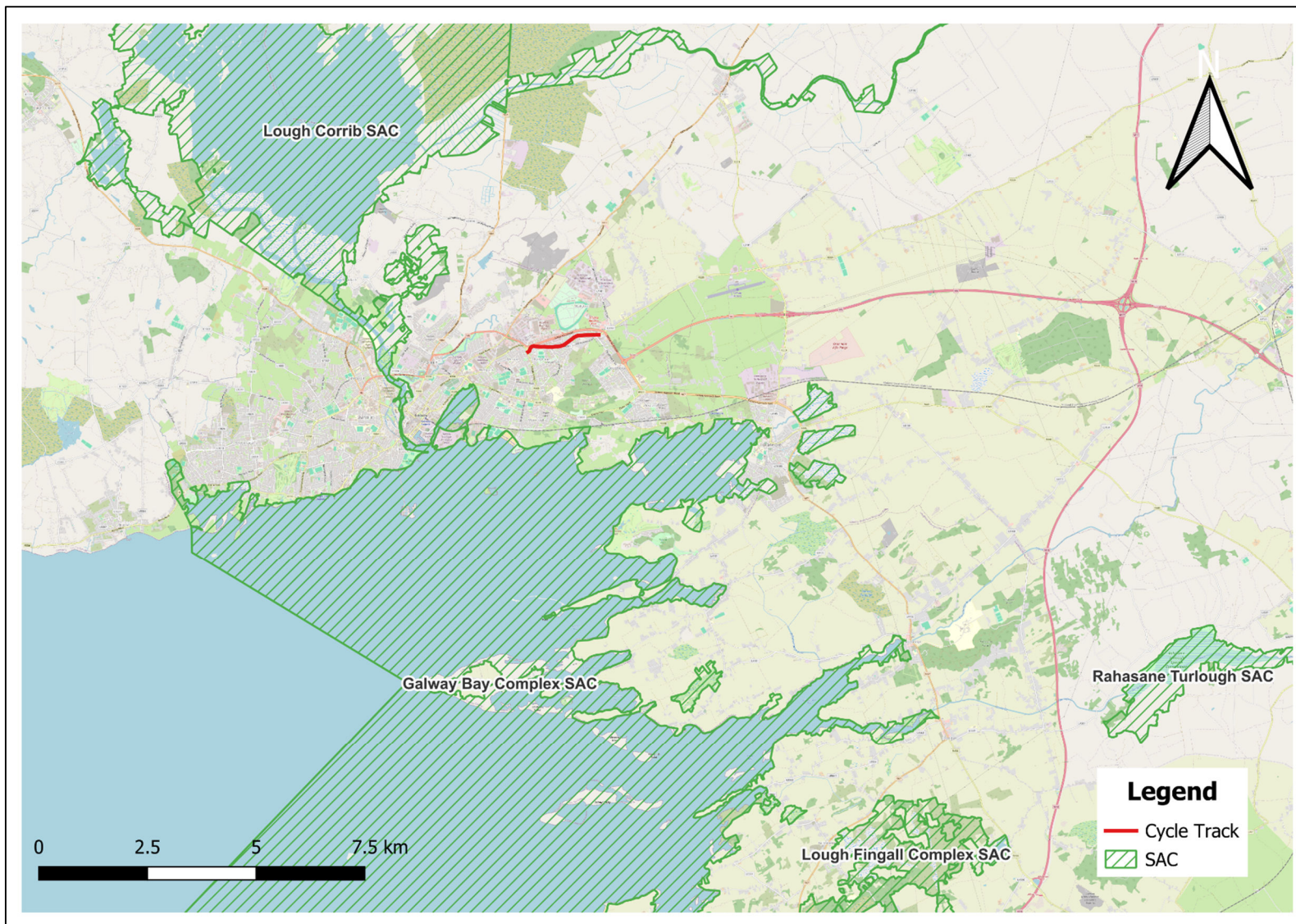


Figure 2-1 - SACs within the Potential Zone of Interest of the Proposed Development

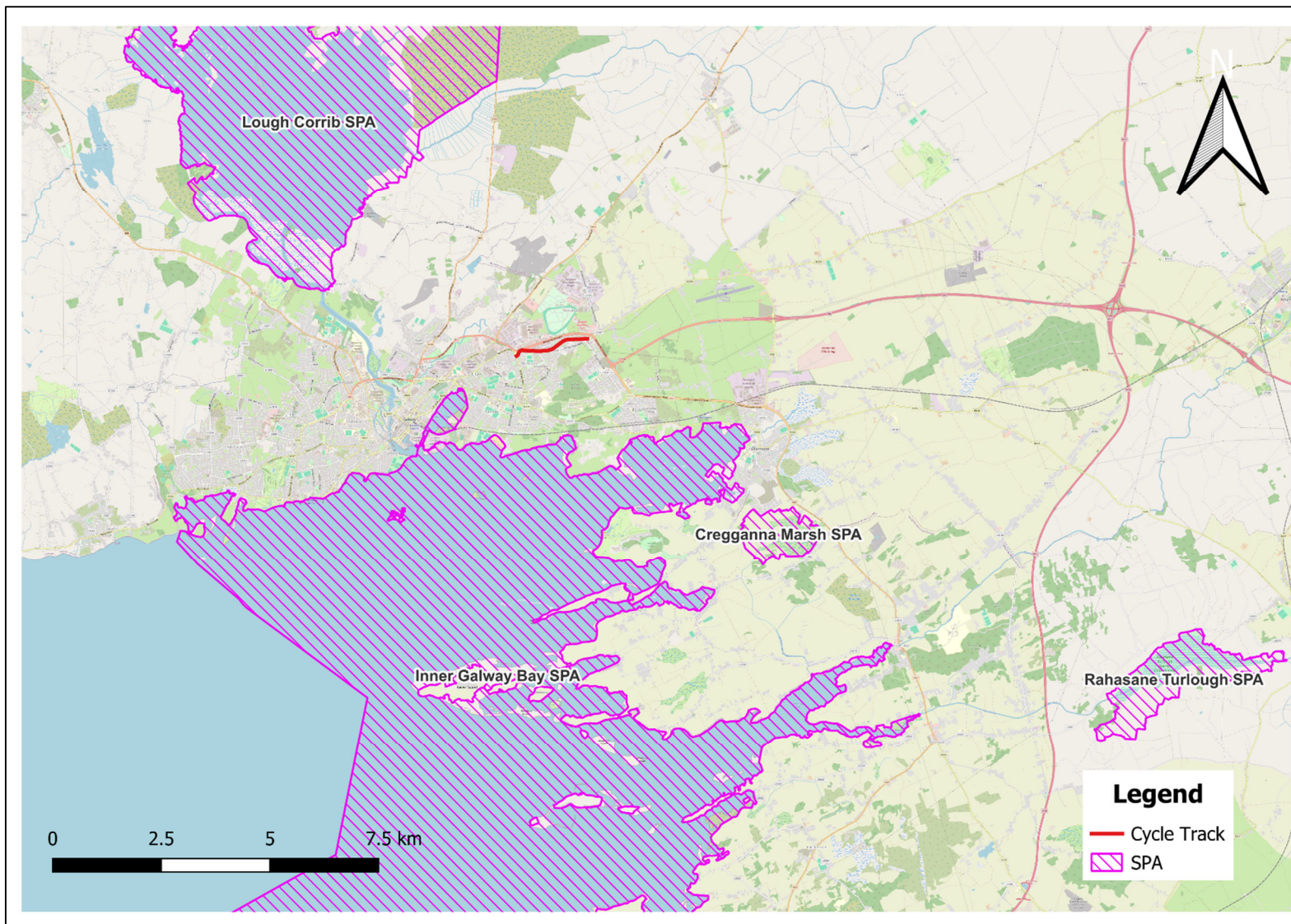


Figure 2-2 - SPAs within the Potential Zone of Interest of the Proposed Development

2.3 Hydrogeology

A review of the Geological Survey of Ireland database (GSI, 2026), found 2no. boreholes are potentially located within the boundary of the Proposed Development and 1no. dug well is located within the vicinity of the boundary as follows;

- Borehole of unknown use with a locational accuracy to 100m (GSI ID: 1121NEW025);
- Borehole for domestic use only, excellent yield of 654.5m³d (m³ per day), locational accuracy to 1km (GSI ID: 1121NEW004).
- Dug well, located ca. 10m south of Project Boundary, unknown use, locational accuracy to 100m (GSI ID: 1121NEW026).

There are no Groundwater Drinking Source Protection Areas or Group Scheme Drinking Water Protection Areas within 10km of the Proposed Development (GSI, 2026).

GSI (2026) has classified the groundwater vulnerability beneath the Proposed Development as 'Extreme' with adjacent areas of 'rock at or near surface or karst' (see Figure 2-3). The site is within the Clarinbridge Groundwater Body (GWB) (EPA code: IE_WE_G_0008) and the GWDTE-Lough Corrib Fens 3 & 4 (SAC000297) GWB (EPA code: IE_WE_G_0106). Both groundwater bodies are reported by the EPA (2026) s having 'good' WFD status for the 2019-2024 monitoring period and are 'not at risk' of failing to achieve relevant WFD objectives by 2027.

Should groundwater be encountered during excavations, the following measures will be implemented:

- Any groundwater temporarily dewatered during the excavation works, will be stored in a contained area and treated off-site, if necessary;
- The Contractor will be required to provide a Site-specific dewatering plan, clearly setting out proposed excavation methodology, estimated dewatering rates, details of proposed treatment system, and discharge location;
- The time period that excavations are left uncovered will be reduced in so far as reasonably practical with impermeable coverings being used to cover excavations over night or in times of heavy rainfall during working hours. These coverings will be secured at night to prevent mammals becoming trapped; and,
- Excavations will not be carried out during or following times of prolonged rainfall.

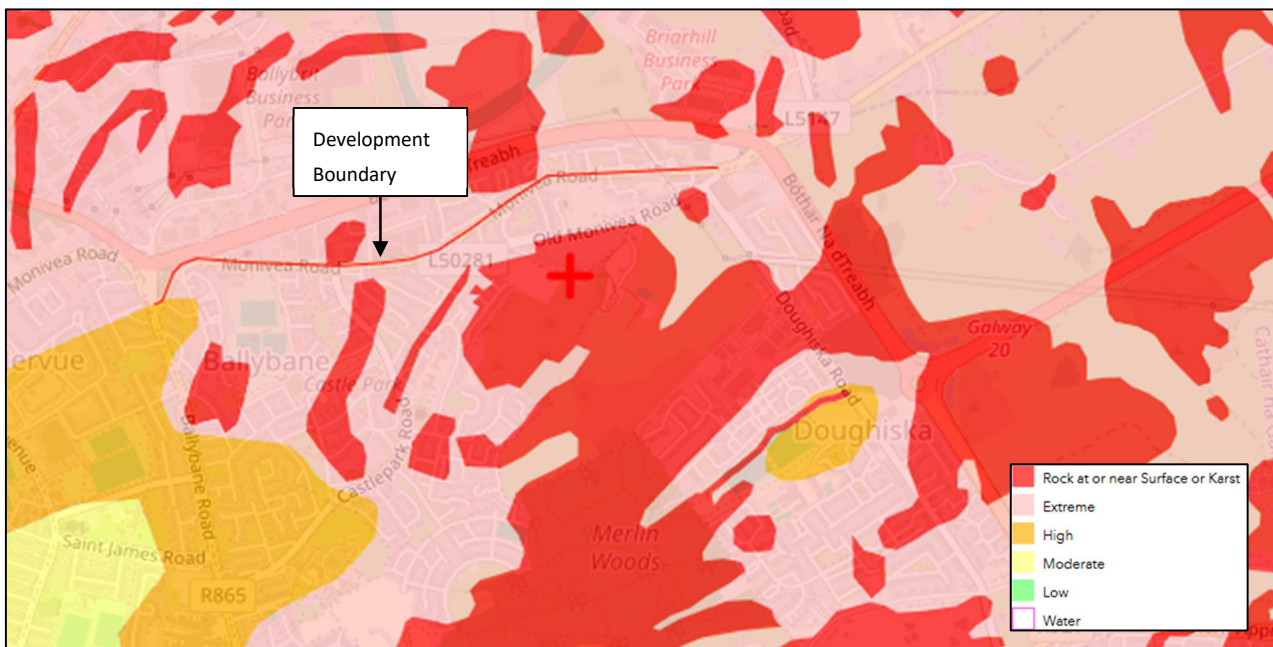


Figure 2-3 - Groundwater Vulnerability beneath Proposed Development and Surrounding Area (GSI, 2026)

2.4 Geology

The bedrock geology underlying the Proposed Development site comprises pale grey clean skeletal limestone of the Burren Formation (GSI, 2026). There are no karst features within the project boundary however there are 3no. karst features within 500m of the Proposed Development (see Figure 2-4);

- Borehole (GSI code: 1121NEK045) location accuracy to within 20m, located ca. 317m south of development;
- Superficial solution feature (GSI code: 1121NEK044), location accuracy to within 100m. Described by GSI (2026) as *'karstic limestone pavement outcrops over part of site. Clints and grikes to about 1m below ground level. Occasional small cavity to 2m'*. Located ca. 430m south of development; and,
- Spring (GSI code: 1121NEK043), location accuracy to within 20m. Described by GSI (2026) *'never dries'*. Located ca. 400m east of development.

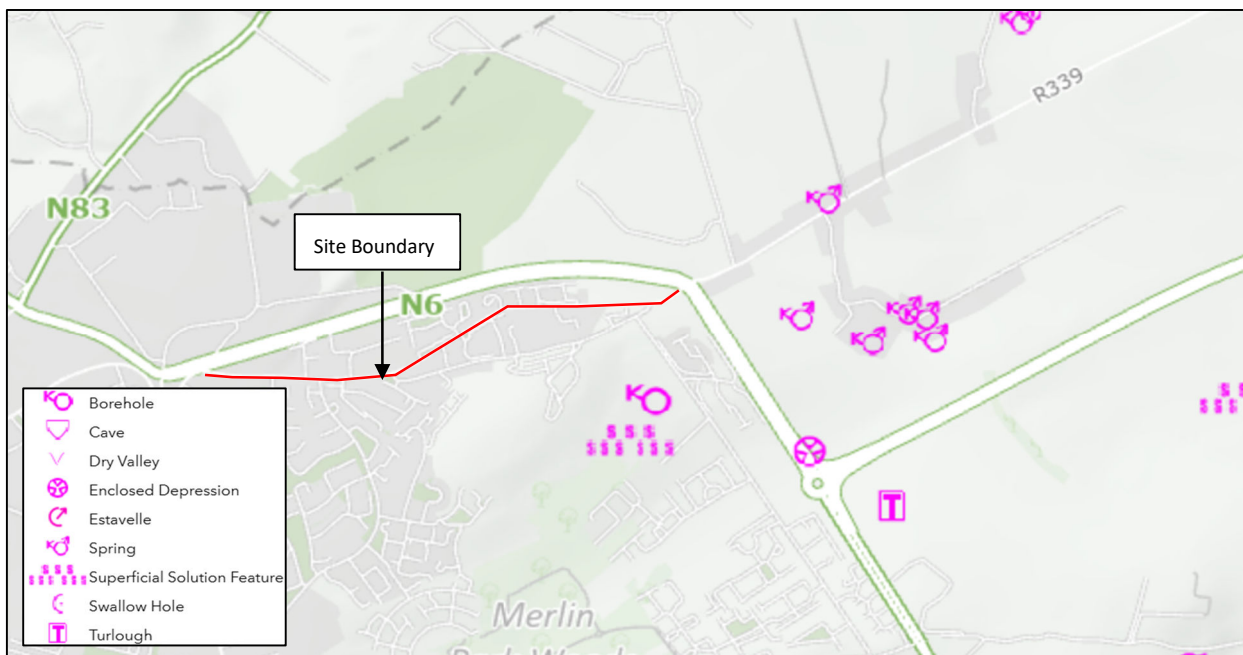


Figure 2-4 - Karst features within vicinity of proposed development (GSI, 2026)

According to the GSI (2026), there are no Geological Heritage Areas within the Proposed Development however there are 2no. sites within 1km of the project boundary, see Figure 2-5. Doughiska N6 Road Cut (site code: GC001) is located ca. 860m south east of the Proposed Development and is described by GSI (2026) as a *'road section cut into Carboniferous Burren Formation limestone. Clay wayboard layers interbedded with limestone. Calcite-fluorite veins occur in the road cut walls'*. Terryland River (sink/rising) (site code: GC011) is located ca. 990m northeast of the site and is described by GSI (2026) as *'river meanders across flat terrain and sinks/rises in a karst depression'*.

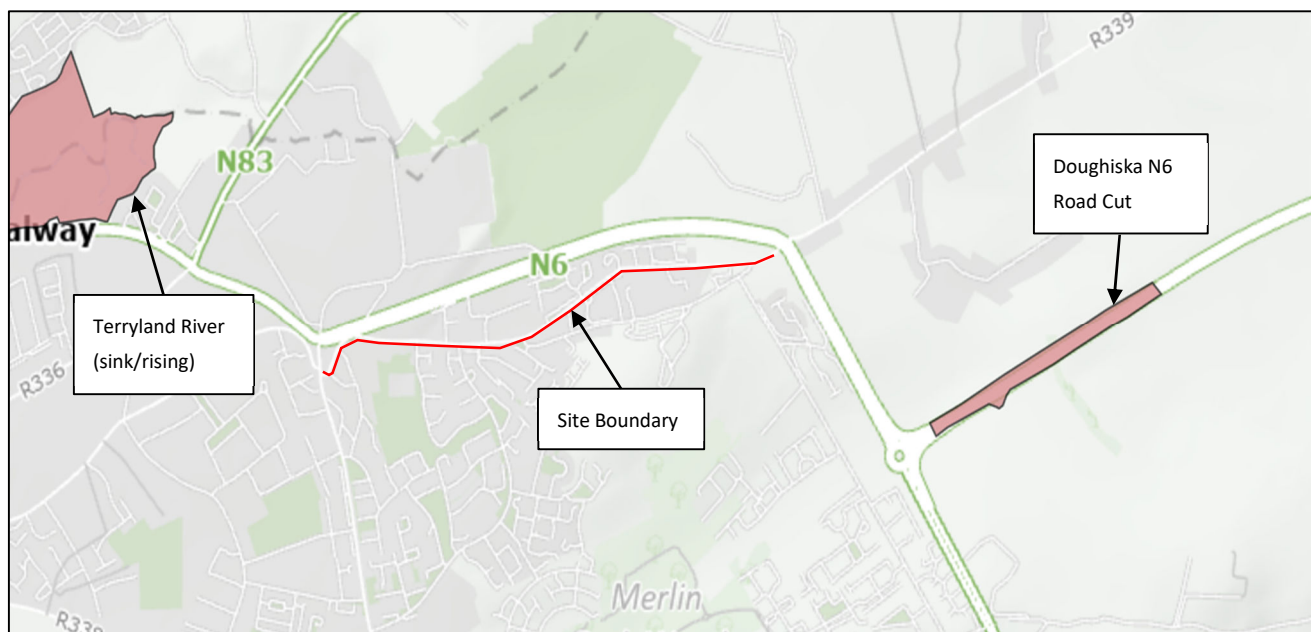


Figure 2-5 - Geological Heritage Areas within 1km of Proposed Development (GSI, 2026)

2.5 Flood Risk

The site has been assessed in accordance with the “The Planning System and Flood Risk Management” Guidelines. As part of the sequential test, the OPW flood hazard maps have been consulted, as have the Catchment Flood Risk Assessment Maps (CFRAM) produced by the OPW.

There have been no flooding risk or historic flooding events identified within the vicinity of the project boundary (see Figure 2-6).

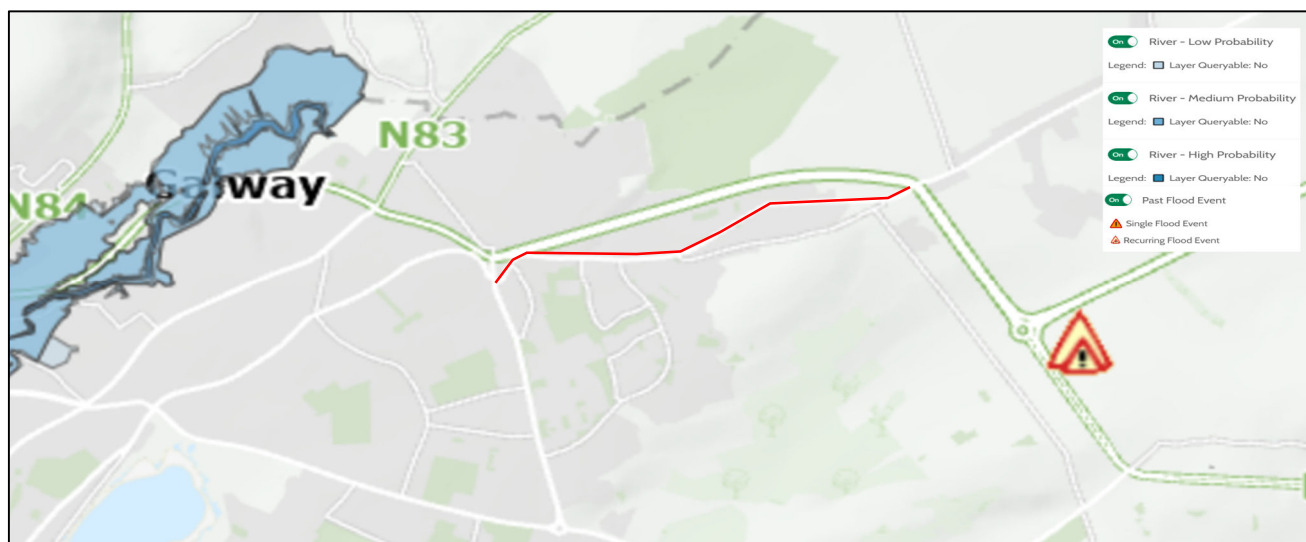


Figure 2-6 - Map of flood risk and historical flooding events (OPW, 2026)

2.6 Archaeology and Cultural Heritage

According to the National Monuments Service (NMS, 2026), there are no National Inventory of Architectural Heritage (NIAH) features within the vicinity of the Proposed Development and 2no. Sites and Monuments Record (SMR) features within 100m of the Site (see Figure 2-7). The closest SMR features to the Proposed Development are; designed landscape feature (GA082-015----) located ca. 163m north of the site and, Earthwork (GA082-017----) located ca. 168m north of the site.

According to the Galway City Development Plan (2023-2029) there are no Architectural Conservation Areas within the vicinity of the Proposed Development.

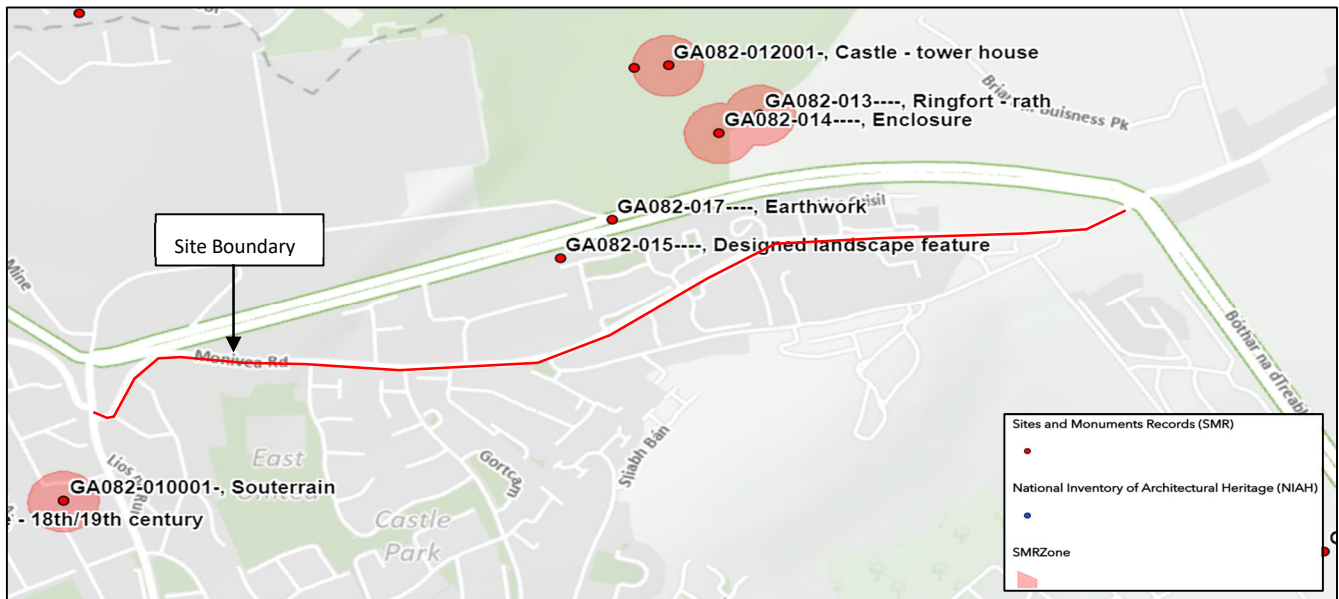


Figure 2-7 - Map of Cultural Heritage Features (Historic Environment Viewer, 2026)

2.7 Air Quality and Climate

According to the EPA (2026), the current baseline air quality index in the area is '1-Good' for Zone C: Other Cities and Large Towns. It is noted that the information from monitoring instruments at representative locations in the location may not reflect local incidents of air pollution. The closest monitoring station to the Proposed Development is Station 109 - Briarhill located ca. 120m north of the site. Sensitive receptors within the vicinity of the Proposed Development include residential properties and commercial premises aligned with the road network.

2.8 Landscape and Visual

There is no Landscape Character Assessment for Galway City. According to the Galway City Development Plan (2023-2029) there are no scenic views located within the vicinity of the Proposed Development.

2.9 Population and Human Health

The proposed scheme is located along the existing road network in the north east of Galway City, which has a reported population of 85,910 (CSO, 2022). There are a numerous residential and commercial properties, as well as GCF Church Galway located along the route which would be considered sensitive receptors.

3. Description of Proposed Development

3.1 Link Design

The overall proposed cycle network scheme consists of various cycle path or link types such as raised adjacent cycle tracks, raised cycle lanes and shared street facilities.

The link type for Monivea Road is a two-way cycle lane on one side of the road. This option has a physical segregation of 100mm high kerb between the carriageway and the cycle track, and a 60mm high kerb between the cycle track and adjacent footway along a 1.7km stretch of roadway. The link design is illustrated in Figure 3-1 below.

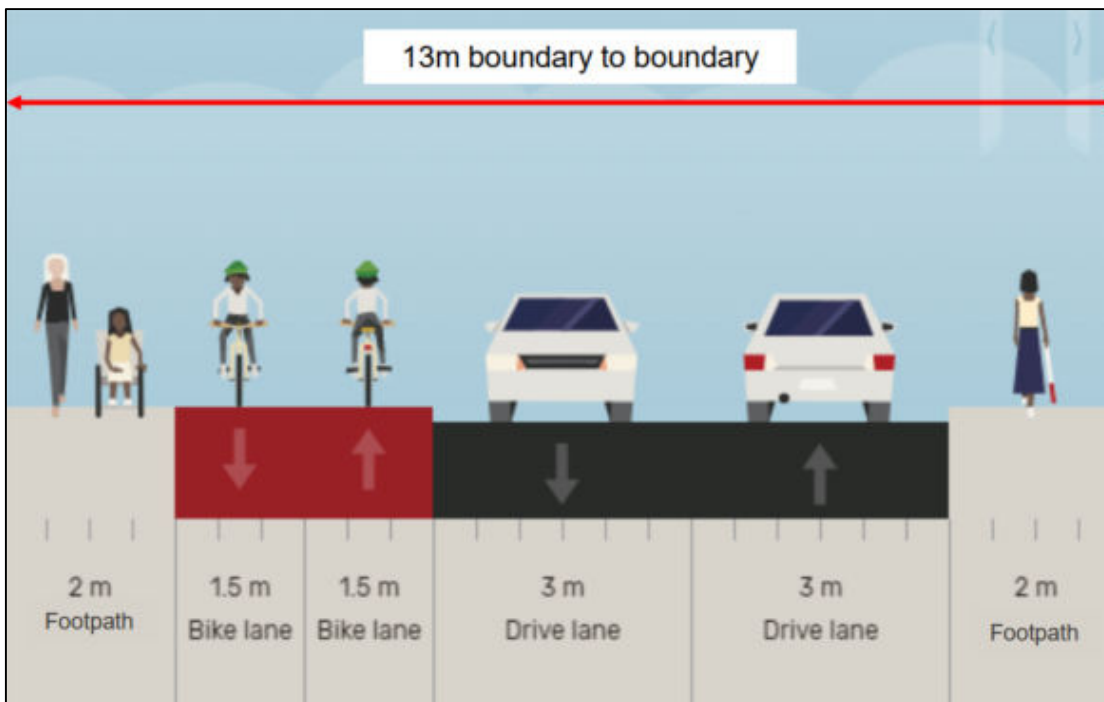


Figure 3-1 - 2-Way cycle lane on one side.

3.2 Construction Details

The construction period for Monivea Road is estimated to be undertaken within 12 months.

3.2.1 Cycle path Construction

Works will commence with the clearance and off-site removal of redundant road signage, boundary treatment, road surface materials and topsoil. The works will be undertaken using a combination of operatives using hand tools, mechanical excavators and dumper trucks. To facilitate the main works, underground utilities which conflict with the main works will be uncovered using mechanical excavators and hand digging where appropriate. The need for significant utility diversions is not envisaged as part of the works; instead a 'lower and protect' approach will be favoured. This is likely to be restricted to locations where the walking and cycling facilities cross or interface with public roads.

Following the diversion of utilities, the initial pavement and cycle track construction phase will be undertaken. This will include the excavation and removal of the existing stone, soil, concrete and bitumen materials along the route followed by the installation of new path and track base materials. Excavations will be largely undertaken by mechanical means, with any spoil arisings to be removed off site or reused locally where testing confirms its suitability. The Proposed Development involves an anticipated maximum excavation depth of 50mm below ground level to facilitate the base layers for the proposed footpaths / pavements and the ducting for the signalling associated with the scheme. The base layers of the pavement and track are to be made of compacted stone materials.

All waste material arising from the works shall be dealt with in compliance with the relevant legislation and regulations including without limitation the Waste Management Acts, 1996-2024, the Environmental Protection Agency Acts, 1992-2011, Planning and Development Acts, 2000-2024, The Roads Acts, 1993-2015 and European Communities (Waste Directive) Regulations 2011.

The works will also involve constructing the civil engineering elements required to facilitate the commissioning of the traffic signals and the public lighting elements at the latter stages of construction. Service chambers and underground duct sets will be laid within trenches and backfilled with granular material. Signal poles and public lighting columns will be erected, and ducting connections will be made to the base of each pole unit. Following completion of the lighting elements, the final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller.

3.2.2 Road Resurfacing

The scheme also involves the resurfacing of the roadways and painting of new road markings within the scheme footprint. The existing road surface course layer will be planned out throughout the entire scheme extents with plannings being removed off site. The appointed Contractor will investigate the suitability of this material for re-use or determine a suitable recycling option if possible. The planned-out area will be replaced with Hot Rolled asphalt (HRA) or Stone Mastic Asphalt (SMA) surface course ca. 40 mm 60 mm thick. Additional to this, and where required, additional bituminous layers may be replaced in localised areas where there is evidence of pavement failure. It is not envisaged that the foundations layers (i.e. sub-base or capping) will require replacement. Following road resurfacing new road markings will be painted on road surfaces.

3.2.3 Footpath Construction

The construction of the cycleway will also involve relocation and installation of footpaths and kerbs adjacent to the cycleway. Footpaths will be constructed similar to the cycleway; excavation of existing footpath with materials removed off site to a licenced waste facility, excavations along footpath alignment to depths of maximum 500mm, infill of footpath subbase materials (compacted stone) and the pouring of concrete footpaths in shuttered sections. A ca. 60mm high poured concrete kerb will also be installed along the footpath edge.

3.2.4 Drainage

Drainage works, which will run in tandem with the pavement construction phase, are considered to be minimal and restricted to areas where the scheme interfaces with the public road. The drainage works at these locations are limited to the relocation of existing road gullies with the larger existing road drainage infrastructure (i.e. carrier drains) not being altered or adjusted. During these works the main carrier drains will be isolated / blocked off from works activities / work zones to facilitate the relocation of drainage gullies.

Typically, drainage will be provided using new gullies (relocated to alongside the proposed kerb positions) connecting to the existing surface water drainage infrastructure / main carrier drain. The new footpaths and cycle tracks will generally slope towards the road in order to minimise the need for additional drainage collection measures specific for these facilities.



3.2.5 Verge Reinstatement

For soft landscaping areas topsoil profiles will be graded to tie into the new pavement levels followed by grass seeding. The top soiling and seeding will be undertaken using a combination of mechanical excavator, tractor unit drawing a rotavator / rake / seed spreader and also operatives using hand tools for areas where machinery access is unavailable.

3.2.6 Traffic Management

The construction of the scheme will be carried out in short segments (ca.100-200m in length) on one side of the roadway at a time to allow for continued traffic flow and will progress along the roadways, as such individual work zones will be relatively small.

3.2.7 Junctions

All junctions along the scheme will be segregated. This will feature cyclists passing through the junction on their own cycle tracks with dedicated traffic signal phases which are separate to the vehicular phasing and separate to the pedestrian phasing (where applicable). The proposed junctions are to include kerb upstands throughout (except at crossing points), providing vertical segregation and thereby increasing protection to the cycle tracks.

3.2.8 Watercourse Crossings

There are no watercourse/crossings along the proposed scheme.

3.2.9 Compound

The Contractor will determine an appropriate location for the site compound in agreement with GCC. The compound will provide for parking, welfare facilities, canteen, site offices, storage areas and temporary utilities / services. These areas will be fenced to keep the public out of the work area and secured as appropriate to prevent pollution risk. The compound will be located away from sensitive areas such as designated conservation areas (such as Galway Bay European sites), ecologically sensitive areas (such as Merlin Park Woodlands), watercourses, hedgerows / treelines and adjacent private properties. The temporary construction compound will be removed upon completion of the construction phase. Such areas are to be reinstated and all construction waste and / or scrapped building materials are to be removed from site on completion of the construction phase. Oil, fuel etc. storage areas are to be decommissioned on completion of the construction phase. Any remaining liquids are to be removed from site and disposed of at an appropriately licenced facility.

All refuelling and fuel drum loading operations will take place at a designated site within the site compound and the ground under the refuelling and fuel drum loading areas will be protected against pollution caused by spills and/or tank overfills. Collection systems will be provided/bunded if necessary, under machinery or equipment that may leak hydrocarbons/hazardous substances. Bunds will be provided at refuelling stations, under any container with hazardous substances (oil, fuel, paints, solvents etc.) or any piece of machinery (i.e. generators) which may leak fuel, lubricants or hydraulic fluids. Drip trays will be placed under construction vehicles prone to leaking lubricants/and oil. Storage areas will be located away from drains/trenches/wastewater collection devices. All hazardous liquids will be stored in an impervious bund area where the volume of the storage bund is >110% of the largest storage tank contained within the bund until collected for off-site disposal by an approved waste contractor at an approved site.

4. EIA Screening Process

4.1 Desk-Based Studies

In undertaking this EIA Screening Assessment, AtkinsRéalis completed a detailed desk-based assessment using data from the following sources:

- Relevant guidance documents and legislation (listed in Section 4.3 below).
- Relevant published data from Government websites like the EPA's website (www.epa.ie), the Geological Survey of Ireland (www.gsi.ie), the Galway City Development Plan (2023-2029).
- AtkinsRéalis Appropriate Assessment Screening (March, 2025).

4.2 Site Visits and Assessments

Ecological site visits were undertaken along the alignment of the route during May 2021. Since completion of these surveys, the nature of the project site, and its environs have remained unchanged and therefore the habitats / ecology receptors have not been altered. Nonetheless, pre-construction surveys will be undertaken of the project site.

Ecological survey methods were in general accordance with those outlined in the following documents:

- *A Guide to Habitats in Ireland* (Fossitt, 2000);
- *Best Practice Guidance for Habitat Survey and Mapping* (Smith et al., 2011); and,
- *Ecological Surveying Techniques for Protected Flora and Fauna during the Planning of National Road Schemes* (NRA, 2009).

Potential sensitive ecological receptors present within the survey area were recorded, including the presence of protected species and habitats or habitats that would support protected species, in addition to noting connectivity to European sites. The presence of non-native invasive species was also recorded. Surveys were undertaken within the seasonally appropriate window to assess the project site for the presence of invasive plant species.

4.3 EIA Screening Legislation and Guidance

The Project Types listed in Annex I and Annex II of the 2011 EIA Directive were transposed into Irish Planning & Development legislation in Schedule 5 Parts 1 and Part 2, respectively. These regulations amend the Planning and Development Regulations 2001 (S.I. No.600 of 2001); they seek to transpose EIA Directive 2014/52/EU and to give further effect to the 2011 Directive, as follows;

- An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2026), Schedule 5, Part 1 – Development for the purposes of Part 10.
- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to Class 2 Project Types. These projects are listed in full within the Planning & Development Regulations (2001-2026), Schedule 5, Part 2 – Development for the purposes of Part 10. If the proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be sub-threshold. Part 10, Article 92 of the Planning & Development Regulations, 2001 as amended states 'sub-threshold development' means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development". Any sub-threshold



developments should be evaluated to determine if the project is likely to have a significant impact on the environment.

Criteria to evaluate whether significant impacts on the receiving environment will arise from a Proposed Development are listed under Schedule 7 of the relevant Planning & Development Regulations (2001-2026). A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations, and summarised below.

1. A description of the Proposed Development, including in particular:

- a description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works; and,
- a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

2. A description of the aspects of the environment likely to be significantly affected by the Proposed Development.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the Proposed Development on the environment resulting from:

- the expected residues and emissions and the production of waste, where relevant; and,
- the use of natural resources, in particular soil, land, water and biodiversity.

The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

Accordingly, the Proposed Development has been screened in accordance with:

- Section 3.2 of the 'Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022);
- European Commission (2017), Environmental Impact Assessment of Projects, Guidance on Screening;
- Department of the Environment, Heritage and Local Government (2003), Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Developments;
- ORP Practice Note PN02 Environment Impact Assessment Screening (2021);
- Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments;
- Planning and Development Regulations (2001-2026); and,
- Roads Act, 1993-2021 and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulation 2019 (S.I. No. 279 of 2019).

Figure 4-1 provides a summary of the main steps involved in the EIA screening process.



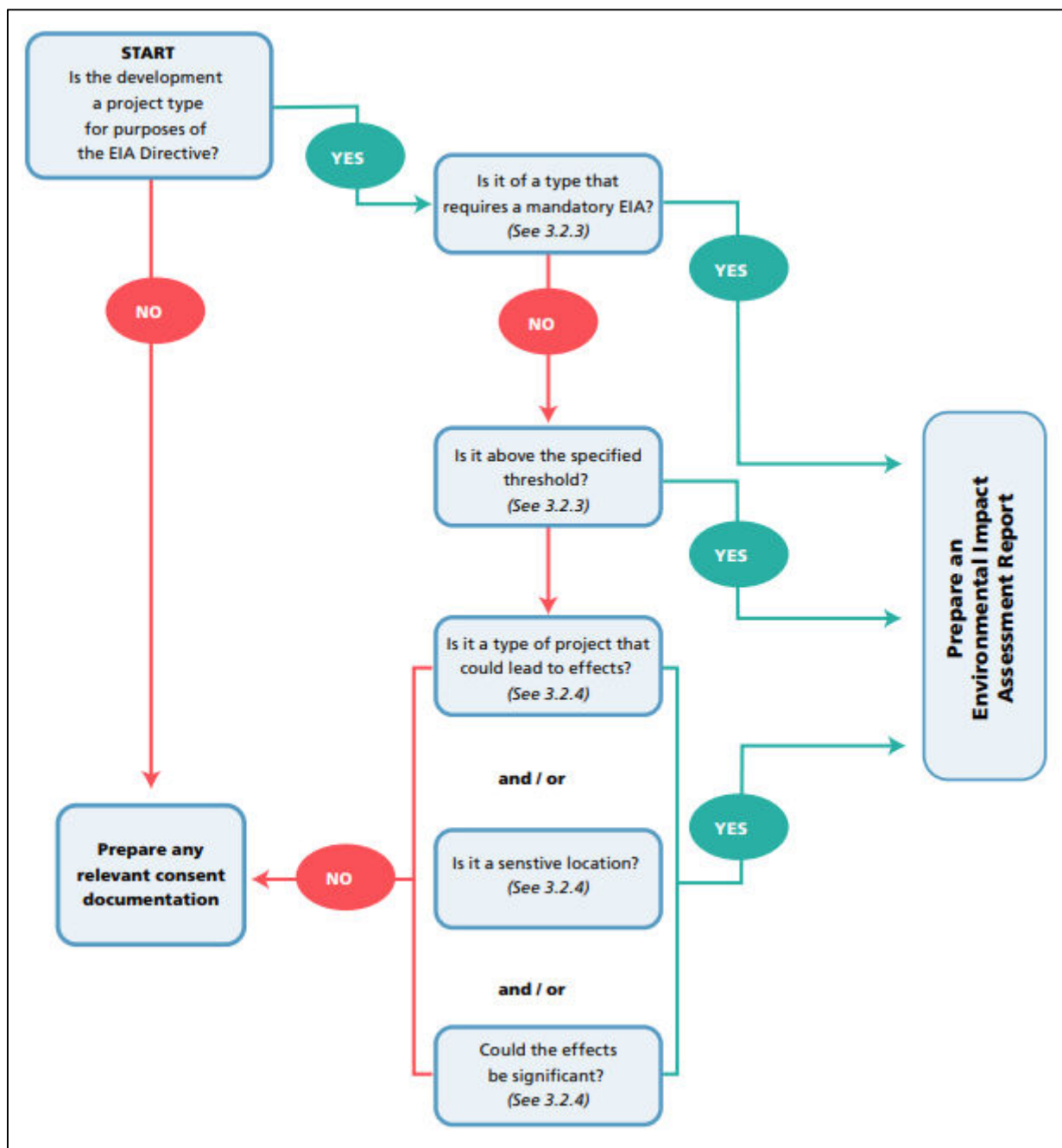


Figure 4-1 - EIA Screening Process (Source: 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA, 2022)).

4.4 The Planning and Development Regulations 2001, as amended - Screening

The 2011 EU EIA Directive differentiates between those projects that automatically requires an environmental impact assessment (listed as Annex 1 projects) and those which may require an assessment if they are likely to have significant environmental effects (Annex II projects). These project types have been transposed into Irish legislation under Parts 1 and 2 respectively of Schedule 5 of the Planning and Development Regulations 2001, as amended.

The Proposed Development was screened using the following criteria:

- If the project is of a type listed in Schedule 5, Part 1; or,
- If not, whether:
 - it is listed in Schedule 5, Part 2;
 - it meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2;
 - any part of it is located within sensitive area; or
 - it would be likely to have significant effects on the environment.

4.4.1 Part 1 Type Projects

The project has been screened against the list of Project Types which have a high likelihood of impacting on the receiving environment and therefore require a mandatory Environmental Impact Assessment, under Schedule 5 Part 1 of the Planning and Development Regulations 2001-2026.

This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Schedule 5 Part 1.

4.4.2 Part 2 Type Projects

The project has been screened against the types of development, various processes and activities listed in Schedule 5 Part 2 of the Planning and Development Regulations 2001-2026. The Proposed Development may fall within the following categories which provide that an EIA must be completed – subject to specified thresholds being met or exceeded.

13. Changes, extensions, development and testing

(a)

Any change or extension of development already authorised, executed or in the process of being executed (not being a change or extension referred to in part 1) which would: -

- (i) result in the development being of a class listed in part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and
- (ii) result in an increase in size greater than:
 - 25 per cent, or
 - an amount equal to 50 per cent of the appropriate threshold, whichever is the greater.

(In this paragraph, an increase in size is calculated in terms of the unit of measure of the appropriate threshold.)

15. Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.

4.4.2.1 Class 13 - Changes, Extensions, Development and Testing

The Proposed Development will not result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule and will not result in an increase in size to the existing roadway of greater than 25%. **Therefore it could be considered that the Proposed Development may not fall under Schedule 5 Part 2 (13) (a) of the Planning and Development Regulations 2001, as amended.**



4.4.2.2 Class 15 - Sub-threshold Development Likely to Have significant Effects on the Environment

It could be considered that the Proposed Development has the potential to have a significant effect on the environment. Therefore, an EIA screening to assess whether the project would be likely to have significant effects on the environment (having regard to the criteria set out in Schedule 7) is required for this project in accordance with Section 15 of Schedule 5 Part 2 of the Planning and Development Regulations, 2001, as amended.

4.5 Roads Act Screening

The Proposed Development has been screened against the criteria outlined in Section 50(1)(b) and 50(1)(c) of the Roads Act 1993-2026, as follows;

Section 50(1)(a) – ‘A road authority shall prepare a statement of the likely effects on the environment (hereinafter referred to as an “environmental impact statement”) of any proposed road development consisting of - (iii) any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road.

Section 50(1)(b) – ‘If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) 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 direct that the development be subject to an environmental impact assessment.’

Section 50(1)(c) – ‘Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) 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 An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.’

Therefore, it is considered that the scheme should undergo an EIA screening to determine if an EIAR would be required in accordance with Sections 50(1)(a), 50(1)(b) and 50(1)(c) of the Roads Act 1993-2026.

Section 50 (1)(e) of the Roads Act (1993-2024) states ‘*where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.*’ Annex III has been transposed into Irish Legislation via Schedule 7 of the Planning and Development Regulations 2001-2026.

There are no exacting rules as to what constitutes “significant” in terms of environmental impacts. The responsibility is on Planning Authorities to carefully examine every aspect of a development in the context of:

- characterisation of the project;
- location of the project; and.
- type and characteristics of potential impacts.

It is generally not necessary to provide specialist studies or technical reports to complete this screening process, rather to investigate whether further studies may be required, and where risks, if any, to the integrity of the receiving environment may lie.

For the purposes of screening sub-threshold developments for EIA, all of the relevant information as presented within EIA Planning and Development Regulations 2001 as amended, (Schedule 7A) has been provided on behalf of the applicant, Galway County Council. The potential for the Proposed Development to pose a significant impact to the



receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001 - 2026 (Schedule 7).

The findings of the EIA screening assessment prepared for the project has informed our professional opinion as to whether an EIAR is warranted for the proposed project, with due regard to all relevant statutory requirements and technical guidance. However ultimately it is the responsibility of the relevant planning authority to decide as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.



5. Environmental Impact Assessment Screening

5.1 Determining if the project is likely to have significant effect on the receiving environment

All relevant information as required under Schedule 7 and 7A has been provided on behalf of Galway City Council and is presented within this screening report. The potential for this project to pose a significant effect to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001-2026 (Schedule 7), as presented in the tables below.

5.1.1 Characteristics of the Proposed Development

Table 5-1 below details the development characteristics criteria, as required under Schedule 7 of the Planning and Development Regulations 2001 as amended.

Table 5-1 - Characteristics of the Proposed Development

Screening Criteria	Proposed Development
<i>Size and design of the project</i>	
Will the size and design of the whole project be considered significant?	No. The proposed development is ca. 1.7km in length and the scale and nature are not considered significant within the urban setting. Refer to the detailed description in Section 3 above.
<i>Cumulation with other projects</i>	
Will other existing project and/ or approved project be able to affect the project.	A search of the Galway City Council Planning Applications, An Coimisiún Pleanála planning portal, Uisce Éireann and Transport Infrastructure Ireland project portals has been undertaken for the applications submitted within the past 5 years in the vicinity of the site (last reviewed 13/07/26). Some of the granted applications have already been completed and of those which are not completed, most are generally small scale in nature (i.e., residential extension works, or property improvement works). Completed or granted applications of such small scale (such as residential improvements) have not been considered further in terms of potential for cumulative impacts. For the purposes of this study, only significant new developments that are likely to generate a significant number of trips and developments that may encroach nearby to the existing development have been considered, as follows: ▪ Galway City Council (planning reference: ACP 318220), granted 07/04/2026 – Construction of the N6 Galway City Ring Road. ▪ Martin Tolan (planning reference: 2560319), granted 10/12/2025 - Permission for development which consists of: the construction and operation of a development consisting of an energy centre building, heat network pipeline, landscaping works, roof mounted solar PV and all other associated ancillary infrastructure at the Merlin Park Industrial Estate

and Doughiska Road, within the townland of Doughiska, Galway, Co. Galway.

- Galway Race Committee Trust (planning reference: 2460279), granted 23/10/2024 – permission for development which consists of; the construction and demolition of the temporary stables and the construction of permanent stables, pavilion, machinery and maintenance sheds, pre-parade ring as well as ancillary site works. Permission is being sought for a period of 10 years. Located ca. 200m north of Proposed Development.
- Uisce Eireann (no reference), Upgrade of existing water mains and construction of new watermains in the Ballybrit area. Currently at early design stage.
- Galway City Council (planning reference: ABP 321776), granted 30/09/2025 – BusConnects Galway (Cross City Link – University Road – Dublin Road) Scheme consisting of the alteration of existing road layouts, including junction layouts, footpaths, signalling, pedestrian crossings, drainage and other associated works.

Based on the nature, location and timescales of these projects, cumulative impacts associated with the proposed Galway Cycle Network WP04 on the receiving environment are unlikely and therefore do not need further consideration.

Nature of any associated demolition works

Will the construction of the project include any significant demolition works.	No. Although demolition will be required i.e. removal of paving and footpaths, and road planings, these are not significant in nature.
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Use of natural resources

Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	The use of natural resources will be kept to a minimum; aggregates and soil will be re-used on site, where possible and if required. The use of natural resources will be kept to a minimum; aggregates and soil will be re-used on site, where possible. Road planings being removed off-site will be sent to a road planings recycling plant where possible. Should vegetation clearance be required along the Proposed Development, it would take place outside of the nesting season (February – August). If this is not possible, an ecologist will survey the vegetation for breeding birds no longer than 24 hours prior to clearance. If nesting birds are identified, then an alternative approach to the work will be used.
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Production of waste

Will the project produce wastes during construction or operation or decommissioning?	Construction waste will be kept to a minimum with only contaminated waste being removed off site. The following waste streams will be produced during the construction: ▪ Waste produced by the construction of the cycle scheme and the installation of any associated infrastructure ▪ Generic construction waste that may be generated during the construction phase. The waste will be separated into dedicated labelled skips and sent for recycling/disposal.
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All soil requiring disposal offsite will require waste classification in accordance with EPA requirements as set out in the documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2015), and 'Determining if waste is hazardous or non-hazardous' (EPA, 2018), and all relevant waste management legislation. In addition to screening against relevant WAC, the preparation of a waste classification tool (hazwaste online / EPA paper tool or similar etc.) will be required to be carried out in order to determine the relevant LoW / EWC code for the transport of any waste soils which require offsite removal and disposal.

Road planings being removed off-site will be sent to a road planings recycling plant where possible.

Any redundant road signage will also be removed.

Pollution and nuisances

Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	Regional air quality in the vicinity of the Proposed Development is 'good' (EPA, 2026). The closest Air Quality Monitoring Station to the Proposed Development is Briarhill (Station 109) located ca. 120m north. Management of dust will be in line with relevant best practice measures such as those set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). On Site dust management will form part of the Construction Environmental Management Plan (CEMP) for the site. It is anticipated that the hot asphalt rolling will emit some air pollution but the levels will be very low and short term and will not have a significant effect on the residents living along the route, or those working or using services in the area. Due to the nature and scale of the project detailed in Section 3, it is anticipated that the construction works and operation of the Proposed Development will not have a significant effect on air quality.
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Will the project cause:

Noise and vibration.	Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). The construction phases will have noise barriers in place as required, to minimise / eliminate noise disturbances to sensitive receptors i.e., residential units located adjacent to the site while construction is taking place. Works will be scheduled during day-time hours. Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). The appointed Contractor will be required to prepare a site specific Construction Environmental Management Plan (CEMP) pre-construction which will contain control measures that will reduce noise emissions during the works, including turning off engines when not in use, minimising reversing actions, no working on Sundays or Bank Holidays etc. The CEMP will have
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	a public complaints procedure which will deal with how public complaints are handled and closed out by the Contractor. Due to the nature and scale of the project, detailed in Section 3 it is anticipated that the construction works, and operation of the Proposed Development will not have a significant effect with regards to noise.
Release of light.	The lighting will be designed to minimise the effects of light pollution on neighbouring properties. Low energy LED lighting will be used to illuminate areas.
Heat.	The development will not cause release of heat.
Energy.	The development will not cause release of energy.
Electromagnetic radiation.	The development will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?	The potential for accidents or incidents causing oil and chemical spillages are limited. Oils and fuels will be stored in adequately sized (110%) bunded areas in the Contractors compound. An adequate quantity of spill kits will be kept on site and site personnel including contractors will receive training on how to use the spill kits. With the adoption of site-specific risk management and remediation measures, as appropriate, during construction, no adverse impacts will arise and the residual effects on sensitive receptors would not be significant. Excavation works for the placement of services, will be monitored and in the event that contaminated materials are encountered these will be segregated from uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g., Rilta Disposal Suite). Any contaminated soils will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC). The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils will be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor. All hydrocarbon containing tanks will be adequately bunded (110% capacity of the tank) to prevent diesel spillages effecting the soil and/or groundwater. The Contractor will have spill kits on site should a hydrocarbon leakage arise. The used spill kits will be correctly disposed of as a hazardous waste and the spill absorbent kits replaced at the site.
<i>Risk of major accidents and/or disasters relevant to the project concerned</i>	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction,	Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanos, and severe weather events are rarely experienced. Flooding is experienced throughout Ireland on a regular basis. According to the OPW, there is no reported flood risk or historic flooding events within the vicinity of the site. Possible accidents relevant to the development include vehicle collisions and fire, for both of which there will be plans in place to minimise the risk of harm caused by emissions or discharges.

operation or decommissioning?	The appointed contractor will have an emergency plan in place in the event of any major accidents. This will be approved by Galway City Council prior to works commencing. Major accidents affecting the development include generic risk of fire or explosion. All these events will be covered by risk assessments and contingency plans which apply to the Proposed Development. The chosen contractor will be required to liaise with the Galway City Council and familiarise themselves with Galway City Council's emergency procedures. In the event of accidents or fire, measures will be in place to limit emissions to land, water and air, as far as practicable. With these arrangements in place the impact of emissions on human health and sensitive receptors in general will be mitigated such that adverse impacts will be unlikely to arise in the event of an accident.
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g., temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	The location is not susceptible to earthquakes, subsidence, landslides, erosion, or extreme/adverse climatic conditions.

The risks to human health

Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	Construction will be undertaken in accordance with the commitments to be set out in a site-specific CEMP prepared by the appointed Contractor, such that no significant construction effects on construction workers, residents and the environment would arise. The Contractor will also comply with Galway City Council's Emergency Procedures and Plans. Given the nature of the Proposed Development, impacts on population during operation, from water contamination, noise and vibration or air quality and climate are not anticipated to be significant.
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5.1.2 Location of the development

Schedule 7 of the Planning and Development Regulations 2001 as amended, requires a description of the location of the Proposed Development, with regards to the environmental sensitivity of the geographical area likely to be affected by the project. Table 5-2 below details the criteria considered and provides an assessment relating to same.

Table 5-2 - Location of the Proposed Development

Screening Criteria	Proposed Development
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Existing and approved land use

Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?

The Proposed Development is located within urban lands within the existing road network in Galway City. The Proposed Development is located within the 'R – residential', 'I – Enterprise, Industry and Related Uses' and 'RA – Recreation and Amenity' land use zones.

The construction of the development could have an effect on existing residential and commercial premises adjacent to the development boundary. A CEMP will be prepared to identify potential environmental issues and control measures for their avoidance/mitigation.

The contractor will inform and work with all stakeholders to address concerns. Control measures to avoid/mitigate impacts will be included in the CEMP.

The Contractor will develop and implement a Traffic Management Plan (TMP) for the construction stage.

No existing, approved land uses for health, education, or community facilities in general, on, or around, the location will be affected by the Proposed Development.

The construction, operation or decommissioning of the Proposed Development will not involve actions which will cause significant physical changes in the topography of the area.

The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground

Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?

Material will be imported for the works.

As noted above, excavation works will be monitored and in the event that contaminated materials are encountered these will be segregated from uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g., Rilta Disposal Suite). Any contaminated soils will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC). The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils will be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor.

Absorption capacity of the natural environment

Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural

An AA Screening (AtkinsRéalis, 2025) prepared for the Proposed Development concluded that *'with the absence of any mitigation measures the proposed project, either alone or in combination with other plans or projects, will not result in likely*

environment, paying particular attention to wetlands, riparian areas, river mouths?	<i>significant effects on Galway Bay Complex SAC or Inner Galway Bay SPA or any other European site. Thus, it is recommended that it is not necessary for the scheme to proceed to Appropriate Assessment.'</i> Based on the location of the Proposed Development, there is no potential for impact on the absorption capacity of the natural environment.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?	The Proposed Development is located ca. 1.5km from Lough Atalia. Due to the distance to the coast, it is not anticipated that the Proposed Development will have a significant impact on the coastal zone or marine environment.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?	There are no mountain or forest areas within 2km of the Proposed Development and therefore no impacts on this habitat type.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC?	A screening for Appropriate Assessment (AA) has been prepared for the Proposed Development (AtkinsRéalis, 2025) which investigated the potential for the Proposed Development to have significant effects on a European Site(s) either alone or in combination with other plans or developments. The AA Screening concluded that <i>'with the absence of any mitigation measures the proposed project, either alone or in-combination with other plans or projects, will not result in likely significant effects on Galway Bay Complex SAC or Inner Galway Bay SPA or any other European site. Thus, it is recommended that it is not necessary for the scheme to proceed to Appropriate Assessment.'</i> Based on the location of the Proposed Development, there is no potential for impact on the absorption capacity of the natural environment.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure?	The absorption capacity of the natural environment is characterised as follows: The area around the Proposed Development is urban in nature. There are 8no. European Sites which have no connectivity to the Proposed Development. There are no Natural Heritage Areas (NHA) and 5no. proposed Natural Heritage Area (pNHA) located within the Zone of Influence of the Proposed Development. The closest is Galway Bay pNHA (site code: 000268) located ca. 1.4km south of the Proposed Development. Based on the nature, scale and location of the Proposed Development as detailed in Section 3, there is no potential for impact on the absorption capacity of the natural environment. The Proposed Development is located within the Galway Bay South East (Catchment ID: 29) and Corrib (Catchment ID: 30) Water Framework Directive (WFD) Catchment areas and the Carrowmoneash[Oranmore]_SC_010 (Catchment ID: 29_6) and Clare[Galway]_SC_070 (Catchment ID: 30_4) WFD sub

catchment areas. There are no EPA reported watercourses within the vicinity of the Proposed Development with the closest surface water features being the Terryland River (EPA code: IE_WE_30T010500) located ca. 947m northwest of the Proposed Development. This watercourse has been assigned a 'moderate, WFD water quality status by the EPA (2026) for the 2019-2024 monitoring period and is reported 'at risk' of failing to meet relevant WFD objectives by 2027. Corrib Estuary (EPA code: IE_WE_170-0700) transitional waters are located ca. 1.5km southwest of the Proposed Development and are classified as being of 'good' WFD water quality status by the EPA (2026) for the 2019-2024 monitoring period and is 'not at risk' of failing to meet relevant WFD objectives by 2027. Contamination of this watercourses via. siltation or hydrocarbon spillages, is a risk during the construction phase, however, best practice measures will be employed through adherence to the CEMP which will be prepared, and accidental spills and silt generation will be dealt with through prescribed spill response and silt collection measures.

Leaching of pollutants to groundwater is a risk during the construction phase, however, best practice measures will be employed through adherence to the CEMP which will be prepared, and accidental spills will be dealt with through prescribed spill response measures.

Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?

No. There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas as a result of the Proposed Development.

Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or Archaeological significance?

If deemed required by the National Monument Service of the Department of Housing, Local Government and Heritage, archaeological monitoring of any subsurface works will be conducted by a suitably qualified archaeologist.

There is no potential for impact on the absorption capacity of the natural environment in relation to landscapes and sites of historical, cultural or Archaeological significance.

5.1.3 Characteristics of potential impact

Table 5-3 below details the types and characteristics of potential impacts of the Proposed Development as required under Schedule 7 of the Planning and Development Regulations 2001 as amended.

Table 5-3 - Characteristics of the Proposed Development

Screening Criteria	Proposed Development
<i>The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)</i>	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected).	The spatial extent of the Proposed Development measures ca. 1.7km in length and ca.3.62 hectares. The expected duration of the construction works is approximately 12 months. Direct impacts associated with the proposed works are likely to be located within the environs of the site, chiefly associated with impacts on pedestrians and vehicular movement within the local area. Traffic management will be implemented during construction to minimise disruption to traffic flow. Due to the nature of the proposed works it is likely that the resident population would potentially be affected by the development.
<i>Nature of the impact</i>	
Outline the nature of the impact.	There could be potential adverse construction and operation impacts arising from temporary disruption or disturbance associated with the proposed works. This has potential to result in construction traffic, noise and air quality impacts but with the implementation of the control measures included in the CEMP and the traffic management plan, it is unlikely that impacts would give rise to significant environmental effects. Potential adverse operational impacts of the development will be associated with footfall as well as the lighting. The design will be developed to reduce operational impacts by incorporating control measures. Galway City Council will engage with stakeholders including the GCF Church Galway, adjacent residents, and commercial premises throughout the design and construction stages to address any concerns.
<i>Transboundary nature of the impact</i>	
Is the project likely to lead to transboundary effects?	Given the location of the site no transboundary impacts will occur.
<i>The intensity and complexity of the impact</i>	
Outline the intensity and complexity of the impact.	The impacts identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area.
<i>The probability of the impact</i>	
Outline the probability of the impact.	During construction, conventional construction and best environmental practice techniques can be readily deployed. In order to minimise disruption, a CEMP and traffic management plan will be implemented. There is no significant environmental impact during the operational phase anticipated, the Proposed Development will have an overall positive impact as it will provide active travel opportunities for the local population.

The expected onset, duration, frequency and reversibility of the impact

Outline the expected onset, duration, frequency and reversibility of the impact.	It is expected that the duration of construction works will be approximately 12 months. Normal working hours during the construction period are expected to be Monday to Friday 08:00 to 18:00, and Saturday 09:00 to 13:00. During the construction stage it may be necessary to carry out some work outside of normal working hours however, this will be kept to a minimum and only undertaken following approval from Galway City Council. The noise and air quality impact peaks during construction will be intermittent with a potential background level of nuisance as they will depend on the construction activities which are for their nature variable and not continuous. It is not expected that noise levels will be significant during the operational stage. The selection and implementation of established best practice procedures as set out by the appointed Contractor will ensure potential environmental impacts during the construction phase are offset.
--	--

Cumulation of the impact with the impact of other existing and/or approved development

Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	As discussed previously, there are no approved developments in the vicinity with which cumulative impacts could arise.
---	--

Possibility of effectively reducing the impact

What measures can be adopted to avoid, reduce, repair or compensate the impact?	The design of the Proposed Development is being developed to reduce both construction and operational impacts. During construction the impact of the proposed works would be further reduced through the implementation of the CEMP. During operation, potential impacts would be reduced by the inclusion of design measures, operational control plans including Galway City Council guidance and standards.
---	--

5.1.4 Schedule 7A

Table 5-4 below signposts the location of information for screening.

Table 5-4 - Information for Screening

1. A description of the proposed development, including:	
(a) A description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works.	Refer to Table 5-1 and Section 3 of this report.
(b) A description of the location of the Proposed Development, with particular regard to the environmental sensitivity of the geographical areas likely to be affected.	Refer to Table 5-2 and Section 4 of this report.



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| 2. | A description of the aspects of the environment likely to be significantly affected by the Proposed Development. | Refer to Table 5-3. |
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| 3. | A description of the likely significant effects, to the extent of the information available on such effects, of the Proposed Development on the environment resulting from: | |
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| (a) | The expected residues and emissions and the production of waste, where relevant, | Refer to Table 5-1 – Production of Waste. |
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| (b) | the use of natural resources, in particular soil, land, water and biodiversity | Refer to Table 5-1 – soil, land, water and biodiversity. |
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| 4. | The compilation of the information at paragraphs 1 to 4 shall take account, where relevant, the criteria set out in Schedule 7. | |
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6. Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of the client and is presented within Section 5 of this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed Planning and Development Regulations (2001-2026) (Schedule 7), as presented within Section 3.4 of this screening report.

It is considered that due to the size, nature, and characteristics of the Proposed Development, no significant effects on the receiving environment are expected; hence the preparation of a sub-threshold EIAR is not required.



7. Screening Conclusion

This EIA screening report has been carried out in accordance with the Planning and Development Regulations as amended 2001- 2026 (which give effect to the provisions of EU Directive 2014/52/EU) and the Roads Act 1993-2024. The report assessed the impact of the Proposed Development in conjunction with committed developments in the surrounding area.

Based on all available information, and taking account of the scale, nature and location of the Proposed Development it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Schedule 5, Part 1 and 2 of the Planning and Development Regulations 2001 - 2026). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the Proposed Development has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2024.

Key findings are summarised as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area;
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impacts;
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- There will be no significant impacts on recorded monuments or historic features.

In summary, no significant adverse impacts to the receiving environment will arise as a result of the Proposed Development.

Accordingly, we consider that the preparation of an EIAR is not required for the Proposed Development. However, the competent authority will ultimately determine whether an EIA is required or not.

8. References

- AtkinsRéalis (2025), Appropriate Assessment Screening Report.
- Galway City Council (2023), Galway City Development Plan 2023-2029;
- Department of Housing, Planning and Local Government, (2019), Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.
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- Department of the Environment, Heritage and Local Government (2003) Guidance for Consent Authorities regarding sub-threshold Development. Published by the Stationery Office.
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- Environmental Protection Agency (EPA), 2022. 'Revised Guidelines on the Information to be contained in Environmental Impact Assessment Reports.'
- Environmental Resources Management (2001) Guidance on EIA Screening. Published by the European Commission.
- Environmental Impact Assessment – EIA, Overview, Legal context. European Council Directive (EC) 85/337/EU of 1985 on Environmental Impact Directive.
- European Council Directive (EC) 97/11/EC of 3 March 1997 amending Directive 85/337/EEC on the assessment of the effects of certain public and private projects on the environment.
- European Council Directive (EU) 2009/31/EC on the geological storage of carbon dioxide and amending Council Directive 85/337/EEC, European Parliament and Council Directives 2000/60/EC, 2001/80/EC, 2004/35/EC, 2006/12/EC, 2008/1/EC and Regulation (EC) No 1013/2006.
- European Council Directive (EU) 2011/92/EU on the assessment of the effects of certain public and private projects on the environment European Council Directive (EU) 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment.
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- The Heritage Council. Geological Survey of Ireland (GSI) 2026. <https://www.gsi.ie/en-ie/Pages/default.aspx>. Consulted July 2026.
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- National Parks & Wildlife Service. <https://www.npws.ie/protected-sites/spa>. Consulted March 2025.
- NRA (2009). Guidelines for Assessment of Ecological Effects on national road schemes. Published by National Roads Authority.
- NRA (2011) Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes. Published by the National Roads Authority.
- NRA (2014) Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes. Published by the National Roads Authority.



- Office of Public Works (2009). 'The Planning System and Flood Risk Management; Guidelines for Planning Authorities'.
- Office of Public Works (2026). OPW National Flood Hazard Mapping Web Site. Available at: - <http://www.floodmaps.ie/>. Consulted July 2026.
- Statutory Instrument S.I. No. 12 of 2019. Planning and Development Act 2000 (Exempted Development) Regulations 2019.
- Statutory Instrument S.I. No. 296 of 2018. European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.
- Statutory Instrument S.I. No. 349/1989. European Communities (Environmental Impact Assessment) Regulations, 1989.
- Statutory Instrument S.I. No. 600 of 2001. Planning and Development Regulations 2001.



APPENDICES



Appendix A. Design Drawings



A1

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Date: Jul 13, 2026 - 10:23am
Plotted by: BRE4515

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Risk Level	X	Atkins Base Line - Low Risk
		Atkins Sensitive - Medium Risk
		Atkins Private - High Risk
		Client Critical - Already Marked



Rev	Description	By	Date	Chk'd	Rev'd	Auth
CO1	ISSUED FOR PART 8 SUBMISSION	XX	22.05.26	XX	XX	XX



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GALWAY CITY COUNCIL
Project
MONIVEA ROAD (EAST)
ACTIVE TRAVEL SCHEME

GENERAL NOTES

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- ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
- ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
- DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

LEGEND:

- SITE BOUNDARY
- EXISTING KERBLINE TO BE RETAINED
- 6mm CONCRETE KERB
- 60mm CONCRETE KERB
- 60mm BEVELLED KERB
- 100mm CONCRETE KERB
- KASSEL KERB
- FLUSH KERB
- EDGING KERB
- CARRIAGEWAY
- PROPOSED FOOTPATH
- PROPOSED SHARED SPACE
- PROPOSED SHARED CYCLE TRACK / LANE
- PROPOSED ON ROAD CYCLE LANE
- PROPOSED RAISED TABLE / ENTRY TREATMENT
- PROPOSED TACTILE PAVING (CONTROLLED)
- PROPOSED TACTILE PAVING (UNCONTROLLED)
- PROPOSED TACTILE PAVING (LADDER/TRAMLINE)
- PROPOSED GRASS VERGE
- EXISTING GRASS VERGE TO BE RETAINED
- EXISTING FOOTWAY / CYCLEWAY
- PROPOSED CYCLE RAMP
- PROPOSED SINGLE PANEL BUS SHELTER
- DELINEATOR POST
- TRAFFIC SIGNAL POST

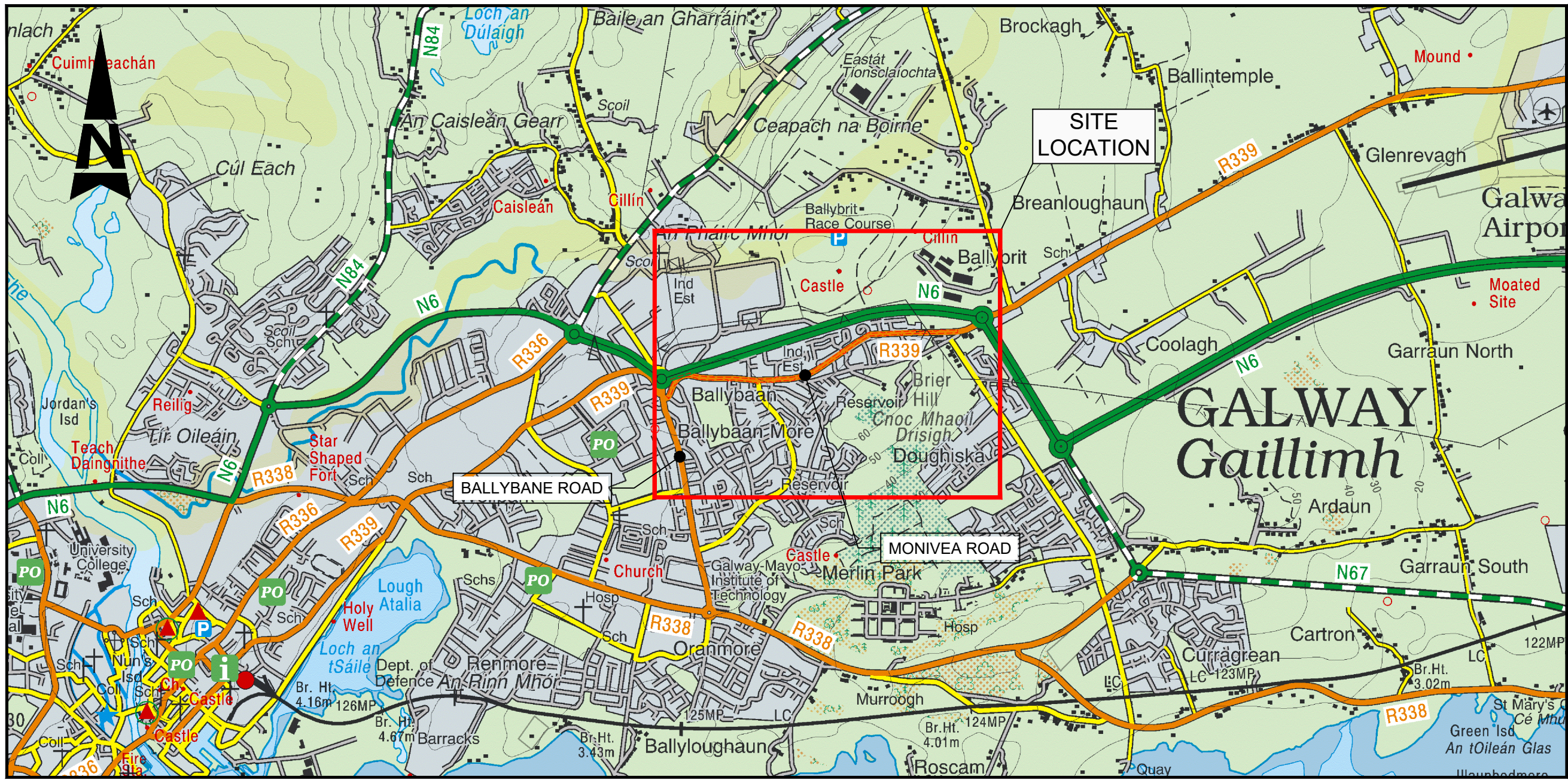
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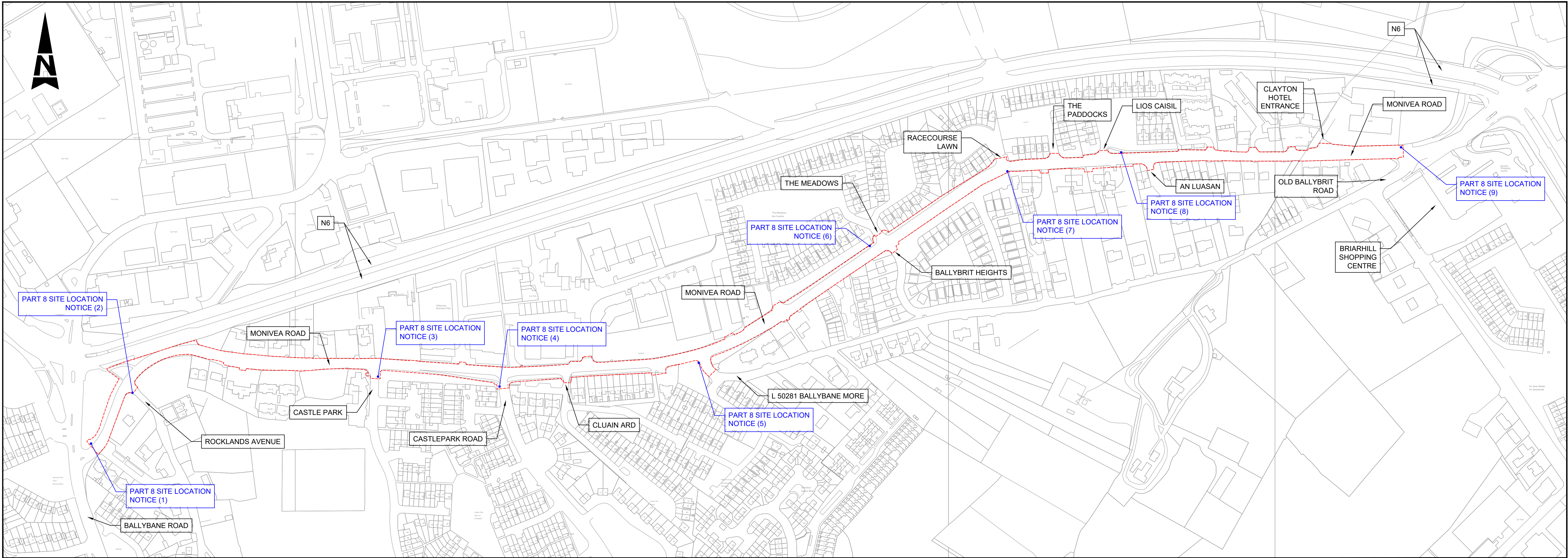
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MONIVEA ROAD (EAST)
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Status A2	Drawing Number 5193732-ATK-04-XX-DR-CE-900002	Rev C01		



SITE MAP - MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

Scale at A1 1:25,000
Scale at A3 1:50,000



SITE LOCATION MAP - MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

Scale at A1 1:2500
Scale at A3 1:5000

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MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

Risk Level	X	Atkins Base Line - Low Risk
		Atkins Sensitive - Medium Risk
		Atkins Private - High Risk
		Client Critical - Already Marked



Rev	Description	By	Date	Chk'd	Rev'd	Auth
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C01	DRAFT FOR PART 8		XX 22.05.26	XX	XX	XX



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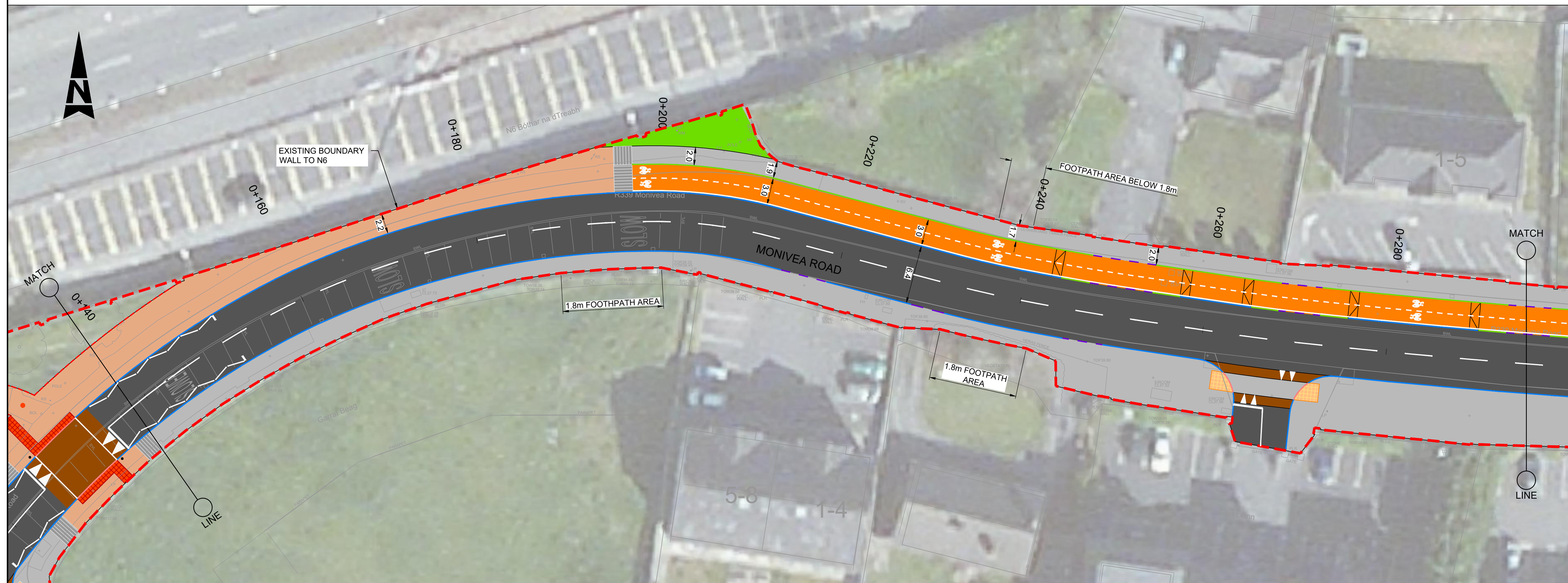
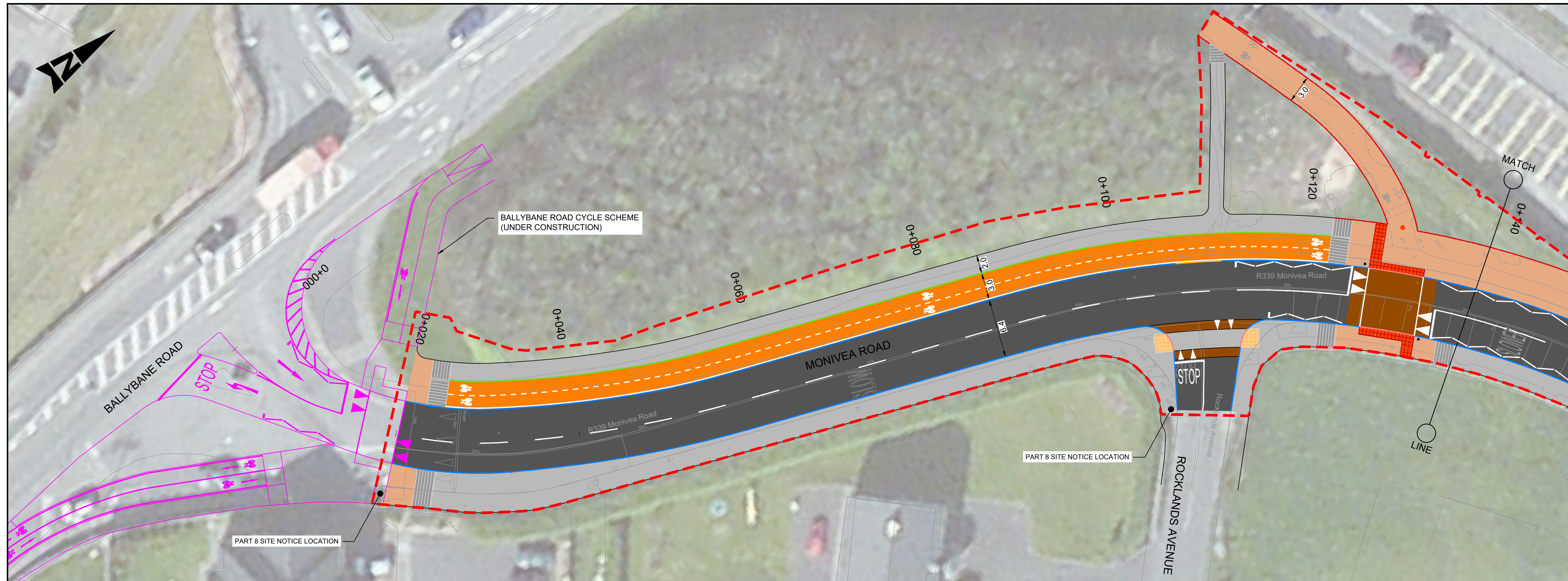
Project
MONIVEA ROAD (EAST)
ACTIVE TRAVEL SCHEME

Purpose
FOR PART 8 SUBMISSION

Title
MONIVEA ROAD (EAST)
SITE CONTEXT AND SITE LOCATION MAP

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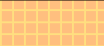
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LEGEND:

- | | |
|---|---|
|  | SITE BOUNDARY |
|  | EXISTING KERBLINE TO BE RETAINED |
|  | 6mm CONCRETE KERB |
|  | 60mm CONCRETE KERB |
|  | 60mm BEVELLED KERB |
|  | 100mm CONCRETE KERB |
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|  | EXISTING GRASS VERGE TO BE RETAINED |
|  | EXISTING FOOTWAY / CYCLEWAY |
|  | PROPOSED CYCLE RAMP |
|  | PROPOSED SINGLE PANEL BUS SHELTER |
|  | DELINEATOR POST |
|  | TRAFFIC SIGNAL POST |

NOTES :

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GENERAL ARRANGEMENT
SHEET 1 OF 6

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1:500 @ A3		Date 22.05.26	Date 22.05.26	Date 22.05.26	Date 22.05.26
status	Drawing Number				Rev
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TRAVEL SCHEME

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		Atkins Sensitive - Medium Risk
		Atkins Private - High Risk
		Client Critical - Already Marked

KEY PLAN
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C02	DRAFT FOR PART 8	XX	11.06.26	XX	XX	XX
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Rev	Description	By	Date	Chk'd	Rev'd	Auth

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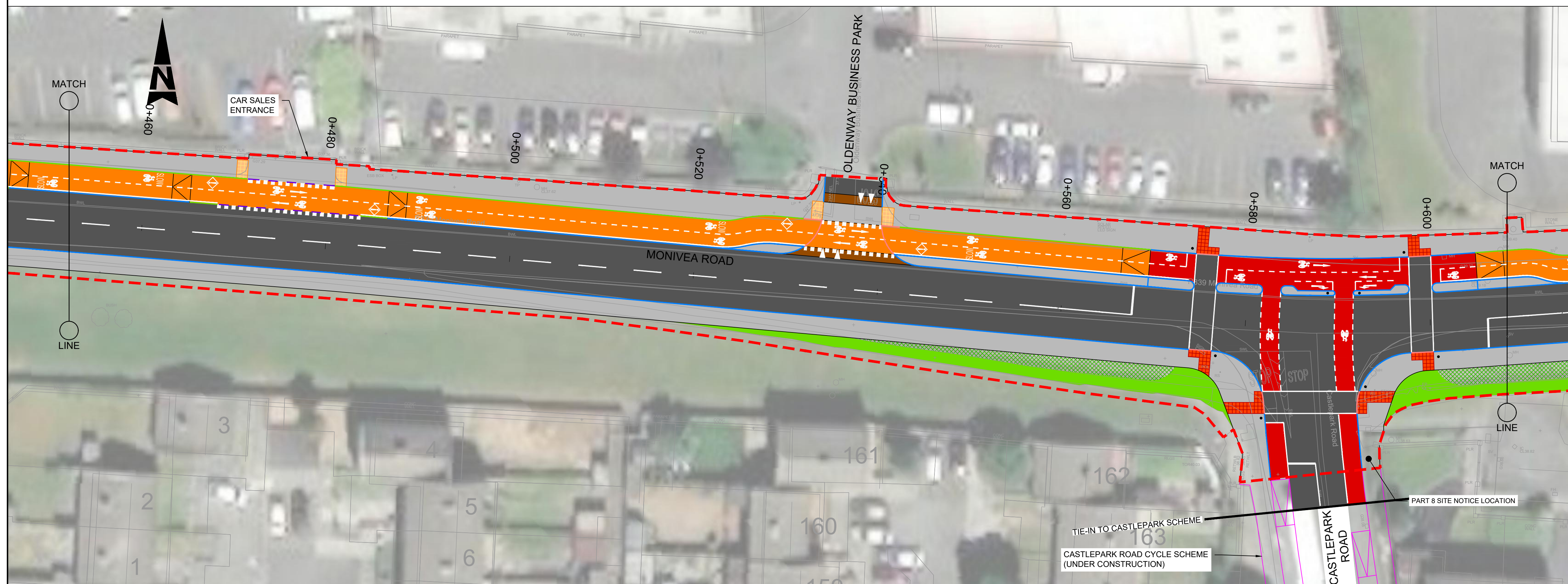
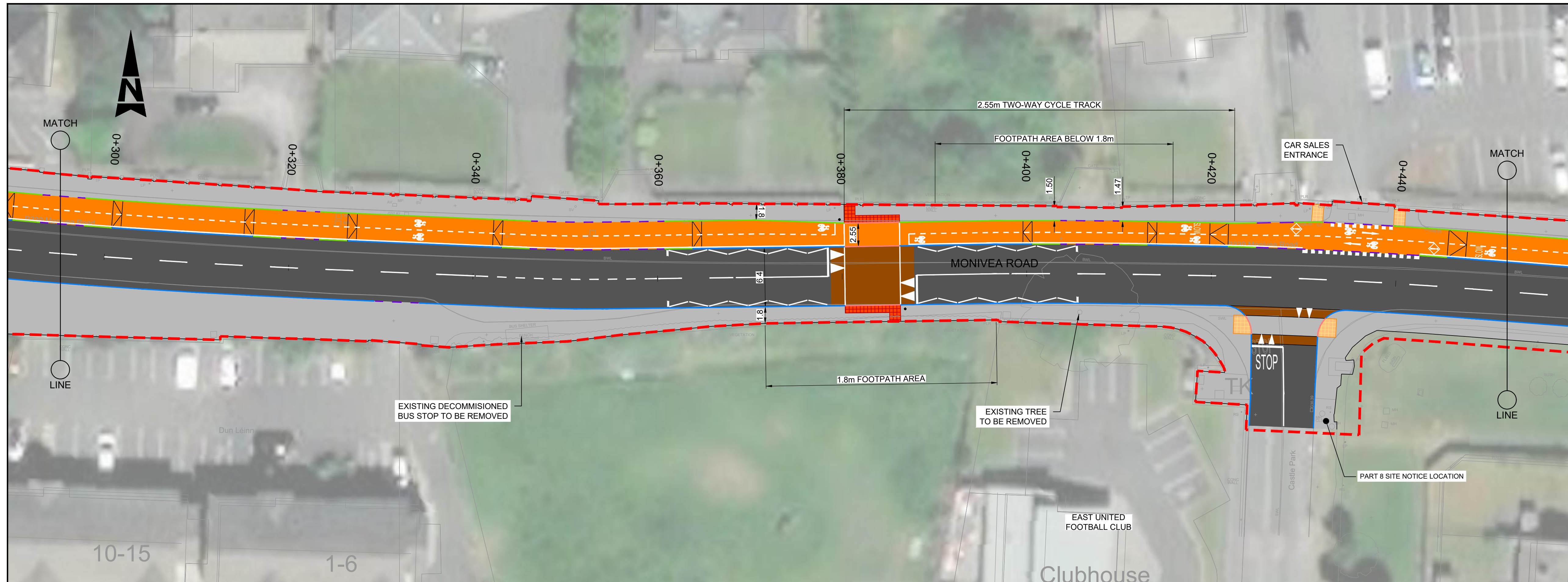
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MONIVEA ROAD (EAST)
ACTIVE TRAVEL SCHEME





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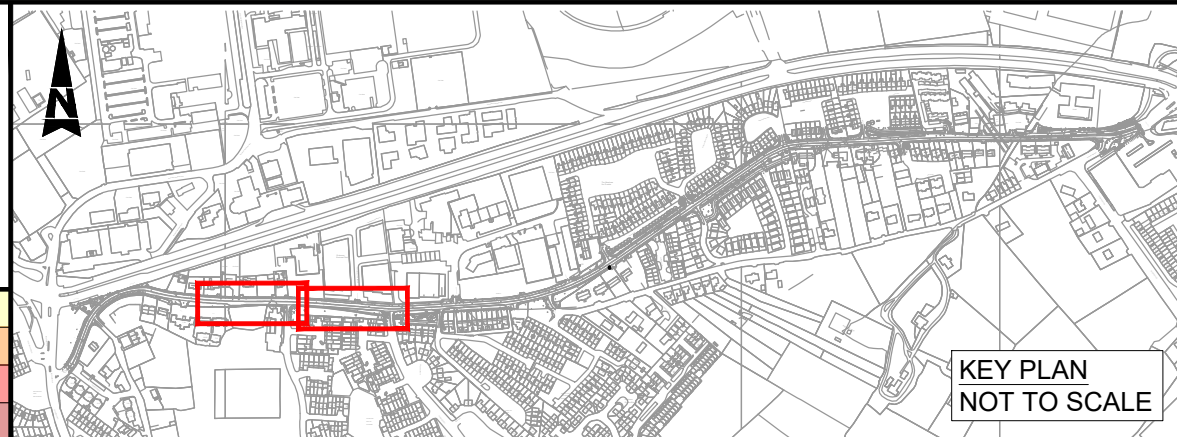
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GENERAL ARRANGEMENT
SHEET 2 OF 6

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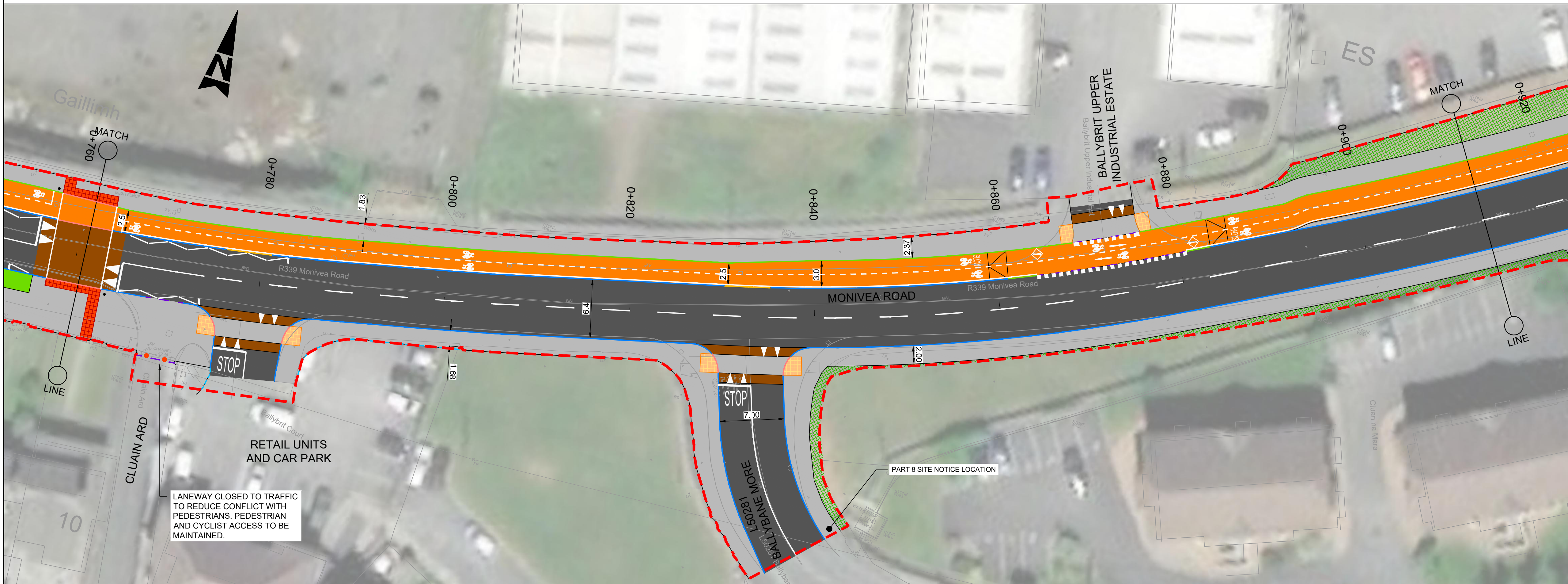
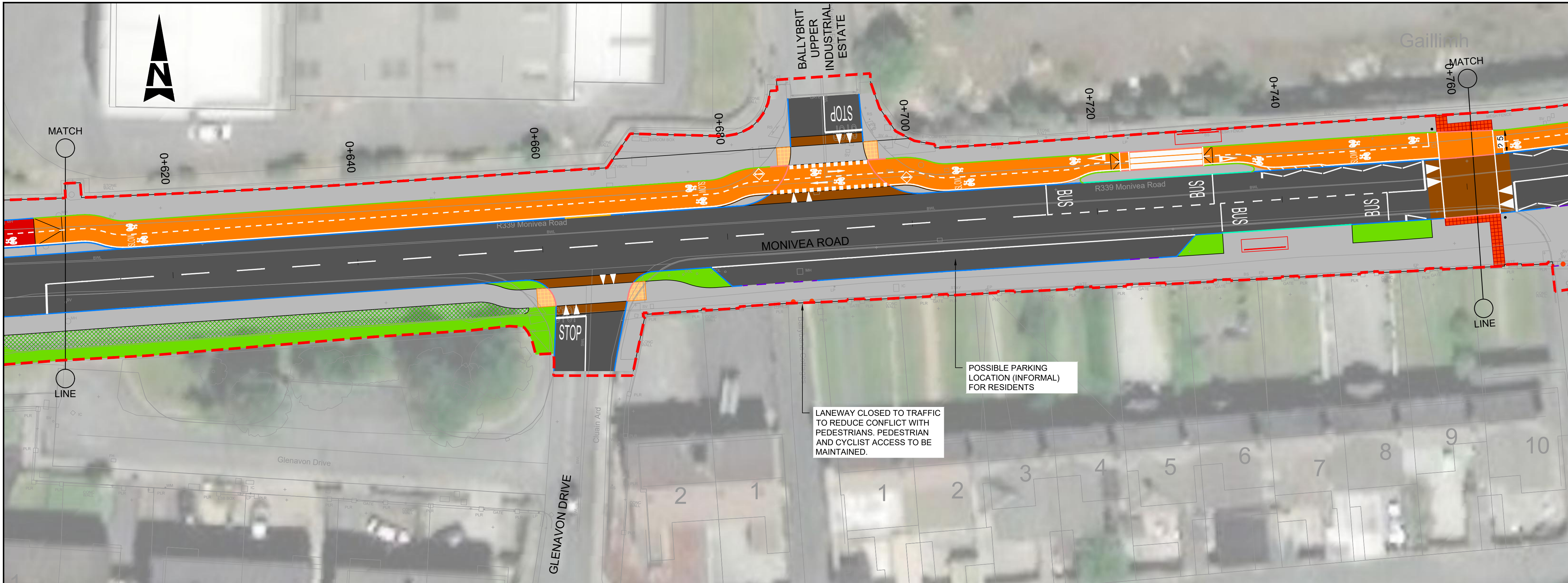
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Client	GALWAY CITY COUNCIL
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MONIVEA ROAD (EAST)
ACTIVE TRAVEL SCHEME

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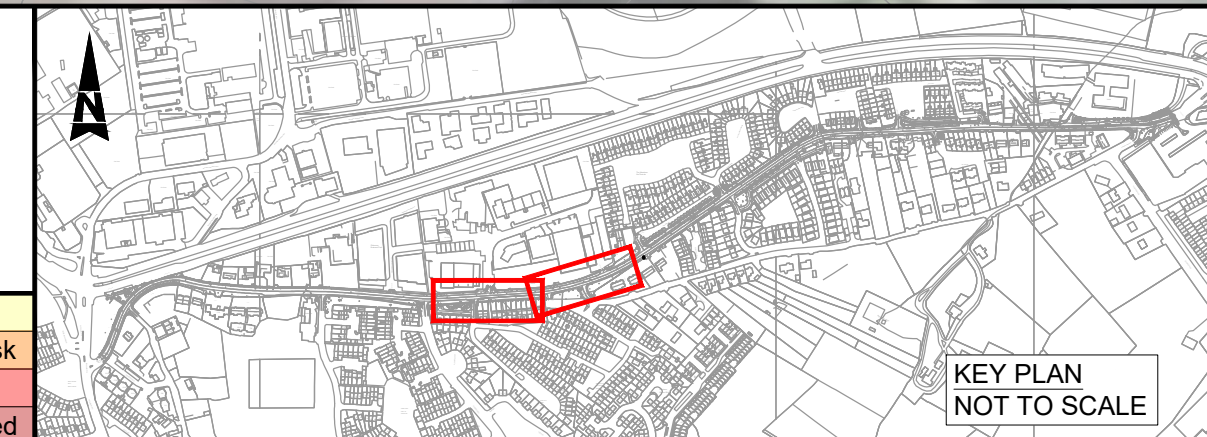
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- NOTES:
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MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

Risk Level	X	Atkins Base Line - Low Risk
		Atkins Sensitive - Medium Risk
		Atkins Private - High Risk
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Rev	Description	By	Date	Chk'd	Rev'd	Auth
C03	ISSUED FOR PART 8 SUBMISSION	XX	10.07.26	XX	XX	XX
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C01	DRAFT FOR PART 8	XX	22.05.26	XX	XX	XX

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Client
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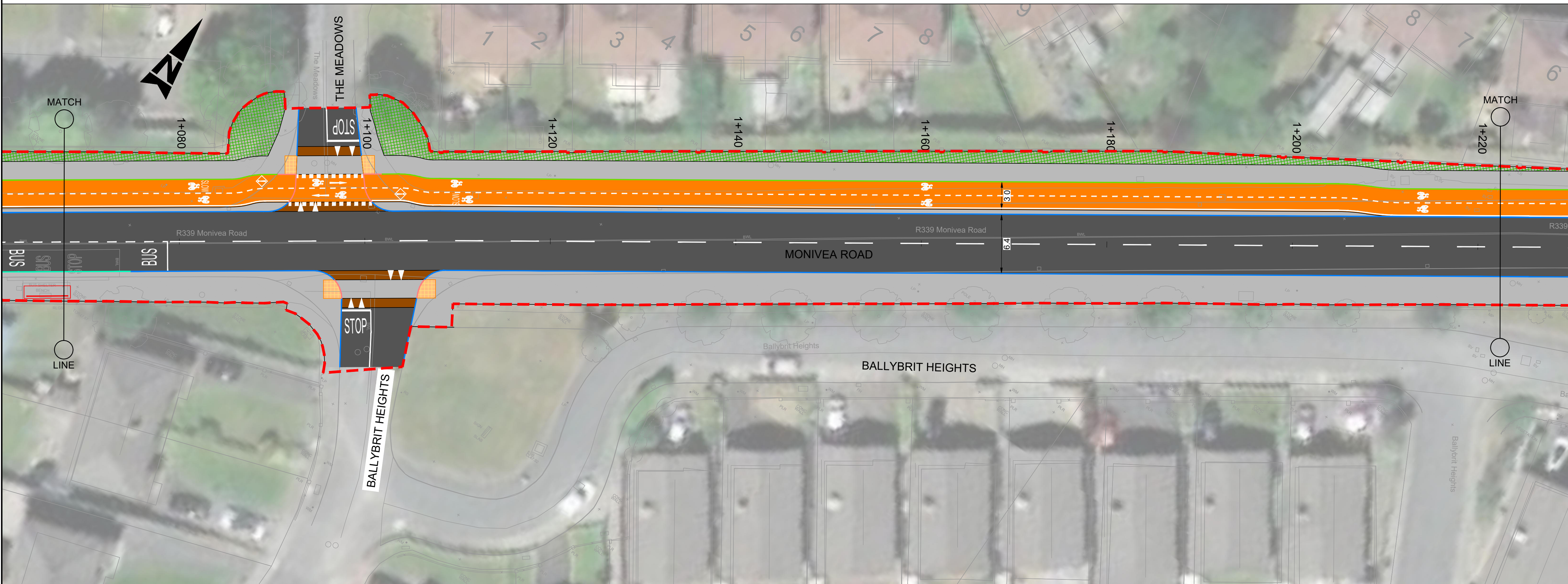
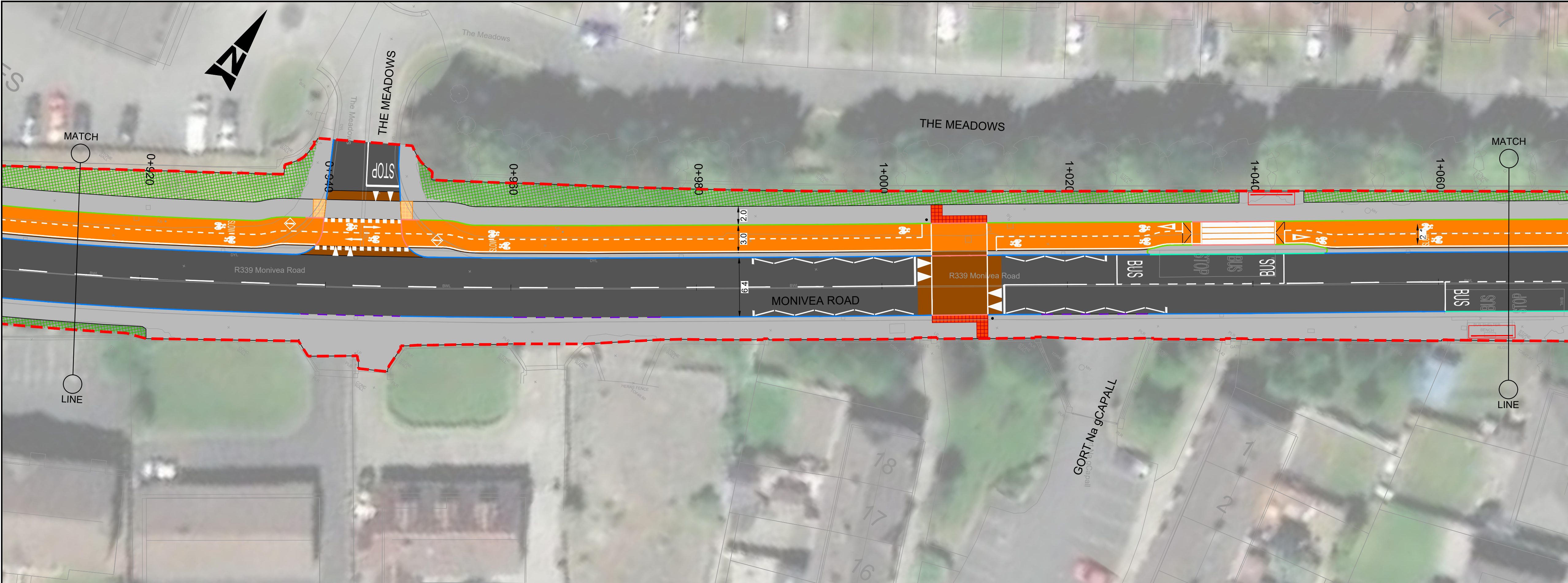
Project
MONIVEA ROAD (EAST)
ACTIVE TRAVEL SCHEME

Purpose		FOR PART 8 SUBMISSION			
Title		GENERAL ARRANGEMENT SHEET 3 OF 6			
Original Scale	1:250 @ A1 1:500 @ A3	Drawn	Checked	Reviewed	Authorised
Status	A2	5193732-ATK-04-XX-DR-CE-900123	C03	XX	XX
Date		Date		Date	
22.05.26		22.05.26		22.05.26	

A1

DO NOT SCALE

File: 5193732-ATK-04-XX-06-CE-900124.dwg
Date: Jul 13, 2026 - 10:01am
Plotted by: BRE4515



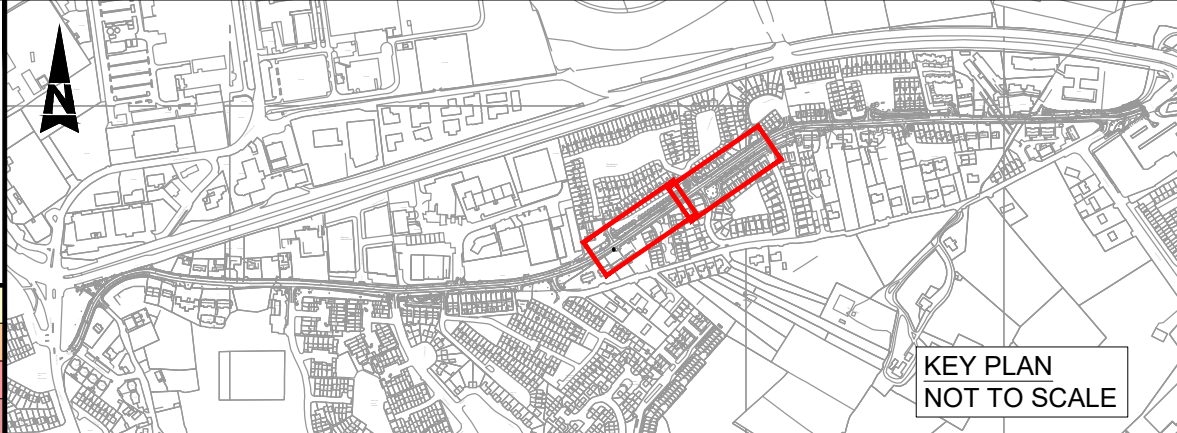
- GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE
 2. ONLY WRITTEN DIMENSIONS SHALL BE USED. NO DIMENSIONS SHALL BE SCALED FROM THE DRAWINGS
 3. ALL LEVELS ARE IN METRES AND ARE TO MALIN HEAD DATUM
 4. ALL COORDINATES ARE IN METRES AND ARE TO IRISH TRANSVERSE MERCATOR
 5. DRAWINGS ARE TO BE READ IN CONJUNCTION WITH THE SPECIFICATION

- LEGEND:
- SITE BOUNDARY
 - EXISTING KERBLINE TO BE RETAINED
 - 6mm CONCRETE KERB
 - 60mm CONCRETE KERB
 - 60mm BEVELLED KERB
 - 100mm CONCRETE KERB
 - KASSEL KERB
 - FLUSH KERB
 - EDGING KERB
 - CARRIAGEWAY
 - PROPOSED FOOTPATH
 - PROPOSED SHARED SPACE
 - PROPOSED RAISED CYCLE TRACK / LANE
 - PROPOSED ON ROAD CYCLE LANE
 - PROPOSED RAISED TABLE / ENTRY TREATMENT
 - PROPOSED TACTILE PAVING (CONTROLLED)
 - PROPOSED TACTILE PAVING (UNCONTROLLED)
 - PROPOSED TACTILE PAVING (LADDER/TRAMLIN)
 - PROPOSED GRASS VERGE
 - EXISTING GRASS VERGE TO BE RETAINED
 - EXISTING FOOTWAY / CYCLEWAY
 - PROPOSED CYCLE RAMP
 - PROPOSED SINGLE PANEL BUS SHELTER
 - DELINEATOR POST
 - TRAFFIC SIGNAL POST

- NOTES :
1. DO NOT SCALE FROM DRAWING.

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MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

Risk Level	Atkins Base Line - Low Risk
Atkins Sensitive - Medium Risk	
Atkins Private - High Risk	
Client Critical - Already Marked	



Rev	Description	By	Date	Chk'd	Rev'd	Auth
C03	ISSUED FOR PART 8 SUBMISSION	XX	10.07.26	XX	XX	XX
C02	DRAFT FOR PART 8	XX	11.06.26	XX	XX	XX
C01	DRAFT FOR PART 8	XX	22.05.26	XX	XX	XX

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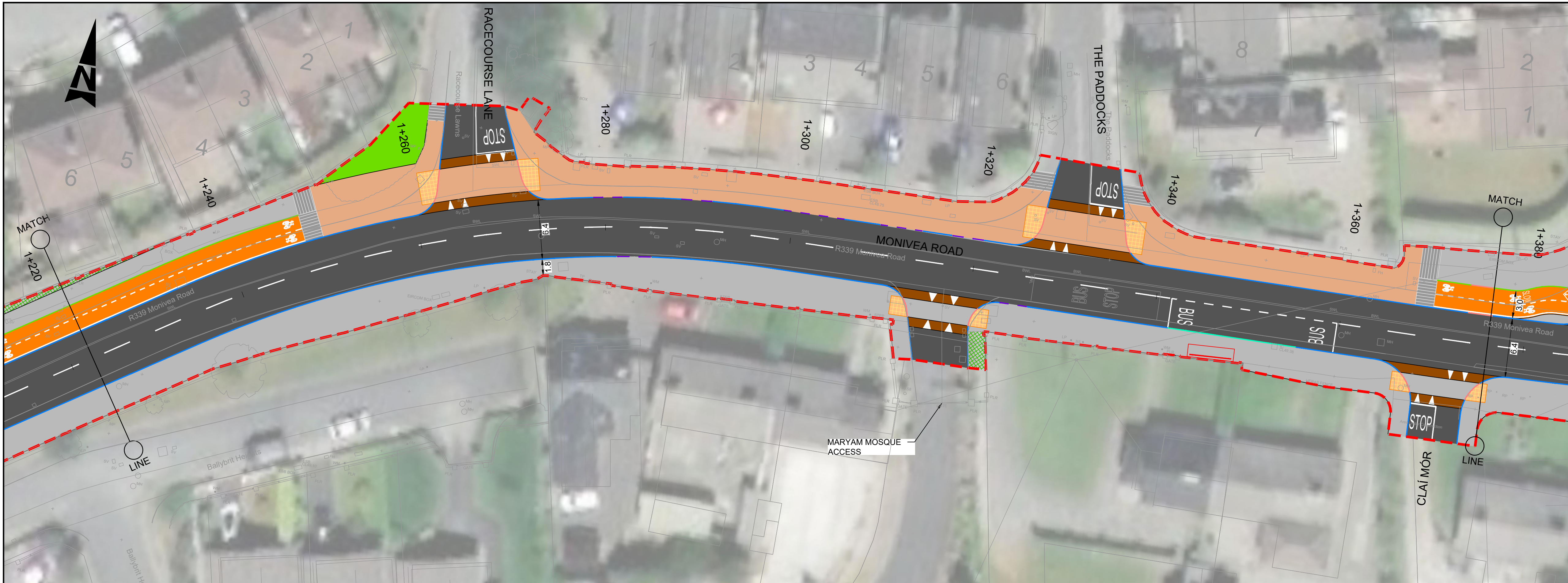
1st Floor Technology House Parkmore Technology Park, Galway
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Fax (+353) 091 779 830

Client	GALWAY CITY COUNCIL	
Project	MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME	

Purpose		FOR PART 8 SUBMISSION			
Title		GENERAL ARRANGEMENT SHEET 4 OF 6			
Original Scale		1:250 @ A1	1:500 @ A3		
Status		Drawn XX	Checked XX	Reviewed XX	Authorised XX
Drawing Number		Date 22.05.26	Date 22.05.26	Date 22.05.26	Date 22.05.26
A2	5193732-ATK-04-XX-DR-CE-900124	C03			

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A1

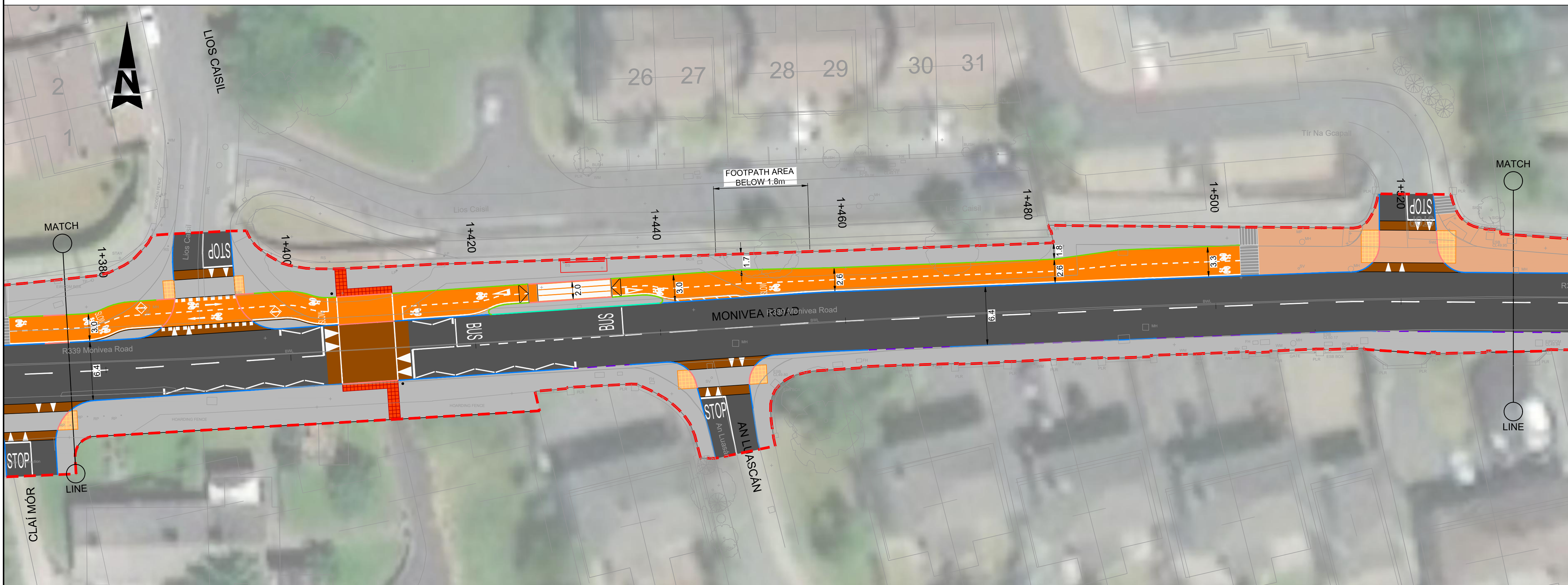
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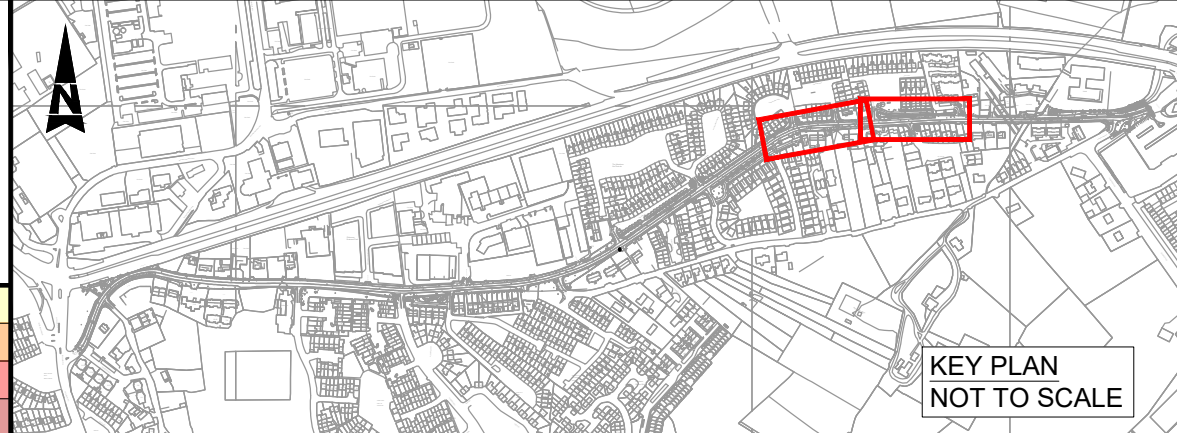
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MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME

Risk Level	X	Atkins Base Line - Low Risk
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		Atkins Private - High Risk
		Client Critical - Already Marked



C03	ISSUED FOR PART 8 SUBMISSION	XX	10.07.26	XX	XX	XX
C02	DRAFT FOR PART 8	XX	11.06.26	XX	XX	XX
C01	DRAFT FOR PART 8	XX	22.05.26	XX	XX	XX
Rev	Description	By	Date	Chk'd	Rev'd	Auth

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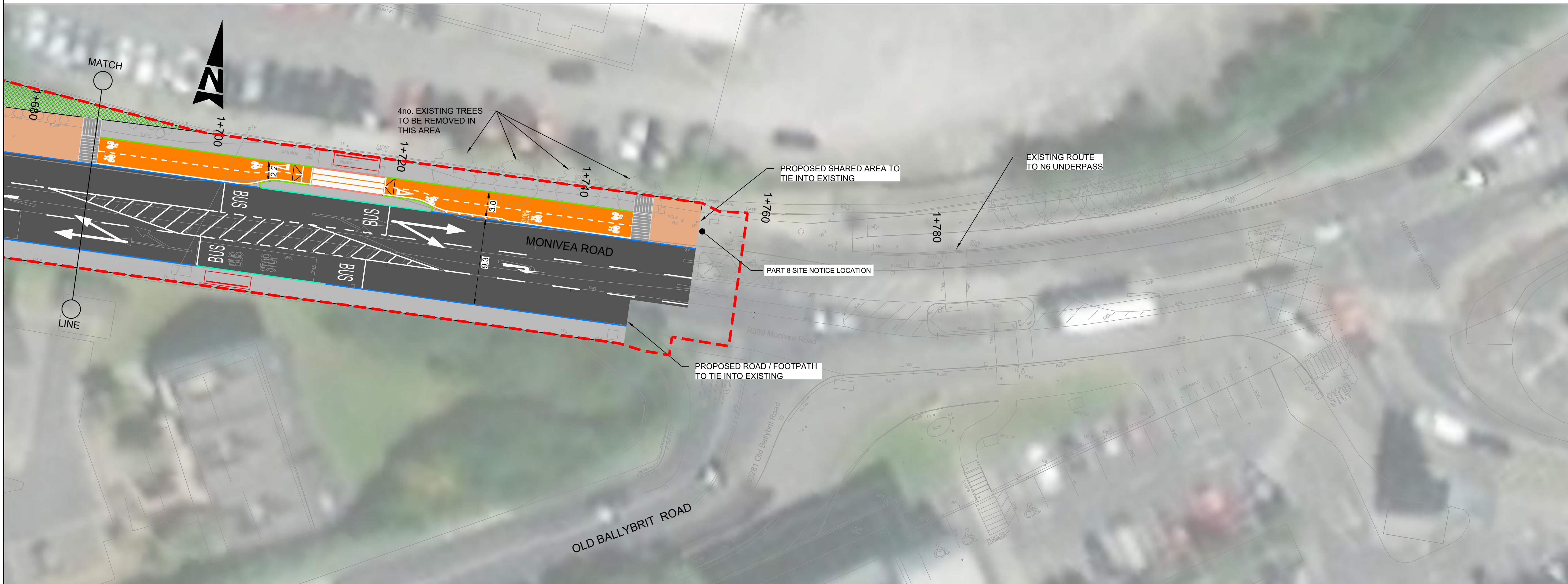
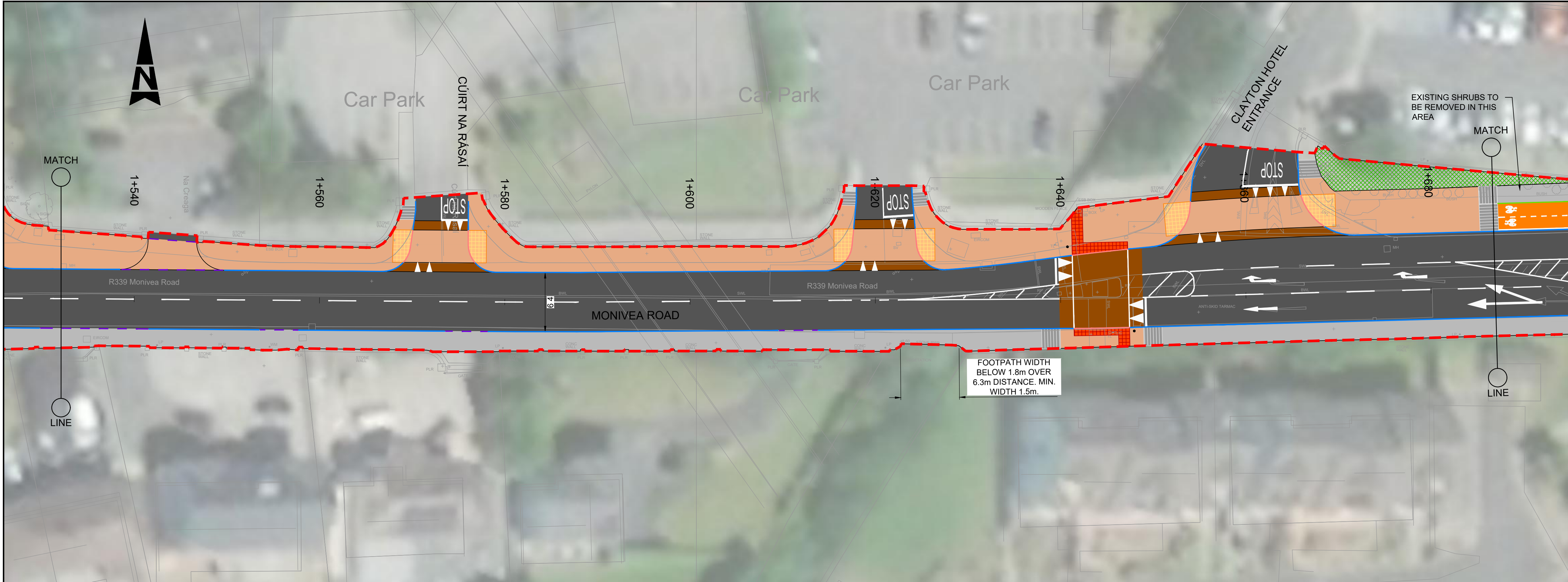
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Client	GALWAY CITY COUNCIL	
Project	MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME	

Purpose		FOR PART 8 SUBMISSION			
Title		GENERAL ARRANGEMENT SHEET 5 OF 6			
Original Scale		1:250 @ A1	Drawn XX	Checked XX	Reviewed XX
		1:500 @ A3	Date 22.05.26	Date 22.05.26	Date 22.05.26
Status		A2	Drawing Number	5193732-ATK-04-XX-DR-CE-900125	Rev C03

A1

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KEY PLAN
NOT TO SCALE



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C03	ISSUED FOR PART 8 SUBMISSION	XX	10.07.26	XX	XX	XX
C02	DRAFT FOR PART 8	XX	11.06.26	XX	XX	XX
C01	DRAFT FOR PART 8	XX	22.05.26	XX	XX	XX

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Client	GALWAY CITY COUNCIL	
Project	MONIVEA ROAD (EAST) ACTIVE TRAVEL SCHEME	

Purpose		FOR PART 8 SUBMISSION			
Title		GENERAL ARRANGEMENT SHEET 6 OF 6			
Original Scale		1:250 @ A1	1:500 @ A3		
Status		Drawn XX	Checked XX	Reviewed XX	Authorised XX
Drawing Number		Date 22.05.26	Date 22.05.26	Date 22.05.26	Date 22.05.26
A2	5193732-ATK-04-XX-DR-CE-900126	C03			

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