

**Cork County Council**

## Carrigaline TPREP Phase 1A

Preliminary EIA Screening

Reference: Issue 1

| 13 April 2022

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

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# 1. Introduction

This Preliminary Environmental Impact Assessment (EIA) Screening Report has been prepared on behalf of Cork County Council (CCC) in support of a planning application to support the delivery of the Carrigaline Transportation and Public Realm Enhancement Plan (TPREP) Phase 1A (hereafter referred to as the ‘Proposed Scheme’), in Carrigaline, Co. Cork. The scheme is proposing to introduce traffic management changes and public realm works on Main Street in tandem with the provision of a new pedestrian and cycle link connecting Bridgemount and Heron’s Wood.

This Preliminary EIA Screening Report contains necessary information to enable the competent authority, in this case CCC, to undertake a preliminary examination, and screening, if necessary, of the proposed scheme to determine if an EIA is required and, as a consequence, if an environmental impact assessment report (EIAR) is therefore required.

The findings of the preliminary screening appraisal are presented in this report.

## 2. Description of the Proposed Scheme

### 2.1 Location of the Site

The site is situated in Carrigaline, a town 10km south of Cork city, Ireland (W727625). There are two proposed schemes under the TPREP considered in this report (Main Street and Bridgemount Link). Please see **Figure 1** for the site locations.

#### **The Main Street Public Realm Enhancement Plan**

The Main Street Public Realm Enhancement Plan includes Main Street, and parts of Ballea Road, Crosshaven Road, Lower Kilmoney Road and Church Hill Road. It is bordered by the junction of Kilmoney Road Upper and Ferney Road in the South. The Ballea Road (R613) borders the Main Street site in the North. The site crosses the Owenabue River via Main Street (W 72986 62360). The total length of this element of the project is 1.12km.

Main Street (South) and Lower Kilmoney Road is defined by two storey buildings with retail and commercial activity on the ground floor. The section of Crosshaven Road is edged by the Owenabue River to the north. The Ballea Road is characterised by commercial buildings set back from the roadway with surface parking. Main Street (North) has more residential land use. Two storey terraces are set back behind front gardens on the eastern side along with a church, school and garda station. The west side of Main Street currently accommodates a large development site, including a car sales garage and hotel. The north section of Church Hill road is defined by two storey buildings with retail and commercial activity on the ground floor. Moving south the road is edged by residential properties, predominantly detached housing with front gardens.

The site is highly urbanised and heavily car dominated. It is surrounded by buildings, parking spaces and footways. There is little green space in the surrounding area, except for scattered roadside trees and landscaped flowerbeds.

#### **The Bridgemount Link**

The Bridgemount Link connects Heron's Wood with Bridgemount via a disused Cork to Crosshaven rail line and open green area in Heron's Wood. It is bordered by the Cork Road in the south and Heron's Wood in the north. The extent of the site is approximately 450 metres in length.

The south of the site includes an abandoned railway line which is enclosed to prevent unauthorised access. The railway line cuts to the rear of existing homes in Bridgemount and Heatherfield Lawn. There is an old cattle crossing located in proximity to Heatherfield Lawn. The site extends north in front of Mulberry Lane but is screened by an existing boundary wall. The alignment of the railway cutting is significantly lower (~4– 5m) than the rear of the neighbouring properties and is heavily vegetated. The area also has a large amount of excess soil located along the route associated with historic construction activity in the area. The open green area in Heron's Wood lies between The Walk and The Oaks. The green area is slightly sloping and supports areas of landscaping. The site includes green space with highly vegetated areas.



A construction compound will be required to store construction vehicles, materials, equipment, fuel etc. The location of the compound will be on Council owned land and will be located away from the Owenabue River.

The schedule for construction is to be confirmed. However, the potential construction start dates and duration are outline below for each element of the Proposed Scheme:

- Main Street: Q3 2022 (duration of 12 months)
- Bridgemount Link: Q3 2022 (duration of 6 months).

All works and construction methods shall accord with the detailed Construction Environmental Management Plan (CEMP), Construction and Demolition Waste Management Plan (CDWMP) and Surface Water Management Plan (SWMP) which will be prepared by the Contractor and approved by Cork County Council.

## **2.3 Construction Works**

### **2.3.1 Main Street**

The key areas of construction involved at Main Street are outlined below:

- Creation of rain gardens;
- Excavation of the street surfacing and sub-base (maximum depth of excavation to 1.0m below the existing surface level, with the majority of the excavations approximately 500mm below the existing surface level. This excludes excavation over the Owenabue Bridge where between 100mm and 200mm will be planed off to ensure no structural impacts on the existing bridge);
- Installation of barriers and hoardings during construction;
- Installation of new street furniture;
- Installation of new utilities with cables placed under ground;
- Installation of street lighting (The exact location of structural supports for e.g. street lighting will be determined as part of the detailed design process);
- Planting trees and other decorative plants (the exact location of trees will be determined as part of the detailed design process);
- Removal of existing surface materials; and
- Repaving the street to include installation of new high quality public realm.

No demolition works will be required to facilitate the proposed scheme.

### **2.3.2 Bridgemount Link**

The key areas of construction involved at Bridgemount Link are outlined below:

- Excavation of grass, topsoil and some ground layers to provide a route through the neighbourhood park areas to the north and south of the rocky outcrop. The maximum depth of excavation will be generally between 200 – 300mm below the existing surface level through the residential park areas with a short section (around 50m) where deep excavation of up to 4.0m will take place to remove spoil. Within the

vicinity the northern section of the railway cutting (opposite the Pines residential estate), the rocky outcrop will be cut to a depth of approximately 1.5m to achieve a desirable gradient along the route;

- Clearance of debris, garden, domestic waste and vegetation on railway track through the rocky outcrop;
- Installation of a signalised crossing at Bridgemount Street to the south;
- Installation of anti-climb fences;
- Installation of associated landscaping enhancements, street lighting, close circuit television and enhanced boundary protection to neighbouring properties. Excavation of grass, topsoil and some ground layers to provide a route through the neighbourhood park areas;
- Installation of CCTV;
- Installation of public lighting;
- Levelling of route e.g. building up to include a new sub base, cut or filled to acquire the designed surface level;
- Planting new deciduous hedgerows and trees;
- Provision of a retaining structure at Firgrove Mews;
- Provision of a shared crossing over Heron's Wood Link Road to the north;
- Removal of an existing security fences;
- Removal of an old cattle crossing; and
- Tree removal.

No demolition works will be required to facilitate the proposed scheme.

### **2.3.3 Construction Compound**

A construction compound will be required to store construction vehicles, materials, equipment, fuel etc. The location of the compound will be on Council owned land and will be located away from the Owenabue River.

## **3. EIA Screening Methodology**

This screening was undertaken in line with The Office of the Planning Regulator (OPR) Environmental Impact Assessment Screening guidance. In addition, Section 3.2 of the Environmental Protection Agency (EPA) 'Guidelines on the Information to be contained in Environmental Impact Assessment Report (DRAFT)' (EPA, 2017) was consulted. The assessment also takes into consideration:

- 'Environmental Impact Assessment of National Road Schemes – A Practical Guide' (TII 2008),
- the Department of Housing Planning and Local Government's (DHPLG) 'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment' (DHPLG, 2018) and

- the Department of the Environment, Heritage and Local Government guidance document ‘Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development’.

The screening checklist based on the OPR guidance was completed for the proposed scheme and is contained in Section 5.1 of this report.

The Office of the Planning Regulator issued a practice note<sup>1</sup> on EIA Screening in June 2021. This Practice Note is written to provide guidance for compliance with the planning legislation.

The Practice Note advocates a step-by-step approach to EIA screening. The first step considers:

- Is the proposed project a project as per the EIA Directive? If not, then the proposed project does not require an EIA.
- Is the project listed in Part 1 of Schedule 5 or does it meet or exceed a threshold in part 2 of Schedule 5 of the Planning and Development Regulations, SI 600 of 2001, as amended? If it does, an EIA is mandatory.
- Is the project sub threshold? If it is, preliminary examination is required.

Step 2 is a preliminary examination of the nature, size, and location of the development, including proximity to ecologically sensitive sites, and the potential to affect other environmental sensitivities in the area. Step 2 would have one of three outcomes:

- There is no real likelihood of a significant effect on the environment and an EIA is not required. The reasons and conclusions should be recorded.
- There is significant doubt as to the effects on the environment and a formal screening determination is required.
- There is a real likelihood of a significant effect on the environment and an EIA is required.

Step 3 is a formal screening determination. The competent authority will make this screening determination.

As detailed at the start of this section, the following guidance and consultation documents have also been considered during the preparation of this report:

- Office of the Planning Regulator (2021) OPR Practice Note PN02 Environmental Impact Assessment Screening (June 2021);
- Department of Housing, Planning, Community and Local Government (2018) Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018);
- Department of Housing, Planning, Community and Local Government (2017) Implementation of Directive 2014/52/EU on the effects of certain public and private projects on the environment (EIA Directive): Advice on the Administrative Provisions in Advance of Transposition;

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<sup>1</sup> OPR Practice Note PN02 – Environmental Impact Assessment Screening, OPR, June 2021

- Environmental Protection Agency (2017) Revised Guidelines on the Information to be contained in Environmental Impact Assessment Reports (Draft August 2017);
- Environmental Protection Agency (2015) Advice Notes for Preparing Environmental Impact Statements Draft September 2015;
- European Commission (2017) Guidance on EIA Screening;
- European Commission (2015) Interpretation of definitions of project categories of annex I and II of the EIA Directive.

## 4. Determining if EIA is Mandatory

### 4.1 Introduction

The current requirements for EIA for projects are set out by the European Union in Council Directive 2011/92/EU on the Assessment of the Effects of Certain Public and Private Projects on the Environment as amended by Directive 2014/52/EU.

The Planning and Development Acts 2000 to 2019 and the Planning and Development Regulations 2001 to 2019 have been amended by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (SI No. 296 of 2018) to take account of the requirements of the EIA Directive (Directive 2014/52/EU).

The Roads Act (1993) has been amended by the European Union (Road Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (SI 296 of 2019) to take account of the requirements of the EIA Directive (Directive 2014/52/EU).

Usually, a local authority development which requires an EIA (i.e. of a class listed in Schedule 5 of the Planning and Development Regulations 2001, as amended, which lists projects requiring EIA) must be submitted to An Bord Pleanála for approval under Section 175 of the Planning and Development Act (2000), as amended. However, subsection 14 of Section 175 specifically excludes road developments: “(14) This section shall not apply to proposed road development within the meaning of the Roads Act, 1993, by or on behalf of a road authority.”

### 4.2 Overview

This section outlines the relevant legislation and guidance reviewed in the compilation of this Preliminary EIA screening report. This section also examines the mandatory requirement for EIA against the relevant EIA classes and outlines the requirement for screening of sub-threshold developments in accordance with Step 1 of the OPR guidance.

#### 4.2.1 EIA Directive

Directive (2014/52/EU) sets out the requirements of the EIA process, including screening the need for an EIA. Projects listed in Annex I of the EIA Directive require a mandatory EIA whilst projects listed in Annex II require screening to determine whether an EIA is required. Articles 4(4) and 4(5) of the EIA

Directive set out the requirements for EIA screening of Annex II projects as set out below. Annex III sets out the criteria to be examined when carrying out EIA screening.

The Roads Act (1993), has been amended by the European Union (Road Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (SI 296 of 2019) to take account of the requirements of the EIA Directive (Directive 2014/52/EU). Annex III is specifically referenced in Section 50(1)(e) of the Roads Act (1993), as amended, to be considered when carrying out EIA Screening.

#### Articles 4(4) and 4(5) of the EIA Directive

“4(4) Where Member States decide to require a determination for projects listed in Annex II, the developer shall provide information on the characteristics of the project and its likely significant effects on the environment. The detailed list of information to be provided is specified in Annex IIA. The developer shall take into account, where relevant, the available results of other relevant assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The developer may also provide a description of any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.

4(5) The competent authority shall make its determination, on the basis of the information provided by the developer in accordance with paragraph 4 taking into account, where relevant, the results of preliminary verifications or assessments of the effects on the environment carried out pursuant to Union legislation other than this Directive. The determination shall be made available to the public and:

(a) where it is decided that an environmental effect assessment is required, state the main reasons for requiring such assessment with reference to the relevant criteria listed in Annex III; or

(b) where it is decided that an environmental effect assessment is not required, state the main reasons for not requiring such assessment with reference to the relevant criteria listed in Annex III, and, where proposed by the developer, state any features of the project and/or measures envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment.”

#### Annex III of the EIA Directive

##### 1. Characteristics of projects

The characteristics of projects must be considered, with particular regard to: (a) the size and design of the whole project; (b) cumulation with other existing and/or approved projects; (c) the use of natural resources, in particular land, soil, water and biodiversity; (d) the production of waste; (e) pollution and nuisances; (f) the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge; (g) the risks to human health (for example due to water contamination or air pollution).

##### 2. Location of projects

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to: (a) the existing and approved land use;

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

(c) the absorption capacity of the natural environment, paying particular attention to the following areas: (i) wetlands, riparian areas, river mouths; (ii) coastal zones and the marine environment; (iii) mountain and forest areas; (iv) nature reserves and parks; (v) 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; (vi) 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; (vii) densely populated areas; (viii) landscapes and sites of historical, cultural or archaeological significance.

### 3. Type and characteristics of the potential impact

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account: (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected); (b) the nature of the impact; (c) the transboundary nature of the impact; (d) the intensity and complexity of the impact; (e) the probability of the impact; (f) the expected onset, duration, frequency and reversibility of the impact; (g) the cumulation of the impact with the impact of other existing and/or approved projects; (h) the possibility of effectively reducing the impact.

#### 4.2.2 Roads Act, 1993 as amended

##### Definition of a “road” under Section 2 of Roads Act, 1993 as amended

A “road” is defined under Section 2 of Roads Act (1993), as amended as:

“(a) any street, lane, footpath, square, court, alley or passage,

(b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge, flyover, carriageway (whether single or multiple), pavement or footway,

(c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channelliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and

(d) any other structure or thing forming part of the road and—

(i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or

(ii) prescribed by the Minister”;

A “road authority” is defined as:

“road authority”, except in Part V, means the council of a county, the corporation of a county or other borough, or the council of an urban district”;

A “public road” is defined as:

“public road” means a road over which a public right of way exists and the responsibility for the maintenance of which lies on a road authority.

The proposed scheme is interpreted to be a “road” development under the legislation and DCC is a “road authority”. The proposed scheme is interpreted as the development of a “public road” under the legislation.

Furthermore, a ‘Cycleway’ is referred to in Section 68 of the Roads Act 1993 (as amended) as follows:

1. In this section “cycleway” means a public road or proposed public road reserved for the exclusive use of pedal cyclists or pedal cyclists and pedestrians.

a. A road authority may construct (or otherwise provide) and maintain a cycleway.

b. Where a road authority constructs or otherwise provides a cycleway it shall by order declare, either-

i. the cycleway is for the exclusive use of pedal cyclists, or

ii. that the cycleway is for the exclusive use of pedal cyclists and pedestrians.

In respect of the above definition under Section 68 of the Roads Act 1993, as amended, the proposed scheme is considered to be a public road; therefore, this EIA screening is assessed under Section 50 of the Roads Act 1993 (as amended).

### **Requirement for mandatory EIA under the Roads Act, (1993) as amended**

Section 50 (1) of the Roads Act (1993) (as amended by S.I No 279 of 2019) relates to road developments subject to Environmental Impact Assessment.

The thresholds for mandatory EIA of a road development are set out in Section 50(1)(a) below. The prescribed types of proposed road development for the purposes of Section 50 (1)(a)(iii) are set out in Article 8 of SI 119 of the 1994 Roads Regulations and are also set out below.

Roads Act (1993), as amended

“50. (1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:

(i) the construction of a motorway;

(ii) the construction of a busway;

(iii) the construction of a service area;

(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.

SI 119 of 1994 Roads Regulations. Part V Environmental Impact Assessment

“(8). The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of section 50 of the Act shall be—

(a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new,

realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area;

(b) the construction of a new bridge or tunnel which would be 100 metres or more in length”

The proposed scheme is neither a motorway, busway, service area, nor does it consist of the construction of a new road of four or more lanes or the realignment or widening of an existing road so as to provide four or more lanes of greater than 500m in length. In fact, the proposed scheme involves the widening of pedestrian footpaths, creation of rain gardens, refurbishment of pavement and of a cycle lane. In addition, the proposed scheme does not involve the construction of a new bridge or tunnel greater than 100m in length. Therefore, a mandatory EIA is not required.

### **EIA Screening for road developments under the Roads Act, (1993) as amended**

Section 50(1)(b) states that where An Bord Pleanála considers that a proposed road development (other than development as listed in Section 50(1)(a)) 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 decide that it will be subject to EIA.

Section 50(1)(c) states that where a road authority considers that a proposed road development that it proposes (other than development as listed in Section 50(1)(a)) 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 (i.e. it must carry out EIA Screening), it shall inform An Bord Pleanála in writing prior to making an application for approval of the proposed scheme.

Roads Act (1993), as amended

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”.

(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.

In order to determine if the proposed road development is likely to have significant effects on the environment, and in accordance with the OPR guidance, a preliminary examination is required.

The following section provides the information required to enable DCC to undertake a preliminary examination and conclude whether a screening determination or an EIA is required for the proposed scheme. The characteristics and location of the proposed development are discussed in **Section 2**.

## 5. Preliminary Examination of the Project

### 5.1 Preliminary Examination

In the Practice Note, Form 2 allows the preliminary examination to be recorded.

**Tables 1 and 2** below, based on Form 2 of the Practice Note, summarise the preliminary examination based on the information provided in Section 2 of this Report, on the nature, size and location of the proposed scheme.

**Table 1: Preliminary Examination**

Preliminary Examination		
	Comment	Yes/No/ Uncertain
Nature of the development: Is the nature of the proposed development exceptional in the context of the existing environment?	The proposed scheme involves footpath widening, upgrading of public realm and the implementation of cycleways in an urban area where cycle and roadways currently exist.	No
Will the development result in the production of any significant waste, or result in significant emissions or pollutants?	The proposed scheme will result in the production of construction and demolition waste, estimated at approximately 7,600m <sup>3</sup> . Excavated material will be reused where possible. All works and construction methods shall accord with detailed CEMP, CDWMP, SWMP which will be prepared by the Contractor and approved by Cork County Council. On this basis, the development is not deemed to result in the production of any significant waste or result in significant emissions or pollutants.	No
Size of the development: Is the size of the proposed development exceptional in the context of the existing environment?	The proposed scheme is of a small scale in the context of the existing environment. It is comprised in existing roads/pathways. The Main Street Enhancement Plan covers an area 1,216 m and the Bridgemount Link will cover approximately 450 m in length. The total area is approximately 1,666 m in length.	No

Preliminary Examination		
	Comment	Yes/No/ Uncertain
Are there cumulative considerations having regard to other existing and/or permitted projects?	<p>Major recent grant of planning permission in the area relates to the Aldi development adjacent to Main Street. The implementation of the CEMP for the proposed scheme will minimise any potential cumulative impacts during the construction phase.</p> <p>Cumulatively, the proposed scheme in conjunction with the overall TPREP will improve the sustainable transport network in Carrigaline resulting in a positive impact on the environment by promoting a modal shift from private car.</p>	No
<p>Location:</p> <p>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?</p>	<p>The Cork Harbour SPA (code 004030) and the Owenboy River pNHA (001990) which are recognized as national and EU protected sites are located in proximity to Carrigaline town and to Main Street. However, the extent and nature of the works and the fact that all works and construction methods shall accord with a detailed CEMP, CDWMP and SWMP does not have the potential to impact on the SPA or the pNHA.</p>	No
Does the proposed development have the potential to affect other significant environmental sensitivities in the area?	<p>The area of the proposed scheme is generally commercial and residential in nature. The Main Street is currently highly trafficked resulting in air quality and noise effects. The proposed scheme will reduce the traffic capacity and therefore potentially result in modal shift from private cars to active transport means or public transports. In fact, there is likely to be an improvement in air quality, noise and carbon emissions due the increased attractiveness of the new</p>	No

Preliminary Examination		
	Comment	Yes/No/ Uncertain
	pedestrian, cycle and public transport facilities.  No additional significant environmental sensitivities are present.	

**Table 2: Conclusion of Preliminary Examination**

Conclusion of Preliminary Examination		
Based on a preliminary examination of the nature, size or location of the development: (Tick as appropriate)		
There is no real likelihood of significant effects on the environment.  EIA is not required.	There is real likelihood of significant effects on the environment.  An EIAR is required.	There is significant and realistic doubt regarding the likelihood of significant effects on the environment.  Proceed to Screening Determination.

The preliminary examination has concluded that there is no real likelihood of significant effects on the environment from the proposed scheme.

## 5.2 Conclusion of the Preliminary Examination

The conclusion of Arup's preliminary examination is that the nature, scale and location of the proposed development is such that there is no real likelihood of significant effects on the environment arising from the proposed development and that there is no doubt regarding the likelihood of significant effects. Following the preliminary examination, Arup is of the view that neither a screening determination nor an EIA is required for the site works.

## 6. References

Department of Housing, Planning, Community and Local Government (2018) *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (August 2018)*

European Commission *Guidance on EIA Screening (2017)*

European Commission *Directive 2014/52/EU of the European Parliament and of the Council of 16 April 2014 amending Directive 2011/92/EU on the assessment of the effects of certain public and private projects on the environment (2014)*

Office of the Planning Regulator issued a practice note on *Environmental Impact Assessment (EIA) screening for development proposals* (Office of the Planning Regulator, 2021).

*Planning and Development Regulations SI 600 of 2001, as amended by S.I. 404 of 2018 European Union (Planning and Development) (Environmental Impact Assessment) (no 2) Regulations of 2018*