

# Proposed Cycle Route, Craddockstown, Naas

EIAR Screening Report

June 2022

Project number: 2022s0505

Kildare County Council

Final

A large, abstract graphic on the right side of the page, consisting of several overlapping, diagonal bands of parallel lines. The top band is teal, the middle band is white, and the bottom band is a light green. The lines are spaced evenly and create a sense of depth and movement.

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## Revision History

Revision Ref / Date Issued	Amendments	Issued to
S3-P01	Draft Report	Kildare County Council
A3-C01 / 09/06/2022	Final Report	Kildare County Council

## Contract

This report describes work commissioned by Kildare County Council, by an email dated 25/04/2022. Conor O'Neill of JBA Consulting carried out this work.

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## Abbreviations

- AA - Appropriate Assessment
- CEMP - Construction and Environmental Management Plan
- EIAR - Environmental Impact Assessment Report
- KCC - Kildare County Council
- LAP - Local Area Plan
- NIAH - National Inventory of Architectural Heritage
- NMS - National Monuments Service
- RPS - Record of Protected Structures
- SFRA - Strategic Flood Risk Assessment
- WFD - Water Framework Directive

# 1 Introduction

JBA Consulting Engineers and Scientists Ltd. (hereafter JBA) has been commissioned by Kildare County Council to prepare an EIAR Screening Report for a proposed cycle route along Craddockstown Road, from the Craddockstown Road/Ballycane Road Junction to the Naas Community National School (the 'proposed development'). The proposed development consists of a 3.0m wide two-way cycle track on one side of the road only, separated from the carriageway by a concrete kerb.

## 1.1 Purpose of this Report

The purpose of this report is to identify whether there is a need under the Planning and Development Act 2000, as amended, or under the Roads Act (1993-2016), for an EIAR for the proposed development.

Schedule 5 (Parts 1 and 2) of the Planning and Development Act lists the groups of development projects which are subject to EIAR screening under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Part 1 lists those projects which are automatically subject to an EIAR due to the scale and nature of the project. Part 2 lists projects which are also likely to have significant environmental effects based on the nature and size of the development set out by threshold criteria.

An additional group of projects, which are considered sub-threshold developments under Part 2, may fall below the thresholds set but may, under further analysis, be deemed to have significant effects due to their location within a catchment, size, or proximity to sensitive areas.

Section 50 of the Roads Act lists the groups of road development projects which are subject to EIAR screening under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Part 1 (a) of the Act lists those projects which are automatically subject to an EIAR due to the scale and nature of the project. Parts 1 (b-d) list projects which are also likely to have significant environmental effects based on the nature and size of the development set out by threshold criteria. If such projects are found likely to have significant environmental effects, An Bord Pleanála may direct the road authority to prepare an environmental impact assessment.

This report documents the methodology employed to determine whether the proposed development falls under any of these groups, and therefore will have significant environmental impacts. Rationale has been given for the decision made in reference to the relevant legislation, and additional documents have been referenced where required.

This report is intended for the project as described below. Any significant changes to the project description or location would require preparation of a new EIAR screening report.

An Appropriate Assessment (AA) Screening Report has been prepared by APEM Ltd and has identified any potential impacts to Natura 2000 sites and protected landscapes. This EIAR Screening document, along with the AA Screening Report, will be submitted as part of the Part 8 planning process for the proposed development.

## 2 Description of Proposed Works

### 2.1 Site Location

The location for the development is the Craddockstown Road, Naas, Co. Kildare, between the Craddockstown Road/Ballycane Road Junction and Naas Community National School. The proposed two-way cycle route will run along the east side of Craddockstown Road.

### 2.2 Proposed Development

The proposed route is shown in Figure 2.1.

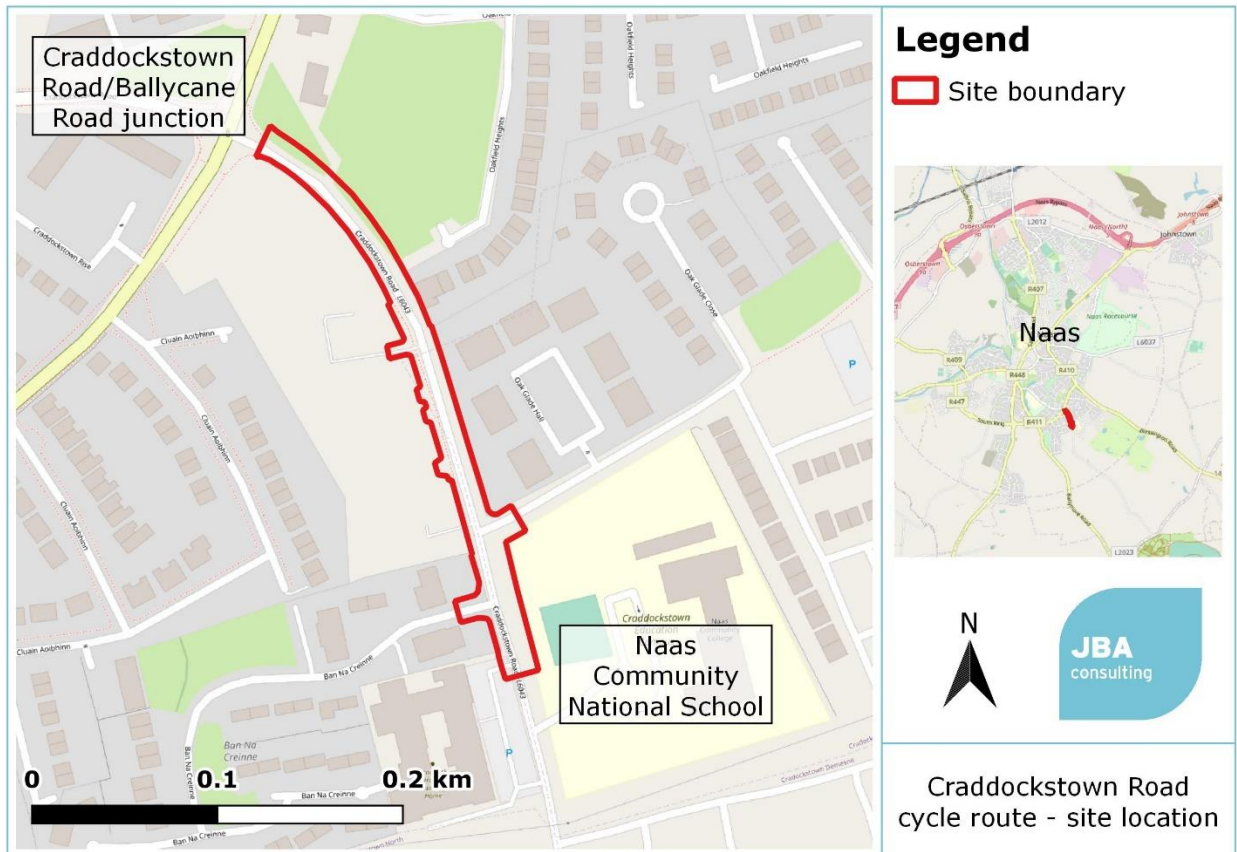


Figure 2.1: Proposed route location

The proposed development will run along the eastern side of the existing road, with a low kerb providing separation between the cycle route and the carriageway. The scheme is approximately 325m in length.

A layout and cross section of the proposed development is shown in Figure 2.2.

The proposed development will tie in to the Ballycane Road/Craddockstown Road junction, which is to be improved under a separate scheme. On its southern end, the scheme will tie into the existing footway and cycle track on Oak Glade Close, and existing footway and cycle track in front of the National School.

The scheme will require 3rd party lands from four properties on the western side of the road. The boundary details of these lands will be agreed with the affected landowners.

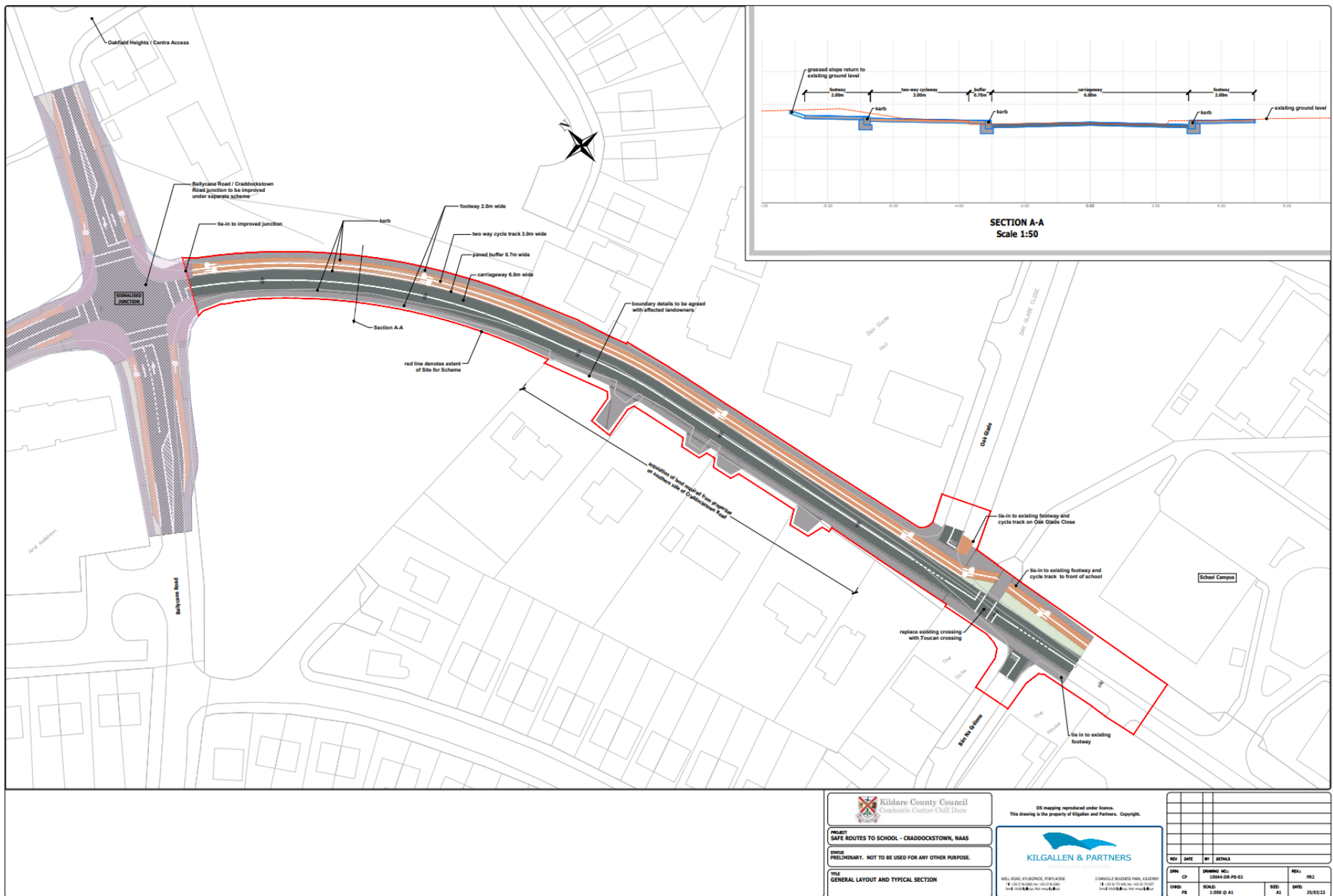


Figure 2.2: Cross section of proposed works

## 3 Purpose of Screening

### 3.1 Legislative Context for EIAR in Ireland

The EU has set out mandatory requirements for Environmental Impact Assessments under the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU). The Directive identifies certain project types, described under Annex I, that will always have significant environmental effects due to their nature and size. These projects are required to undergo an EIAR in every Member State.

For projects listed under Annex II, the EIA Directive gives Member States discretion to decide the limits of projects requiring an EIAR. In Ireland, mandatory thresholds have been set for projects that would otherwise fall under Annex II, which are described in Schedule 5 of The Planning and Development Regulations 2001 as amended, and in Section 50, Parts 1 (b-d) of The Roads Act 1993, as amended. These thresholds are based on project characteristics including size and location. Projects within these thresholds are always subject to an EIAR. In some circumstances, projects considered below the thresholds set under Schedule 5 Part 2 of the Planning and Development Act, or under Section 50 Parts 1 (b-d) of the Roads Act may still be considered by the Planning Authority to have significant effects on the environment, such as in cases where the projects are in a location of particular environmental sensitivity and may also be subject to an EIAR. These sub-threshold projects are reviewed by the Planning Authority on a case-by-case basis.

The principal legislation under which an EIAR may be undertaken for various developments is The Planning and Development Act 2000, as amended, and for road developments is The Roads Act, 1993, as amended. Further regulations are explained in The Planning and Development (Environmental Impact Assessment) Regulations 2001-2018, and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019.

Legislation is examined below as to whether an EIAR will be required for this project.

### 3.2 The Planning and Development Act 2000 - Mandatory EIAR

The Planning and Development Act 2000, as amended, Section 172 sets out the types of projects that require an Environmental Impact Assessment Report (EIAR):

An environmental impact assessment shall be carried out by the planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either:

- a. the proposed development would be of a class specified in
  - i. Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either-
    - I. such development would exceed any relevant quantity, area or other limit specified in that Part, or
    - II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or
  - ii. Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either-
    - I. such development would exceed any relevant quantity, area or other limit specified in that Part, or
    - II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or
- b.
  - i. the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part, and
  - ii. the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.

#### 3.2.1 Part 1 of Schedule 5 of the Planning and Development Regulations 2001-2018

Projects which fall under Schedule 5, Part 1 are typically large infrastructure and energy projects and by their nature will always have significant environmental effects. The proposed cycle route does not fall under Schedule 5, Part 1.



### 3.2.2 Part 2 of Schedule 5 of the Planning and Development Regulations 2001-2018

The proposed development does not fall under any categories in Part 2 of Schedule 5.

### 3.3 The Roads Act 1993 (as amended) - Mandatory EIAR

The relevant summaries of legislative requirements for EIAR Screening for road developments are set out in Table 3.1 below. A cycleway is defined as a public road reserved for the exclusive use of cyclists and pedestrians, as per Section 68 of the Roads Act, 1993.

Table 3.1: Mandatory EIA for road projects, adapted from NRA (2008)

Mandatory		Regulatory Reference
1) Construction of a motorway		S. 50(1)(a)(i) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
2) Construction of a busway		S. 50(1)(a)(ii) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
3) Construction of a service area		S. 50(1)(a)(iii) of the Roads Act, 1993, as substituted by S.I. No. 279/2019
4) Any prescribed type of road development consisting of the construction of a public road or the improvement of an existing road, namely:	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;	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993)
	The construction of a new bridge or tunnel which would be 100 metres or more in length.	

Mandatory		Regulatory Reference
(5) Where An Bord Pleanála (ABP) considers that a proposed road development would be likely to have significant effects on the environment it shall direct the road authority to prepare an EIS.		S. 50(1)(b) of the Roads Act, 1993
(6) Where a road authority considers that a proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs it shall direct the road authority to prepare an EIS.		S. 50(1)(b) of the Roads Act, 1993
(7) In particular, where a proposed development (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 located on	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 ( S.I. No. 477 of 2011 ),	S. 50(1)(d) of the Roads Act, 1993, as inserted by Art. 14(a) of the EIA (Amendment) Regulations, 1999.
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976),	
	(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976), or	

	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000	
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The proposed development will consist of limited repaving and realignment of sections of roadway in order to create a cycle route. The proposed scheme does not fall under any of the categories outlined above. Therefore, an EIAR has not been automatically triggered for this proposed development.

### 3.4 Sub-threshold EIAR

In accordance with the requirement to submit an EIAR with sub-threshold planning application (Article 103 of the Planning and Development Regulations 2001-2018), where a planning application for sub-threshold development is not accompanied by an EIAR, and the Planning Authority considers that the development is likely to have significant effects on the environment it shall, by notice in writing, require the applicant to submit an EIAR. This process therefore occurs after submission of an application, if that application is not accompanied by an EIAR.

The decision as to whether a development is likely to have ‘significant effects’ on the environment must be taken with reference to the criteria set out in Schedule 7A of the Planning and Development Regulations 2001-2018. Schedule 7A requires that the following information be provided for the purposes of screening sub-threshold development for EIAR:

1. A description of the proposed development, including in particular—
  - a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and
  - b) a description of the location of the proposed development, with 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—
  - a) the expected residues and emissions and the production of waste, where relevant, and
  - b) the use of natural resources, in particular soil, land, water and biodiversity.
  - c) The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7 of the Planning and Development Regulations 2001-2018 (DHPLG 2018).

In order to assist planning and other consenting authorities in deciding if significant effects on the environment are likely to arise in the case of development below the national mandatory EIAR thresholds, the Minister for the Environment, Heritage and Local Government published a Guidance document in August 2003, the Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development and the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DHPLG 2018b)

The criteria, as transposed in Irish legislation, are grouped under three headings:

- i. Characteristics of Proposed Development
- ii. Location of Proposed Development
- iii. Characteristics of Potential Impacts

For the purposes of assessing if the development is likely to have significant effects on the environment in reference to these three parameters, the project is examined below in further detail.

## 4 Overview of Environmental Impacts

An overview of the potential environmental impacts of the development, according to theme presented in an EIAR, is provided below.

### 4.1 Population and Human Health

Once operational, the development will provide a positive impact to population and human health, by providing an attractive amenity for recreation and transport. The improvement of cycling infrastructure in the area will provide a higher level of safety for those using bicycles, and may induce others to use bicycles in the area.

During construction, there is a risk to the health and safety of workers on the development, as with any construction project. This will be mitigated against by the operational plans devised by the contractor.

Residences in the vicinity of the proposed development will experience some negative noise, visual, and nuisance impacts during the construction phase of the development. These will be temporary, and will be mitigated against by the operational plans devised by the contractor and adherence to standard best practice regarding control of noise and vibration, dust, and limitations on working hours.

The scheme will require the acquisition of land from four properties on the western side of the road. The boundary details of these acquisitions are to be agreed with the affected landowners.

### 4.2 Biodiversity

Ecological receptors that must be examined include protected Natura 2000 sites under the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC), as well as species protected under the Wildlife Act (1976), and any ecological receptors which may be negatively impacted by the proposed development, both directly and indirectly.

#### 4.2.1 Proximity to Protected Sites

An Appropriate Assessment (AA) Screening has been completed by APEM Ltd for this project to determine whether there is a potential for impacts on nearby Natura 2000 sites.

Those sites within the Zone of Influence of the proposed development are shown in Table 4.1.

The AA Screening determined that there are no likely significant impacts on any Natura 2000 sites as a result of the proposed development.

Table 4.1: Natura 2000 sites within the Zol of the proposed development

Natura 2000 site	Site Code	Distance from site
<b>Red Bog Kildare SAC</b>	000397	8km
<b>Poulaphouca Reservoir SPA</b>	004063	9km
<b>Mouds Bog SAC</b>	002331	9.3km

#### 4.2.2 Other Ecological Receptors

The proposed route is for the most part on the existing artificial road surface. The acquisition of land from four properties on the western side of the road will require the removal of boundaries to the front of these gardens, which include hedgerow planting. This will not be significant given the extensive tree and hedgerow planting in gardens and on boundaries in the area.

### 4.3 Soils and Geology

The underlying bedrock of the site is composed of calcareous greywacke, siltstone and shale.

The subsoils underlying the site are mainly limestone sands and gravels, with a small section of cutover peat and made ground at the midway point.

## 4.4 Hydrology and Hydrogeology

### 4.4.1 Surface Water

The proposed site lies within the Water Framework Directive (WFD) Liffey and Dublin Bay catchment and Liffey\_SC\_060 sub-catchment (EPA, 2020). The route is not in close proximity to any surface watercourses, the closest being tributaries of the River Liffey approx. 450-500m distant. The watercourses are good to moderate status under the WFD, and under review.

The Kildare Strategic Flood Risk Assessment outlines a matrix of vulnerability versus flood zones for proposed developments (Table 4.2). Local transport infrastructure is listed as less vulnerable development in the SFRA. The proposed development is outside Flood Zones A and B. Therefore, the development is appropriate as per the SFRA.

During construction, there is the potential for emissions of dust and silt into surface waterways. This could therefore lead to a reduction in water quality if contamination reaches waterbodies. This is unlikely to occur given the distance from surface watercourses and the nature of proposed work. Standard protection measures will also be adhered to by the appointed contractor.

Once operational, the development is unlikely to result in surface water impacts.

Table 4.2: Matrix of vulnerability versus flood zone to illustrate appropriate development and that required to meet the Justification Test (Kildare SFRA)

	Flood Zone A	Flood Zone B	Flood Zone C
Highly vulnerable development	Justification Test	Justification Test	Appropriate
Less vulnerable development	Justification Test	Appropriate	Appropriate
Water compatible development	Appropriate	Appropriate	Appropriate

### 4.4.2 Groundwater

The groundwater body underlying the site is Kilcullen (IE\_EA\_G\_003), which is good status and at risk.

Groundwater vulnerability, a measure of the likelihood of groundwater contamination occurring, is high across most of the site. Most of the site is therefore at high risk of groundwater contamination. Given the nature of the proposed works, this is not significant.

There are no Groundwater Zone of Contribution sites listed by the EPA near the development site, nor any drinking water sites with groundwater abstraction that are not on the groundwater quality monitoring network.

## 4.5 Cultural Heritage

There are no National Inventory of Architectural Heritage (NIAH) or National Monuments Service (NMS) sites within or adjacent to the proposed route, nor is the site within or in proximity to the Naas Architectural Conservation Area or Archaeological Zone of Potential, which are both approx. 1km north in Naas Town Centre.

Ballycane House, listed on the Naas Record of Protected Structures (RPS) is approx. 80m northwest of the scheme boundary, on the far side of the Ballycane Road/Craddockstown Road junction. It is a detached single-storey house currently in use as a childcare facility. This building will not be impacted by the proposed development.

## 4.6 Air and Climate

There is potential for impacts to air quality through emissions during the construction phase of the development, due to the operation of machinery on site and transport of materials to and from the site. These impacts will be temporary and mitigated against with measures outlined in the contractor's operating plans.

The proposed development will not give rise to any significant impacts on air quality or climate during operational period. The proposed development may lead to positive air and climate impacts by leading to an increase in cycling along the route, and a subsequent decrease in car use.

## 4.7 Noise and Vibration

There is potential for localised noise and vibration impacts to residential properties in the vicinity of the proposed development during the construction phase due to operation of machinery on site. These impacts would be temporary and only during the construction phase. Mitigation measures against such impacts will be outlined in the operating plans to be devised by the contractor.

The proposed development will not lead to any significant noise or vibration impacts during operational period. Any decrease in car use due to the proposed development would lead to a decrease in noise impacts from cars.

## 4.8 Landscape and Visual

The proposed development will give rise to temporary landscape or visual impacts to residents living in proximity to the development during the construction phase.

There are no protected views or scenic routes in the area. The site is in the Eastern Transition Landscape Character Area (LCA), as defined in the Kildare CDP. The LCA is of medium sensitivity, which according to the CDP has capacity to accommodate a range of uses without significant adverse landscape effects.

When constructed, the proposed development will be low in landscape and visual impact for surrounding landowners.

## 4.9 Material Assets including Traffic, Utilities, and Waste

### 4.9.1 Traffic

During construction, limited road closures or diversions will be necessary along the route. This will result in a temporary disruption for road users. Alternative routes are available in the area.

Once operational, the proposed development will have no negative impacts on traffic as the cycle route will be segregated from motor vehicles. The proposed route could have a positive impact on traffic as it will lead to an increase in trips by bicycle in the area.

### 4.9.2 Utilities

The proposed development will not require service diversions or the provision of services.

### 4.9.3 Waste

During construction, a waste management plan will be devised and implemented by the contractor on site. The volume of waste removed will dictate whether a Certificate of Registration (COR), permit or licence is required by the receiving facility. Once all available beneficial reuse options have been exhausted, the options of recycling and recovery at waste permitted and licensed sites will be considered.

Once operational, the proposed development will not generate waste.

## 4.10 Cumulative Impacts

### 4.10.1 Plans

#### Kildare County Development Plan 2017-2023

The proposed development is in line with the Kildare County Development Plan 2017-2023. It is an objective of the Council to support sustainable transport such as public transport, walking, and cycling. The proposed development is in line with the following walking and cycling objectives:

- WCO 3: Carry out local traffic management improvements to provide safer routes to schools in order to encourage students, where possible, to walk and cycle as a sustainable alternative to the car. These improvements may be carried out in conjunction with the NTA, through the Sustainable Transport Management Grants Scheme.

### 4.10.2 Projects

Larger development planning applications in the near vicinity from the last three years that have been granted permission are listed below. Applications for home extensions, internal alterations and retention are not considered.

Planning Application Reference		19515
Development address	Naas Community College, Craddockstown Road, Craddockstown North, Naas, Co. Kildare	
Description: The erection of a proposed prefab unit to provide temporary school accommodation consisting of 10 no. classrooms, 2 science laboratories, GP hall, toilets and all other associated site works		
Final Decision on Application	Grant permission	
Decision Date	20-Aug-2019	

In addition to the above, the Craddockstown Road/Ballycane Road junction is to be improved under a separate future scheme. The scheme details are not known at this time, but will include cycle infrastructure which will tie into the proposed development. The scheme will go through Appropriate Assessment and Screening for EIA as part of the application process.

The potential for cumulative impact of the plans and projects identified above are assessed in the Screening section below in combination with the currently proposed project.

## 5 Screening Assessment

### 5.1 Characteristics of the Proposed Development

To determine whether the characteristics of the proposed development are likely to have significant impacts on the environment, the following questions are answered in Table 5.1, following guidelines set out in Guidance for Consenting Authorities regarding Sub-Threshold Development (DoEHLG 2003).

Table 5.1: Characteristics of the proposed development

Characteristics of the Proposed Development - Screening Questions	Comment
<b>Could the scale (size or design) of the proposed development be considered significant?</b>	The proposed development is a cycle route, which will be placed on existing roads and footpaths. As the proposed development will be similar to the existing condition, the scale is not significant.
<b>Considered cumulatively with other adjacent proposed developments, would the size of the proposed development be considered significant?</b>	The proposed development will tie in with existing and proposed developments in the area which have included or aim to include cycle routes. There are no significant road infrastructure projects proposed in the area. Overall, the size of the proposed development will be minor.  As such, the cumulative effect is not expected to be significant.
<b>Will the proposed development utilise a significant quantity of natural resources, in particular land, soil, water or biodiversity?</b>	In terms of land area, the proposed development is small, to be placed on existing roads or footpaths. There will be no use of biodiversity. Excavated material will be reused as fill where appropriate. No water is required for the development. A small amount of hedgerow will be removed where land at the four properties identified is required. The removed hedgerow will be replaced with new hedgerow in agreement with the affected landowner. This removal will not be significant, given the small amount required and the presence of other hedgerow and trees in the area. Therefore, there will not be a significant quantity of natural resources used.
<b>Will the proposed development produce a significant quantity of waste?</b>	No. A small quantity of waste is expected to be produced during construction. Waste generated during construction will be disposed of at appropriately licenced agents.  Once operational, the proposed development will not produce waste.
<b>Will the proposed development create a significant amount or type of pollution?</b>	No. Temporary air and noise pollution may occur during the construction phase, but will be mitigated against by operational plans devised by the contractor.
<b>Will the proposed development create a significant amount of nuisance?</b>	No. During construction, some noise and vibration will be created, however this will be temporary and short-term. Construction works will be limited to certain times of day to avoid nuisance to residences in the vicinity of the proposed development.

	<p>Road closures during construction will cause a temporary disruption for local residents. Alternative routes are available in the area.</p> <p>Once operational, the proposed development will not produce a significant amount of nuisance.</p>
<p><b>Will there be a risk of major accidents having regard to substances or technologies used?</b></p>	<p>No. The risks of this development will be those typically associated with normal construction practices.</p> <p>Construction machinery will be used during the construction phase and will be operated by licensed contractors, and following best practice guidance.</p>
<p><b>Will there be a risk of natural disasters which are relevant to the project, including those caused by climate change?</b></p>	<p>The proposed development is outside the Flood Zone A and B extents as described in the Kildare SFRA. Risk of natural disasters to the project is therefore low, and the development is appropriate for the area as per the SFRA.</p>
<p><b>Will there be a risk to human health (for example due to water contamination or air pollution)?</b></p>	<p>No. Any potential risk to human health will be as a result of the construction phase of this project. All contractors will be subject to best practice methodologies and risk assessments in order to minimize any risk to human health.</p>
<p><b>Would any combination of the above factors be considered likely to have significant effects on the environment?</b></p>	<p>No. The development is relatively small scale. The environmental impacts are predictable and easily mitigated through the use of best practice guidelines during the construction phase. As such, significant impacts on the environment are not expected as a result of the proposed development.</p>

Conclusion: The characteristics of the proposed development are not considered likely to result in a significant impact on the environment by virtue of its size, nature or operational activities.

Reasoning: The proposed cycle route is small in extent, to be built on existing roads or footpaths. Any environmental or noise impacts will be during the construction phase and not during operation of the development. Construction will not require significant use of natural resources, nor will it generate significant amounts of waste.



## 5.2 Location of the Proposed Development

The following questions are answered below in Table 5.2 to determine whether the geographical location of the proposed development can be considered ecologically or environmentally sensitive.

Table 5.2: Location of the proposed development

Location of the Proposed Development - Screening Questions	Comment
<b>Has the proposed development the potential to impact directly or indirectly on any site designated for conservation interest (e.g., SAC, SPA, pNHA)?</b>	No. The AA Screening for the site concluded that there are no Natura 2000 sites likely to be directly or indirectly impacted by the development.
<b>Has the proposed development the potential to impact directly or indirectly on any habitats listed as Annex I in the EU Habitats Directive?</b>	No. The AA Screening for the site found no potential impacts on habitats listed as Annex I in the EU Habitats Directive.
<b>Has the proposed development the potential to impact directly or indirectly on any habitats listed as Priority Annex I in the EU Habitats Directive?</b>	No. The AA Screening for the site found no potential impacts on habitats listed as Priority Annex I in the EU Habitats Directive.
<b>Has the proposed development the potential to impact directly or indirectly on any species listed as Annex II in the EU Habitats Directive?</b>	No. The AA Screening for the site found no potential impacts on species listed as Annex II in the EU Habitats Directive.
<b>Has the proposed development the potential to impact directly or indirectly on the breeding places of any species protected under the Wildlife Act?</b>	No. The route is to be constructed on the existing road, with a small section of hedgerow planting in front gardens to be removed.
<b>Has the proposed development the potential to impact directly or indirectly on the existing or approved land use?</b>	No. The proposed development is in line with the approved land use under the Kildare CDP. The scheme requires a small amount of land take, to be agreed with the affected landowners.
<b>Has the proposed development the potential to significantly impact directly or indirectly the relative abundance, availability, quality or regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground?</b>	No. The proposed development will not impact the relative abundance, availability, or regenerative capacity of natural resources.  Once operational, there are no potential impacts to natural resources.
<b>Has the proposed development the potential to impact directly or indirectly on any protected structures or Recorded Monuments and Places of Archaeological Interest?</b>	No. There are no recorded archaeological or architectural features on site or in the near vicinity of the proposed development. The RPS structure at the Ballycane Road junction will not be impacted by the proposed development.
<b>Has the proposed development the potential to impact directly or indirectly on listed or scenic views or protected landscapes as outlined in the County Development Plan?</b>	No.

Conclusion: The location of the proposed development is not considered likely to result in a significant impact on the environment.

Reasoning: The proposed development is located on the existing road. There are no Natura 2000 sites or designated ecological sites which will be impacted by the proposed development.

### 5.3 Characteristics of Potential Impacts

The following questions were answered in Table 5.3, in line with Guidance on EIA Screening - June 2001, prepared for the European Commission by ERM (UK), to determine whether the environmental impacts of the development can be considered significant.

Table 5.3: Characteristics of potential impacts

Characteristics of Potential Impacts - Screening Questions	Comment
<b>Will there be a large change in environmental conditions?</b>	No. The proposed development is small in scale, constituting a minor realignment of existing road lanes and pathways to accommodate the cycle lane. Any changes will be limited in extent.
<b>Will new features be out of scale with the existing environment?</b>	No. The proposed development will be similar in scale to other cycle routes and footpaths in the area.
<b>Will the effect be particularly complex?</b>	No. The primary environmental impacts are expected to occur during the construction phase, and will be mitigated by operational plans devised by the on-site contractor. These include temporary impacts to air quality, noise and vibration, and through the generation of waste, and the removal of a small section of hedgerow which is at the front of four gardens.
<b>Will the effect extend over a large area?</b>	No. Given the small scale and nature of the proposed development this is highly unlikely.
<b>Will there be any potential for trans-frontier impacts?</b>	No.
<b>Will many people be affected?</b>	Only residents and business owners in the local vicinity will be affected by the construction phase, however such impacts will be temporary.  Four landowners on the western side of the road will be affected by land take. The acquisition of their land is to be agreed with the Council.
<b>Will many receptors of other types (fauna and flora, businesses, facilities) be affected?</b>	No. Impacts on other receptors are expected to be temporary and limited to the construction phase. Once operational, impacts to receptors are expected to be negligible.
<b>Will valuable or scarce features or resources be affected?</b>	No. The route will not pass near any features listed on the NIAH or NMS. The RPS structure at the Ballycane Road junction will not be affected.
<b>Is there a risk that environmental standards will be breached?</b>	No. The appointed contractor will be contractually obligated to follow environmental guidance and standards, which will be outlined in the contract documents and operating plans devised for construction.
<b>Is there a risk that protected sites, areas, features will be affected?</b>	No.
<b>Is there a high probability of the effect occurring?</b>	No.
<b>Will the effect continue for a long time?</b>	No. Potential impacts would be brief to temporary, only occurring occasionally within the construction phase of the development or in the case of a breach of environmental standards.

<b>Will the effect be permanent rather than temporary?</b>	No. Potential impacts would be temporary.
<b>Will the impact be continuous rather than intermittent?</b>	No. Potential impacts would be intermittent.
<b>If it is intermittent, will it be frequent rather than rare?</b>	No. Potential impacts would be rare, occurring only in the case of accidental breach of environmental standards during the construction phase.
<b>Will the impacts be irreversible?</b>	No.
<b>Will it be difficult to avoid, or reduce or repair or compensate for the effect?</b>	No. Mitigation measures to be put in place during construction will be sufficient to avoid or reduce potential impacts.

Conclusions: The characteristics of the potential impacts as a result of the proposed development are unlikely to be significant and are easily mitigated.

Reasoning: The potential impacts from this development would be primarily during the construction phase. It is easy to predict these impacts and mitigate them through the use of standard environmental procedures.

## 6 Conclusions and Recommendations

The purpose of this report was to identify whether there is a need under The Planning and Development Act 2000, as amended, or the Roads Act 1993, as amended, for an EIAR for the proposed cycle scheme on Craddockstown Road, Naas, Co. Kildare.

The proposed development will run along existing roads in the area, with a low kerb providing segregation from motor vehicles. The proposed development will not require deep excavations, but will require land take from four private properties.

It was determined that the proposed development does not fall under Schedule 5 (Parts 1 and 2) of the Act. As such, an EIAR has not been automatically triggered. To determine whether the development may fall under the category of Sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken.

During construction, typical impacts such as noise, dust, traffic disruption, and the generation of small amounts of waste are to be expected. These are typical construction phase impacts, and will be mitigated against by environmental operating plans devised by the on-site contractor, following best practice guidance.

An AA Screening Report completed for the proposed development determined that no likely significant impacts are expected as a result of the proposed development. This is due to the small size of the development and the distance and/or lack of pathways to Natura 2000 sites.

The requirement for third party land will lead to the removal or replacement of a short section of hedgerow. This is not considered significant, given the existing hedgerow and trees lining gardens in the area.

Once operational, the proposed development is expected to be low in environmental impact. The cycle route will be an important amenity asset for the area, and will provide locals with a safe cycling route along Craddockstown Road and towards Naas Community National School.

It has been concluded that the proposed development does not fall under the category of sub-threshold development, and thus an EIAR is not required.

The overall conclusion is based on the details of the scheme available at the time of preparation of this report. If the extent of the scheme or the construction methods for the scheme are changed then the EIAR Screening assessment should be reviewed.

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