ATKINS

Member of the SNC-Lavalin Group

Meadowbrook Cycle Scheme

Environmental Impact Assessment Screening

Kildare County Council

February 2022

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Document history

Revision	Purpose description	Originated	Checked	Reviewed	Authorised	Date
Rev 1	Final	AMc	AMc	JL	ST	24/02/2022

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1. Introduction

Kildare County Council (KCC) appointed Atkins to prepare an Environmental Impact Assessment (EIA) Screening Report as part of the Part 8 Planning Application for the Meadowbrook Cycle Scheme.

1.1. Proposed Project

The proposed project is the development of Meadowbrook Cycle Scheme at Meadowbrook Road and Beaufield Close in Maynooth, Co. Kildare. The proposed project involves 2no. different routes. Refer to Figure 1-1 for the proposed project location.

1.2. Purpose of this Report

This report has been prepared to support a Part 8 Planning Application by Kildare County Council in relation to cycle / pedestrian routes in Maynooth, known as the Meadowbrook Cycle Scheme. The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR). The project 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 (Atkins, 2022). The project has been assessed with regards to the likely significant effects of the project on European sites within the zone of influence of the proposed project. The project has been screened out at Stage 1 Screening for Appropriate Assessment, and therefore it has been determined that the project does not require the preparation of a Natura Impact Statement (NIS).

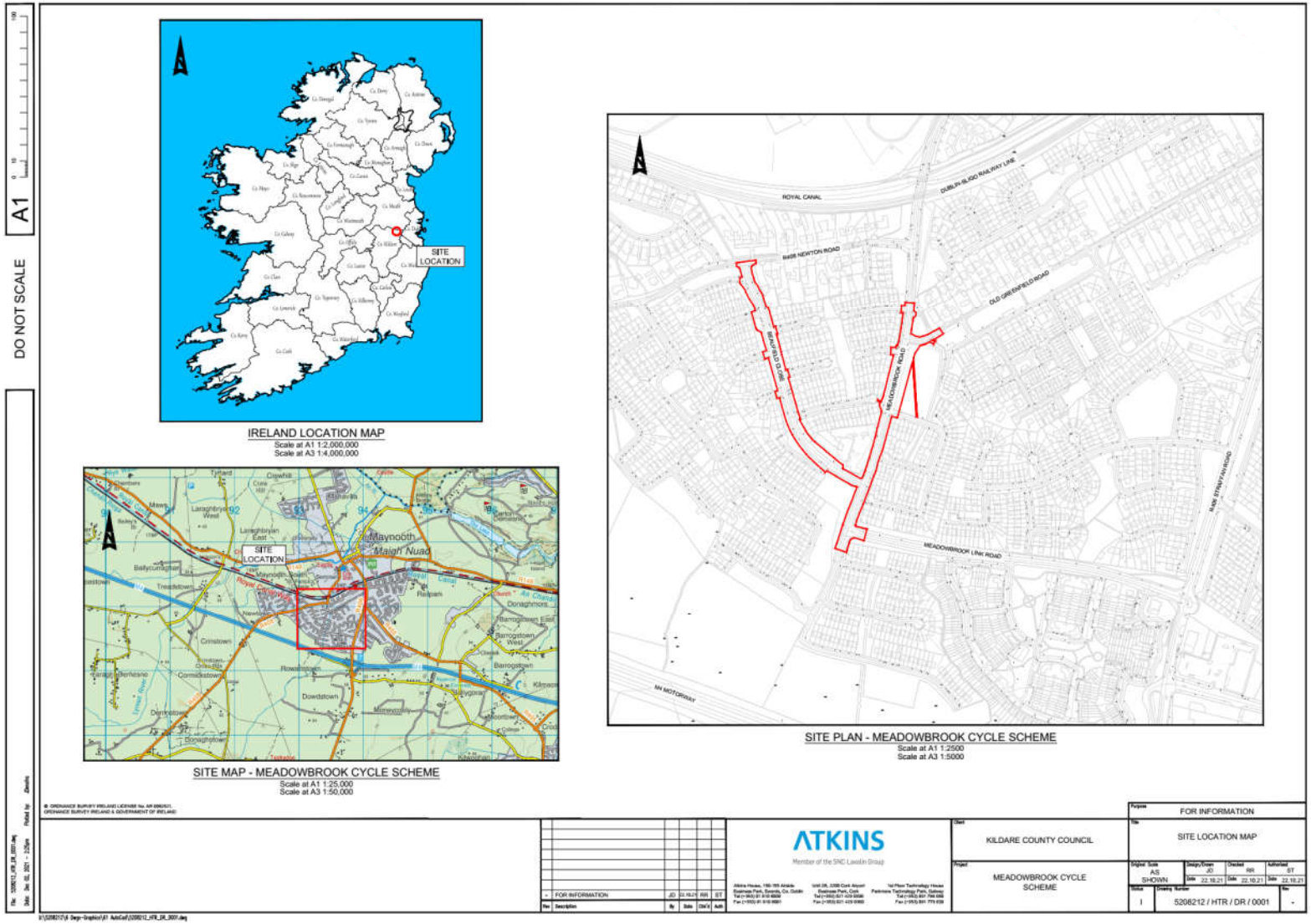

Figure 1-1 - Proposed Project Location

2. Methodology

This project has been screened in accordance with Section 3.2 of the '*Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft'* (EPA, 2017), the Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments, Planning and Development regulations (2001-2021), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into operation on 1st September 2018. The project had been screened in accordance with the Roads Act, 1993-2021 and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulation 2019 S.I. No. 279 of 2019.

As set out under the relevant legislation (detailed further in Section 2.1 of this report), the following steps are involved when carrying out EIA screening for a particular project:

- **Step 1** is to determine if the proposed infrastructure works represent a project as understood by the Directive and if a mandatory EIAR is required. Such projects are defined in Article 4 of the EIA Directive and set out in Annexes I and II. Projects requiring a mandatory EIAR are included under Section 50 of the Roads Act (1993-2021), S.I. No. 279 of 2019 amendments and the prescribed projects listed in Section 8 of the Roads Regulations,1994 (S.I. No. 119 of 1994).
- **Step 2** is to determine if the project is likely to have significant effects on the receiving environment. Section 50 (1)(b) of the Roads Act (1993-2021) states that *'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) of the Roads Act (1993-2021) states that '*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.'*

  Section 50 (1)(e) of the Roads Act (1993-2021) 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 as has been transposed into Irish Legislation via Schedule 7 of the Planning and Development Regulations 2001-2021.

  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 where 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 development for EIA, all of the relevant information as presented within EIA Planning and Development Regulations 2018 (Schedule 7A) has been provided on behalf of the applicant, Kildare County Council. The potential for the project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001 - 2021 (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 make a determination as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.

Figure 2-1 provides a summary of the main steps involved in the EIA screening process.

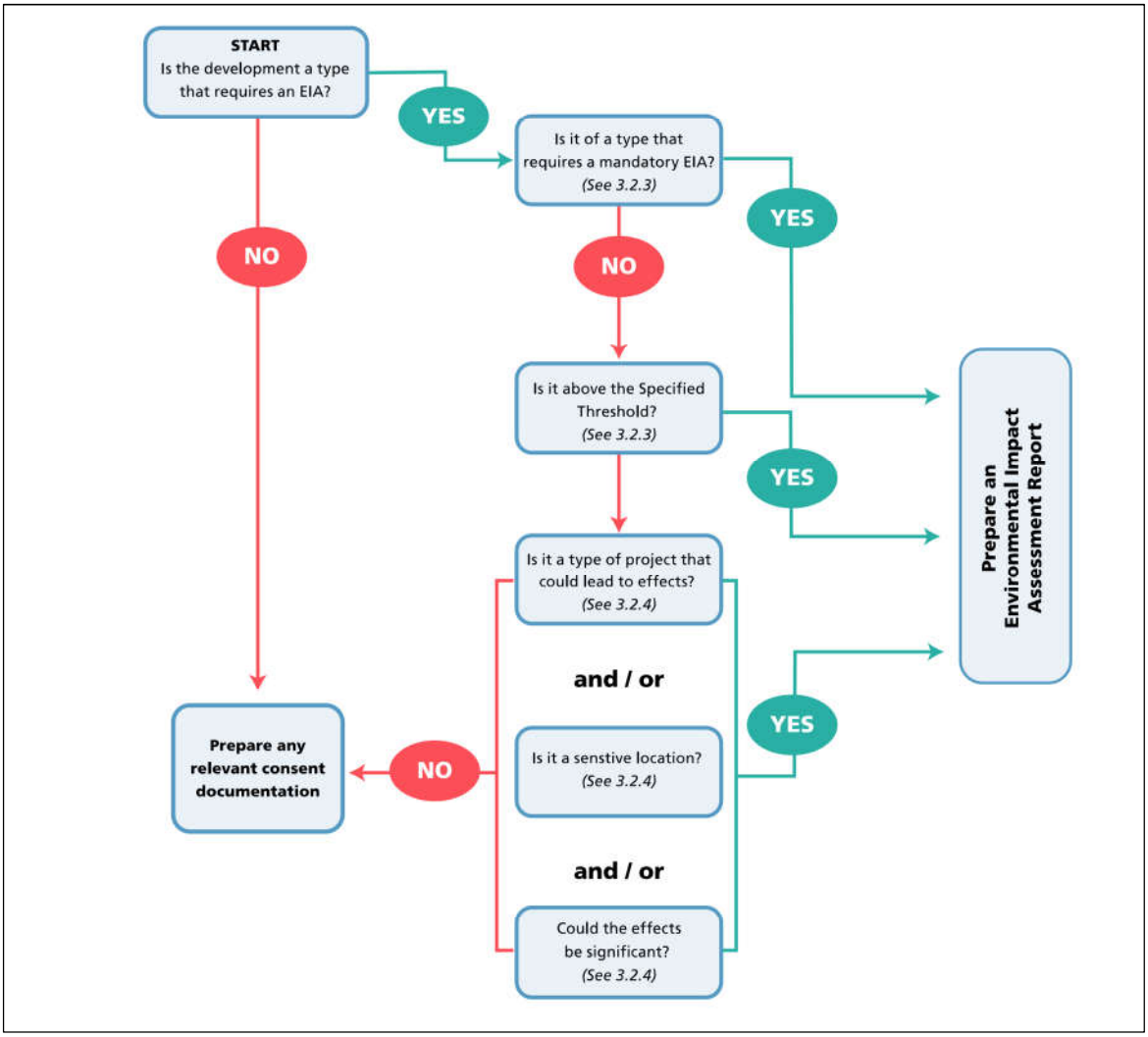

Figure 2-1 - EIA Screening Process (Source: 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports – Draft' (EPA, 2017)).

2.1. Relevant Legislation

The Environmental Impact Directive (85/337/EEC) was brought into force in 1985. Subsequent amendments were made with the following pieces of legislation - 97/11/EC, 2003/35/EC, 2009/31/EC, 2011/92/EU and 2014/52/EU. The Directive was originally transposed into Irish Law by the European Communities (Environmental Impact Assessment) Regulations, 1989 (S.I. No. 349/1989). This amended the Local Government (Planning and Development Act) 1963 and introduced the requirement for an Environmental Impact Assessment in certain specified circumstances. The most recent amendment to the Directive is focused on clarifying and simplifying the process of EIA. The screening criteria have been updated, and Member States have a mandate to simplify their assessment procedures. EIA reports are to be made more readily understandable to members of the general public. Section 50 of the Roads Acts 1993 and the 2021 amended Regulation outlines certain categories of roads projects which require an EIAR.

New EIA Regulations ((Planning and Development) Environmental Impact Assessment) Regulations 2018 (S.I No. 296 of 2018)) transposing the 2014 EIA Directive were recently adopted and came into operation on 1st September 2018. 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 (2001-2021), 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 various processes and activities. These projects are listed in full within the Planning & Development Regulations

(2001-2021), 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 (2001-2021). 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. 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 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:
    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.
4. The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

3. Environmental Impact Assessment Screening

3.1. Step 1 - Mandatory Screening for EIA

The project has been screened against the criteria outlined in Section 50(1)(a) of the Roads Act 1993-2021[1] and Article 8 of S.I. No. 119/1994- Roads Regulations, 1994[2]. This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Section 50 (1)(a).

3.1.1. Sub-threshold Development Likely to Have Significant Effects on the Environment

The scheme has been screened against the criteria outlined in Section 50(1)(b) and 50(1)(c) of the Roads Act 1993-2021, as follows;

> 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 Section 50(1)(b) and 50(1)(c) of the Roads Act 1993-2021.

3.2. Step 2- Determining if the project is likely to have significant effect on the receiving environment.[3]

All relevant information as required under Schedule 7A has been provided on behalf of Kildare County Council and is presented within 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 in the Planning & Development Regulations, 2001-2021 (Schedule 7), as presented within this screening report.

3.2.1. Description of the Proposed Development (Schedule 7A (1))

A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))

The proposed project is the development of Meadowbrook Cycle Scheme at Meadowbrook Road and Beaufield Close in Maynooth, Co. Kildare. Drawings of the preliminary design are shown in Appendix A. A description of the proposed scheme is as follows;

Meadowbrook Road

The construction along Meadowbrook Road will involve the installation of northbound and southbound to-standard Raised Cycle Lanes / Tracks (as per National Cycle Manual (NCM) 4.3.2/4.3.4), parallel to the carriageway, with parallel to-standard footpaths; with sections of realigned footpath to reduce the impact on trees insofar as possible.

The proposed works on Meadowbrook Road also involves the following:

- The removal of existing kerbing and footways, and the construction of new kerbs and footways, to provide for a narrower road width (which encourages lower traffic speeds);

[1] http://www.irishstatutebook.ie/eli/2021/si/12/made/en/print
[2] http://www.irishstatutebook.ie/eli/1994/si/119/made/en/print
[3] Pursuant to Schedule 7(A) of the Planning and Development Regulations as amended 2001-2021

- Formalised pedestrian crossings (uncontrolled) will be added;
- The existing road will be resurfaced; and,
- Junction treatment is to be applied throughout the route, to narrow the junctions.

Beaufield Close

The construction along Beaufield Close will consist of northbound and southbound cycle tracks behind verges, parallel to the carriageway with generally parallel footpaths, with sections of realigned footpath to reduce the impact on trees where possible, while providing a facility along the route which is in accordance with current standards.

The proposed works on Beaufield Close involves the following:

- The removal of existing footways, and the construction of new footways, while retaining the existing kerbline (with the exception of localised kerb replacement works);
- Formalised pedestrian crossings (uncontrolled) will be added;
- The upgrade of the existing Zebra crossing on the route;
- Junction treatment is to be applied throughout the route, to narrow the junctions; and,
- The existing road will be resurfaced.

Construction Methodology

Works will commence with the clearance and off-site removal of redundant road signage and other existing road furniture as required. The works will be undertaken using a combination of operatives using hand tools, mechanical excavators and small 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. A utility survey, including slit trenches for verification, is being carried out as part of the Preliminary Design Phase to determine the location of services to the most accurate extent possible. Any service diversions or protection works will be determined at Detailed Design. This is likely to be restricted to locations where the proposed facilities cross or interface with public roads.

Following the diversion of utilities, the initial paved areas 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 paved area base materials, or their retention, where proposed levels and material conditions allow. Any excavations will be largely undertaken by mechanical means, with any excess soil arisings to be removed off site by the Contractor to an appropriately licenced waste recovery or waste disposal facility, or reused onsite (within the red line boundary) where testing confirms its suitability. The base layers of the paved areas, where required, are to be made of compacted stone materials.

Drainage works will involve the reinstatement of existing gullies, or installation of new gullies if required, and the use of the existing surface water network. So as not to unduly increase the load on the existing drainage network, where applicable, the following will apply:

- footways and/or cycle tracks will have such crossfalls so that they discharge surface water into adjacent green areas (rather than towards the road, and hence into the existing surface water network), and/or,
- porous pavement shall be used in cycle tracks and/or footways.

Therefore it is envisaged that the existing drainage network will be unaffected by the works (notwithstanding the need to relocate some gullies to suit the new arrangements). Details of the drainage design shall be confirmed in Phase 5 Detailed Design.

The works will also involve constructing the civil engineering elements required to facilitate the commissioning of the traffic signals (including Zebra crossing belisha beacons) and the public lighting elements at the latter stages of construction once all the heavy civil engineering works have been executed. Service chambers and underground duct sets will be laid within trenches and backfilled with suitable granular material. Signal poles (including Zebra crossing belisha beacon poles) and public lighting columns will be erected, and duct connections will be made to the base of each pole unit. The final pavement surface course will be laid using an asphalt paving machine followed by compaction using a roller.

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. Minimal demolition works are proposed as part of the proposed project i.e. clearance and off-site removal of redundant road signage, kerb removal, etc.

A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).

The project will be constructed within the town of Maynooth, along the existing Meadowbrook Road and Beaufield Close Road which are maintained by Kildare County Council.

Under the Maynooth Local Area Plan 2013-2019 (KCC, 2013/2018) the following zoning objectives have been identified adjacent to the footprint of the proposed project: Refer Figure 3-1.

- B: Existing Residential & Infill defined by KCC (2013/2018) as '*to protect and improve existing residential amenity, to provide for appropriate infill residential development and to provide for new and improved ancillary services'*; and,
- F: Open Space and Amenity defined by KCC (2013/2018) as '*to protect and provide for open space, amenity facilities and recreational uses'*

It is considered that the proposed project is fully compatible with the zoning requirements of the Maynooth Local Area Plan 2013-2019, providing a social amenity and pedestrian access, and complementing the residential, nature of the area. The proposed project is in line with the following objectives of the Maynooth Local Area Plan:

- *To promote Maynooth as an attractive stop along the Royal Canal for pleasure boaters, walkers and cyclists. [T 6]*
- *To ensure that adequate secure bicycle parking facilities are provided generally throughout Maynooth, particularly as part of new educational, recreational and commercial developments. [PC 1]*
- *To refurbish all footpaths in the town and improve access for the disabled as part of this refurbishment and to construct new footpaths that are accessible to the mobility impaired. [PCO 1]*
- *To facilitate and encourage cycling as a more convenient and safe method of transport, through the designation of a cycle network, linking population, commercial, community facilities and transport nodes, with specific reference to Meadowbrook Road. [PCO 4 (g) and (l)]*
- *To provide for public transport, walking and cycling infrastructure in collaboration with the National Transport Authority under the National Transport Authority's funding programmes. [PCO 6]*
- *To improve existing open space areas in housing developments that have been taken in-charge by the Council. [AR 6]*

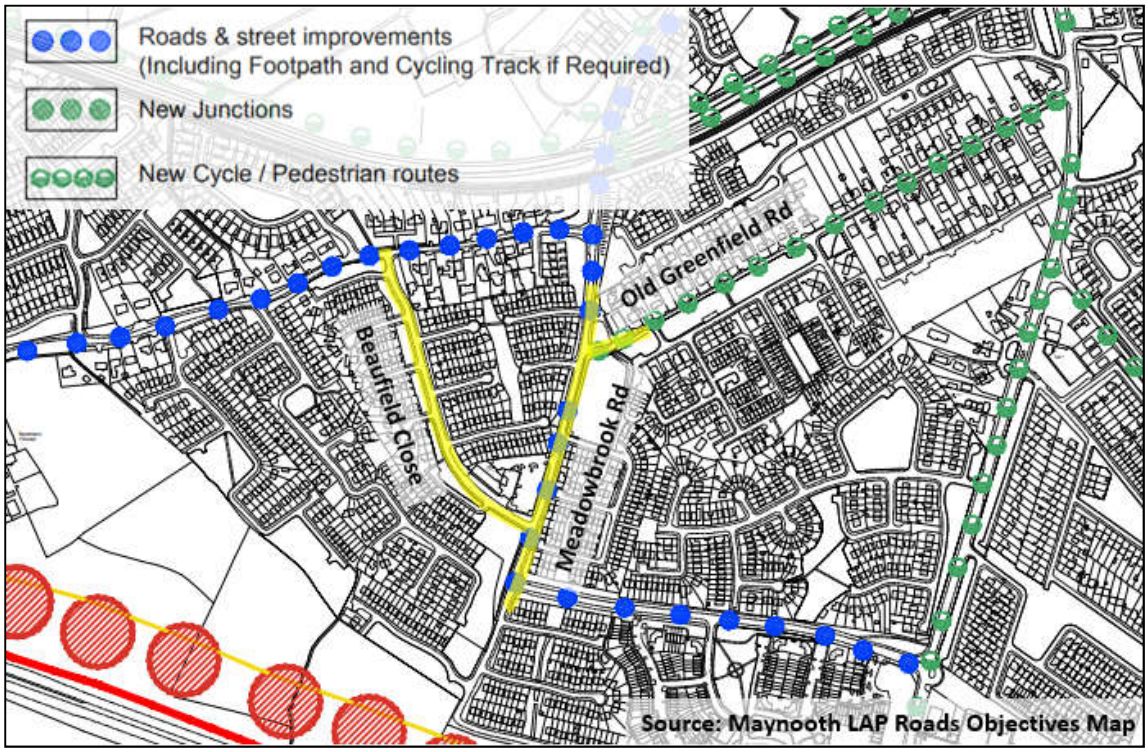

Figure 3-1 - Extract from the LAP Roads Objective Map (Yellow routes denotes the proposed project) (KCC, 2013/2018)

Hydrology and European Sites

The proposed project is located to the South of Maynooth Town between the M4 to the south and the Royal Canal to the north.

The proposed project is within the Liffey and Dublin Bay Water Framework Directive (WFD) Catchment area and the Lyreen sub-catchment area. There is 1no. watercourse (The Taghadoe stream aka Joan Slade River) (EPA Code: IE_EA_09L020100) within the vicinity of the proposed project which appears to travel in a northern direction before being culverted beneath the Meadowbrook Road via. an existing culvert structure and existing hardstanding areas of the urban lands. The Taghadoe stream (aka Joan Slade River) flows directly below the proposed Meadowbrook Cycle Scheme and crosses under the Royal Canal (via an existing culvert) before appearing to continue flowing north partially beneath urban land (Artificial Surfaces) and discharging into the Lyreen River (EPA Code: IE_EA_09L020100) and subsequentially the Rye Water River (EPA Code: IE_EA_09R010400) ca. 2km north of the proposed project. The Rye Water River flows in a general south east direction before joining the River Liffey in the town of Leixlip which flows in a general easterly direction to discharge to the Irish Sea ca. 30km from the proposed project.

There are 3no. European sites within the Zone of Influence (ZoI) of the proposed project; 3no. Special Areas of Conservation (SACs) and no Special Protection Areas (SPAs). The proposed project does not lie within, nor does it intersect with any European sites. The proposed project is located ca. 2km west / south-west of 1no. SAC; Rye Water Valley/Carton SAC (Site Code: 001398), which is located along the Rye Water River and therefore hydrologically connected to the proposed project. There are no hydrological connections between the proposed project and the other 2no. SAC's within 15km of the proposed project.

There will be no land take from any of the designated sites within 15km of the proposed project and, based on the findings of the Stage 1 Appropriate Assessment Screening report (Atkins, 2022) there will be no potential significant adverse effects to European sites arising from the proposed project.

The proposed project does not lie within a nationally designated conservation area. There is 1no. Natural Heritage Area (NHA) site and 7no. proposed Natural Heritage Area (pNHA) sites within 15km of the proposed project. Of these 8no. pNHAs/ NHAs, 3no. pNHA have connectivity to the proposed project via. surface water features. The Royal Canal pNHA, Rye Water Valley/Carton pNHA and Liffey Valley pNHA all have connectivity to the proposed project via the Taghadoe Stream which runs parallel to the proposed Meadowbrook Road cycle route.

There are no Geological Heritage Areas within the project site or its immediate vicinity. The closest Geological Heritage Areas to the site are Louisa Bridge Cold Spring (Site Code: KE016) and Louisa Bridge Warm Spring (Site Code: KE017) which are located ca. 6km east of the proposed project (GSI, 2022). According to GSI (2022) the cold springs are '*associated with a warm spring formerly used as a spa'* i.e. Louisa Bridge Warm Spring, and is *'characterised by a generally low flow rate, with long periods during the summer when there is no flow'.*

Hydrogeology

There are 4no. GSI registered wells identified along the proposed project route or within its immediate vicinity, all of which have no reported use (GSI, 2022). These wells are reported to a 1km and 2km locational accuracy and therefore their exact locations are not known at this stage.

There are no Public Drinking Water Supply or Group Drinking Water Supply Source Protection Zones within 8km of the proposed scheme (GSI, 2022). The closest Public Drinking Water Supply or Source Protection Zone is the Public Supply Source Protection Area for Dunboyne Public Water Supply located ca. 9.3km north east of the proposed project (GSI, 2022).The closest Drinking Water Supply Source Protection Zone is located ca. 16km north of the proposed project site (GSI, 2022). Taking account of the distance of this public water supply there is no residual risk to regional potable supplies.

The proposed project is underlain by a poor bedrock aquifer which is generally unproductive except for local zones (GSI, 2022). Groundwater vulnerability beneath the proposed project has been classified by GSI (2022) entirely as 'moderate'. The proposed project is within the Dublin groundwater body (EPA Code: IE_EA_G_008) (GSI, 2022).

Geology

The proposed project is underlain by dark limestone and shale within the northern portion and Calcareous shale and limestone conglomeration in the southern portion.

There are no karst features within the vicinity of the proposed project. The closest karst features are 2no. caves at Carton Demesne, which are located ca. 3.5km north east of the proposed scheme. There are no recorded landslides, landslide susceptibility or historic mines reported within the vicinity of the proposed project (GSI, 2022).

Flooding

The Meadowbrook Road portion of the proposed project is reported by OPW (2022) as having a low probability of fluvial flooding or 1-in-a-1000 chance of flooding occurring or being exceeded in any given year within the immediate vicinity of the Taghadoe stream. The potential for flooding within the proposed scheme has been reviewed. A Strategic Flood Risk Assessment (SFRA) was undertaken as part of Kildare County Development Plan (2017-2023) which recommends '*that any planning applications in flood risk areas are accompanied by a supporting appropriately detailed flood risk assessment. This is to ensure a conservative approach and that consideration is given to new development within Flood Zones where mitigation measures may still be required to ensure an appropriate level of flood protection and/or resilience. The detailed assessment should include at a minimum Stage 1 - Identification of Flood Risk. Where flood risk is identified a Stage 2 - Initial FRA will be required, and* depending on the scale and nature of the risk a Stage 3 - Detailed FRA may be required.'

Kildare County Council have confirmed to Atkins that this scheme does not require a site specific FRA.

The nature, along with the location of the proposed scheme, is unlikely to give rise to any potential additional flood risk. No flooding or storm water management issues related to the proposed site are identified as warranting further investigation.

Biodiversity

There are 3no. wetland habitats located within 2km of the proposed project; Lyreen River (ca. 1.5km north) classified as a river/riparian woodland, Lyreen Angling Center (ca. 1.8km north) classified as an artificial pond/reed swamp and Rye Water Valley/Carton (ca. 2km north) which is encompassed within the SAC. These wetland habitats are vulnerable to changes in hydrology, hydrogeology and water quality. There is a potential indirect hydrological connection to all 3no. of these wetland habitats through the Taghadoe Stream which flows parallel to the proposed project in a northern direction.

There are no Ramsar sites located within the vicinity of the proposed project. There is 1no. Irish Wetland Bird Survey sites (I-webs) located ca. 14.2 km south-west of the proposed project known as Ballynafagh Lake (S101) (I-webs, 2022). However, there are no identified connections from the proposed project area to this site (as it is not located within the immediate vicinity of the study area and not hydrologically linked via. surface water features).

Documented Rare and Protected Species (Species Records)

A number of Bird Species which have been designated for Protection under the Wildlife Acts and European Birds Directive have been identified within the vicinity of the proposed project following a search of National Biodiversity Data Centre (NBDC) records. Such species include

- Annex II birds recorded; Rock Pigeon (*Columbia livia*);
- Red Listed birds recorded; Herring Gull (*Larus argentatus*), Black-headed Gull (*Larus ridibundus*); and,
- Amber Listed birds recorded; Barn Swallow (*Hirundo rustica*), Common Starling (*Sturnus vulgaris*), Common Swift (*Apus Apus*), House Martin (*Delichon urbicum*), House Sparrow (*Passer domesticus*), Lesser Black-backed Gull (*Larus fuscus*), Mew Gull (*larus canus*), Mute Swan (*Cygnus olor*).

A number of protected mammal species including the Eurasian Badger (Meles Meles), Eurasian Pygmy Shrew (Sorex minutus) and West European Hedgerow (Erinaceus europaeus) were also recorded within the last 8 years.

The proposed project site was surveyed for invasive plant species listed on the third schedule of the EC (Birds and Natural Habitats) Regulations 2011 S.I. No. 477/ 2011. Whilst a review of NBDC records (2022) indicate that Japanese knotweed has been recorded within the vicinity of the junction of Meadowbrook Road and Beaufield Close, the area was subject to site surveys during August 2021 and no evidence of Japanese knotweed was noted.

Archaeology and Cultural Heritage

There are no reported National Inventory of Architectural Heritage (NIAH) sites or Sites and Monuments Record (SMR) features along the proposed project route. The closest historic feature is a railway bridge (Reg. No. 11803132) which is a NIAH feature located ca. 150m north of the proposed project.

The environmental sensitivity of geographical areas likely to be affected by the proposed development are evaluated further within Section 3.3.2 of this report ('*Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development'*) as required under Schedule 7 of the relevant regulations.

3.2.2. Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2)).

The proposed project is hydrologically connected to the Rye Water Valley/Carton SAC and 3no. pNHAs. The proposed project does not lie within any European site, Nature Reserves or Natural Heritage Areas (detailed in Section 3.3.2 of this report). There are 3no. European sites within the ZoI of the proposed site. The AA Screening prepared for the proposed project (Atkins, 2022) concluded that *'the proposed Meadowbrook Cycle Scheme, either alone or in combination with other plans or projects, will not result in likely significant effects on the conservation objectives of the Rye Water Valley/Carton SAC, or any other European site. Thus, it is recommended that is it not necessary for the proposed project to proceed to Appropriate Assessment. Should the scope of the proposed project change in nature or scale, a new Screening for Appropriate Assessment will be required.'*

It will be the responsibility of the Contractor to determine a suitable location for the site compound within the proposed development area, but away from any identified environmental sensitive receptors (watercourses etc) so as to avoid potential impacts to the environment and the general public. The final proposed site compound location will be subject to Client approval. The only other relevant aspects of the environment (including human health), which could potentially be significantly affected by the proposed project are receiving groundwater environment, surface water environment, air quality environment, the receiving noise and vibration environment, and the receiving traffic environment, during the construction phase.

The works will mainly involve excavations to a maximum depth of 0.5m bgl along the existing road networks GSI (2022) have reported a 'moderate' groundwater vulnerability rating beneath the proposed project route.

The Taghadoe stream is crossed by the proposed project via. a culvert structure on Meadowbrook Road via. an existing culvert structure and flows parallel to the proposed scheme. Works at this stream crossing will be entirely within the footprint of the existing road network and therefore significant impacts are not anticipated. Due to the nature and scale of the project it is anticipated that the construction works, and operation of the proposed project will not have a significant impact on surface water and groundwater quality.

The proposed scheme lies within an urban area and there are sensitive receptors adjacent to the scheme i.e. residential properties along the proposed scheme. Dust may be generated during the construction phase. Construction will require the use of machinery such as dump trucks, mechanic excavators etc. The presence of such machines may result in a temporary increase in noise and dust. The air quality at the proposed project is *'good'* (EPA, 2022). However, 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). Due to the nature and scale of the project it is anticipated that the construction works will not have a significant impact on air quality. It is anticipated that the operational phase will likely have a positive impact on air quality.

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). It is anticipated that the 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). Due to the nature and scale of the project it is anticipated that the construction works, and operation of the proposed project will not have a significant impact on noise.

An Arboricultural Impact Statement was prepared for the proposed scheme (Blackstock.P, 2022) and it is anticipated that ca. 42no trees will be removed as part of the scheme along the Meadowbrook Road and Beaufield Close; 5no. of which are recommended for felling for safety reasons or to clear obstructions regardless of any proposed works. These trees are not suitable for bat roosting habitats as they are immature and are aligned along an existing roadway within an urban / sub-urban area. Trees and vegetation shall be protected as required in accordance with BS:5837:2012 during construction and demolition works.

Due to the scale and nature of the project it is anticipated that there may be impacts on traffic volumes during the construction phase of the project. The roadworks will be carried out on a phased basis. A traffic light system or Stop/Go system will be maintained throughout the works area to ensure that traffic is controlled and continues to flow during the construction phase. It is considered that there will be no significant negative impact on traffic during the construction and operational phase of the project.

3.2.3. A Description of Any Likely Significant Effects (To the Extent of The Information Available on Such Effects) of The Proposed Development on The Environment (Schedule 7A(3)).

The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).

The proposed project may give rise to air, noise, water emissions and waste. However, the proposed project will be designed in order to minimise any potential impacts as a result of these emissions during the operational phase. Standard mitigation measures will be implemented by the Contractor to address potential air and noise emissions during the construction phase. The Contractor will ensure that onsite storm water management during the construction phase is carried out in accordance with relevant best practice measures as set out in Construction Industry Research and Information Association (CIRIA) guidance *'C532 - Control of Water Pollution from Construction Sites'.*

Given the scale and nature of the proposed development any such waste is likely to be generated in very minor volumes. During the construction phase the following waste streams will be generated: construction and demolition (C&D) waste including redundant road signage, kerbs, footways and asphalt / road surface, mixed municipal waste (MMW), recyclables such as plastic wrapping, wooden pallets, paper and/or waste electrical and electronic equipment (WEEE). Waste Volumes will be determined at detailed design stage. All waste will be removed on a regular basis to a designated area in the proposed site compound where it will be segregated and temporarily stored before being recycled or disposed of by the Contractor to an appropriately licenced waste recovery or waste disposal facility. All waste generated will be disposed of by the Contactor in accordance with all relevant waste management legislation. The Contractor will be responsible for segregating each waste type as per the relevant List of Waste (LoW) (also referred to European Waste Catalogue (EWC) code). All waste materials must be removed offsite by a suitably permitted waste haulage contractor who holds a current valid waste collection permit issued by the National Waste Collection Permit Office (NWCPO).

The Contractor will be obliged to prepare a project specific Construction and Demolition (C&D) Waste Management Plan (WMP) prior to commencement of the proposed development in accordance with the relevant guidelines '*Best Practice Guidelines on the Preparation of Waste Management Plans for Construction and Demolition Projects'* prepared by the DoEHLG.

The operational phase of the project should be accompanied by an increase in cyclists and an associated reduction in vehicular traffic. The proposed scheme is not likely to have a significant environmental effect with regard to expected residues and emissions and the production of waste.

The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).

During the construction of the proposed project natural resources in the area will not be required to facilitate the provision of this project. There will be no land take for the proposed project as it will be entirely within the existing road network / footpaths. It is anticipated that ca.42no. trees will be removed as part of this scheme; 5no. of these are recommended for felling regardless of proposed works. Trees and vegetation shall be protected as required in accordance with BS:5837:2012 during construction and demolition works.

The proposed project involves an anticipated maximum excavation depth of 0.5m bgl to facilitate the foundation for the proposed footpaths / pavements and the ducting for the signalling associated with the scheme. 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.

Soils may be reused onsite where suitable. Engineering grade fill material (hardcore or similar) will be imported to the site during the proposed works. The use of other natural resources with respect to soils and land will not be required arising from the proposed project.

Therefore, based on the environmental setting, and taking account of the nature, scale and location of the proposed project other than standard construction materials, the proposed project (during both construction and operational phases) will not have a significant impact on natural resources.

3.2.4. The Compilation of The Information at Paragraphs 1 To 3 Shall Take into Account, where Relevant, the Criteria set out in Schedule 7 (Schedule 7A(4)).

All relevant criteria set out in Schedule 7 of the Regulations is presented in Section 3.2 *('Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA')* of this screening report.

During the preparation of Sections 3.3.1 to 3.3.3 (i.e. Schedule 7A (1) to (3)) all pertinent Schedule 7 information has been taken account of as required, with specific details presented in the following section of this report (Section 3.3 and 3.4).

3.3 Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 Should be subject to an EIA

3.3.1 Characteristics of proposed development (Schedule 7(1))

The size and design of the whole of the proposed development (Schedule 7(1)(a))

Refer to Section 3.2.1 under '*A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))*'.

Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(1) (b))

Committed Development

A search of Kildare County Planning records has been undertaken for the applications submitted within the past 5 years. This search identified over 50no. developments, given the urban location of the proposed project. The majority of these developments have already been constructed or are of small scale in nature (i.e. extension works, or property retention works) or are considered to be a reasonable distance from the proposed works and have therefore not been considered further. 2no. relevant developments have been further evaluated with respect to cumulative impacts with the proposed Meadowbrook Cycle Scheme, as follows;

- **Anthony Murray. Change of use of retail unit (201461). Granted March 2021.**

  This development will be constructed adjacent to the proposed project and accessed off Meadowbrook Road along which the proposed project is aligned. This planning permission is for the change of use of an existing retail unit to a pizza takeaway and works will be minor in nature. There may be a cumulative impact on traffic, dust and noise; however due to the nature and scale of the project it is not anticipated that these impacts will be significant. No significant cumulative impacts are anticipated.

- **Tanya & Stephen Nevin. Construction of detached dwelling house and associated works (19625). Granted August 2019.**

  This development will be constructed to the north of the proposed project and will be accessed off Meadowbrook Road to the north of the proposed project. This planning permission is for the construction of a detached two-storey house and associated site works. There may be a cumulative impact on traffic, dust and noise; however due to the nature and scale of the project it is not anticipated that these impacts will be significant. No significant cumulative impacts are anticipated.

Given the nature, scale and location of these granted developments and the proposed project no significant impacts are anticipated. It is considered the proposed Meadowbrook Cycle Scheme will not act in combination to give rise to any cumulative impacts.

3.3.1.1 The nature of any associated demolition works (Schedule 7(1)(c))

Refer to Section 3.2.1 under *'A description of the Physical Characteristics of the Whole Proposed Development and Where Relevant of Demolition Works (Schedule 7A (1) (a))'.* No demolition works are proposed as part of the proposed project.

3.3.1.2 The use of natural resources, in particular land, soil, water and biodiversity (Schedule 7(1)(d))

Refer to Section 3.2.3 under '*The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).* The use of natural resources with respect to soils and land will not be required arising from the proposed project.

3.3.1.3 The production of waste (Schedule 7(1)(e))

Refer to Section 3.2.3 under '*The Expected Residues and Emissions and the Production of Waste where relevant (Schedule 7A (3)(a)).'* The proposed project is not likely to have a significant environmental effect with regard to the production of waste. All waste will be removed to an appropriately licenced/ permitted waste disposal/ recovery facility.

3.3.1.4 Pollution and nuisances (Schedule 7(1)(f))

Refer to Section 3.2.2 under *'Description of Aspects of the Environment Likely to be Significantly affected by the Proposed Development (Schedule 7A (2))'.* There will be minimal impact on the Taghadoe stream and Rye Water Valley/Carton SAC/pNHA due to the limited nature of works proposed to be carried out (refer to section 3.2.1) and all works will be completed on the existing road networks.

The construction phase of the project may generate waste such as metals, asphalt, construction and demolition waste, plastic wrapping, wooden pallets or soil arisings. As outlined previously (under '*The production of waste (Schedule 7(1)(e*))), appropriate robust waste management procedures will be implemented by the Contractor to ensure that any minimal volumes of waste which will be generated during the construction phase do not pose a pollution / nuisance risk to the receiving environment.

In the event that any excavated soils need to be disposed of offsite as part of the proposed project, such soils/waste material 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 legislations. 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/material which require offsite removal and disposal.

The nearest sensitive receptors (dwelling) are located along the proposed project. Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as that set out in *'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes'* (NRA, 2011).

Construction will require the use of machinery such as excavators etc. and the presence of such machines may result in a temporary increase of noise. The contractor will be required to avoid leaving machinery idling and required to change reverse indicators beepers. 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 majority of the works will be carried out during daytime hours.

No significant impacts from pollution or nuisances are anticipated from the proposed project.

3.3.1.5 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 (Schedule 7(1)(g))

There is 1no. Seveso (Control of Major Accident Hazards Regulations (COMAH)) establishment within 15km of the proposed project; Intel Ireland Limited is an Upper Tier Seveso site located in Leixlip ca. 4.5km east of the proposed project. Due to the distance of Intel Ireland Limited from the proposed project, the proposed works are not located in a high-risk area with respect to major accidents/ disasters and is outside the consultation distance as per Table 2 of the Schedule 8 of the Planning and Development Regulation, 2001 (S.I. No. 600/2001). Due to the nature and scale of the proposed project, it is not anticipated that there will be a significant impact on this Seveso site.

The potential for flooding within the proposed scheme has been reviewed. A Strategic Flood Risk Assessment (SFRA) was undertaken as part of Kildare County Development Plan (2017-2023) which recommends '*that any planning applications in flood risk areas are accompanied by a supporting appropriately detailed flood risk assessment. This is to ensure a conservative approach and that consideration is given to new development within Flood Zones where mitigation measures may still be required to ensure an appropriate level of flood protection and/or resilience. The detailed assessment should include at a minimum Stage 1 - Identification of Flood Risk. Where flood risk is identified a Stage 2 - Initial FRA will be required, and depending on the scale and nature of the risk a Stage 3 - Detailed FRA may be required.'* Kildare County Council have confirmed to Atkins that this scheme does not require a site-specific FRA.

Refer to 3.3.1 under *'A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).'*

3.3.1.6 The risks to human health (for example, due to water contamination or air (Schedule 7(1)(h)) pollution)

Dust may be generated during the construction phase. However, management of dust will be in line with best practice such as that set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011).

Noise levels during the construction phase, 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 Contractor 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). No significant impact on human health due to noise pollution is anticipated to occur during the operational phase of the project.

There are no reported public drinking water supplies within a 2km radius of the project (GSI, 2022). It has been noted that the proposed project is underlain by a poor bedrock aquifer which is generally unproductive except for local zones with groundwater vulnerability classified as 'moderate'. Due to the nature and scale of the proposed project it is not anticipated to have a significant impact on groundwater.

Given the location, nature and scale of the proposed project, the overall risk to human health is low.

3.3.2 Location of proposed development - The environmental sensitivity of geographical areas likely to be affected by the proposed development (Schedule 7(2))

The existing and approved land use (Schedule 7(2)(a))

The project will be constructed within an urban setting to the south of Maynooth Town along the existing Meadowbrook Road and Beaufield Close which are maintained by Kildare County Council. The proposed project and surrounding area are dominated by land use zoned as '*Existing Residential & Infill'* and '*Open Space and Amenity'*

The location of the proposed project has been detailed previously in Section 3.3.1 under Schedule 7A (1)(a).

The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground (Schedule 7(2)(b))

Refer to Section 3.2.3 under *The Use of Any Natural Resources in particular soil, land, water and biodiversity (Schedule 7A (3)(b)).*

During the construction of the proposed project natural resources will not be required to facilitate the provision of this project.

The absorption capacity of the natural environment, paying particular attention to the following areas (Schedule 7(2)(c)):

(i) Wetlands, riparian areas, river mouths

There are 3no. wetland habitats located within 2km of the proposed project; Lyreen River (ca. 1.5km north) classified as a river/riparian woodland, Lyreen Angling Center (ca. 1.8km north) classified as an artificial pond/reed swamp and Rye Water Valley/Carton (ca. 2km north) which is encompassed within the SAC. Based on the location, nature and scale of the proposed project there are no significant impacts to this wetland site anticipated.

(ii) Coastal zones and the marine environment

The proposed project is located ca. 30km from the Irish Sea. Therefore, it is not anticipated that it will have a significant impact on the coastal zone or marine environment.

(iii) Mountain and forest areas

There are no mountain areas within 2km of the proposed project and therefore no impacts on this habitat type.

(iv) Nature reserves and parks

There are no nature reserves or national parks located within 15km of the proposed project.

(v) Areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive

There are 3no. European sites within the ZoI of the proposed project; 3no. SACs). The proposed project does not lie within, nor does it intersect with any European sites. The proposed project is located ca. 2km east / south-east of 1no. SAC, Rye Water Valley/Carton SAC (Site Code: 001398), which is located along the Rye Water River and therefore hydrologically connected to the proposed project. There is 1no. Natural Heritage Area (NHA) site and 7no. proposed Natural Heritage Area (pNHA) sites within 15km of the proposed project. Of these 8no. pNHAs/ NHAs, 3no. pNHA have connectivity to the proposed project via. surface water features. The Royal Canal pNHA, Rye Water Valley/Carton pNHA and Liffey Valley pNHA all have connectivity to the proposed project via the Taghadoe stream which crosses under and runs parallel to the proposed Meadowbrook Road cycle route.

The risk from the indirect hydrological link between the proposed project and the Rye Water Valley/Carton SAC, Royal Canal pNHA, Rye Water Valley/Carton pNHA and Liffey Valley pNHA is negated due to the scale and nature of the proposed project and fundamentally as the lands made available for the works have been identified within the existing street boundaries.

The excavations associated with the construction of the project will be relatively shallow (ca. <0.5m bgl) and therefore no significant impacts on groundwater are likely. As such there are no indirect impacts anticipated through hydrogeological pathways, either during the construction or operation of the project, on any internationally or nationally designated conservation sites.

It is considered that the proposed project will not give rise to significant effects on Rye Water Valley/Carton SAC, Royal Canal pNHA, Rye Water Valley/Carton pNHA and Liffey Valley pNHA. There is no anticipated potential for significant impact on areas classified or protected under legislation.

(vi) Areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure.

The proposed project lies within the Dublin groundwater body (GWB) (EPA Code: IE_EA_G_008) which has a '*good*' water quality status for the period of 2013-2018 (EPA, 2022). Its risk of failing to meet WFD objectives is currently under *'review'*. Due to the nature and scale of the works the proposed project is not anticipated to significantly impact groundwater quality.

The Taghadoe stream flows below the proposed Meadowbrook road route via. a culvert structure and crosses under the Royal Canal (via an existing culvert) before appearing to continue flowing north partially beneath urban land (Artificial Surfaces) and discharging into the Lyreen river (EPA Code: IE_EA_09L020100) and subsequentially the Rye Water River (EPA Code: IE_EA_09R010400) ca. 2km north of the proposed project. The Rye Water River flows in a general south east direction before joining the River Liffey in the town of Leixlip which flows in a general easterly direction to discharge to the Irish Sea ca. 30km from the proposed project.

The Taghadoe stream and Lyreen River have been assigned '*poor'* water quality status under the WFD for the period of 2013-2018; and is '*at risk*' of failing to meet the relevant WFD objectives. The Rye Water River has been assigned a '*moderate'* water quality status upstream and downstream (for a distance) of the joining point of the Lyreen River and a *'poor'* good quality status further downstream. However, both upstream and downstream stretches of the watercourse is '*at risk'* of failing to meet the relevant WFD objectives.

It is considered that due to the nature and scale of the project the works will not have a significant impact on baseline surface water quality.

Air quality in the area is reported as '*good*' (EPA, 2022). Dust may be generated during the construction phase which has the potential to impact on human health. However, management of dust will be in line with best practice such as that set out in *'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes'* (NRA, 2011). Due to the nature and scale of the project it is anticipated that there will be no significant impact on air quality.

It is anticipated that during construction there may be an increase in noise volumes. Noise levels shall not exceed the indicative levels of acceptability for construction noise in a rural environment as set out in the TII guidance '*Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes'* (TII, 2014).

It is considered that due to the nature and scale of the works there will be no significant impact on baseline air and water quality from the proposed project.

(vii) Densely populated areas

The proposed project will be constructed within the town of Maynooth which is a densely populated area. The project will be constructed within the existing Meadowbrook Road and Beaufield Close road corridors. Maynooth Town had a population of 14,585 in 2016 (CSO, 2016). It is anticipated that there will be no significant negative impact on densely populated areas during construction. The creation of the cycle scheme will reduce the volume of vehicular traffic using the route, will improve air quality and noise levels and provide additional social and recreational infrastructure. It is considered therefore that the proposed project will potentially have a positive impact on this densely populated area during the operational phase.

(viii) Landscapes and sites of historical, cultural or archaeological significance

Refer to 3.3.2 under '*A Description of the Location of the Proposed Development, with Particular Regard to the Environmental Sensitivity of Geographical Areas Likely to be Affected (Schedule 7A(1)(b)).'*

There are no Record of Monuments & Places (RMP) features or National Inventory of Architectural Heritage (NIAH) sites within close proximity of the site.

The proposed project will be constructed predominantly within the footprint of the existing Meadowbrook Road and Beaufield Close.

There are no protected views or landscapes along the proposed route.

It is considered that due to the nature and scale of the works there will be no significant impact on landscapes and sites of historical, cultural or archaeological significance from the proposed project.

3.3.3 Types and characteristics of potential impacts (Schedule 7(3))

The likely significant effects on the environment of the proposed project have been evaluated taking into account the following specific criteria.

The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected) (Schedule 7(3)(a))

The spatial extent of potential impacts is limited to the localised footprint of the proposed project (refer to Figure 1-1). Based on the location, current site setting, and the nature of the proposed project, any potential impacts (during the construction and operational phases) are not likely to be significant in magnitude.

The nature of the impact (Schedule 7(3)(b))

There will be no significant impact on the receiving environment arising from the proposed project (during the construction or operational phases).

The transboundary nature of the impact (Schedule 7(3)(c))

There is no potential for transboundary impacts as a result of the proposed project (during the construction or operational phases).

The intensity and complexity of the impact (Schedule 7(3)(d))

There will be no significant impact on the receiving environment arising from the proposed project (during the construction or operational phases).

The probability of the impact (Schedule 7(3)(e))

The probability of impacts on the receiving environment is low given the following considerations:

- The receiving environment is not considered to be at risk of significant impact due to the nature and scale of the proposed project; and,

- The Contractor will be obliged to implement standard best practice procedures prior to commencement of the proposed project including all environmental control measures for the onsite management of any pollution / nuisance issues which could arise during the construction phase.

The expected onset, duration, frequency and reversibility of the impact (Schedule 7(3)(f))

The probability of impacts on the receiving environment is considered to be low, as previously outlined. Therefore, there shall be no requirement for the reversibility of the impacts caused by this project (during the construction or operational phases).

The cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(3)(g))

As previously detailed no significant cumulative impacts associated with the project (during the construction or operational phases) have been identified, arising from other existing and/or approved projects. Refer to Section 3.3.1 under '*Cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment (Schedule 7(1) (b)).*

The possibility of effectively reducing the impact (Schedule 7(3)(h))

Significant effects on the receiving environment are not anticipated as a result of the provision of the proposed project (during the construction or operational phases).

3.4 Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of Kildare County Council and is presented within Section 3.2 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 (2001-2021) (Schedule 7), as presented within Section 3.2 of this screening report.

Based on the information provided within Section 3.2 and 3.3 of this report, and summarised below, 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.

3.5 Screening Conclusion

This EIA screening report has been carried out in accordance with the Planning and Development Regulations as amended 2001- 2021 (which give effect to the provisions of EU Directive 2014/52/EU), and the Roads Acts 1993-2021. The report assessed the impact of the Meadowbrook Cycle Scheme 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 project it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Section 50 of the Roads Acts 1993-2021). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2021.

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 impact;
- Soil and waste may be generated during construction; however, this is not anticipated to have significant effect;
- There will be no land take required for the proposed project;
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- There will be no impact on recorded monuments or historic features.

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

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

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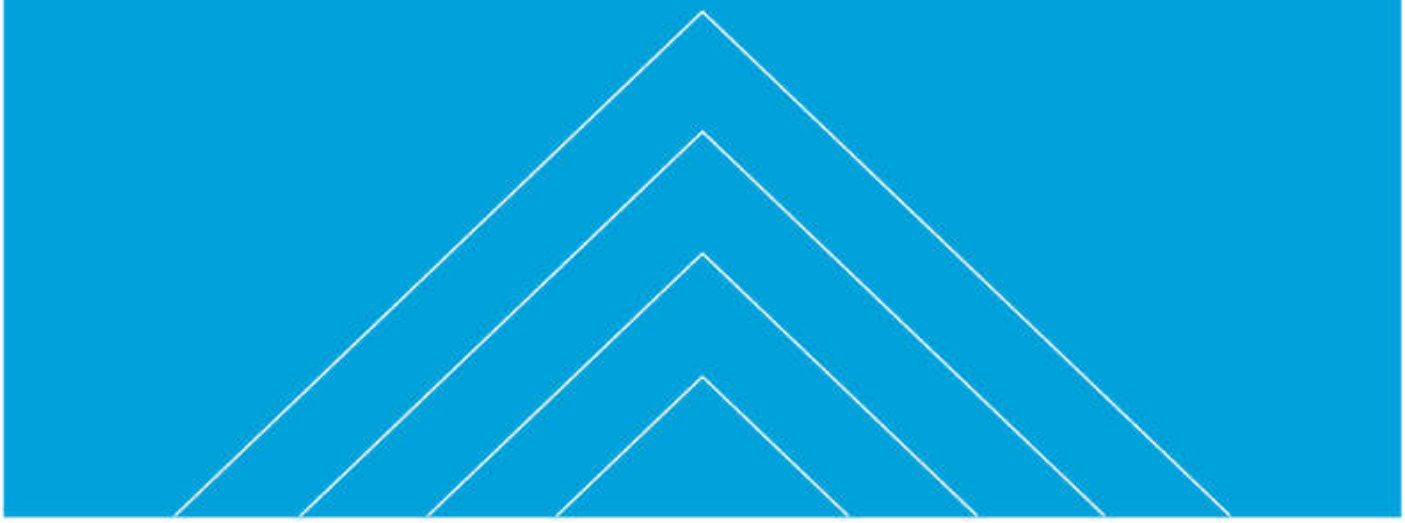
Appendices



Appendix A. Drawings

Refer to Appendix A of Part 8 Report (Doc. Ref. 5208212DG0051)

WS Atkins Ireland Limited

Atkins House
150 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Tel: +353 1 810 8000