

KILDARE COUNTY COUNCIL



PLANNING DEPARTMENT

Report prepared in accordance with Part XI of the Planning and Development Act 2000, as amended and Part 8 of the Planning and Development Regulations 2001 as amended

Development proposed by, on behalf of, or in partnership with Local Authority

Report for submission to the members, prepared in accordance with Part XI, Section 179, Sub-section (3)(a) and (3)(b) of the Planning and Development Act 2000 as amended.

Type of Development	Proposed New Pedestrian/Cycle Bridge
Site Location	Celbridge Town Centre, Co. Kildare
Development proposed by	Sustainable Transport
Display period	Advertised in the Nationalist and in the Leinster Leader on the 10 th May 2022. Also Advertised in the Liffey Champion on May 14 th 2022 Public display period from 10 th May 2022- 8 th June 2022 Submissions to be made by 22 nd June 2022
Submissions/observations	20 No. submissions received. A report on the submissions is included in Appendix B. A list of people who made submissions/observations is provided in Appendix C
Part 8 Reference Number	P82022.07

1. Site Location & Context

The proposed development is located within the centre of the town of Celbridge. There is an existing River Liffey Bridge which forms part of the R405 regional road and allows vehicles to cross the River Liffey in a northwest/southeast direction. There is also an existing pedestrian bridge to the south west of the existing road bridge. The proposed cycle and pedestrian bridge will be located directly adjacent to and downstream of the existing river Liffey road bridge.

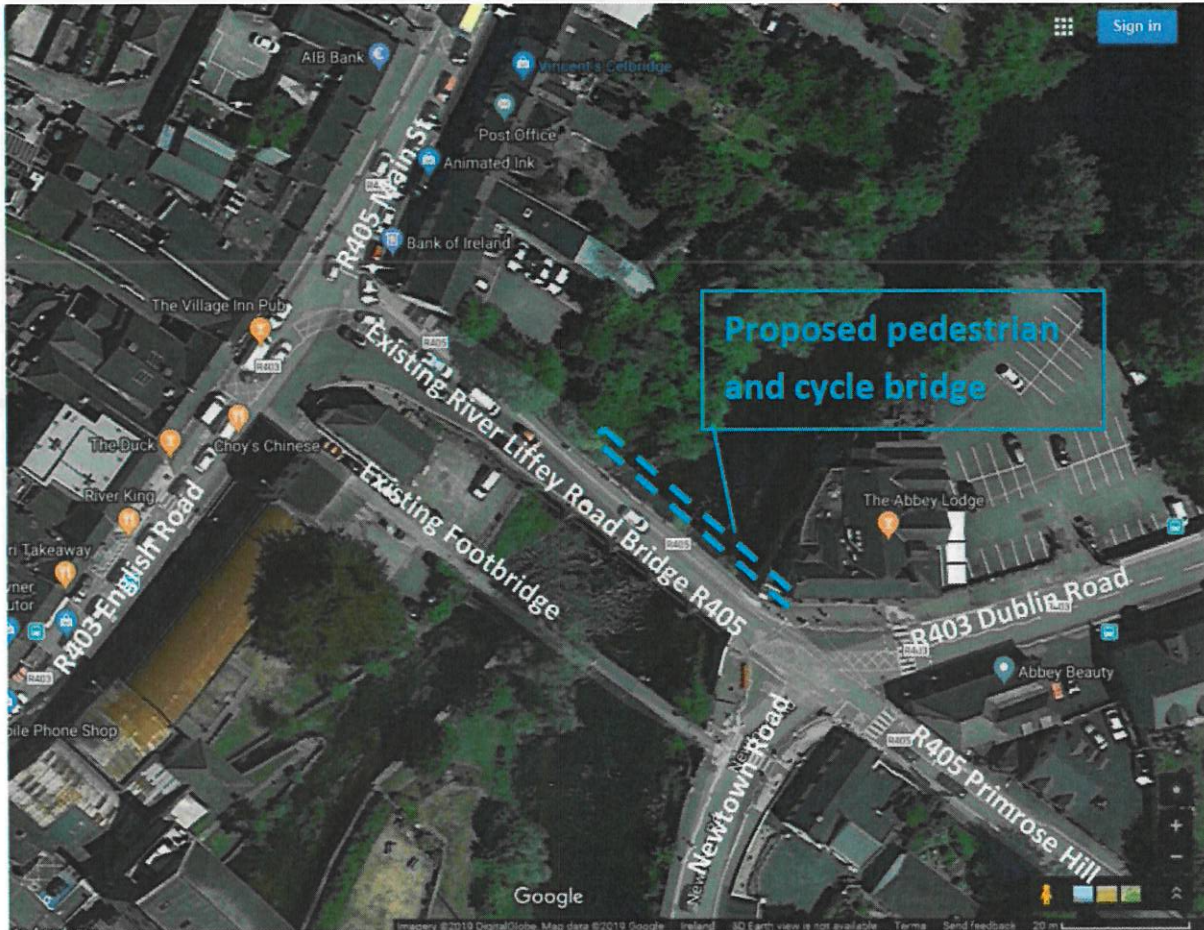


Figure 1 – site Location



Figure 2 – south western side of Existing River Liffey Road Bridge



Figure 3 – Footpath and Existing Pedestrian Bridge (Looking north on the River Liffey Road Bridge)



Figure 4 – View of Proposed Pedestrian and Cycle Bridge from Abbey Lodge Car Park

2. Description of the Proposed Development

The proposed development comprises a pedestrian and cycle bridge from the footpath adjacent to the Bank of Ireland car park in Celbridge to the footpath outside the Abbey Lodge public house. The bridge will span over the River Liffey for approximately 50m. It will be constructed directly adjacent to the existing road bridge.

The existing footpath will be removed from the existing road bridge and a rubbing strip will be installed at both sides.

The kerbline will be built out slightly in front of the Abbey Lodge and the zebra crossing will be maintained on three arms of this junction.

The footpath will be built out on Main Street at the arm of the junction and a zebra crossing will be provided.

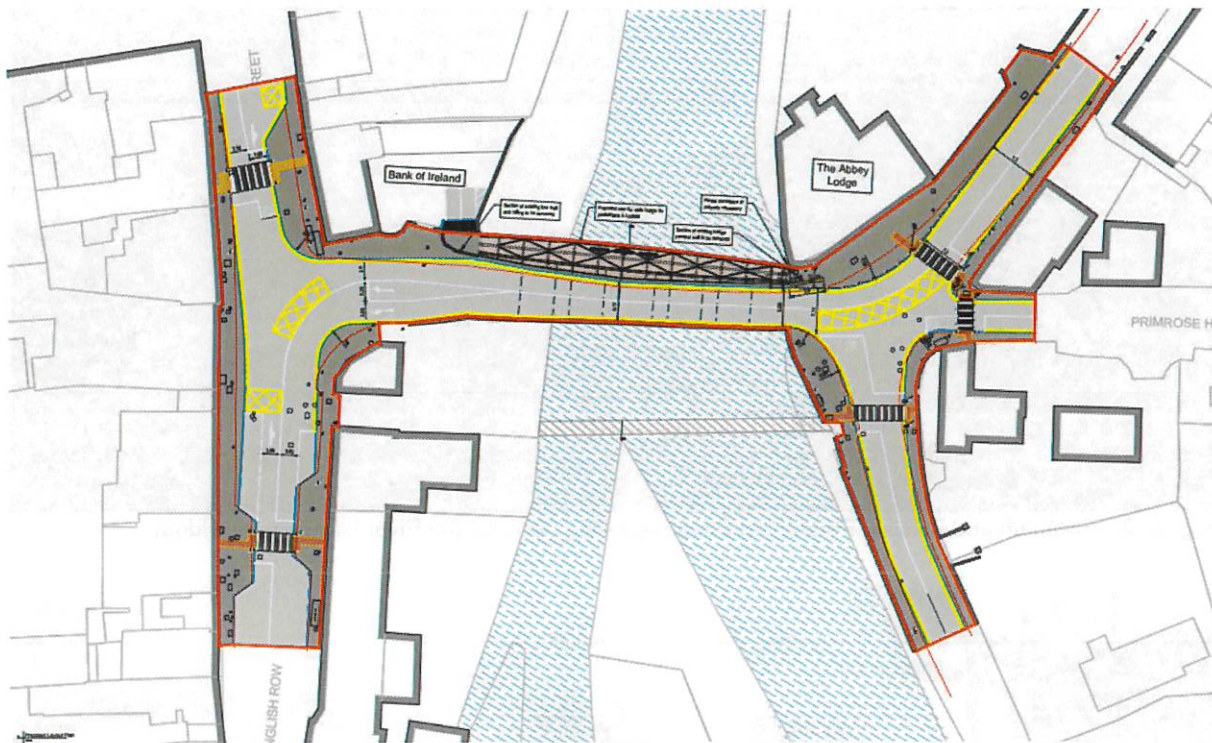


Figure 5 – Proposed Development

3. Supporting Documents

The proposal is accompanied by the required plans and particulars and in addition:

- Kildare County Council Part 8 Application form and Report
- Part 8 Drawings
- Archaeological & Built Heritage Assessment
- Bridge Report
- Landscape & Visual Impact Assessment
- Ecological Impact Assessment
- Construction Environmental Management Plan
- AA Screening Report & Determination
- EIA Screening Report & Determination

4. Referrals and Consultations

The referrals and consultation process has been summarised in the 'Submission Report' prepared by the Sustainable Transport Section and an appropriate response to submissions and issues raised is contained in Appendix D & E of the report. There were 20 public submissions received in total and the breakdown is as follows:

Prescribed Bodies:

Gas Networks Ireland
 National Museum of Ireland
 Inland Fisheries Ireland
 Transport Infrastructure Ireland
 Department of Public Health
 Department of Housing, Local Government and Heritage

Public Submissions:

Fergal Reidy
Fergal Reidy
Stephen Fitzpatrick
Brian McArdle
Celbridge Tidy Towns
Jason Walsh (Trasky Ltd)
Celbridge Community Council
Catherine Cotter Price
County Kildare Chamber
Thelma Strong
Cllr. Michael Coleman
Cyclist.ie
James Kelly
Francis Mullany

Kildare County Council Internal Sections Consultation:

Municipal District Roads
Roads, Transportation + Public Safety
Traffic Management
Environment Department

5. Relevant Planning History

22/865 – Currently live **planning application** by Dara Residential Services CLG for Change of use of existing Bank premises to office based use including forming access door in rear elevation at the former Bank of Ireland premises.

21/1314 – Planning permission **granted** to Abbey Lodge for the change of use of the existing ground floor beer garden area to a coffee shop with the removal of the existing rails and the enclosing of the area with glazing on the west, north and east elevations and the creation of an outside seating area ancillary to the proposed coffee shop, the removal of a portion of the existing low stone wall and railing along the western boundary along with all other necessary ancillary site development works.

20/66 – Planning Permission **granted** to Abbey Lodge for extension of public bar on ground floor into existing toilets and store area, provision of unisex accessible toilet, provision of beer garden area with access on to it from extended bar area, provision of new entrance on the south west corner of the building, adjacent to the bridge, alterations to windows on north west elevation and all associated site works and services.

6. Policy Context

The following national, regional and local policy is of particular relevance to the current proposal:

- *The Project Ireland 2040 National Planning Framework*
- *Building on Recovery - Infrastructure and Capital Investment 2016 – 2021*
- *Investing In Our Transport Future: A Strategic Framework For Investment in Land Transport; Road Safety Authority Road Safety Strategy 2013 – 2020;*
- *Transport Strategy for the Greater Dublin Area 2016 – 2035*
- *Smarter Travel – A sustainable Transport Future*

- *National Cycle Manual*
- *National Cycle Policy Framework 2009-2020*
- *Climate Action Plan 2021*
- *Health Ireland Framework 2019-2025*
- *Design Manual for Urban Roads and Streets (2013)*
- *Urban Design Manual; A Best Practice Guide, (2008)*
- *Appropriate Assessment of Plans and Projects in Ireland – Guidance for Planning Authorities, (2009)*
- *The Planning System and Flood Risk Management - Guidelines for Planning Authorities, (2009)*

National Planning Framework

The National Planning Framework (NPF) is the Government's high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040. It is a framework to guide public and private investment, to create and promote opportunities for people, and to protect and enhance our environment. The Framework Plan identifies that the creation of compact development in existing urban centres or "Compact Growth" as the first National Strategic Outcome. The outlined policies and actions which the proposed development supports include;

- Improving accessibility to and between centres of mass and scale and better integration with their surrounding areas,
- Ensure transition to more sustainable modes of travel (walking, cycling, public transport) and energy consumption (efficiency, renewables) within an urban context. – through the provision of high-quality pedestrian and cyclist infrastructure as part of the proposed development.

Regional Spatial and Economic Strategy

The RSES replaced the Regional Planning Guidelines for the Greater Dublin Area. The RSES provides regional level strategic planning and economic policy in support of the implementation of the NPF and provide a greater level of focus around the National Policy Objectives and National Strategic Outcomes of the NPF.

Transport Strategy for the Greater Dublin Area 2016 – 2035

The Strategy outlines a suite of public transport and highway proposals to be implemented through the GDA over the period 2016 to 2035. The Strategy is intended to guide decisions on transport throughout the GDA and will contribute to the economic, social and cultural progress of the GDA by providing for the efficient, effective and sustainable movement of people. The NTA Transport Strategy comprises a longer-term analysis of the needs of the transport network within the GDA.

Kildare County Development Plan 2017 – 2023

The Kildare County Development Plan 2017-2023 sets out the overall strategy for the proper planning and sustainable development of the county in accordance with national and regional policy. The following policies/objectives are of particular relevance to the proposed development:

Chapter 6 – Movement and Transport

MT 1 Promote the sustainable development of the county through the creation of an appropriately phased integrated transport network that services the needs of communities and businesses.

MT 2 Support sustainable modes of transport by spatially arranging activities around existing and planned high quality public transport systems.

MT 10 Provide better connectivity across the River Liffey, River Barrow, the canals and the railways

PT 4 Support sustainable transport initiatives in Kildare that are consistent with the goals of Smarter Travel – A Sustainable Transport Future, A New Transport Policy for Ireland 2009 – 2020 and other government investment programmes

PT 7 Improve access to public transport as part of road improvement projects where possible

WC 1 Prioritise sustainable modes of travel by the development of high quality walking and cycling facilities within a safe street environment.

WC 2 Promote the development of safe and convenient walking and cycling routes.

WC 4 Ensure that all new roads and cycle routes implement the National Cycle Manual, with a focus on a high level of service for cyclists and encouraging a modal shift from car to cycling.

Chapter 12- Architectural and Archaeological Heritage

PS 1 Conserve and protect buildings, structures and sites contained on the Record of Protected Structures of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest.

AH 4 Ensure that development in the vicinity of a site of archaeological interest is not detrimental to the character of the archaeological site or its setting by reason of its location, scale, bulk or detailing and to ensure that such proposed developments are subject to an archaeological assessment. Such an assessment will seek to ensure that the development can be sited and designed in such a way as to avoid impacting on archaeological heritage that is of significant interest including previously unknown sites, features and objects.

AH 5 Contribute towards the protection and preservation of the archaeological value of underwater or archaeological sites associated with rivers and associated features.

Other relevant chapters include Chapter 13- Natural Heritage & Green Infrastructure, Chapter 14- Landscape, Recreation & Amenity, Chapter 15- Urban Design Guidelines and Chapter 17-Development Management Standards.

Celbridge Local Area Plan (LAP) 2017-2023

The lands surrounding the proposed pedestrian and cycle bridge are zoned 'Town Centre' according to the Celbridge Local Area Plan 2017-2023. The LAP contains the following policies and objectives in terms of Pedestrian and Cycle Movement:

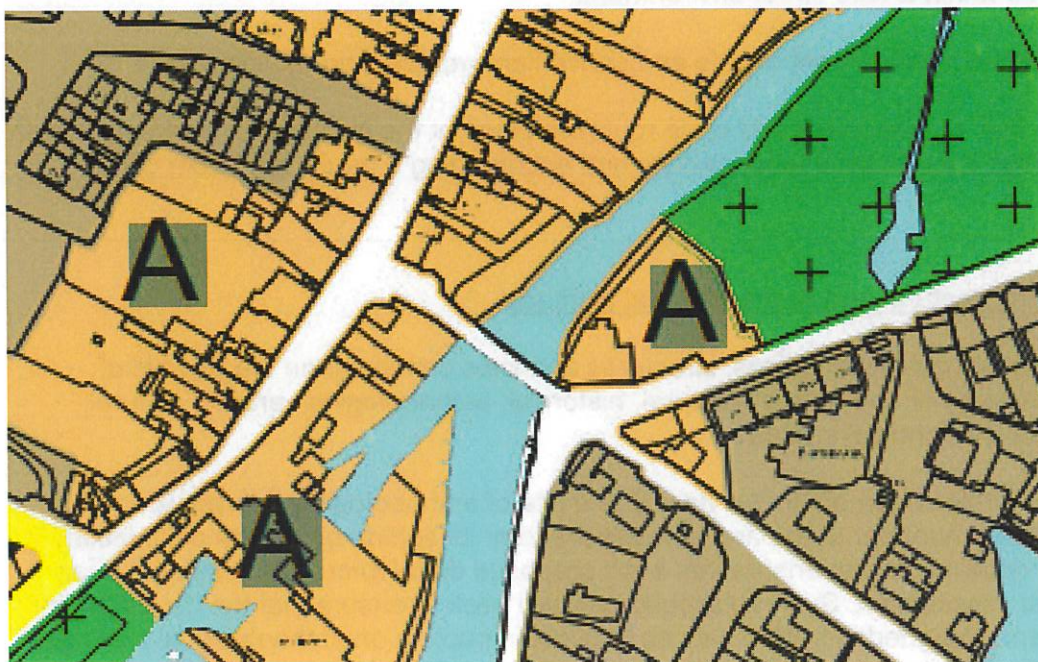
Policy MT1 – Pedestrian and Cycle Movement - It is the policy of the Council to provide an enhanced pedestrian and cycle network in Celbridge including the provision of an additional crossing of the River Liffey, to ensure ease of access to public transport, the town centre, heritage sites and other recreational facilities.

Objective MTO1.2: To facilitate and encourage cycle as a more convenient and safe method of transport through the development of new or improved cycle facilities in Celbridge with a particular focus on the routes identified in the National Transport Authority (NTA)

Greater Dublin Area Cycle Network Plan to link population, commercial, community facilities, schools and transport nodes.

Objective MTO1.6: To facilitate a new pedestrian/cycling bridge across the Liffey linking to Celbridge Town Centre, in conjunction with any new development at Donaghcumper and new residential areas to the south.

Objective MTO1.7: To promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities, in accordance with NTA published 'Permeability: Best Practice Guide (2015)', or any successor to same, subject to local public consultation.



The proposed pedestrian and cycle bridge conforms to the zoning provisions relating to the approved land use and seeks to achieve its objective by way of facilitating the proposed pedestrian and cycle bridge.

The proposed pedestrian and cycle bridge will augment the existing land use at this location, resulting in a new built structure being added to the town centre which will improve movement infrastructure in line with the overarching policy objectives.

Built / Natural Heritage

Built Heritage	The subject site is located within the Celbridge proposed Architectural Conservation Area (ACA) The site is located directly adjacent to a Protected Structure, namely; <ul style="list-style-type: none">• Celbridge Bridge RPS B11103
Archaeological Heritage	The site is within the Zone of Archaeological Potential. <ul style="list-style-type: none">• KD011-012001- Town
Natural Heritage	The nearest European site is Rye River Valley/Cartron SAC c.4.8km northeast of the application site.

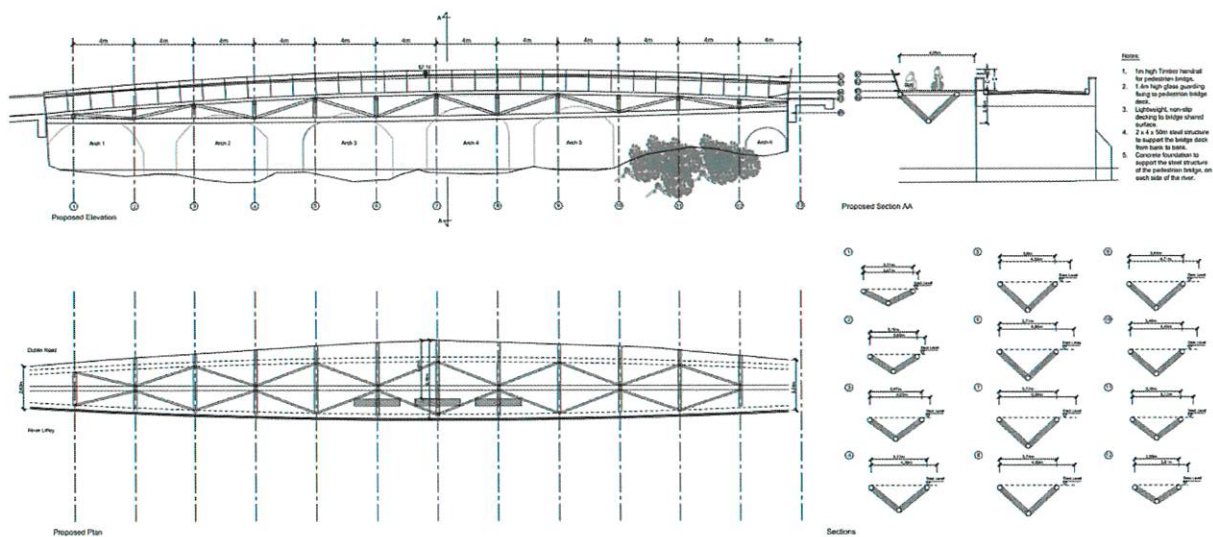
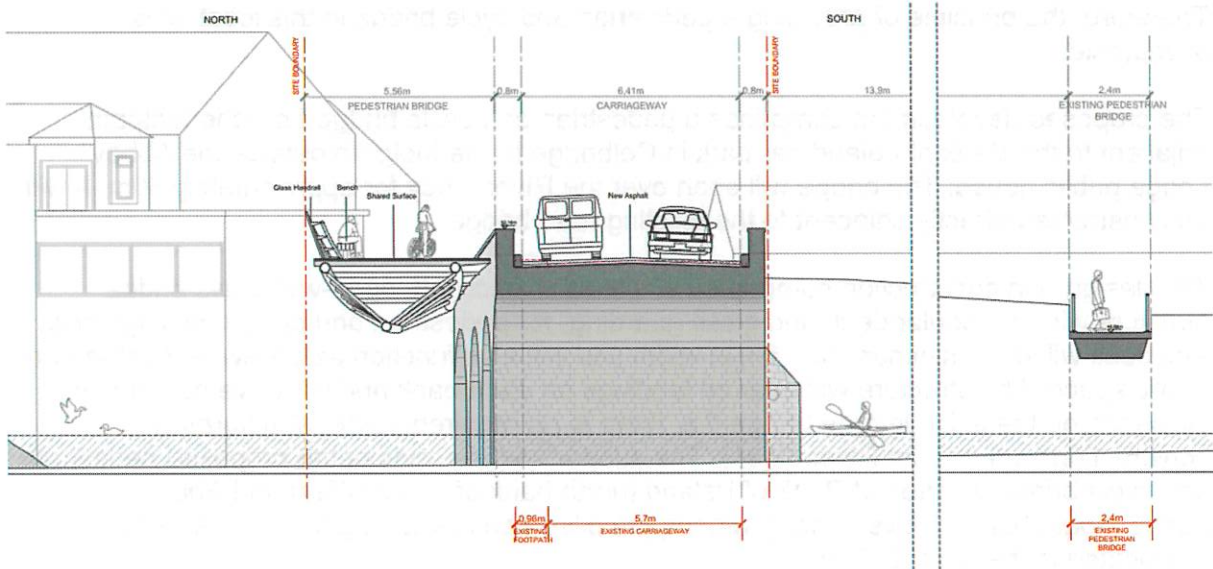
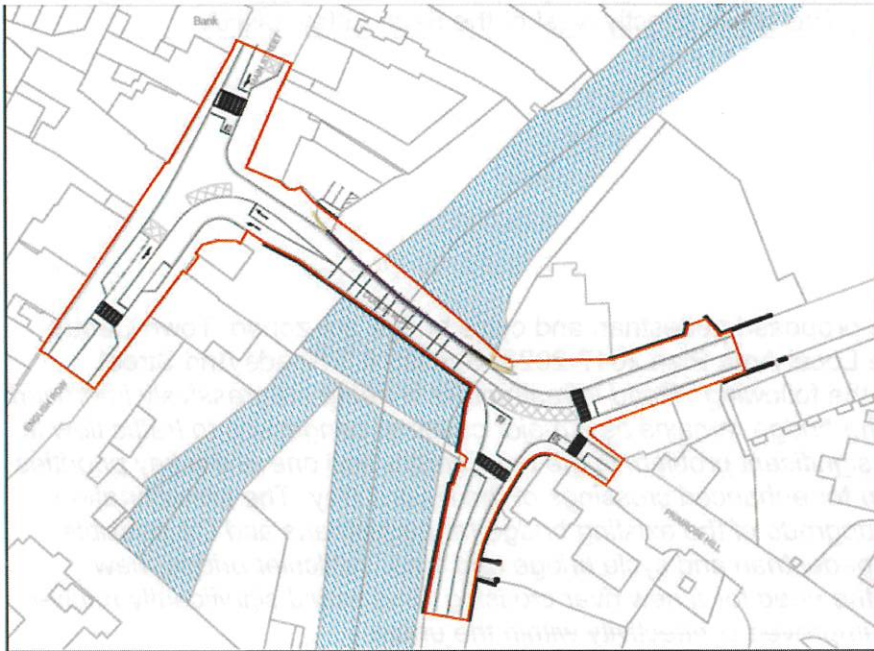
The site is directly west of the River Liffey, pNHA

7. Assessment

The lands surrounding the proposed pedestrian and cycle bridge are zoned 'Town Centre' according to the Celbridge Local Area Plan 2017-2023. Section 8.3 Roads And Street Network of the LAP notes the following: *'Road infrastructure is being progressively improved throughout the town, but the bridge remains as a major cause of congestion to traffic flow in the town. Congestion is a significant problem in the town centre and one of the key priorities of this Plan is the provision for enhanced crossings of the River Liffey. The transportation objectives provide for the upgrade of the existing bridge for pedestrians and the possible construction of two (1 no. pedestrian and cycle bridge and 1 no. vehicular bridge) new bridges in order to satisfy the need for a new river crossing. This would significantly relieve congestion issues, create improved connectivity within the urban environment and provide resilience for the town from a movement perspective.'* Therefore, the principle of providing a pedestrian and cycle bridge in this location is acceptable.

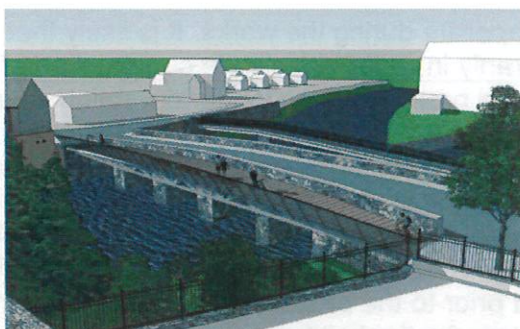
The proposed development comprises a pedestrian and cycle bridge from the footpath adjacent to the Bank of Ireland car park in Celbridge to the footpath outside the Abbey Lodge public house. The bridge will span over the River Liffey for approximately 50m. It will be constructed directly adjacent to the existing road bridge.

The design and construction comprise a single-span, inclined, open-web truss bridge structure with a modular deck and glass guarding, for pedestrian and cycle crossings only. The deck will be a minimum of 3.5m in width and will also function as a viewing platform and public space. The structure will bear on landings on each bank and will have no structural incidence on the existing road bridge (i.e. there is no requirement for structures or construction works in the River Liffey). The supports at the ends of the proposed pedestrian and cycle bridge, located at Bank of Ireland (north bank of River Liffey) and Abbey Lodge (south bank of River Liffey), will require piled abutments (again, these structures are not located in the River Liffey)





Proposed Bridge - View 1



Proposed Bridge - View 2



The bridge structure will consist of hollow-section steel inclined open-web trusses supporting purlins and a modular deck structure. The deck will consist of prefabricated planks in a non-slip, low-maintenance material.

The guarding on the river side will consist of inclined panels of security glass 1.4m high with a handrail. On the existing bridge side, the stone parapet will provide the guarding. A 75mm gap between the edge of the deck and the existing bridge will be maintained.

Benches will be provided for public amenity at the widest point of the new structure.

Lighting will consist of LED strip lighting incorporated into the new handrail and illuminating the deck. This system will meet the design requirements for respecting wildlife, especially bat habitats and will be energy efficient.

The depth of the structure (from top chord to bottom cord) will be as shallow as possible, with the depth of structure below the deck level being approximately 1.65m, to avoid obstructing the arches of the stone bridge in the event of a flood.

The river bed will not be impacted by the foundations. The works to the riverbank will be the modification of the top of the retaining walls to tie both ends of the bridge in and the construction of the abutments.

There is no proposed landscaping due to site constraints in this confined urban setting.

No excavation within the riverbed or instream works are required as the bridge will be a clear span structure over the river channel.

Approximately 20m² of permanent land take is required from the Bank of Ireland car park on the north western bank of the River Liffey – including removal of the stub wall and railing, an existing large London Plane tree and an area of planting. There are a number of willow trees on the left bank over which the pedestrian and cycle bridge will span that will need to be trimmed to a reduced height to allow for the installation of the bridge. Car parking spaces may need to be reconfigured; however, the current number of spaces can be maintained. The existing car park is approximately 350m². The 20m² required for these works is made up of approximately 17m² of flowerbed and 3m² from car parking spaces. The car park can

continue to operate during the works. It is likely that a larger area of the car park would be used temporarily in order to facilitate construction of the bridge. Since October 2021 the Bank of Ireland premises is no longer operational as a bank and its future use is unknown.

Approximately 19m² of permanent land take will be required from Abbey Lodge on the south eastern bank of the River Liffey, 3.5m² of building and 15.5m² of yard – including 2.5m² of stone wall, gate, gate piers, foul manholes, an outfall from the building and gas connections to the building. These works will require the foul and gas connections to the building to be reconfigured prior to the proposed development works to disable the existing connections. The grease trap for the building will also need to be relocated in advance of the bridge works. This will both facilitate the Abbey Lodge operationally and is also likely to be required in order to install the bridge foundations. These works will take in the order of six weeks to complete.

The 3.5m² required from the building forms part of a 24m² extension to the original building. This extension currently houses customer toilets for the Abbey Lodge. However, there are alternative better quality facilities within the building and the toilets are not required for the operation of this business. In January 2020, the owners of the Abbey Lodge received planning permission from Kildare County Council (KCC) to provide a new customer entrance into the premises from this location. The existing toilets in the extension would become an entrance hallway into the building. The amendments required in order to facilitate the bridge structure would result in the front wall and new entrance doors being rebuilt along a setback line to those shown on their planning drawings.

Once constructed, the bridge deck will drain directly to the river using a crossfall across the bridge deck. All other surface water drainage will drain to the existing road drainage network.

The proposed development is planned to be constructed directly adjacent to the existing road bridge. The existing road bridge is a protected structure under the Kildare County Council Record of Protected structures and the proposed pedestrian/cycle bridge constitute a contemporary solution that offers a functional use that creates improved connectivity within the urban environment and provide resilience for Celbridge town from a movement perspective.

The proposed bridge, with its exclusively 'non-vehicular' function and its lighter loading requirements is functionally and metaphorically subservient to the historic bridge and this is expressed through its more insubstantial material presence. Of note too is the nature of the two landings available for the ends of the bridge; the former Bank of Ireland carpark area on the northern side and a narrow space between the bridge parapet wall and the Abbey Lodge on the southern bank, both on the downstream side. These are immediately adjacent to the line of the current bridge and are the only available usable areas for landings in the vicinity of the bridge.

Built Heritage

An Archaeological and Built Heritage Assessment was carried out in relation to the proposed project. This assessment determines that, while the proposed development will have a negative slight direct impact on the existing bridge and its setting, this is balanced by planned improvements works to the existing bridge along with the planned programme of maintenance to the bridge itself, which are considered to be a positive, moderate, direct impact.

Landscape and Visual Impact

A Landscape and Visual Impact Assessment was carried out in relation to the proposed project. This assessment considered the impact on pedestrians and/or road users from seven viewpoints. The assessment determined that the magnitude of impact would be either

negligible (from one viewpoint), small (from four viewpoints) or medium (from 2 viewpoints). In the case of the viewpoints with a small magnitude of impact, the significance of effects was determined to be either 'moderate and not significant beneficial' or 'minor and not significant beneficial'. In the case of the viewpoints with a medium magnitude, the significance of effects was determined to be 'major and significant beneficial' for pedestrians and 'moderate and not significant beneficial'.

Appropriate Assessment

An Appropriate Assessment Screening was carried by the Applicant in compliance with the requirements of Article 6(3) and 6(4) of the Habitats Directive 92/43/EEC. The Appropriate Assessment Screening report concluded that there is no requirement for an Appropriate Assessment.

EIAR

A Screening Report for Environmental Impact Assessment (EIA) Screening Report have been prepared for the development. The EIA Screening Report concludes that the proposed development does not require that an Environmental Impact Assessment Report (EIAR) as it does not constitute a class of development that requires mandatory EIA in accordance with Schedule 5, nor will it give rise to any potential for significant effects as set out in Section 50(1)(c) of the Roads Act 1993.

Flood Risk Assessment

A preliminary flood risk assessment has been undertaken by reviewing information from the Office of Public Works (OPW) Natural Flood Hazard Mapping (www.floodinfo.ie), the Eastern CFRAM Study. The CFRAMs map, E09CEL_EXFCD_F1_07, gives a node to the upstream side of the Liffey Bridge in Celbridge (Node Label = 09LIFF02658E. At this node, the 10% AEP water level is given as 48.03OD, 1% AEP is given as 48.33OD and the 0.1% AEP is 48.69.

The existing bridge has arches of varying shape and height with the lowest top of arch level being 49.575OD. Additionally, the pipe that is attached to the bridge on the upstream side is lower than the arch height at 48.796OD.

The proposed bridge deck follows the levels of the road bridge (from a lowest point 50OD at the eastern end of the bridge to a high point of 51.3OD towards the centre of the structure).

The lowest point of the structure, which occurs at arch 4 of the existing structure, is 48.95OD. These lower members are part of an open truss structure.

The proposed works will not add large areas of additional hardstanding that would increase any potential flood risk.

8. Conclusions

Having regard to:

- The provisions of the Kildare County Development Plan 2017 – 2023,
- The Celbridge Local Area Plan 2017-2023,
- Kildare County Council's internal departmental reports and Prescribed Bodies reports,
- The EIAR Screening Report,
- The AA Screening Report,
- Appendix B Submissions Report and the responses to the items/issues raised,
- Appendix C List of people who made public submissions,
- The location of the proposed development,
- The nature and extent of the proposed development and

- The recommendations set out below,

It is considered that the proposed Part 8

- Would be in accordance with the provisions of the Kildare County Development Plan 2017–2023 and the Celbridge Local Area Plan 2017-2023 and would therefore be in accordance with the proper planning and sustainable development of the area.

9. Recommendation

It is recommended to the Mayor and Members of the Celbridge-Leixlip Municipal District that the proposed Part 8 be proceeded with, subject to the modifications set out below.

1. The proposed development shall be carried out in accordance with the plans and particulars placed on public display on 10th May 2022 until 8th June 2022, except where altered or amended by the following modifications.
2. All design elements are to be completed in accordance with the relevant design standards and codes of practice
3. (a) All alterations and works proposed shall be carried out under the professional monitoring on site from an experienced and accredited Grade 1 or 2 RIAI Architectural Conservation Architect or equivalent Conservation Consultant.
- (b) The proposed works shall be carried out in accordance with the Department of Environment Heritage and Local Government conservation guidelines and best conservation practice "Advice" series.
- (c) The retention and reuse of historic fabric shall take priority when conflicts arise between proposed works and the architectural character of the protected structure. The repair, matching and piecing in of elements of the existing structure and fabric of the structure, shall be considered before replacement. Where opening up works discover existing elements, they shall be recorded, photographed and the Conservation Officer informed.
4. The modifications as detailed in the MD Roads, Roads and Transportation, and Environmental Services Department report and responded to by the Sustainable Transport Section in its report on submissions, shall be agreed prior to commencement of development.
5. A qualified archaeologist to monitor all groundworks associated with this development shall be employed. The report of the archaeological monitoring should include photographs of the area before, during and after monitoring has taken place, as well as detailed photographs of specific areas, as required.
6. A key plan, clearly showing the location and direction from which photographs were taken should be included in the report. (An annotated site location map will suffice for this purpose).
7. Should archaeological material be found during the course of monitoring, the archaeologist may have work on the site stopped, pending a decision as to how best to deal with the archaeology. The developer shall be prepared to be advised by the Department of Housing, Local Government and Heritage with regard to any necessary

mitigating action (e.g. preservation in situ, or excavation) and should facilitate the archaeologist in recording any material found.

8. The Planning Authority and the Department of Housing, Local Government and Heritage shall be furnished with a report describing the results of the monitoring as described above.
9. A Construction Management Plan should be submitted before the works commence to be agreed with the Kildare Roads Department.
10. Decking on the footbridge should be non-slip and there should be a maintenance plan agreed beforehand.
11. Public lighting should be in accordance with the KCC Public Lighting Policy document. Public lighting columns should not be impeded by landscaping.
12. The hours of construction activities on the site shall be restricted from Monday to Friday 07.00 - 18.00, Saturday 08.00 - 14.00 or as agreed with the Planning Department. No construction activity shall be undertaken on Sundays and Bank Holidays under any circumstances.



Kehinde Oluwatosin
Senior Executive Planner
22/08/2022



Emer Uí Fhátharta
Senior Planner

August 23rd 2022

E. Ryan, DOS
23/08/22

Recommendation approved


Annette Aspell

Deputy CE

24.08.2022

APPENDIX A

APPROPRIATE ASSESSMENT SCREENING REPORT

	APPROPRIATE ASSESSMENT SCREENING REPORT AND DETERMINATION
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(A) Project Details	
Planning File Ref	P8 2022-07
Applicant name	Sustainable Transport
Development Location	Celbridge Town Centre, Co. Kildare
Site size	
Application accompanied by an EIS (Yes/NO)	No
Distance from Natura 2000 site in km	The nearest Natura 2000 are Rye Water Valley/ Carton SAC (Site Code: 001398) and Glenasmole Valley SAC (Site Code: 001209), which are located approximately 4.8km and 14.3km to the site.
Description of the project/proposed development The proposed development comprises a pedestrian and cycle bridge from the footpath adjacent to the Bank of Ireland car park in Celbridge to the footpath outside the Abbey Lodge public house. The bridge will span over the River Liffey for approximately 50m. It will be constructed directly adjacent to the existing road bridge. The existing footpath will be removed from the existing road bridge and a rubbing strip will be installed at both sides. The kerbline will be built out slightly in front of the Abbey Lodge and the zebra crossing will be maintained on three arms of this junction. The footpath will be built out on Main Street at the arm of the junction and a zebra crossing will be provided.	

(B) Identification of Natura 2000 sites which may be impacted by the proposed development	
	Yes/No

			If answer is yes, identify list name of Natura 2000 site likely to be impacted.
1	Impacts on sites designated for freshwater habitats or species. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include freshwater habitats and/or species, or in the catchment (upstream or downstream) of same?</i>	No
2	Impacts on sites designated for wetland habitats - bogs, fens, marshes and heath. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Mouds Bog, Ballynafagh Bog, Red Bog, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include wetland habitats (bog, marsh, fen or heath), or within 1 km of same?</i>	No
3	Impacts on designated terrestrial habitats. <u>Sites to consider:</u> River Barrow and Nore, Rye Water/Carton Valley, Pollardstown Fen, Ballynafagh Lake	<i>Is the development within a Special Area of Conservation whose qualifying interests include woodlands, dunes or grasslands, or within 100m of same?</i>	No
4	Impacts on birds in SPAs <u>Sites to consider:</u> Poulaphouca Reservoir	<i>Is the development within a Special Protection Area, or within 5 km of same?</i>	No

Conclusion:

If the answer to all of the above is **No**, significant impacts can be ruled out for habitats and bird species.

No further assessment in relation to habitats or birds is required.

If the answer is **Yes** refer to the relevant sections of **C**.

(G) SCREENING DETERMINATION STATEMENT		
<i>Selected relevant category for project assessed by ticking box.</i>		
1	AA is not required because the project is directly connected with/necessary to the conservation management of the site	
2	No potential significant affects/AA is not required	X
3	Significant effects are certain, likely or uncertain. Seek a Natura Impact Statement	

	Reject proposal. (Reject if potentially damaging/inappropriate)	
Justify why it falls into relevant category above (based on information in above tables)		
Having regard to the nature and scale of development proposed, combined with the distance to the nearest SAC it is not considered that the development has the potential to significantly impact the SAC network		
Name:	Kehinde Oluwatosin	
Position	SEP	
	22/08/2022	

APPENDIX B

SUBMISSION REPORT (Sustainable Transport)