ENVIRONMENTAL IMPACT ASSESSMENT SCREENING REPORT

SAFE ROUTES TO SCHOOL ROUND 1 - BUNDLE 2

AT

ST. PATRICK'S GIRLS NATIONAL SCHOOL

FOXROCK AVENUE

DUBLIN 18

Prepared for

Dún Laoghaire-Rathdown County Council

Prepared by

Traynor Environmental Ltd

Reference Number

26.258 TE

Date of Issue

2nd June 2026

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Client: Dún Laoghaire-Rathdown County Council

Traynor Env Ref: 26.258 TE

Status: Final

Date: 2nd June 2026

Report Title:	EIA Screening Report Safe Routes to School Round 1 - Bundle 2
Doc Reference:	26.258 TE
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Rev No	Status	Date	Writer	Reviewer
1.0	Final	2nd June 2026	Nevin Traynor	Nevin Traynor

This report refers, within the limitations stated, to the condition of the site at the time of the report. No warranty is given as to the possibility of future changes in the condition of the site. The report as presented is based on the information sources as detailed in this report, and hence maybe subject to review in the future if more information is obtained or scientific understanding changes.

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1.0 INTRODUCTION

Traynor Environmental Ltd. has prepared the following Environmental Impact Assessment ('EIA') Screening Report for the proposed development at St. Patrick's Girls National School, Foxrock Avenue, Dublin 18 for Dún Laoghaire-Rathdown County Council as part of the Safe Routes to School Programme.

Dún Laoghaire-Rathdown County Council, in conjunction with An Taisce and the National Transport Authority, is proposing to improve road safety adjacent to schools in the county as part of the NTA Safe Routes to School (SRTS) Programme. The purpose of the schemes is to make the areas immediately adjacent to the schools safer so that children can be encouraged and facilitated to walk and cycle to the schools safely.

The proposals include:

- Provision of wider footpaths in front of the school.
- Girls National School entrance: provision of a front-of-school treatment including a raised table, shared surface, revised paving treatment, removal of railings, installation of pencil bollards, and vehicular access control by bollards. The school zone will be marked with an anti-skid buff-coloured finish on the approaches. The existing school warden crossing will be upgraded to a zebra crossing.
- Boys National School entrance: provision of wider footpaths; provision of four disabled parking spaces; and placemaking measures including landscaping, pencil bollards, seating, and micro-art. The existing school warden crossing will also be upgraded.
- Provision of junction tightening and continuous footpaths along the junctions near the schools.
- Introduction of a one-way system during drop-off and collection on New Grange Road.
- Provision of a new zebra crossing at Park Avenue.

The design features will be consistent with those proposed nationally under the NTA Safe Routes to School Programme

The indicative site is outlined in red on Figure 1.1 (hereafter referred to as 'the site'). The proposed development is described in further detail in Section 3 below.

Figure 1.1: Location of Proposed Works

The purpose of this report is to provide the information required under Schedule 7A, having regard to the criteria set out in Schedule 7 of the Planning and Development Regulations 2001, as amended. This information will enable a screening determination in respect of the need for an Environmental Impact Assessment Report('EIA') for the proposed development.

It is the responsibility of DLRCC, as the competent authority to make a decision as to whether there is a requirement for the preparation of an Environmental Impact Assessment Report (EIA) with the information required under Schedule 7A of the Planning and Development Regulations 2001, as amended, to enable the competent authority to determine in light of the criteria set out under Schedule 7 of those regulations whether the proposed development is likely to have significant effects on the environment.

There is a mandatory requirement for an EIA to accompany certain types of developments that meet or exceed the "thresholds" specified in Schedule 5 to the Planning and Development Regulations. In addition to the mandatory requirement, there is a case-by-case assessment necessary for sub-threshold developments as they may be likely to have significant effects on the environment. If a sub-threshold development is determined to be likely to have significant effect on the environment, then an EIA will be required. The second reason for this report is to document the studies undertaken by DLRCC, and the design team, to consider whether the development would be likely to have significant effects on the environment. The proposed development and component parts have been considered, as documented in Section 2, against the thresholds for EIA as outlined in the Planning and Development Regulations 2001 (as amended).

1.1 EIA SCREENING LEGISLATION AND GUIDANCE

The legislation and guidance listed below has informed this report and the method of EIA Screening:

- Guidelines on the Information to be contained in NTA 'Guidance For EIA and AA Screening of Active and Sustainable Transport Projects Funded by the NTA' (2025).
- Environmental Impact Assessment Screening, OPR Practice Note PN02 (Office of the Planning Regulator, 2021).
- European Union (Planning & Development) (Environmental Impact Assessment) Regulations 2018.
- Environmental Impact Assessment of Projects – Guidance on Screening. (2017). European Commission.
- Environmental Impact Assessment of Projects - Guidance on the preparation of the Environmental Impact Assessment Report. (2017) European Commission.
- Guidelines for Planning Authorities on carrying out Environmental Impact Assessment. (August 2018). Department of Housing, Planning and Local Government.
- Advice Notes for preparing Environmental Impact Statements. (Draft, September 2015). Environment Protection Agency.
- Interpretation of definitions of project categories of Annex I and II of the EIA Directive. (2015) European Commission.
- European Union Environmental Impact Assessment (EIA) Directive 2011/92/EU as amended by 2014/52/EU.
- Planning and Development Act, 2000 (as amended).
- The Roads Regulations, 1994 (S.I. No. 119/1994)
- Planning and Development Regulations 2001 (as amended).
- Section 50(1)(b) and 50(1)(c) of the Roads Act 1993, as amended
- EIA Guidance for Consent Authorities regarding sub-threshold development, Department of the Environment, Heritage and Local Government (2003)
- Guidelines on the information to be contained in Environmental Impact Assessment Reports, Environmental Protection Agency, 2022

The national requirements in relation to EIA Screening are outlined in *the Planning and Development Act 2000 as amended* (the Act) and *Planning and Development Regulations, 2001 as amended* (the Regulations'). In addition to the national legislation there are requirements set out in the EIA Directive (Directive 2011/92/EU as amended by 2014/52/EU); for relevant purposes, the EIA Directive has been transposed into Irish planning legislation through amendments to the Act and the Regulations.

This includes: the criteria set out Schedule 7 of the Regulations; the information set out at Schedule 7A; any further relevant information on the characteristics of the development and its likely significant effects on the environment submitted by the

applicant; any mitigation measures proposed by the applicant; the available results, where relevant, of preliminary verifications or assessments carried out under other relevant EU environmental legislation, including information submitted by the applicant on how the results of such assessments have been taken into account, and; the likely significant effects on certain sensitive ecological sites.

The screening process followed in this report is in accordance with the EIA Directive 2011/92/EU of the European Parliament and of the Council as amended by 2014/52/EU and as transposed by the Act and the Regulations and follows the format as per Section 3.2 of the EPA Guidelines (2022). The potential for significant effects of the proposed Project has been considered against the criteria under Schedule 7 of the *Planning and Development Regulations, 2001 as amended.* In producing this report due regard has been paid to other EIA guidance including the European Commission's 2017 *EIA of Projects Guidance on Screening* as well as the published *Guidelines for Planning Authorities and* the OPR Practice Note PN02 Environmental Impact Assessment Screening.

Preliminary Screening for EIA

Article 120 of the 2001 Regulations sets out a process of "preliminary examination" which is a preliminary step allowing a local authority to determine whether or not an EIA or EIA Screening is required for certain types of development.

While Article 120(1)(a) suggests that it applies to all local authority "sub-threshold" development (i.e. projects of a type listed in Part 2 of Schedule 5 to the 2001 Regulation but which do meet or exceed the relevant threshold), there are subsequent references in this Article to notices published under Article 81 of the 2001 Regulations (i.e. Part 8 Notices) and so there is a question mark over whether this "preliminary examination" process in Article 120 can be used other than in Part 8 developments and a question therefore arises as to whether it could be relied upon in relation to an Active Travel Initiative which was not subject to the Part 8 process.

Further, the preliminary examination process is not provided for in the EIA Directive and/or in the European Commission's 2017 guidance document "Environmental Impact Assessment of Projects; Guidance on Screening". Therefore a "preliminary examination" process is not a substitute for an EIA Screening and can only safely be relied upon in Part 8 developments.

1.2 SCREENING METHODOLOGY

The screening process followed in this report is in accordance with the EIA Directive 2011/92/EU of the European Parliament and of the Council as amended by 2014/52/EU and follows the format as per Section 3.2 of the EPA Guidelines (2022).

The key steps to screen for an EIA are set out in Section 3.2 of the EPA Guidelines are as follows:

1. Is the development a type that requires EIA?
2. Is it a type that requires mandatory EIA?
3. Is it above the specified threshold?
4. Is it a type of project that could lead to effects? and/or
5. Is it a sensitive location? and/or
6. Could the effects be significant?

The information required to be submitted to make a determination on EIA Screening is set out in Schedule 7A of the Regulations of 2001 (see also Annex IIA of the EIA Directive).

However, it is important to note that Schedule 7A states '*The compilation of the information at paragraphs 1 to 3* [of Schedule 7A] *shall take into account, where relevant, the criteria set out in Schedule 7*.' Having regard to this for the purposes of compiling the relevant information on the likely effects of the proposed development and to address points 4 to 6 above, an evaluation of the characteristics of the project, the sensitivity of the location of the proposed development, and the potential for significant impacts has been made with regard to Schedule 7 of the Regulations.

Schedule 7 of the Regulations of 2001 sets out the criteria to determine whether a development would or would not be likely to have significant effects on the environment. The criteria are broadly set out under the three main headings:

1) *Characteristics of proposed development* (Section 3.0)

a) the size and design of the whole of the proposed development,

b) cumulation with other existing development and/or development the subject of 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,

c) the nature of any associated demolition works,

d) the use of natural resources, in particular land, soil, water, and biodiversity,

e) the production of waste,

f) pollution and nuisances,

g) 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, and

h) the risks to human health (for example, due to water contamination or air pollution).

2) *Location of proposed development* (Section 4.0)

a. the existing and approved land use,

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

c. the absorption capacity of the natural environment, paying particular attention to the following areas:

i. wetlands, riparian areas, river mouths.

ii. coastal zones and the marine environment.

iii. mountain and forest areas.

iv. nature reserves and parks.

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

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.

vii. densely populated areas.

viii. landscapes and sites of historical, cultural, or archaeological significance.

3) *Types and Characteristics of Potential Impacts (Section 5)*

The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act, taking into account—

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

b. the nature of the impact,

c. the transboundary nature of the impact,

d. the intensity and complexity of the impact,

e. the probability of the impact,

f. the expected onset, duration, frequency, and reversibility of the impact,

g. the cumulation of the impact with the impact of other existing and/or 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, and

h. the possibility of effectively reducing the impact.

However, it is important to note that Schedule 7A states '*The compilation of the information at paragraphs 1 to 3 [*of Schedule 7A*] shall take into account, where relevant, the criteria set out in Schedule 7*.' The main body of this report (Sections 3.0, 4.0 and 5.0) will cover Schedule 7A fully, but it has been set out to present the information under the headings provided for in Schedule 7 in order to assist the Planning Authority in its screening assessment.

1.3 CONTRIBUTORS TO THE EIA SCREENING REPORT

This EIA Screening Report has been informed by the enclosed documents (and the relevant listed mitigation measures as included therein). The preparation and co-ordination of this screening report has been completed by Nevin Traynor of Traynor Environmental Ltd. Nevin Traynor is a Senior Environmental Consultant with Traynor Environmental; with over 26 years' experience in the environmental sector. Nevin has an honours degree in Environmental Science from Sligo IT. His project experience includes the management and productions of Environmental Impact Statements (EISs)/EIAs, particularly within the Commercial/Industrial and Housing Sector. This EIA Screening has also relied on specialist input from the design team, Noreen Mc Loughlin (Ecologist) and the Active Travel Section of Dún Laoghaire-Rathdown County Council. The various reports address a variety of environmental issues and assess the impact of the proposed development and demonstrate that subject to the various construction and design related mitigation measures recommended that the proposed development will not have a significant impact on the environment. This EIA Screening Report should also be read in conjunction with the plans and particulars submitted with the proposal including the AA Screening. It should be noted the Contractor appointed to undertake the works will be required to develop these framework documents as part of their overall Construction Management Plan in line with their obligations under the Safety, Health, and Welfare at Work (Construction) Regulations 2013 as amended.

2.0 SCREENING EVALUATION

2.1 IS THE DEVELOPMENT A PROJECT

The first step in screening is to examine whether the proposal is a project as understood by the EU Directive. For the purposes of the EU Directive, 'project' means: "*the execution of construction works or of other installations or schemes, or other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources.*"

The EPA Guidance (2022) states that if a proposed project is not of a type covered by the Directive, there is no statutory requirement for it to be subject to environmental impact assessment. In determining if the proposed project is of a type covered by the Directive it may be necessary to go beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it.

If any such parts or processes are significant and, in their own right, fall within the class of development covered by the Directive, the proposed Project as a whole may fall within the requirements of the Directive. Each element of the proposed development has been examined.

2.2 IS THE DEVELOPMENT A PROJECT THAT REQUIRES A MANDATORY EIA

The next step is to determine if the proposed development is of a *project type* that requires mandatory EIA (i.e., is the proposed development of a project type in which a threshold does not exist). The types of projects to which thresholds do not apply are types that are considered to always be likely to have significant effects.

The type of projects for which an EIA is mandatory is set out in Schedule 5, Part 1, and Part 2 of the Regulations. An EIA is deemed mandatory under Section 172 of the Act to accompany a development proposal for the types of projects set out in Schedule 5. This list was developed from Annex I and Annex II of the EIA Directive. The EPA Guidance (2022) requires an assessment beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it.

For the project types of Class 10 (a) to (m) an EIA is mandatory only if the project equals or exceeds, as the case may be, a limit, quantity or threshold set out. Project Class 15 does not set out any thresholds and a case-by-case assessment is required to be undertaken. The proposed development does not meet the mandatory criteria for EIA.

2.3 IS THE PROJECT ABOVE THE THRESHOLD FOR EIA

An EIA is required to accompany an application for permission of a class set out in Schedule 5 Part 1 and Part 2 of the Regulations which equals or exceeds, as the case may be, a limit, quantity or threshold set for that class of development. A development that does not exceed a limit, quantity or threshold set for that class of development in Schedule 5 of the Regulations is known as a 'sub-threshold development'. The proposed development is a 'sub-threshold development'

2.4 SUB THRESHOLD DEVELOPMENT

The proposed development is 'of a type set out in Part 2 of Schedule 5 [in the Planning and Development Regulations, 2001 (as amended) 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'. The development is outside the mandatory requirements for EIA and is considered to be sub-threshold for the relevant project type.

An EIA Screening Report is still required to accompany a sub-threshold development which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7. Therefore, the final step in the screening process is to consider whether development would be likely to have significant effects on the environment and therefore require an EIAR to be submitted and EIA carried out.

Directive 2014/52/EU requires the developer to provide information on the characteristics of the project and its likely significant effects on the environment, to allow the competent authorities to make a determination on the requirement for an EIA. The information required is set out in the Directive and transposed Schedule 7A of the Regulations. The remainder of this report presents the information required by Schedule 7A to demonstrate the likely effects on the environment, having regard to the criteria set out in Schedule 7.

The following Sections 3.0, 4.0 and 5.0 will provide information on the characteristics of the proposed development, the location and context, and its likely impact on the environment. These sections present the information required under Schedule 7A of the Regulations, broadly set out in the structure Schedule 7 to ensure that each aspect for consideration is robustly addressed.

2.5 ROAD TRAFFIC ACT, 1993 AND THE ROADS ACT, 2007

The proposed development falls under the EIA requirements of the Roads Act 1993 as amended by the Planning and Development Acts (2000-2011) and the Roads Act (2007). A road within the 2007 act is defined to include:

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

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

c) any weighbridge or other facility for the weighting or inspection of vehicles, toll plaza or other facility for the collection of tolls, services area, emergency, telephone, first aid post, culvert, arch, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve.

Section 50 of the Roads Act (1993 to 2015) sets out the types of roads projects for which mandatory EIA is required. The classes of proposed road development automatically subject to EIA is set out below:

Table 1: Screening Matrix for mandatory EIA for road developments

Screening Matrix for Mandatory EIA for Road Projects		
Mandatory Threshold	**Regulatory Reference**	**Assessment**
Construction of a Motorway	S. 50(1)(a)(i) of the Roads Act, 1993, as amended	The proposed development is not a Motorway. Mandatory threshold not reached
Construction of a Busway	S. 50(1)(a)(ii) of the Roads Act, 1993, as amended	The proposed development is not a Busway. Mandatory threshold not reached
Construction of a Service Area	S. 50(1)(a)(iii) of the Roads Act, 1993, as amended	The proposed development is not a Service Area and does not incorporate a Service Area. Mandatory threshold not reached
Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely: >The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area. >The construction of a new bridge or tunnel which would be 100 metres in length.	Article 8 of the Roads Regulations, 1994 (prescribed type of road development for the purposes of S. 50(1)(a)(iv) of Section 50 of the Act	Neither the existing road nor the proposed realigned roads include four or more lanes. Mandatory threshold not reached. The proposed development does not involve the construction of a bridge or a tunnel of more than 100m in length. Mandatory threshold not reached.

None of the development types set out in Section 50(1)(a)(i) to (iv) of the Roads Act are applicable to the proposed scheme. Accordingly, the project is not subject to a mandatory EIA.

2.5.1 SUB-THRESHOLD DEVELOPMENT

Road projects falling below the thresholds created (i.e. 'sub-threshold' development) need to be screened for EIA on a case-by-case basis. Section 50(1)(b) and 50(1)(c) of the Roads Act 1993, as amended, sets out the requirements for screening a sub-threshold development for EIA.

Section 50(1)(b) of the Roads Act 1993, as amended, states:

'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 the development be subject to an environmental impact assessment'.

Section 50(1)(c) of the Roads Act 1993, as amended, states:

"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 [paragraph (a) relates to development mandatorily requiring EIA]) 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, as amended 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."

The Planning and Development Regulations 2001, Schedule 5, Part 2, Section 10(b)(iv) sets out that an EIA is mandatory for an urban development which would involve an area greater than 2 hectares in the case of business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere. The relevant threshold in the present case is 10 hectares as the site is located in an urban area. However, the area of the proposed development (0.685ha) is considerably below the appropriate threshold and a mandatory EIA is not triggered. Each element of the proposed development has been examined.

3.0 CHARACTERISTICS OF PROPOSED DEVELOPMENT

This section addresses the characteristics of proposed development by describing the physical characteristics of the whole proposed development and a description of the location of the proposed development.

3.1 SIZE AND DESIGN OF THE PROPOSED DEVELOPMENT

The proposed road safety improvement works will be undertaken along Foxrock Avenue, to the front of the St Patricks Girls National School. Works will extend eastwards along the Foxrock Avenue from the mixed access entrance towards Park Avenue residential estate. Works will also be undertaken at the mixed entrances located along the New Grange Road and Dargle Road.

All works are contained within the urban / sub-urban areas of Foxrock. The dominant habitats associated with these areas include Buildings and Artificial Surfaces (Fossitt Habitat Code BL3), along with areas of Amenity Grasslands (GA2), and Scattered Trees and Parkland (WD5). The dominant habitat within the site boundary is Buildings and Artificial Surfaces. A Site Layout Designs of the site are shown in Figure 3.2 A-C.

3.1.1 Scheme Description

A Parent Survey carried out in 2021 by An Taisce which was distributed to all families of the St. Patrick's Girls National School. The results of the survey are as follows

- 71.3% of parents surveyed agreed that road safety is a problem around the school
- 91.4% of parents would support works at the front of school that improve student safety, putting pedestrians and cyclists first
- 87.3% of parents would support works that would improve the walking and cycling links to school

The school site currently has a single vehicular entrance from Foxrock Avenue and a separate pedestrian entrance adjacent to it, which is shared with LFI Samuel Beckett Primary School. The school grounds are also shared with St Patrick's Boys National School, whose entrance is on New Grange Road. Dún Laoghaire-Rathdown County Council has developed proposals for public realm upgrades at both of these entrances. The proposals include:

• Provision of wider footpaths in front of the school

• **Girls National School entrance:** provision of a front-of-school treatment including a raised table, shared surface, revised paving treatment, removal of railings, installation of pencil bollards, and vehicular access control by bollards. The school zone will be marked with an anti-skid buff-coloured finish on the approached. The existing school warden crossing will be upgraded to a zebra crossing

• **Boys National School entrance:** provision of wider footpaths; provision of four disabled parking spaces; and placemaking measures including landscaping, pencil bollards, seating and micro-art. The existing school warden crossing will also be upgraded.

• Provision of junction tightening and continuous footpaths along the junction near the schools.

• Introduction of a one-way system during drop-off and collection on New Grange Road.

• Provision of a new zebra crossing at Park Avenue.

The design features will be consistent with those proposed nationally under the NTA Safe Routes to School Programme

Figure 3.2 –Site Layout (A)

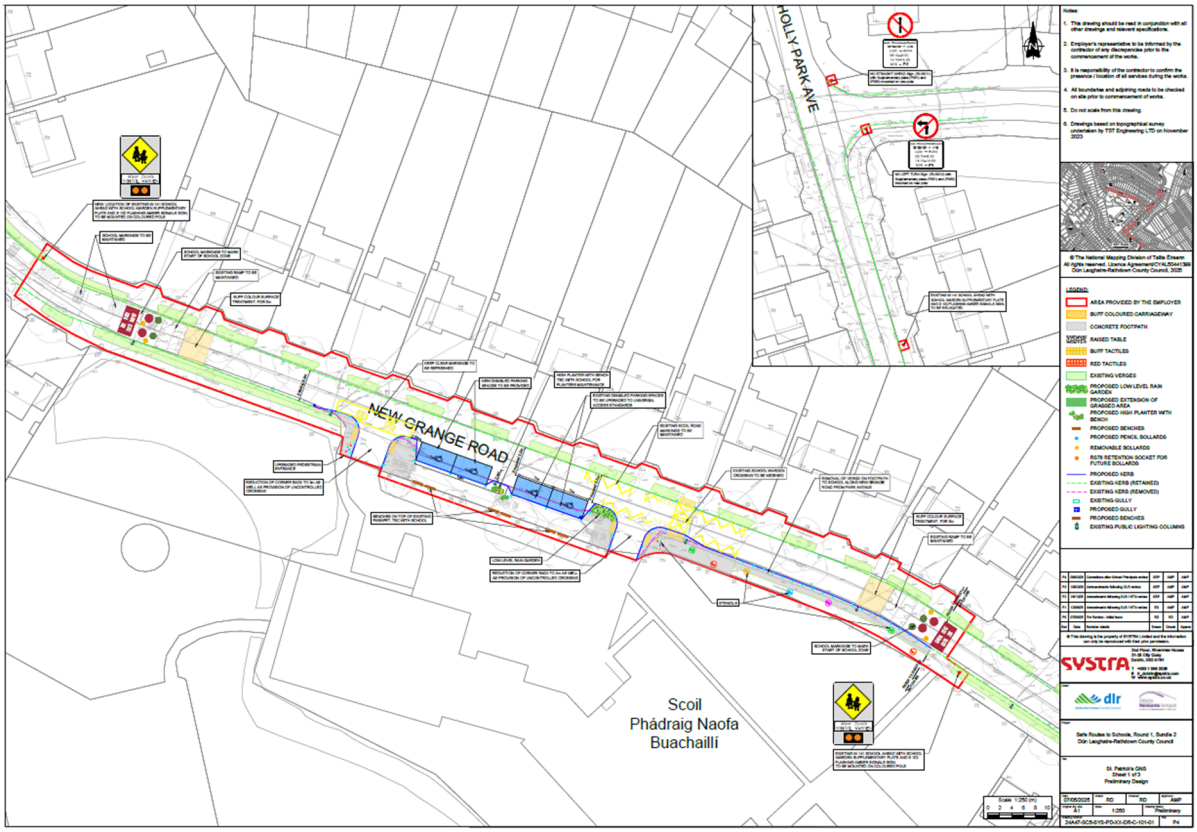


Figure 3.2-Site Layout (B)

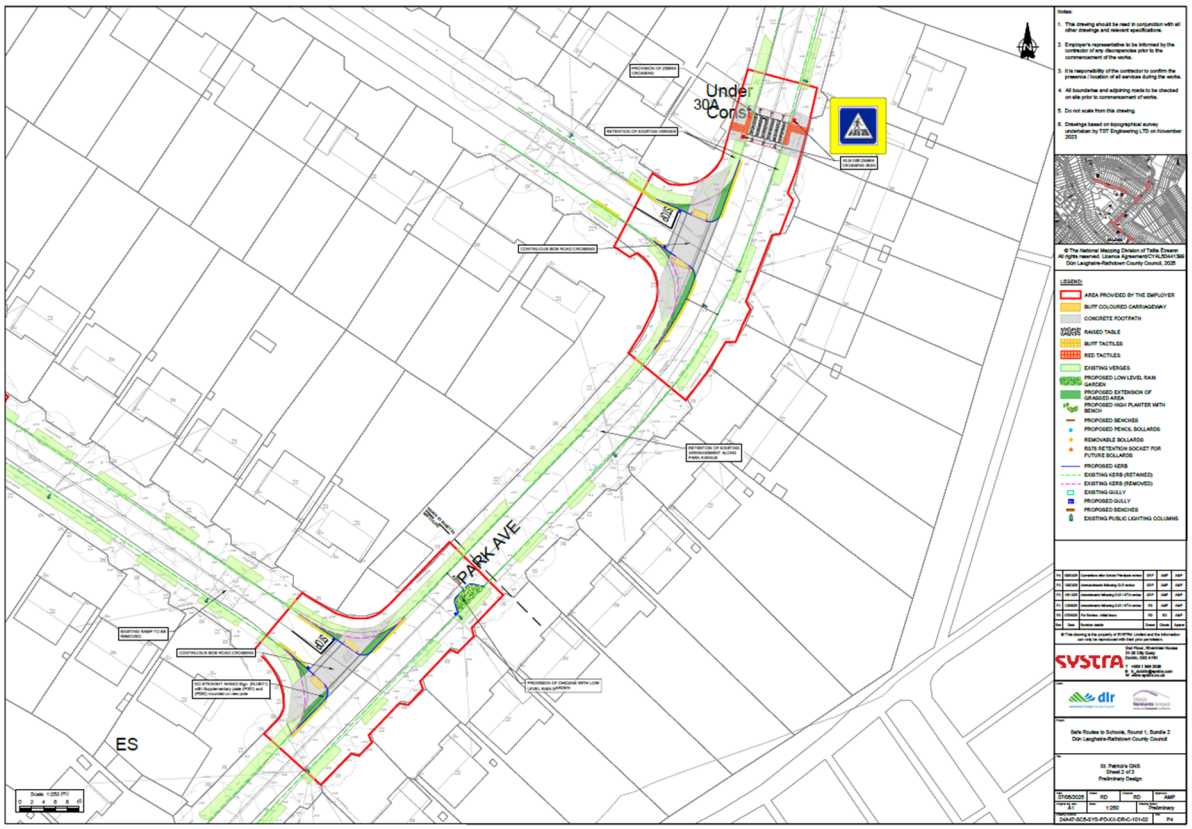
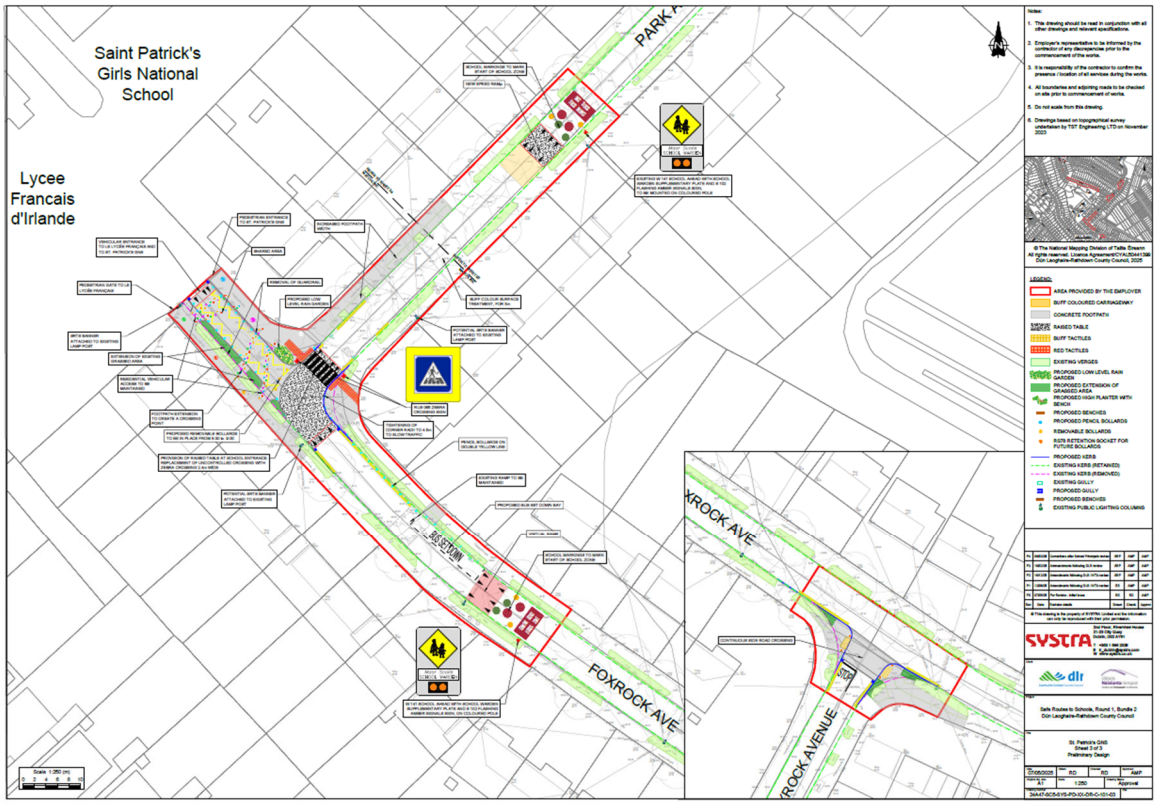


Figure 3.3- Site Layout (C)



3.2 CUMULATION WITH OTHER EXISTING OR PERMITTED DEVELOPMENT

This section outlines the potential cumulation with other existing or permitted developments. As part of the assessment of the impact of the proposed development, accounts have been taken of any relevant developments that are currently permitted, or under construction and substantial projects for which planning has been submitted within the surrounding areas, as well as existing local land uses. A preliminary assessment of potential cumulative effects on the environment is facilitated via the Source-Pathway-Receptor (SPR) model which is a multi-step process. SPR methodology is a tool that ensures the most cautious means of assessment at the preliminary stages of proposed development. The use of this tool ensures that all possible impacts are identified at a very early stage thus enabling further studies, mitigation measures or ameliorative actions to be put in place. The inherent use of the precautionary principle within the SPR methodology means that all potential for environmental impacts can be identified at a preliminary stage without any need for detailed studies, but rather upon available desktop information.

In order for there to be a potential cumulative effect all three elements of the SPR elements need to be present. If there is no pathway or functional link (direct or indirect) between the proposed development and a receptor, there is no potential for effect. Additionally, if there is no receptor within the area of a potential impact, there is similarly no effect as it does not cause harm to the environment due to the lack of a receptor.

There is no specific guidance available for a generic zone of influence to focus the assessment of existing land use and/or permitted projects that may result in cumulative effects. The research area has been established using expert judgement and based on the accessibility of data and taking into consideration the potential zone of influence of the potential environmental impacts of the proposed development. In considering the potential effects of the proposed development (Section 5), it can be established that the closer to the works, there is a greater the potential for impacts. The most significant environmental impacts are likely to be confined within 50-150 m of the proposed development. The project being considered is not expected to have Regional, National, or International, or Transboundary impacts.

3.2.1 Dún Laoghaire-Rathdown County Development Plan 2022-2028

Dún Laoghaire-Rathdown County Council have published a number of documents in which they seek to encourage the Safe Routes to School. The County Development Plan has been reviewed as part of the screening process, which states as follow:

"The Active School Travel initiative of the Council which began in 2019 is aimed at supporting and promoting alternative means for children to get to school in a safe and active way, in particular, walking and cycling. This initiative is being carried out in partnership with other stakeholders, including the Department of Transport, Tourism and Sport, The National Transport Authority (NTA) and the An Taisce – Green Schools Travel programme. The Green Schools Travel Programme have developed 'Safe to School – An Ideas Document for Safe Access to Schools' for schools to consider implementing in order to allow for recommended physical distancing on arrival to school and to address front of school vehicle congestion. As part of the Development Management process, new development will be required to maximise permeability and connectivity for pedestrians and cyclists and where practicable, retrospective implementation of walking and cycling routes - to maximise permeability and connectivity - may also be required within existing neighbourhoods". (County Development Plan, Pg110)

The Council will seek to deliver the following in accordance with the requirements set out in the 'Design Manual for Urban Roads and Streets' (DMURS), for projects/works to be delivered by the Council and also in terms of the development management process:

- Provide improved pedestrian links within town centres and to public transport nodes to and from residential areas.
- Provide wider footpaths and improved footpath quality where pedestrian volumes are high.
- Provide improved pedestrian facilities at traffic signal junctions.
- Provide improved pedestrian links to and from all schools/colleges.
- Cycle Design Manual (NTA, 2023)

The County Development Plan highlights that they are rolling out a number of initiatives on active and smart mobility solutions, including promoting and facilitating safe walking and cycling connectivity to schools, third-level institutions and places of work, a residential safe and quiet streets initiative and installation of cycling infrastructure, as well as junction re-design. There are several policy objectives relating to the pedestrian safety around schools in the County Development Plan which are outlined in Table 2 below:

Table 2: Excerpts from the County Development Plan, relevant to the proposal

Objectives	Description
T11: Walking and cycling	It is a Policy Objective to secure the development of a high quality, fully connected and inclusive walking and cycling network across the County and the integration of walking, cycling and physical activity with placemaking including public realm permeability improvements.
T12: Footways and Pedestrian Routes	It is a Policy Objective to maintain and expand the footway and pedestrian route network to provide for accessible, safe pedestrian routes within the County in accordance with best accessibility practice.
PHP7: Schools	It is a Policy Objective to protect existing schools and their amenities and ensure the reservation of primary and post-primary school sites in line with the requirements of the relevant education authorities and to support the provision of school facilities and the development / redevelopment of existing schools for educational and other sustainable community infrastructure uses throughout the County.
PHP36: Inclusive Design & Universal Access	It is a Policy Objective to promote and support the principles of universal design ensuring that all environments are inclusive and can be used to the fullest extent possible by all users regardless of age, ability or disability consistent with RPO 9.12 and 9.13 of the RSES.

Population

Table 3 compares population change in the State and Dublin between the 2016 and 2022 census.

Table 3. Population Changes 2016 - 2022

Population Change 2016 – 2022			
Location	**2016**	**2022**	**% Change 2016 - 2022**
State	4,761,865	5,123,536	+7.6%
Dublin	1,347,359	1,450,701	+7.7%
Dún Laoghaire-Rathdown	218,018	233,860	+1.2%

3.2.2 Permitted Development

The Site is within the administrative jurisdiction of Dún Laoghaire-Rathdown County Council.

The planning history for the Site and lands in the vicinity of the Proposed Development were reviewed from data sources including:

- Dún Laoghaire-Rathdown County Council planning website, https://www.dlrcoco.ie.
- An Coimisiún Pleanála website, http://www.pleanala.ie/.
- EIA Portal, as provided by the Department of Housing, Planning and Local Government,
- Other Relevant plans such as Local authority schemes.

Please refer to Table 4 details of similar Active Travel Projects that are being conducted by Dun Laoghaire-Rathdown County Council. There is no relevant planning history associated with the site.

Table 4 Planning Search and other relevant Plans on Lands in the vicinity of the Proposed Development.

Project Name:	Proposed Development Design
National Mobility Hubs Pilot Project (Part 8)	A county-wide sustainable transport initiative involving the provision of mobility hubs at multiple locations throughout Dún Laoghaire-Rathdown to support active and shared travel modes.
Living Streets Dún Laoghaire	A public realm, walking, cycling and streetscape enhancement scheme designed to improve accessibility, connectivity and urban greening within Dún Laoghaire town centre.
Deansgrange Flood Relief Scheme (Part 8)	Proposed flood alleviation and drainage infrastructure works intended to reduce flood risk within the Deansgrange area.
Active Travel Improvements – Deansgrange Cycle Route	A walking, cycling and public realm improvement scheme providing enhanced active travel infrastructure through the Deansgrange area.
Rochestown Avenue Active Travel Scheme	A scheme comprising improvements to walking, cycling and public transport infrastructure along Rochestown Avenue and adjoining routes.
Active Travel Improvements – DLR Central	A strategic active travel project incorporating walking, cycling and public realm enhancements across the central Dún Laoghaire-Rathdown area.
Lehaunstown Lane Residential Development (Part 8)	A proposed residential development and associated infrastructure works within the wider Dún Laoghaire-Rathdown area.
Stillorgan Park Road Cycle Track Improvements	Proposed upgrades to existing cycling infrastructure and associated public realm improvements along Stillorgan Park Road.

Living Streets Coastal Mobility Route	A sustainable transport and public realm improvement project along the coastal corridor within Dún Laoghaire-Rathdown.
Glenageary Road Upper Active Travel Scheme	Proposed walking, cycling and streetscape improvements along Glenageary Road Upper and associated junctions.
Cabinteely Greenway	A walking, wheeling, cycling and public realm improvement scheme intended to provide a safe and accessible active travel route between Cornelscourt and Cherrywood.
Bray to City Centre Core Bus Corridor Scheme	Is an 18.5 km infrastructure project under the Bus Connects Dublin programme.
Love our Laneways: Pearse Drive, Sallynoggin	completed April 2025 , this initiative is an award-winning Community-Led Laneway Transformation project.

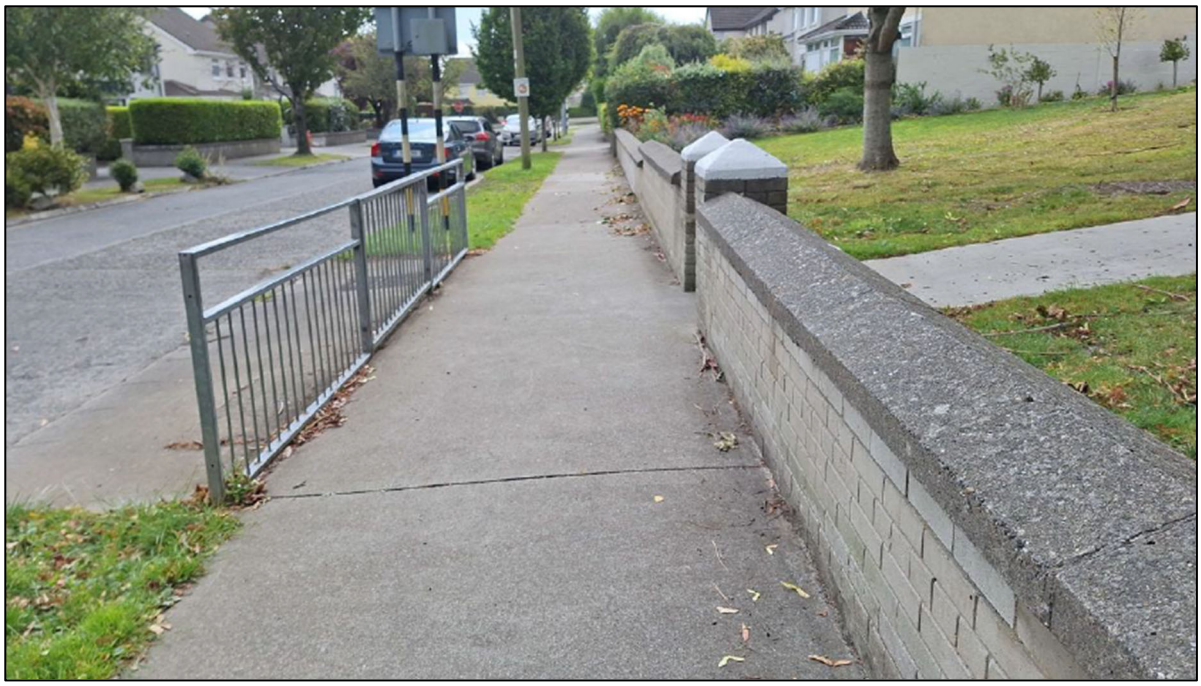
A review of planning applications and proposed developments within the vicinity of the Proposed Development was undertaken. While a number of developments were identified in the surrounding area, these were not considered relevant to the assessment due to their nature, scale, location and/or lack of a pathway for effects to the European sites considered. Accordingly, these developments were not considered further in the in-combination assessment.

3.3 NATURE OF ANY ASSOCIATED DEMOLITION WORKS

The proposed development will not give rise to the removal of any of the mature hedgerow or treeline vegetation. The proposed development will involve improving pedestrian safety and vehicle access around the St Patricks National School the two entrances, one on New Grange Road and another along Foxrock Avenue. There are no demolition works proposed as part of the project.

Figure 3.4: Existing Vehicle and Pedestrian Entrance to St Patricks Girls National School on the Foxrock Avenue

Figure 3.5: Pedestrian Entrance along New Grange Road, entrance towards Boy National School.



3.4 USE OF NATURAL RESOURCES (LAND, SOIL, WATER, BIODIVERSITY)

Natural resources in the area are not required to facilitate the provision of this project (during both the construction and operational phases. The existing entrances alongside Foxrock Avenue and New Grange Road will both be upgraded to facilitate both vehicles and students. This will take place within the existing pedestrian network. The will also be provisions of junction tightening and continuous footpaths along junctions at park avenue road which will all take place on the existing road network. Therefore, there will be no additional land take from the project.

3.4.1 Water Consumption

The construction or operation of the scheme will not use such a quantity of water to cause concern in relation to significant effects on the environment. During construction of the scheme, water will be required for offices, welfare facilities, this will be provided by either tanker or temporary connection to the public main by agreement with Uisce Éireann. The construction phase will not use such a quantity of water to cause concern in relation to significant effects on the environment. There is no proposed extraction of groundwater at the site.

3.4.2 Biodiversity Resources

Investigations into the implications on existing biodiversity including species and habitats has been undertaken through the Appropriate Assessment (AA) Screening Report prepared by Noreen Mc Loughlin MSc, MCIEEM Ecologist. The accompanying AA Screening Report has assessed the potential for significant impacts of the construction and operational phases of the proposed development on Natura 2000 sites and habitat loss/alteration, habitat/species fragmentation, disturbance and/or displacement of species, change in population density and changes in water quality. There are nineteen Natura 2000 Sites within 15km of the Proposed Development, this site is summarised in Table 5

Natural Heritage Areas (NHAs/pNHAs) are national designations under the Wildlife Act 1976, as amended. A Natural Heritage Area (NHA) is designated for its wildlife value and receives statutory protection. A list of proposed NHAs (pNHAs) was published on a non-statutory basis in 1995, but these have not since been statutorily proposed or designated. The proposed development site is not located within any NHA or pNHA. The closest NHAs (pNHAs) located in the vicinity of the proposed development site are: South Dublin Bay pNHA (000210)2.23km northeast and Dalkey Coastal Zone and Killiney Hill pNHA (001206) 3.28km northeast. The south side of Dublin Bay is also a Ramsar site

The habitats recorded on site are described below, no Annex I habitats were recorded within the proposed development site. The site habitats have been defined using Fossitt's 'A Guide to Habitats in Ireland'. The application site does not lie within or adjacent to any area that has been designated for nature conservation purposes.

Site habitats using the Fossitt's Guide to Habitats in Ireland were identified. Two habitats types were identified:

- Amenity Grasslands - (GA2)
- Buildings and Artificial Surfaces - (BL3).

Table 5 – Natura 2000 Sites Within 15km of the Application Site

Site Name & Code	Distance from Site	Qualifying Interests	Screened In / Out
South Dublin Bay SAC 000210	2km north at its closest point	• Mudflats and sandflats not covered by seawater at low tide • Annual vegetation of drift lines • Salicornia and other annuals colonising mud and sand • Embryonic shifting dunes	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the site and this SAC and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.* *There will be no direct or indirect impacts or significant effects upon the QIs of this SAC.*
South Dublin Bay and River Tolka Estuary SPA 004024	2km north	• Light-bellied Brent Goose (*Branta bernicla hrota)* • Oystercatcher (*Haematopus ostralegus*) • Ringed Plover (*Charadrius hiaticula*) • Grey Plover (*Pluvialis squatarola)* • Knot *(Calidris canutus)* • Sanderling *(Calidris alba)* • Dunlin *(Calidris alpina)* • Bar-tailed Godwit *(Limosa lapponica)* • Redshank *(Tringa totanus)* • Black-headed Gull *(Chroicocephalus ridibundus)* • Roseate Tern *(Sterna dougallii)* • Common Tern *(Sterna hirundo)* • Arctic Tern *(Sterna paradisaea)* • Wetland and Waterbirds	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SPA.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the site and this SPA and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.* *The site does not support any ex-situ habitat that could be used by the QIs of this SPA and significant effects upon these species will not arise.*

Dalkey Island SPA 004172	5.5km east	• Roseate Tern (*Sterna dougallii*) • Common Tern (*Sterna hirundo*) • Arctic Tern (*Sterna paradisaea*)	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SPA.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the application site and this SPA and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.* *The site does not support any habitat that could be used by the QIs of this SPA and significant effects upon these species will not arise.*
North Bull Island SPA 004006	7.2km north	• Light-bellied Brent Goose (*Branta bernicla hrota)* • Shelduck (*Tadorna tadorna*) • Teal (*Anas crecca*) • Pintail (*Anas acuta*) • Shoveler (*Anas clypeata*) • Oystercatcher (*Haematopus ostralegus)* • Golden Plover (*Pluvialis apricaria*) • Grey Plover (*Pluvialis squatarola*) • Knot (*Calidris canutus*) • Sanderling (*Calidris alba*) • Dunlin (*Calidris alpina*) • Black-tailed Godwit (*Limosa limosa)* • Bar-tailed Godwit (*Limosa lapponica)* • Curlew (*Numenius arquata*) • Redshank (*Tringa totanus*) • Turnstone (*Arenaria interpres*) • Black-headed Gull (*Chroicocephalus ridibundus*) • Wetland and Waterbirds	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SPA.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the site and this SPA and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.* *The site does not support any ex-situ habitat that could be used by the QIs of this SPA and significant effects upon these species will not arise.* .
North-West Irish Sea SPA 004236	7.2km north	• Red-throated Diver(*Gavia stellata)* • Great Northern Diver(*Gavia immer)* • Fulmar(*Fulmarus glacialis*) • Manx Shearwater(*Puffinus puffinus)* • Cormorant(*Phalacrocorax carbo)* • Shag(*Phalacrocorax aristotelis*) • Common Scoter(*Melanitta nigra)* • Little Gull(*Larus minutus*) • Black-headed Gull(*Chroicocephalus ridibundus*) • Common Gull(*Larus canus*) • Lesser Black-backed Gull(*Larus fuscus)* • Herring Gull(*Larus argentatus*)	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SPA.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the site and this SPA and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.*

		• Great Black-backed Gull(*Larus marinus)* • Kittiwake(*Rissa tridactyla*) • Roseate Tern(*Sterna dougallii*) • Common Tern(*Sterna hirundo*) • Arctic Tern(*Sterna paradisaea*) • Little Tern(*Sterna albifrons*) • Guillemot(*Uria aalge*) • Razorbill(*Alca torda*) Puffin(*Fratercula arctica*)	*The site does not support any ex-situ habitat that could be used by the QIs of this SPA and significant effects upon these species will not arise.*
North Dublin Bay SAC 000206	7.2km north	• Mudflats and sandflats not covered by seawater at low tide • Annual vegetation of drift lines • Salicornia and other annuals colonising mud and sand • Atlantic salt meadows (Glauco-Puccinellietalia maritimae) • Mediterranean salt meadows (*Juncetalia arenaria*) • Embryonic shifting dunes • Shifting dunes along the shoreline with *Ammophila arenaria* (white dunes) • Fixed coastal dunes with herbaceous vegetation (grey dunes) • Humid dune slacks • *Petalophyllum ralfsii* (Petalwort)	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the application site and this SAC and significant effects arising from pollution during construction or operation can be ruled out.* *There will be no direct or indirect impacts or significant effects upon the QIs of this SAC.*
Knocksink Wood SAC 000725	7.6km south	• Petrifying springs with tufa formation (Cratoneurion) • Alluvial forests with Alnus glutinosa and Fraxinus excelsior (Alno-Padion, Alnion incanae, Salicion albae)	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the application site and this SAC and significant effects arising from pollution during construction or operation can be ruled out.* *There will be no direct or indirect impacts or significant effects upon the QIs of this SAC*
Ballyman Glen SAC 000713	7.8km south	• Petrifying springs with tufa formation (Cratoneurion) • Alkaline fens	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the application site and this SAC and significant effects arising from pollution during construction or operation can be ruled out.*

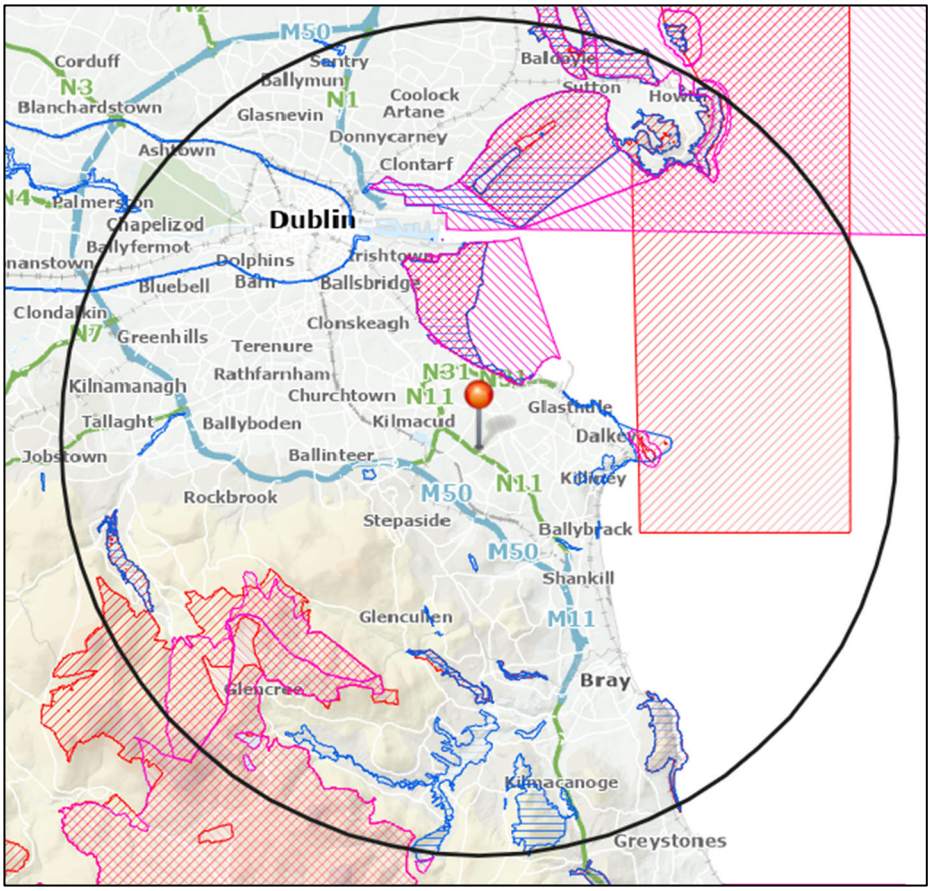
			There will be no direct or indirect impacts or significant effects upon the QIs of this SAC.
Wicklow Mountains SAC 002122	8.6km south-east	• Oligotrophic waters containing very few minerals of sandy plains (Littorelletalia uniflorae) • Natural dystrophic lakes and ponds • Northern Atlantic wet heaths with *Erica tetralix* • European dry heaths • Alpine and Boreal heaths • Calaminarian grasslands of the Violetalia calaminariae • Species-rich Nardus grasslands, on siliceous substrates in mountain areas (and submountain areas, in Continental Europe) • Blanket bogs (* if active bog) • Siliceous scree of the montane to snow levels (Androsacetalia alpinae and Galeopsietalia ladani) • Calcareous rocky slopes with chasmophytic vegetation • Siliceous rocky slopes with chasmophytic vegetation • Old sessile oak woods with Ilex and Blechnum in the British Isles • *Lutra lutra* (Otter)	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the application site and this SPA and significant effects arising from pollution during construction or operation can be ruled out.* *There will be no direct or indirect impacts or significant effects upon the QIs of this SAC.*
Wicklow Mountains SPA 004040	8.7km south-east	• Merlin (*Falco columbarius*) • Peregrine (*Falco peregrinus*)	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SPA.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the application site and this SPA and significant effects arising from pollution during construction or operation can be ruled out.* *The site does not support any ex-situ habitat that could be used by the QIs of this SPA and significant effects upon these species will not arise.*
Rockabill to Dalkey Island SAC 003000	5,4km east	• Reefs • *Phocoena phocoena* (Harbour Porpoise)	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.* *There are no watercourses on the site, therefore there are no source-pathway-*

			receptor linkages between the application site and this SAC and significant effects arising from pollution during construction or operation can be ruled out. *There will be no direct or indirect impacts or significant effects upon the QIs of this SAC.*
Bray Head SAC 000714	10.5km south-east	• Vegetated sea cliffs of the Atlantic and Baltic coasts • **European dry heaths**	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the application site and this SAC and significant effects arising from pollution during construction or operation can be ruled out.* *There will be no direct or indirect impacts or significant effects upon the QIs of this SAC.*
Howth Head SAC 000202	10.8km north-east	• Vegetated sea cliffs off the Atlantic and Baltic Coasts • European dry heaths	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the application site and this SAC and significant effects arising from pollution during construction or operation can be ruled out.* *There will be no direct or indirect impacts or significant effects upon the QIs of this SAC.*
Howth Head Coast SPA 004113	12.1km north-east	• Kittiwakle *Rissa tridactyle*	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SPA.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the site and this SPA and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.* *The site does not support any ex-situ habitat that could be used by the QIs of this SPA and significant effects upon these species will not arise.*
Glenasmole Valley SAC 001209	12.8km south-west	• Semi-natural dry grasslands and scrubland facies on calcareous	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.*

		substrates (Festuco-Brometalia) (* important orchid sites) • Molinia meadows on calcareous, peaty or clayey-silt-laden soils (Molinion caeruleae) • Petrifying springs with tufa formation (Cratoneurion)	*There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the application site and this SAC and significant effects arising from pollution during construction or operation can be ruled out.* *The site does not support any habitat that could be used by the QIs of this SAC and significant effects upon these species will not arise.*
Baldoyle Bay SAC 000199	12.9km north-east	• Mudflats and sandflats not covered by seawater at low tide • Salicornia and other annuals colonising mud and sand • Atlantic salt meadows (Glauco-Puccinellietalia maritimae) • Mediterranean salt meadows (Juncetalia maritimi)	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the site and this SAC and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.* *There will be no direct or indirect impacts or significant effects upon the QIs of this SAC.*
Baldoyle Bay SPA 004016	12.9km north-east	• Light-bellied Brent Goose (*Branta bernicla hrota)* • Shelduck (*Tadorna tadorna*) • Ringed Plover (*Charadrius hiaticula*) • Golden Plover (*Pluvialis apricaria*) • Grey Plover (*Pluvialis squatarola*) • Bar-tailed Godwit (*Limosa lapponica*) • Wetland and Waterbirds	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SPA.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the site and this SPA and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.* *The site does not support any ex-situ habitat that could be used by the QIs of this SPA and significant effects upon these species will not arise.*

Ireland's Eye SPA 004117	14.8km north-east	• Cormorant *(Phalacrocorax carbo)* • Herring Gull (*Larus argentatus)* • Kittiwake (*Rissa tridactyla)* • Guillemot (*Uria aalge*) • Razorbill (*Alca torda*)	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SPA.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the site and this SPA and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.* *The site does not support any ex-situ habitat that could be used by the QIs of this SPA and significant effects upon these species will not arise.*
Ireland's Eye SAC 002193	15km north-east	• Perennial vegetation of stony banks • Vegetated sea cliffs off the Atlantic and Baltic Coasts	*Screened Out - There is no potential for direct effects as the proposed works area is located entirely outside the boundary of this SAC.* *There are no watercourses on the site, therefore there are no source-pathway-receptor linkages between the site and this SAC and significant effects arising from pollution during the construction and operation of proposed development can be ruled out.* *There will be no direct or indirect impacts or significant effects upon the QIs of this SAC.*

Figure 3.6. Location of the proposed development boundary and Natura 2000 sites/pNHA and NHA located within a 15km radius of the site.



3.5 PRODUCTION OF WASTE

The waste producer is responsible for wasting from the time it is generated through to its legal disposal (including its method of disposal.) Waste contractors will be employed to physically transport waste to the final waste disposal / recovery site. It is therefore imperative that the proposed facilities management company undertake on-site management of waste in accordance with all legal requirements and employ suitably permitted/licensed contractors to undertake off-site management of their waste in accordance with all legal requirements. This includes the requirement that a waste contactor handle, transport, and recover/recycle/dispose of waste in a manner that ensures that no adverse environmental impacts occur as a result of any of these activities.

3.6 POLLUTION AND NUISANCES

There will be minimal impact on the Dublin Bay (Scotsman's Bay) due to the limited nature of works proposed to be carried out. The works will generally involve the laying of stone base layers and bituminous surface layers. The majority of materials will be solid materials therefore the potential for impact on surface or groundwater courses is not considered to be significant.

The footpath widening, which will be located at each entrance along Foxrock Avenue and New Grange Road, is within the vicinity of a large number of residential housings. Dust may be generated during the enhancement of this footpath which may 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.'

Construction will require the use of machinery such as mini excavators and hand held power tools etc. and the presence of such machines may result in a temporary increase of noise. Standard construction practices including noise blankets and

switching off machinery not in use etc will ensure that noise will not be a significant impact on neighbouring residential property. Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). The construction activities shall only take place in accordance with standard construction times.

The operational phase will have a moderate positive impact on dust, air quality and noise. It is likely that traffic volumes along the road will be reduced and speed limits along the road will be reduced.

3.7 RISK OF MAJOR ACCIDENTS AND/OR DISASTERS

3.7.1 Landslides, Seismic Activity and Volcanic Activity

There have been no recorded landslide events at the site. Due to the local topography and the underlying strata, there is a negligible risk of a landslide occurring at the site. There is a very low risk of seismic activity at the proposed development site. There are no active volcanoes in Ireland so there is no risk from volcanic activity.

3.7.2 Flooding/Sea Level Rise

The potential risk of flooding on the site was conducted by reviewing historical information, identifying sources of potential flood risk to the site, and using predictive information.

All relevant flood maps for the area have been reviewed for the proposed development which assessed the potential flood risk associated with fluvial, groundwater, coastal and pluvial flooding. Overall, the flood risk to and from the development as proposed is considered to be Low. The development as proposed is not predicted to result in an adverse impact to the existing hydrological regime of the area or increase flood risk elsewhere and is therefore considered to be appropriate from a flood risk perspective. Please refer to Section 4.2.8 which assesses flood risk in more detail.

3.7.3 Major Accidents/Hazards

The potential interaction with sites registered under the Seveso Directive (Directive 82/501/EEC, Directive 96/82/EC, Directive 2012/18/EU) and the Chemicals Act (Control of Major Accident Hazards involving Dangerous Substances) Regulations 2015 (S.I. No. 209 of 2015) (the "COMAH Regulations"), which implement the latest Seveso III Directive (2012/18/EU) has been considered in respect to notified installations and their proximity to the proposed development site.

Due to the proposed development falling >8km from the closest Seveso site, the site will not form a constraint to the proposed development at this location.

3.7.4 Minor Accidents/Leaks

There is a potential impact on the receiving environment as a result of minor accidents/leaks of fuel/oils during the construction. However, the implementation of the mitigation measures set out in this report will ensure that the residual effect on the environment is imperceptible.

3.8 RISKS TO HUMAN HEALTH

The EC 2017 Guidance on the preparation of the Environmental Impact Assessment Report outlines that human health is a very broad factor that is highly project dependent. The guidance states: The notion of human health should be considered in the context of the other factors in Article 3(1) of the EIA Directive and thus environmentally related health issues (such as health effects caused by the release of toxic substances to the environment, health risks arising from major hazards associated with the Project, effects caused by changes in disease vectors caused by the Project, changes in living conditions, effects on vulnerable groups, exposure to traffic noise or air pollutants) are obvious aspects to study.

The EPA guidance explains that the scope of population and human health is project dependent but should consider significant impacts likely to affect aspects such as: convenience (expanded range of transport options); nuisance/ disturbance from lighting; displaced settlement patterns (residential); employment opportunities; settlement patterns; land use patterns; access for tourism, amenity, health impacts and/or nuisance due to noise, dust, or water pollution; and health and safety.

The characteristics of the proposed development, in terms of the risks to human health have been considered. Improving pedestrian and cycling facilities at St. Patricks Girls National School will be beneficial for human health, as it will encourage people to be more active therefore decreasing driving in the area. Traffic calming and other facilities will also increase cycling. Considering this, the risk to human health will be low.

It is anticipated that the improved pedestrian routes at St Patricks National School will have a significant positive impact on the locality.

There are a variety of public transport options available to visitors and residents at the subject site. There are bus routes and cycling path facilities within reach of the development.

Geological Survey Ireland (GSI) data indicates that the site does not lie within a drinking water protection area. The area is serviced by mains water supply therefore wells are not used for potable water supply. The proposed mitigation measures during the construction phase, including the implementation of a CEMP, will ensure that there is no impact on groundwater or the stormwater mains.

4.0 LOCATION AND CONTEXT OF THE PROPOSED DEVELOPMENT

4.1 EXISTING AND APPROVED LAND USE

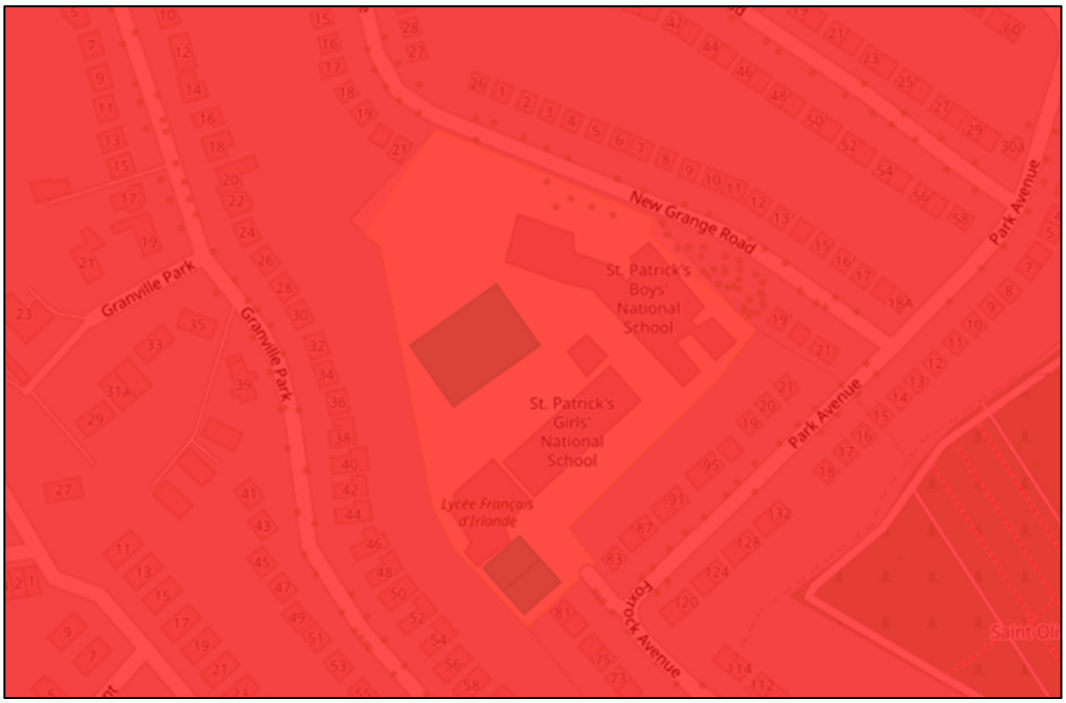
The site is surrounded primarily by the urban lands of south Dublin (commercial, residential and amenity areas), and the dominant habitats associated with these areas include buildings and artificial surfaces, as well as amenity grasslands and gardens. Nearby recreational facilities include Leapardstown Golf Course, Newtown Park and Springhill Park Playground.

4.2 RELATIVE ABUNDANCE, AVAILABILITY, QUALITY AND REGENERATIVE CAPACITY OF NATURAL RESOURCES IN THE AREA AND ITS UNDERGROUND

4.2.1 Land Use

According to the EPA Mapping using the "Corine 2018" land cover data indicates that the predominant land use of the site is 'Artificial Surfaces' (Code_112). The Corine Landcover (2018) for the site is presented below Figure 4.1.

Figure 4.1: Corine Landcover (2018)

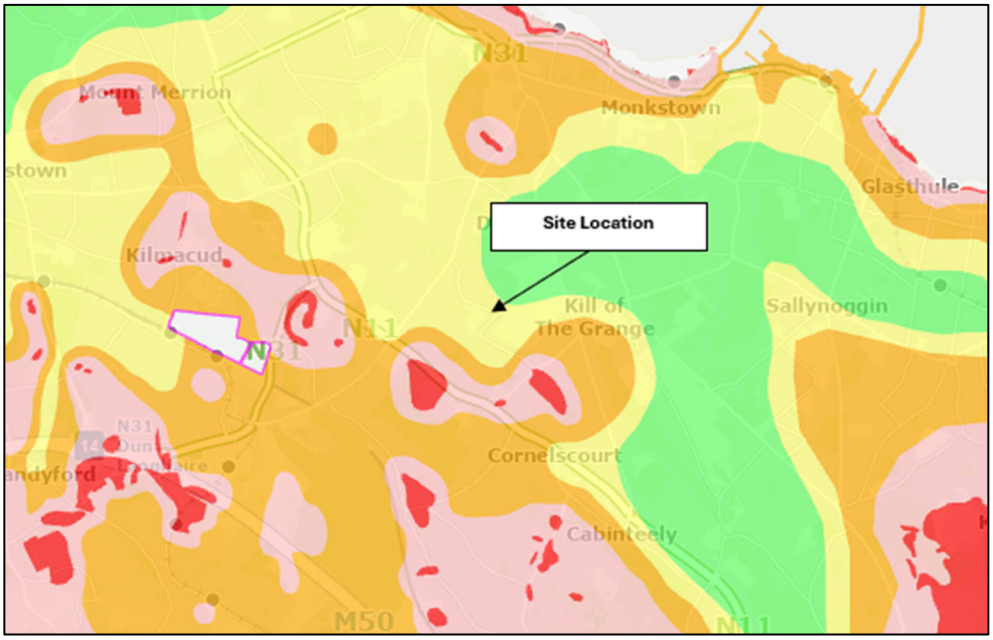


4.2.2 Hydrogeology

According to GSI, the Groundwater Vulnerability represents the intrinsic geological and hydrogeological characteristics that determine the ease at which groundwater may be contaminated by human activities. The vulnerability of the groundwater depends on the time travel of infiltrating water, the quantity of contaminants that reach the groundwater and the contaminant attenuation capacity of the geological materials through which the water and contaminants infiltrate. The final vulnerability rating of an area is determined by the permeability and thickness of the subsoils underlying the groundwater, and the type of Recharge sources (diffuse or point source).

Therefore, areas where the infiltrating water and contaminants move faster from land to groundwater with high permeability are more vulnerable. According to the GSI the vulnerability classification for the proposed development site is 'Moderate (M)'. There was no karst features identified adjacent to the site. The groundwater vulnerability map for the proposed development site is presented below in Figure 4.2.

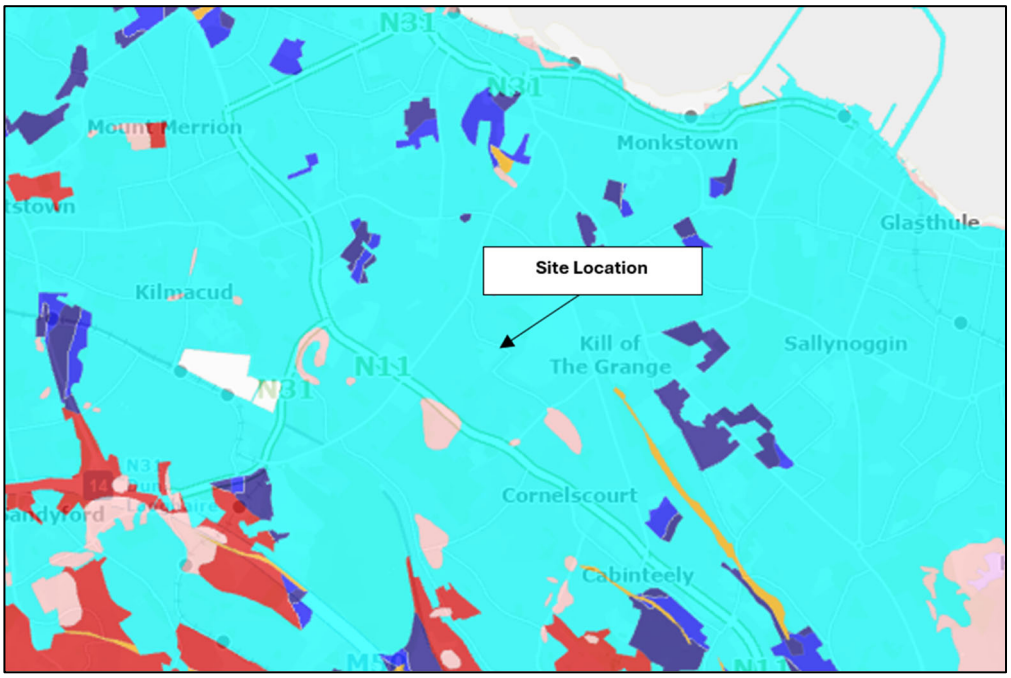
Figure 4.2: Groundwater Vulnerability



4.2.3 Soils

The "Teagasc Soils" from the GSI Mapping indicates the predominant soil type underlying the proposed development area to be Made Ground. The Soil Cover map for the site is presented below Figure 4. 3.

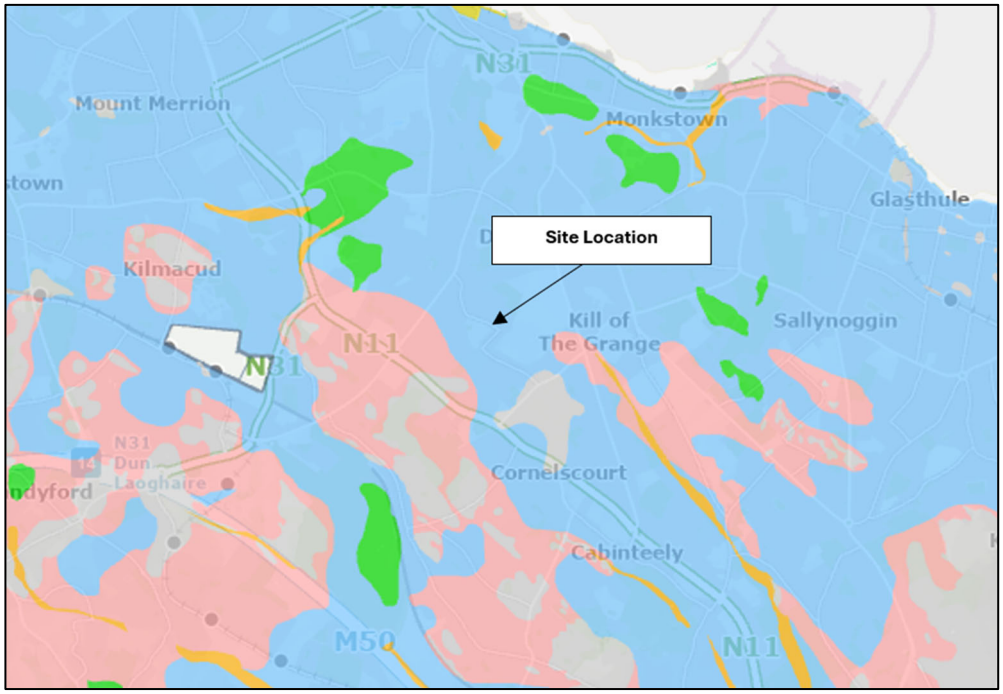
Figure 4.3: Soil Cover



4.2.4 Quaternary Sediments

The quaternary geological period extends from about 1.5 million years ago to the present day and is sub divided into two epochs: the Pleistocene epoch, which covers the Ice Age period, and extends up to 10,000 years ago and the Holocene Epoch, which extends from that time to the present day. Information available on the GSI online Mapping ("Quaternary Sediments") indicate that the proposed development site is classified as 'Till derived from limestones" (refer to Figure 4.4).

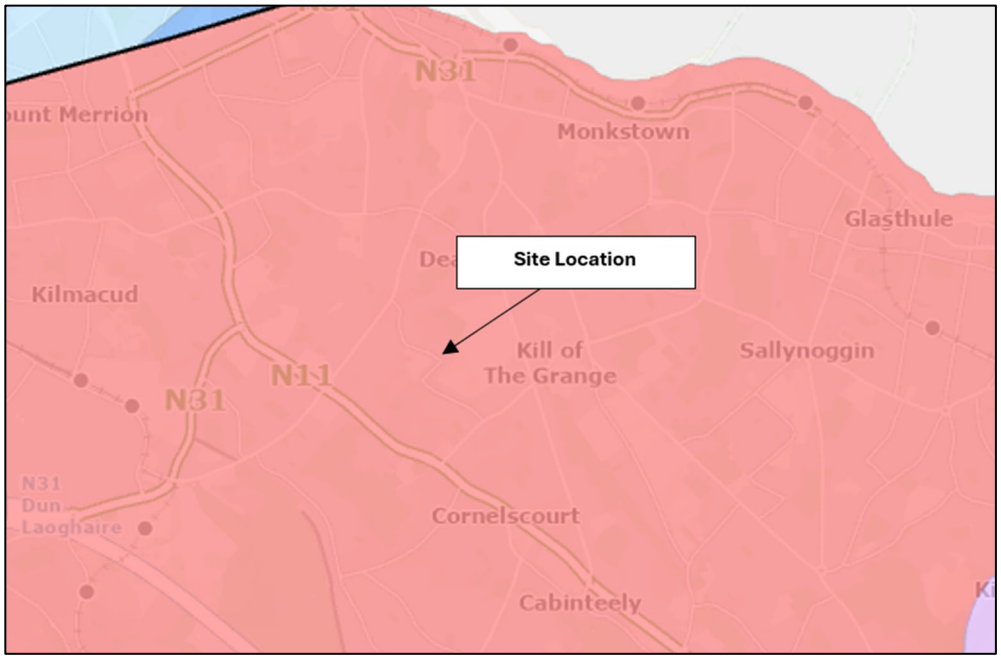
Figure 4.4: Quaternary Sediments



4.2.5 Bedrock Geology /Aquifer

The information obtained from the GSI Map indicates that the proposed development site is predominantly underlain by Siluro-Devonian granitic rocks & appinite. The Bedrock geology for the proposed site is presented below in Figure 4.5.

Figure 4.5: Bedrock Geology



4.2.6 Hydrology

The proposed works area lies within the Liffey and Dublin Bay Hydrometric Area (09) and Catchment (09), the Dodder Sub-Catchment (010) and the Brewery Stream Sub-Basin (010). There are no watercourses within or adjacent to the area of proposed works. The closest water features include the Kill O' the Grange Stream which is c690m east of the proposed works area and the Monkstown Stream, which is c880m north of the proposed works area. The Kill O' the Grange Stream discharges to Dublin Bay south of Killiney, whilst the Monkstown Stream discharges to Dublin Bay at Monkstown.

The EPA have classified the ecological status of both these streams as poor. The ecological status of Dublin Bay is noted to be good. Under the requirements of the Water Framework Directive, all waterbodies must achieve or maintain good ecological status within the timeframe set out in this directive (3rd cycle ends in 2027).
The site is within the Kilcullen Groundwater Body and the current status of this is noted to be good.

4.2.7 Flood Risk

The development site is not identified as an area susceptible to flooding and there is no history of flooding at the site by the County Development Plan and CFRAM mapping. The CFRAMS Map and Dún Laoghaire-Rathdown Flood Map both indicate that the site lies outside of Flood Zones A and B and can therefore be considered to be located within Flood Zone C. Surface water run - off discharge rates from the development site may be increased due to the increase in the area of pedestrian crossings, however the implementation of SuDs features will maintain runoff rates at, or below, existing greenfield runoff rates. The implementation of SuDS measures will mitigate the risk of flooding outside of the development site. Given the operational design measures proposed, the distance from the Dublin Bay and the robust nature of river habitats, no significant impact on water quality is predicted to occur and there will be no impact on the conservation objectives of any Natura Sites or the Dublin Bay due to operational surface water discharges.

The OPW's online National Flood Hazard Mapping Database provides information on reported floods, in the form of reports, photographs and newspaper articles. The database provides information on historic flooding events. No flooding events are recorded within the site area.

The historic flood event data map for the Foxrock, area obtained from the OPW flood mapping website is shown in figure 4.7. The map provides no evidence of any actual historical flood incident occurring at the site.

Figure 4.6. Location of Past Flood Events

4.3 ABSORPTION CAPACITY OF THE NATURAL ENVIRONMENT

The proposed development due to its size and localised nature will not have any effect on wetlands, riparian areas, river mouths, coastal zones, marine environments, mountain or forest areas, nature reserves, or densely populated areas.

The development site is not located within or adjoining an Architectural or General Conservation Area and is not located within or adjoining a Native Woodland Trust and is not covered by protected views, scenic routes, or viewpoints.

4.3.1 Wetlands, Riparian Areas and River Mouths

There are no waterbodies crossed by or immediately adjacent to the Proposed Development. The closest waterbody is the Kill O' the Grange Stream which is c690m east of the proposed works.There are residential areas and roads between the Site and this stream. The Kill O' the Grange Stream has a 'Poor' river waterbody Water Framework Directive (WFD) status.

4.3.2 Coastal Zones and the Marine Environment

The Proposed Development is located inland and there are no coastal zones and marine environments within the Site. The closest coastal zone is Dublin Bay, over 2Km northeast. The Proposed Development provides no source- pathway-receptor mechanism by which coastal processes could be distantly affected.

4.3.3 Mountain and Forest Parks

The closest forest park is Killiney Hill Park, approximately 4.25km southeast of the Proposed Development.

The closest mountain peak is Three Rock, approximately 7km south-west of the Proposed Development. The Wicklow Mountains are located approximately 9km to the south-west of the Proposed Development.

4.3.4 Nature Reserves and Parks

The Wicklow Mountains National Park is located approximately 9km to the south of the Site. The closest nature reserve is Knocksink Wood Nature Reserve, approximately 8.25km south of the Proposed Development.

4.3.5 Areas Classified or Protected under Legislation, including Natura 2000 Areas

The Proposed Development is not located within or adjacent to any sites designated as a SAC, SPA, Natural Heritage Area (NHA), or proposed NHA (pNHA). As illustrated in Figure 3.6 the closest SAC and SPA sites are South Dublin Bay, while the closest pNHA South Dublin Bay pNHA (000210)2.23km northeast and Dalkey Coastal Zone and Killiney Hill pNHA (001206) 3.28km northeast

4.3.6 Areas where there has Already been a Failure to meet the Environmental Quality Standards of the European Union

There is one groundwater bodies below the Site: Kilcullen (IE_EA_G_003) is labelled as 'At Risk' of not meeting WFD objectives . The closest surface waterbody, Brewery Stream (IE_EA_09B130400), is considered at 'Under Review'.

The Air Quality Index for Health (AQIH) in this area is '1-Good'

4.3.7 Densely Populated Areas

The Site lies within an extensive urban area consisting of predominantly commercial and residential zones and comprises parts of the existing road network, mostly Foxrock Avenue and New Grange Road.

0 TYPES AND CHARACTERISTICS OF POTENTIAL IMPACTS

This section sets out the likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2 (as set out in Sections 4 and 5 above), with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of 'environmental impact assessment report' in section 171A of the Act (as amended).

The quality, magnitude and duration of potential impacts are defined in accordance with the criteria provided in the Guidelines on Information to be Contained in Environmental Impact Assessment Reports (EPA, 2022) this criterion is duplicated in Table 6.

Table 6 Description of Effects

Characteristic	Term	Description
Quality of Effects It is important to inform the non-specialist reader whether an effect is positive, negative, or neutral	Positive	A change which improves the quality of the environment (for example, by increasing species diversity, or improving the reproductive capacity of an ecosystem, or by removing nuisances or improving amenities).
	Neutral	No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.
	Negative/Adverse	A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem, or damaging health or property or by causing nuisance).
Describing the Significance of Effects 'Significance' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful (also see Determining Significance).	Imperceptible	An effect capable of measurement but without significant consequences.
	Not significant	An effect which causes noticeable changes in the character of the environment but without significant consequences.
	Slight Effects	An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.
	Moderate Effects	An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.
	Significant Effects	An effect, which by its character, magnitude, duration, or intensity alters a sensitive aspect of the environment.
	Very Significant	An effect which, by its character, magnitude, duration, or intensity significantly alters most of a sensitive aspect of the environment.
	Profound Effects	An effect which obliterates sensitive characteristics
Describing the Extent and Context of Effects Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly, or increasingly experienced.	Extent	Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.
	Context	Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)

Describing the Probability of Effects Descriptions of effects should establish how likely it is that the predicted effects will occur so that the CA can take a view of the balance of risk over advantage when making a decision	Likely Effects	The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.
	Unlikely Effects	The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.
Describing the Duration and Frequency of Effects Duration 'is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.	Momentary Effects	Effects lasting from seconds to minutes
	Brief Effects	Effects lasting less than a day
	Temporary Effects	Effects lasting less than a year
	Short-term Effects	Effects lasting one to seven years.
	Medium-term Effects	Effects lasting seven to fifteen years
	Long-term Effects	Effects lasting fifteen to sixty years
	Permanent Effects	Effects lasting over sixty years
	Reversible Effects	Effects that can be undone, for example through remediation or restoration
	Frequency of Effects	Describe how often the effect will occur. (Once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)

5.1 POPULATION AND HUMAN HEALTH

5.1.1 Construction Phase

The potential impacts of the proposed development on population human health and populations would be nuisances such increased air pollution (dust), noise, traffic, and visual impacts of the construction phase. The likely potential impact of the proposed development with respect to population and human health during the construction phase can be considered to be **negative, moderate to significant and short-term.**

The potentially significant short-term impacts (due to air pollution (dust), noise, traffic) during the construction phase will be mitigated in accordance with the CEMP at construction stage, and through implementation of binding hours of construction.

The construction phase of the proposed development will provide for the temporary employment of 10-20 no. construction workers which will provide benefits for local businesses providing retail or other services to construction workers and potential additional employment in the area.

The residual impact of the proposed development with respect to population human health during the construction phase after the implementation of mitigation measures set out in this report, is **negative, not significant, and short-term.**

Having regard to the foregoing, there is no real likelihood of significant effects on the environment arising from the proposed development in respect of population and human health impacts during the construction phase. Therefore, a requirement for subthreshold EIA does not arise.

5.1.2 Operational Phase

The proposed development will not result in any off-site exceedance of the relevant ambient air quality standards. The proposed development will not generate significant outward noise.

There are no planned direct discharges to water or land, although the risk of accidental discharge or spills exists. A number of design measures are proposed to prevent the contamination of groundwater during the operational phase. The design of the proposed works has due regard for the sensitivity of the surroundings and is not likely to adversely impact on local populations. The proposed development comprises improvements in improving pedestrian safety around St. Patrick's National School which is not expected to significantly add to the current noise level of the surrounding environment. Noise and Vibration impacts are discussed further.

The residual impact of the proposed development with respect to populations and human health during the operational phase is positive, not significant, and long-term. Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of population and human health impacts during the operational phase. Therefore, a requirement for subthreshold EIA does not arise.

5.2 LAND, SOILS, GEOLOGY, HYDROGEOLOGY, HYDROLOGY

5.2.1 Construction Phase

Potential for increased sediment and runoff from excavation, soil handling, removal, and compaction

Earthworks and excavations will be required for construction phase operations to facilitate the improvement of pedestrian facilities around the St Patricks National School. The works will include the excavation of existing road surfaces. The construction works will alter the current drainage regime from the site and the rate and volume of direct surface run-off. The potential impact of this is a possible increase in surface water run-off which could potentially impact local drainage if not adequately mitigated.

Movement of material will be minimised to reduce the generation of dust. Concentration will require the use of machinery, and the presence of such machines may result in a temporary increase in noise/ or vibration. 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). 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 Contractor will also be obliged to prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development, which will include specific mitigation measures to be implemented to fully address any potential air quality / dust emissions, noise / vibration nuisance, and onsite noise / vibration monitoring should this be necessary.

In respect of the foregoing, the residual impact as a result of the potential for increased sediment and runoff from excavation works on, land, soils, geology, hydrogeology, and hydrology during construction is considered to be negative, imperceptible, and short-term.

Potential for contamination from Accidental Spills and Leaks

There is potential for water to become contaminated with pollutants associated with construction activity. Contaminated water which arises from construction sites can pose a significant short-term risk to water quality for the duration of the construction if contaminated water is allowed to percolate to the aquifer or accidental discharges into surface water.

Machinery activities on site during the construction phase may result in run-off of contaminated waters into surface water networks or ground water. Potential impacts could arise from accidental spillage of fuels, oils, paints, cement, etc. which could impact surface water if allowed to run off into surface water systems and/or receiving water courses or groundwaters.

The potential impacts during the construction phase are required to be mitigated by ensuring best practice construction with respect to storage of any hazardous substances (fuels, chemicals and other construction materials that may pose a risk to the environment). The construction specific CEMP will set out this best practice construction methodology to manage the risk of accidental spills and leaks. These measures associated with the construction phase are the best practice measures and are in no way included to avoid or reduce any potential harmful effects on any European sites, namely South Dublin Bay. Given the scale and localised nature of the proposed development, and the lack of impact pathways between the Site and surface water bodies there is no likelihood of significant effects on water quality.

The residual impact in respect of the potential for impacts related to contamination from accidental spills on soils, geology, hydrogeology, and hydrology during construction is considered to be **negative, imperceptible, and short-term.**

Dewatering, Run-off, and Sediment Loading

There is the potential for contaminated surface water run-off from site preparation, levelling, and excavations during the construction phase may contain increased silt levels or become polluted from construction activities. Silt water can arise from excavations, exposed ground, stockpiles, and access roads. Construction water containing large amounts of silt or other contaminants such as hydrocarbons has the potential to cause negative, and short-term impacts receiving surface water bodies, or surface water networks, if not adequately mitigated.

A CEMP will detail measures to help ensure that the receiving surface water drainage network is sufficiently protected for the duration of the proposed works. Where dewatering is required during the construction phase, dirty water will be fully and appropriately attenuated, through silt bags, before being appropriately discharged to ensure that no silty or contaminated water from the construction works will be discharged to any stormwater network.

Having regard to the foregoing, there is no real likelihood of significant effects on the environment arising from the proposed development in respect of land, soils, geology, hydrogeology, and hydrology impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise.

5.2.2 Operational Phase

Surface Water Treatment

The existing drainage regime will be retained, and the proposed development will not increase or alter the quantity of surface water discharging to the receiving bodies. Runoff from the site will continue to be collected by the existing road drainage system which will not be significantly affected by the works. Where necessary, appropriate measures will be implemented to prevent any deleterious materials such as oils or cement from entering the drainage system.

Conclusions

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of land, soil, geological, hydrogeological, and hydrological impacts during the construction and operational phases. Therefore, a requirement for sub-threshold EIA does not arise.

5.3 BIODIVERSITY

5.3.1 Construction Phase

The potential impact from the proposed development on biodiversity with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive has been considered as a part of the AA Screening Report by Noreen Mc Loughlin Ecologist. The AA Screening Report for the site has confirmed that the site is not under any wildlife or conservation designation. Furthermore, no rare, threatened or legally protected species are known to occur or have been recorded on the site.

Having regard to the foregoing, there is no real likelihood of significant effects on the environment arising from the proposed development in respect of biodiversity impacts during the construction phase. Therefore, a requirement for sub-threshold EIA does not arise. Please refer to the accompanying AA Screening.

5.3.2 Operational Phase

The development during operation is considered to have no impact on the biodiversity in the area due to the distance from the site to the nearest SACs and the site does not lie within or adjacent to any area that has been designated for nature conservation purposes. There are no habitats of biodiversity value on the application site.

Having regard to the foregoing, there is no real likelihood of significant effects on the environment arising from the proposed development in respect of biodiversity impacts during the operational phase. Therefore, a requirement for sub-threshold EIA does not arise.

It can be concluded objectively that this proposed development does not need to proceed to Stage II of the Appropriate Assessment process. There will be no impact upon the integrity, or the conservation objectives of the Natura 2000 sites identified. The habitats and species associated with this site will not be adversely affected.

5.4 AIR QUALITY AND CLIMATE

Air Quality

The Air Quality Standards (AQS) Regulations describe the air quality zoning adopted in Ireland as follows:

- Zone A (Dublin Conurbation)
- Zone B (Cork Conurbation)
- Zone C (16 Cities and Towns with population greater than 15,000); and
- Zone D (Rural Ireland: areas not in Zone A, B and C).

The proposed development is in Zone A. Based on published air quality data for the Zone A area in the vicinity of the subject site, it may be concluded that the air quality at the subject site may be characterised as being good with no exceedances of the Air Quality Regulations 2011 limit values of individual pollutants.

The quality of existing air quality at the subject site must be maintained and improved where possible as a result of the proposed development to ensure that local human health and the ecological environment is not adversely affected.

The EPA manages the National Ambient Air Quality Network. This network sets legislative limits and target values for the protection of human health and vegetation. Air quality in Ireland is generally good, however, there are concerning localised issues that are impacting negatively on the air we breathe. Air quality monitoring results in 2021 showed that fine particulate matter (PM2.5) mainly from burning solid fuel in our homes, and nitrogen dioxide (NO2) mainly from road transport, remain the main threats to good air quality. EPA monitoring shows that $PM_{2.5}$ and NO_2 levels are within the current EU legal limits, however these pollutants exceed the World Health Organisation (WHO) Air Quality guidelines (AQGs) for health.

5.4.1 Construction Phase

Construction stage traffic and embodied energy of construction materials are expected to be the dominant source of greenhouse gas emissions as a result of the construction phase of development. Construction vehicles, generators etc., may give rise to some CO_2 and N_2O emissions. However, due to the short-term nature of these works, the impact on climate will not be **significant, and short term**.

Nevertheless, some site-specific mitigation measures can be implemented during the construction phase of the proposed development to ensure emissions are reduced further. In particular the prevention of on-site or delivery vehicles from leaving engines idling, even over short periods. Minimising waste of materials due to poor timing or over ordering on site will aid to minimise the embodied carbon footprint of the site.

The greatest potential impact on air quality during the construction phase of the proposed development is from construction dust emissions and the potential for nuisance dust and $PM_{10}/PM_{2.5}$ emissions. While construction dust tends to be deposited within 350 m of a construction site, the majority of the deposition occurs within the first 50 m based on Transport Infrastructure Ireland (TII) guidance (2011).

The scheme has potential for dust impacts during construction due to the separation distance between the site and the nearest sensitive receptors. Therefore, during construction, there is potential for dust impacts on these sensitive receptors which would be considered in the absence of mitigation **negative, significant, and short-term**.

The pro-active control of fugitive dust will ensure the prevention of significant emissions, rather than an inefficient attempt to control them once they have been released. The main contractor will be responsible for the coordination, implementation and ongoing monitoring of the dust minimisation measures. The key aspects of controlling dust are listed below. A detailed CEMP will be prepared and followed at construction stage by the appointed contractor.

In summary the measures which will be implemented will include:

- During very dry periods when dust generation is likely, construction areas will be sprayed with water.

- Exhaust emissions from vehicles operating within the site, including trucks, excavators, diesel generators or other plant equipment, will be controlled by the contractor through regular servicing of machinery.
- Vehicle speeds on the road will be limited in the construction area.
- The surrounding roads used by trucks to access and egress from the site will be cleaned regularly using an approved mechanical road sweeper. Roads will be cleaned subject to local authority's requirements. Site roads will be cleaned on a daily basis, or more regularly, as required.
- The technique adopted for all works shall minimise the release of dust into the atmosphere.
- Daily visual inspections will be carried out at locations around the site boundary as required.
- These inspections will monitor the effectiveness of dust mitigation measures.

In the event of dust nuisance occurring outside the site boundary, movements of materials likely to raise dust would be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations. The residual effects on air quality and climate will be **moderate, negative, short term** during the construction phase. Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of air quality and climate impacts during the construction phase.

5.4.2 Operational Phase

In relation to the operational phase of the proposed development, the proposed development will not result in any significant emissions of air quality pollutants or greenhouse gases once operational. Therefore, the potential impact to air quality from the operational phase of the proposed development is expected to be imperceptible.

Therefore, no site-specific mitigation measures are required. Current EPA guidance states that a development may have an influence on global climate where it represents "a significant proportion of the national contribution to greenhouse gases" (EPA, 2003). The "Guidelines on The Information to Be Contained in Environmental Impact Assessment Reports" (2022) states that impacts relevant to adaptation to climate change should be assessed and that projects should be assessed in terms of their vulnerability to climate change. Therefore, the impact to climate from the operational phase of the proposed Project is expected to be imperceptible in terms of national CO_2 emissions and Ireland's agreed limit under the Kyoto Protocol (Framework Convention on Climate Change, 1997, 1999) and the EU Effort Sharing Agreement ("20-20-20" Targets).

The proposed Project will not result in any impacts relevant to adaptation therefore the project will not be vulnerable to climate change. Based on the above the potential effects on Air Quality are **positive, imperceptible, and long term** for the operational phase. Therefore, the residual impact of the proposed Project on ambient air quality is deemed to be imperceptible.

Having regard to the foregoing, there is no real likelihood of significant effects on the environment arising from the proposed development in respect of air quality and climate impacts during the operational phase.

5.5 NOISE AND VIBRATION

5.5.1 Construction Phase

During the construction phase there is potential for temporary impacts on the nearest residential, commercial, and industrial properties due to noise emissions from the plant equipment required for construction. The magnitude of noise generated will be dependent on several factors including the proximity of noise sensitive receptors, construction methods employed, the selection of plant and construction programming. A variety of construction methods and plant items will be required during the various phases of the construction project. Noise will be generated primarily from the onsite construction activity however noise can be generated during haulage of construction and waste materials to and from site.

The potential for noise and vibration effects in the absence of mitigation can be characterised as negative, **moderate to significant, and short term** for the construction phase.

There is no published statutory Irish guidance relating to the maximum permissible noise level that may be generated during the construction phase of a project. The application of avoidance measures, such as binding hours of construction, along with implementation of appropriate noise and vibration control measures, will ensure that noise and vibration impact will not be excessively intrusive. Any impacts will be short term in duration for the construction phase.

The relevant mitigation measures are set out below:

- Construction Hours will be limited during which noisy site activities are permitted 08:00am to 18:00hrs Monday to Friday and 08:00am to 13:00hrs on a Saturday. No work to be carried out on a Sunday or bank holiday.
- Channels of communication will be established between the Contractor/Developer, Local Authority and Residents.
- A Site Representative will be appointed responsible for matters relating to noise.
- Typical levels of noise will be monitored during critical periods and at sensitive locations.
- Plant will be selected with low inherent potential for the generation of noise.
- All site roads will be kept even so as to mitigate the potential for vibration from lorries.
- Noise Suppression measures will be used as necessary around items such as generators or heavy-duty compressors.
- Noisy plant will be sited as far away from sensitive properties as permitted by site constraints.
- Engines, vehicles, and equipment will be switched off when not in use.
- Significant sources of noise will be enclosed.
- Plant will be used and serviced regularly in accordance with manufacturers' instructions.
- Machinery having rotating parts will be serviced according to supplier recommendations to prevent friction induced sound.

All personnel must be made aware that noisy construction activities resulting in significant noise levels must be minimised and made aware of the above control measures. During the construction stage the following codes and regulations will be adhered to:

- BS 5228:2009 Code of Practice for Noise and Vibration Control on Construction and Open Sites, Part 1, and Part 2.
- SHWW (General Application) Regulations 2007 – 2016, Part 5 Noise and Vibration

Noise and vibration effects on the environment following the implementation of standard construction mitigation measures, the residual impact can be characterised as **negative, slight to moderate, and short term** for the construction phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of noise and vibration impacts during the construction phase.

5.5.2 Operational Phase

The operation of the proposed development will remain consistent with the type of activity in the vicinity of the proposed development site. The proposed development will give rise to reduced road traffic on public roads, which can give rise to reduced impacts in respect of noise.

The residual effects on noise and vibration are **positive, imperceptible, and short term** for the operational phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of noise and vibration impacts during the operational phase.

5.6 LANDSCAPE AND VISUAL IMPACT

5.6.1 Construction Phase

In landscape and visual terms, it is anticipated that some potential minor localised landscape and visual effects may result from the implementation of the Proposed Development. Temporary landscape and visual effects will arise as a result of construction works which are likely to involve earthworks, moving machines and construction works related to the provision of a suitable surface, landscaping and signage at a number of locations.

The temporary change of use of the site, will give rise to short term and localised effects on landscape character. This effect will be seen through the introduction of the raised pedestrian crossing and improved access routes to the school which require the use of machinery and entail ancillary works, and associated hoarding, etc. Measures will be undertaken to mitigate any potentially adverse construction-related effects on immediately adjoining neighbours, particularly on the residents, commercial and industrial on the adjacent lands. It is recommended that construction mitigation measures are implemented through the production of a CEMP by the appointed Contractor. Operation of a well-managed organised and planned construction site, with adequate control of construction traffic and working activity, will be undertaken which is key to avoiding and minimising impact.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of landscape and visual impacts during the construction phase.

5.6.2 Operational Phase

In keeping with this context, the proposed development, once complete will integrate visually with the existing landscape and the proposed extension of grassed area will develop and anchor the development in its surrounds and will not give rise to any significant landscape and visual effects. The design and layout of the proposed development is appropriate in terms of the existing site character, zoning, and context. The residual impact on landscape and visual impact during operation will be long term and positive.

At operation, landscape and visual effects are considered to be imperceptible as the Proposed Development will remain similar to the existing base-line scenario. While the introduction of signage will be clearly recognizable, it will be similar to the nature, character, and visual appearance of the existing infrastructure. It is therefore concluded that no further landscape and visual impact assessment is required as residual landscape and visual effects during the operational phase will be barely discernible and not significant.

5.7 CULTURAL HERITAGE, AND ARCHAEOLOGY

5.7.1 Construction Phase

The Record of Monuments and Places (RMP) and the Sites and Monuments Record (SMR) states that there is no protected structures within the site boundary. The closest SMR is Deansgrange Castle (DUO23-041) which is approximately 200m south.

The Proposed Development will create some impact to the settings of heritage assets located within close proximity through additional noise, vibration and dust. However, this impact will be temporary and limited to the construction phase. It is also noted that these heritage assets are located in a busy urban environment and so already subject to noise, vibration and dust from passing traffic.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of cultural heritage and archaeological impacts during the construction phase.

5.7.2 Operational Phase

The operational phase of the proposed development is not predicted to have any impact on archaeological, architectural, and cultural heritage. The proposed scheme is located wholly within the bounds of existing road and footpath alignments. Therefore, there will be no significant impact on any archaeology, architecture or cultural heritage.

In this regard any impacts upon cultural heritage and archaeological are considered to be neutral, imperceptible, and short term.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of cultural heritage and archaeological impacts during the operational phase.

5.8 TRAFFIC AND TRANSPORTATION

5.8.1 Construction Phase

During the construction phase of the proposed development, there will be additional traffic movements to/from the site from construction personnel, security staff, professional staff (i.e., design team, utility companies), excavation plant, dumper trucks and deliveries/removal of materials (waste/spoil). In order to transport construction material to the site in the most efficient and environmentally sensitive manner appropriate routes need to be identified.

Due to the scale and nature of the project it is anticipated that there may be impacts on traffic volumes during the construction works for the project. The contractor will be required to design and implement strict traffic plans in accordance with the 'Guidance for the Control and Management of Traffic at Road Works' (TII, 2010). A traffic light system will be maintained through the works area to ensure that traffic is controlled and continues to flow through the works. Vehicular traffic will be made aware of the provision by way of road markings and signage. The project may cause short delays for road uses and possible rerouting of traffic. It is not expected that the proposals will result in a material deterioration of existing road conditions.

After the implementation of mitigation measures the potential impact on Traffic and Transportation are **negative, short term and not significant** for the construction phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of traffic and transportation impacts during the construction phase.

5.8.2 Operational Phase

The proposed scheme will see a decreased level of traffic coming to and from the Foxrock Avenue when compared to the existing situation. The potential impact on Traffic and Transportation during the operational phase are **positive, not significant and long term** for the operational phase.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of traffic and transportation impacts during the operational phase.

5.9 MATERIAL ASSETS, INCLUDING WASTE MANAGEMENT

The proposed development will not have an impact upon other material assets such as 'built services and infrastructure such as electricity, telecommunications, gas, and water supply.

5.9.1 Construction Phase

Utilities

Welfare facilities (canteens, toilets etc.) will be available within the construction compound and this will remain in place for the construction of the proposed development. The offices and site amenities will initially need to have their own power supply (generator), water deliveries and foul water collection until connections are made to the mains networks.

Electrical connections will be made by suitably qualified personnel following consultation with the relevant authorities and will be cognisant of subsequent construction works. High voltage connections will be established for heavy duty equipment and site facilities, as required. All electrical work, including a connection to the ESB network, will be carried out by a suitably qualified contractor. The power and electrical supply requirements during construction are relatively minor, and there is no potential impact anticipated on existing users.

Water supply required for welfare facilities, dust suppression and general construction activities will be sourced from the existing public supplies. Although before connections are established to the water supply it may need to be trucked onto site. As with electrical work, this will be carried out by a suitably qualified contractor. It will be necessary to service the site with a reliable and safe water supply.

Site welfare facilities will be established to provide sanitary facilities for construction workers on site. The main contractor will ensure that sufficient facilities are always available to accommodate the number of employees on site. Wastewater from the site will be directed to the public foul sewer whilst clean surface water from the application site will be directed in the public system following attenuation.

In respect of the foregoing, the predicted impacts upon material assets (utilities) are considered to be neutral, imperceptible, and short term.

Waste and Waste Management

There will be some waste materials produced in the construction of the proposed scheme which will be disposed of using licensed waste disposal facilities and contractors. The scale of the waste production in conjunction with the use of licensed waste disposal facilities and contractors does not cause concern for likely significant effects on the environment.

Other than waste generated from materials necessary for the construction of the raised pedestrian crossing, the proposed development will not produce significant volumes of waste.

All waste arising during the construction phase will be managed and disposed of in a way that ensures compliance with the Waste Management Act 1996 as amended and associated amendments and regulations and the Waste Management Plan. In the event, there is excess material with no defined purpose, it will be transported to an authorised soil recovery site or notified to the EPA as a by-product when it will be beneficially used. It is considered that the proposed development will not have any significant impact in terms of resources or waste generation. A carefully planned approach to waste management will ensure that the impact on the environment will be ***short-term, neutral,*** **and** ***imperceptible*****.**

Conclusion

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of material asset impacts during the construction phase.

5.9.2 Operational Phase

Utilities: Foul Sewer, Stormwater and Potable Water

The existing drainage regime will be retained, and the proposed development will not increase or alter the quantity of surface water discharging to the receiving bodies. Runoff from the site will continue to be collected by the existing road drainage system which will not be significantly affected by the works. Where necessary, appropriate measures will be implemented to prevent any deleterious materials such as oils or cement from entering the drainage system. This will lead to reduced run off which will have a positive effect.

Conclusion

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of material asset impacts during the operational phase. Recommended that construction mitigation measures are implemented through the production of a CEMP.

5.10 POTENTIAL IMPACTS FROM INTERACTIONS

This section discusses the potential interactions and inter-relationships between the environmental factors discussed in the preceding sections. This section covers both the construction and operational phase of the proposed development. In accordance with the guidance not only are the individual significant impacts required to be considered when assessing the impact of a development on the environment, but so must the interrelationships between these factors be identified and assessed.

The majority of the interactions that are considered to have a neutral effect (i.e., no effects or effects that are imperceptible, within the normal bounds of variation or within the margin of forecasting error).

There is a potential interaction between land, soil geology, hydrogeology and hydrology, and biodiversity due to the potential for poorly managed surface water run-off during the construction phase of the proposed development. There is a potential for interactions between air quality during construction activities on human health via dust generation. There is a potential for interactions between noise and vibration during construction activities on human health. However, these potential interactions are short-term and associated with the construction phase.

During the operational phase, there is a potential interaction between land, soil geology, hydrogeology and hydrology, and biodiversity due to the potential for poorly managed surface water run-off, and foul water discharge during the operational phase of the proposed development. The designed Drainage will ensure that this interaction is neutral, and not significant.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development in respect of interactions between environmental factors during the construction or operational phases.

5.11 POTENTIAL CUMULATIVE IMPACTS

As part of the assessment of the proposed development, the likelihood of potential cumulative impact of the proposed development has been considered with any future development (as far as practically possible) and the cumulative impacts with developments in the locality (including planned and permitted developments). These proposed and consented development have been, where relevant, considered as a part of the overall project impact.

Cumulative impacts are those impacts that relate to incremental / additive impacts of the planned development in addition to historical, present, or foreseeable future developments. Cumulative impacts can be thought of as occurring through two main pathways: first, through persistent additions or losses of the same materials or resource, and second, through the compounding effects as a result of the coming together of two or more effects. Each project currently permitted in the wider area is subject to planning conditions which include appropriate mitigation measures to minimise environmental impacts. Provided that mitigation measures for other developments are implemented as permitted, there will be no significant cumulative effects.

Any future development will be required to incorporate appropriate mitigation measures (e.g., noise management, dust management, traffic management, management of water quality in run-off water, landscape, etc) during the construction phase as such any cumulative development will not have a significant effect on human health, material assets, land, soils, geology, hydrogeology, and hydrology.

Any future development proposed on the surrounding lands should be cognisant with the zoning and will be subject to EIA and/or planning conditions which include appropriate mitigation measures to minimise environmental impacts.

Having regard to the foregoing, there is no likelihood of significant effects on the environment arising from the proposed development and the surrounding developments being constructed concurrently in respect of cumulative impacts during the construction or operational phases.

6.0 FINDINGS AND CONCLUSIONS

The purpose of this EIA Screening Report has been to consider whether there is a requirement for the preparation of an Environmental Impact Assessment Report (EIA) with the information required under Schedule 7A of the Planning and Development Regulations 2001, as amended, to enable the competent authority to determine in light of the criteria set out under Schedule 7 of those regulations whether the proposed development is likely to have significant effects on the environment.

On the basis of the evaluation set out in Section 2.0 an EIA for the proposed Project is not mandatory. The proposed project is considered to be a sub-threshold development and therefore, the competent authority is required to assess whether the proposed development is likely to have significant effects on the environment in order to determine whether the submission of an EIA is required. The information necessary to enable this screening assessment has been provided in this report and the methodology used has been informed by the available guidance, legislation, and directives.

A summary of the main reasons from section 5 which resulted in the conclusion drawn, are outlined in Table 7 below.

Table 7 Summary of Potential Impacts

Summary Table of Potential Impacts			
Category	**Construction Phase**	**Operational Phase**	**Mitigation Required (Yes – No)**
Population And Human Health	The proposed development will provide for the temporary employment of 10-20 no. construction workers which will support local businesses by providing retail or other services to construction workers and potential additional employment in the area.	The proposed development comprises improvements in improving pedestrian safety around St. Patrick's Girls National School which is not expected to significantly add to the current noise level of the surrounding environment	No
Land, Soils, Geology, Hydrogeology, Hydrology	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).	The existing drainage regime will be retained, and the proposed development will not increase or alter the quantity of surface water discharging to the receiving bodies	Prepare a project specific Construction Environmental Management Plan (CEMP) prior to commencement of the proposed development
Biodiversity	The AA Screening Report for the site has confirmed that the site is not under any wildlife or conservation designation.	The development during operation is considered to have no impact on the biodiversity in the area due to the distance from the site to the nearest SACs and the site does not lie within or adjacent to any area that has been designated for nature conservation purposes.	No
Air Quality and Climate	In the event of dust nuisance occurring outside the site boundary, movements of	In relation to the operational phase of the proposed development, the proposed	No

	materials likely to raise dust would be curtailed and satisfactory procedures implemented to rectify the problem before the resumption of construction operations.	development will not result in any significant emissions of air quality pollutants or greenhouse gases once operational as the scheme encourages cycling and walking by students.	
Noise And Vibration	The application of avoidance measures, such as binding hours of construction, along with implementation of appropriate noise and vibration control measures, will ensure that noise and vibration impact will not be excessively intrusive.	The operation of the proposed development will remain consistent with the type of activity in the vicinity of the proposed development site	-Limited construction hours -Communications with public and contractor -Appointing a Site Representative -Use of Noise Suppression measures where necessary.
Landscape And Visual Impact	It is recommended that construction mitigation measures are implemented through the production of a CEMP by the appointed Contractor.	At operation, landscape and visual effects are considered to be imperceptible as the Proposed Development will remain similar to the existing base-line scenario.	Recommended that construction mitigation measures are implemented through the production of a CEMP
Cultural Heritage, And Archaeology	The Proposed Development will create some impact to the settings of heritage assets located within close proximity through additional noise, vibration and dust. However, this impact will be temporary and limited to the construction phase.	The operational phase of the proposed development is not predicted to have any impact on archaeological, architectural, and cultural heritage.	No
Traffic And Transportation	A traffic light system will be maintained through the works area to ensure that traffic is controlled and continues to flow through the works.	The potential impact on Traffic and Transportation during the operational phase are long term and not significant for the operational phase.	The contractor will be required to design and implement strict traffic plans in accordance with the 'Guidance for the Control and Management of Traffic at Road Works' (TII, 2010).
Material Assets, Including Waste Management	Site welfare facilities will be established to provide sanitary facilities for construction workers on site. The proposed development will not produce significant volumes of waste.	The existing drainage regime will be retained, and the proposed development will not increase or alter the quantity of surface water discharging to the receiving bodies.	Recommended that construction mitigation measures are implemented through the production of a CEMP

Traynor Environmental Ltd has considered the proposed development and assessed the potential for significant environmental effects and the need for an EIA is documented in Sections 3.0, 4.0 and 5.0. The author of this report acknowledges that it is for the competent authority to reach a determination to whether the submission of an EIA is required.

Accordingly, the proposed improvements for road safety at the St Patricks Girls National School – NTA Safe Routes to School (SRTS) Scheme by itself or in combination with other projects is not likely to have significant effects on the environment and therefore an EIA is not required to be prepared. However, the competent authority will ultimately determine whether an EIA is required or not. Should the scope, nature or extent of the proposed scheme change, a new screening assessment (EIA Screening report) would be required.