



**COMHAIRLE CONTAE CILL MHANTAIN
WICKLOW COUNTY COUNCIL
CE Order Number 2026/987**

**Planning and Development Act 2000 (as amended)
Planning and Development Regulations 2001 (as amended)**

Proposed: Greystones Pedestrian & Cycle Improvement Scheme, Greystones, Co. Wicklow

Environmental Impact Assessment (EIA) Screening Determination

LEGISLATIVE CONTEXT

The legislation relating to the requirement for an EIA for several types of developments is the Planning and Development Act 2000, as amended, and the Planning and Development Regulations 2001, as amended.

Ireland transposed Directive 2014/52/EU into Irish law, the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, came into operation on 1st September 2018. A strengthened screening procedure was one of the key changes introduced by the 2014 Directive. It sets out new information requirements for the developer (Annex IIA) and new selection criteria to be used by the competent authority in making their screening determination (Annex III).

Part 1 of Schedule 5 to the Planning and Development Regulations lists projects included in Annex I of the Directive which require mandatory EIA. Part 2 of the same Schedule outlines thresholds for other projects which also require EIA, per Annex II of the Directive.

Wicklow County Council has obligations under Article 179 the Planning and Development Act 2000, as amended to undertake mandatory EIA for specified classes of development and AA and EIA screening for sub-threshold development for local authority own development.

In the case of a road development, Section 50 of the Roads Act 1993 (as amended), sets out the requirements and provisions for the preparation of an Environmental Impact Assessment Report (EIAR). All roads projects can be placed into one of the following categories:

- Mandatory, i.e., those that exceed the thresholds laid down and therefore have to prepare an EIAR.
- Sub-threshold (discretionary), i.e., those that must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the environment and if a sub-threshold EIA may be required.

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AtkinsRealis Consulting Engineers evaluated the potential for significant environmental effects arising as a result of the scheme in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2025 and found that no significant adverse impacts to the receiving environment will arise as a result of the proposed scheme.

Furthermore, AtkinsRealis Consulting Engineers consider that the preparation of an EIAR is not required for the proposed Greystones Pedestrian Cycle Improvement Scheme.

WICKLOW COUNTY COUNCIL SCREENING CONCLUSION

We concur with the conclusion of EIA Screening Report prepared by AtkinsRealis Consulting Engineers dated 2th July 2026. The EIA Screening Report has identified that EIA is not mandatory, and the proposal has been assessed with the criteria for sub-threshold development. The EIA Screening concludes that the nature of the proposed development is not to have likely significant effects on the environment (direct or indirect) and there is no requirement for an EIA.

Signed: David Reel

Date: 13/08/2026

David Reel
Senior Engineer
Transportation & Infrastructure Delivery

DETERMINATION

Wicklow County Council as the competent Authority having considered the Environmental Impact Assessment (EIA) Screening Report prepared by AtkinsRealis Consulting Engineers makes a determination that, when considered either alone or in combination with other plans or projects, an Environmental Impact Assessment will not be required for the proposed Greystones Pedestrian & Cycle Improvement Scheme, Greystones, Co. Wicklow.

Signed: Helena Dennehy
Helena Dennehy
Director of Services
Planning, Economic & Rural Development

Date: 14/8/26

AtkinsRéalis



EIA Screening Report

Wicklow County Council

July 2026

GREYSTONES PEDESTERIAN AND CYCLE IMPROVEMENT SCHEME

Notice

This document and its contents have been prepared and are intended solely as information for Wicklow County Council and use in relation to Greystones Pedestrian and Cycle Improvement Scheme.

AtkinsRéalis assumes no responsibility to any other party in respect of or arising out of or in connection with this document and/or its contents.

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1. Introduction

1.1 Project Overview

AtkinsRéalis was commissioned by Wicklow County Council (WCC) to prepare an Environmental Impact Assessment (EIA) Screening Report for the Greystones Pathfinder Project – Greystones Pedestrian and Cyclist Improvement Scheme.

The Greystones Pathfinder Project – Greystones Pedestrian and Cyclist Improvement Scheme has been identified as a priority project by Wicklow County Council within the Greystones area. The proposed scheme aims to deliver enhanced active travel infrastructure to support improved connectivity across the town and its environs.

The scheme will provide new and upgraded pedestrian and cycling infrastructure linking key destinations, including public transport services such as local bus routes and the Greystones DART station, as well as residential areas, local services, amenities, and recreational facilities.

The overall aim of the scheme is to provide safe, accessible, and attractive active travel infrastructure in order to encourage increased use of sustainable transport modes for commuting, education, and recreational purposes.

The key objectives of the scheme are as follows:

- To provide new and improved pedestrian and cyclist infrastructure connecting to public transport links, including local bus services and the Greystones DART station;
- To upgrade existing infrastructure and deliver new facilities for pedestrians and cyclists within Greystones and its environs to an appropriate standard and quality;
- To maintain an appropriate level of provision for all road users;
- To improve connectivity between Greystones town centre and Charlesland, including the provision of a new connection via Burnaby Lawns and improvements along the L1221 Charlesland Dual Carriageway;
- To enhance sustainable transport linkages between town centres, schools, retail areas, services, residential developments, and recreational amenities; and
- To facilitate integration with future infrastructure, including a potential active travel connection south of Charlesland linking Greystones to Kilcoole.

The objectives of the proposed scheme are aligned with current national, regional, and local policy frameworks, which promote sustainable transport and support increased levels of walking and cycling within towns and urban areas.

The main aims of the project are:

- To design new/upgrade existing cycleways/pedestrian footpaths, to reduce public dependence on private vehicles as a primary mode of travel, using best practice standards and complementing the surrounding environment;
- To meet and accommodate KCC and stakeholder requirements; and
- To meet planning, statutory and procurement requirements.

The project objectives are:

- Reduced public dependence on private vehicles as a primary mode of travel;
- Integration of safe and convenient alternatives;



- Enhance the area and contribute to a more attractive place;
- Provide safe pedestrian, and cyclist facilities;
- Reduced traffic congestion through provision of new bridge crossings;
- Provide passive traffic calming measures at appropriate locations as the need arises;
- Create opportunities to be physically active and reduce the negative consequences of car-based commuting;
- Provides sustainable travel options; and
- Enhanced safety of Vulnerable Road Users.

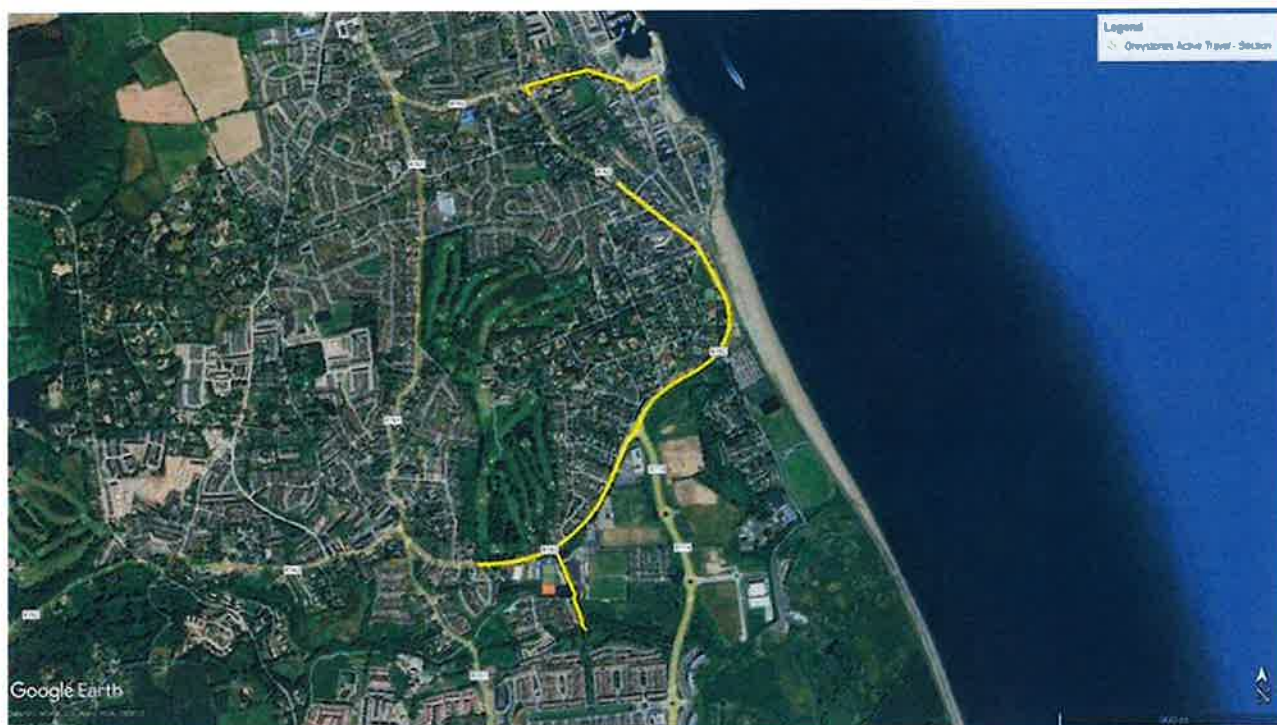


Figure 1-1 - Location of the Greystones Pathfinder Project - Greystones Pedestrian and Cyclist Improvement Scheme

1.2 Purpose of this Report

The purpose of this report is to determine if the scheme requires the preparation of an Environmental Impact Assessment Report (EIAR). The scheme has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

An Appropriate Assessment screening has also been prepared for the proposed development (AtkinsRéalis, 2026) which concluded that *'that with the absence of any mitigation measures the proposed cycle scheme, either alone or in-combination with other plans or projects, will not result in likely significant effects on the Murrough SPA or any other European site.'*

1.3 Site Zoning

The Greystones–Delgany and Kilcoole Local Planning Framework (LPF), adopted in February 2026 as Variation No. 4 to the Wicklow County Development Plan 2022–2028, together with the Wicklow County Development Plan 2022–2028, includes a number of transport objectives which promote sustainable modes of transport, including walking and cycling, improved public transport integration, and enhanced pedestrian and cyclist permeability throughout settlements.

The objectives are listed below:

- To “facilitate modal shift (compared to current modal split) to more sustainable transport options” including walking, cycling and public transport.
- To support “delivering improvements to the pedestrian environment and promoting walking as a mode of transport through the provision of new and improvement of existing walking facilities throughout the County”.
- To support “delivering improvements to cycling facilities and promoting cycling as a mode of transport through the provision of new and improvement of existing cycling facilities throughout the County”.
- To “work with the NTA on the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport”.
- To promote “development patterns that facilitate the delivery of local public transport links within towns... between towns and in rural areas”.
- **CPO 12.20:** “To cooperate with the NTA and other relevant transport planning bodies in the delivery of a high quality, integrated and accessible transport system in County Wicklow.”
- **CPO 12.21:** “To promote the development of transport interchanges and ‘nodes’ where a number of transport types can interchange with ease”, including park and ride, enhanced pedestrian linkages and improved cycling facilities.
- **CPO 12.27:** “To promote the delivery of improved and new bus services... and measures to improve bus priority”.

As identified within the Greystones–Delgany & Kilcoole Local Planning Framework (2026), land use zonings within the vicinity of the site are as follows:

- Existing Residential;
- Active Open Space;
- Residential 10HA;
- Residential 22HA;
- Community and Education;
- Neighbourhood Centre;
- Employment;
- Town Centre; and
- Open Space.

St Patricks National School is located just east of the site, along Church Road. Other sensitive receptors include Greystones bridge centre, Greystones rowing community, Greystone centra/ Circle K, along with a number of shops and restaurants. The scheme also passes by Greystones train station.

It is considered that the proposed scheme is compatible with the policies and objectives of the development plan and Local Planning Framework area, as well as the zoning requirements, by improving cycleways and pedestrian linkages while alleviating traffic congestion and supporting a modal shift toward sustainable transport.



2. Receiving Environment

The proposed scheme will be constructed on the Victoria, Church and Mill road in Greystones town, Co. Wicklow.

2.1 Hydrology

The proposed scheme is located adjacent to the Southwestern Irish Sea–Killiney Bay and falls within the Ovoca–Vartry catchment and the Newcastle [Wicklow]_SC_010 sub-catchment (EPA, 2026). No surface water features intersect the proposed scheme. However, the site is situated between the Kilruddery_Deerpark_010 (IE_EA_10K520710) watercourse to the north and the Three Trouts Stream_010 (IE_EA_10T030580) watercourse to the south. Furthermore, the Water Framework Directive (WFD) status of both the Kilruddery_Deerpark_010 and Three Trouts Stream_010 watercourse was classified as having “Moderate” during the 2019–2024 monitoring period. The Kilruddery_Deerpark_010 watercourse is identified as being “Under Review” with respect to its risk of failing to achieve WFD objectives by 2027. In contrast, the Three Trouts Stream_010 waterbody is classified as “Not at Risk” and is therefore expected to meet its WFD objectives by 2027 (EPA, 2026).

2.1.1 Appropriate Assessment Screening

An Appropriate Assessment Screening Report prepared in June 2026 (AtkinsRéalis, 2026), identified 9no. European sites within the potential zone of influence (ZoI) of the proposed scheme. The closest is Bray Head (000714), situated ca. 950m north of the site. These sites are listed in Table 2-1. There is no direct overlap or potential hydrological connectivity to these sites, with the exception of the Murrough SPA, which directly overlaps the scheme extents. Refer to the AA Screening for further details; Doc. Reference 0122987DG002.

Table 2-1 - Special Areas of Conservation sites assessed for potential connectivity to the Proposed scheme

Site Code	Name and	Approximate Distance from scheme location	Qualifying Interests
Bray Head (000714)	SAC	950m N	- Vegetated sea cliffs of the Atlantic and Baltic coasts [1230] - European dry heaths [4030]
Glen of the Downs SAC (000719)		1.8km W	Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0]
The Murrough Wetlands (002249)	SAC	2.3km S	- Annual vegetation of drift lines [1210] - Perennial vegetation of stony banks [1220] - Atlantic salt meadows (<i>Glauco-Puccinellietalia maritimae</i>) [1330] - Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410] - Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davallianae</i> [7210] - Alkaline fens [7230]
Carriggower Bog SAC (000716)		6.3km SW	Transition mires and quaking bogs [7140]



Ballyman Glen SAC (000713)	7.4km NW	▪ Petrifying springs with tufa formation (<i>Cratoneurion</i>) [7220] ▪ Alkaline fens [7230]
Knocksink Wood SAC (000725)	8.3km NW	▪ Petrifying springs with tufa formation (<i>Cratoneurion</i>) [7220] ▪ Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0] ▪ Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (<i>Alno-Padion</i>, <i>Alnion incanae</i>, <i>Salicion albae</i>) [91E0]
Wicklow Mountains SAC (002122)	8.9km W	▪ Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110] ▪ Natural dystrophic lakes and ponds [3160] ▪ Northern Atlantic wet heaths with <i>Erica tetralix</i> [4010] ▪ European dry heaths [4030] ▪ Alpine and Boreal heaths [4060] ▪ Calaminarian grasslands of the <i>Violetalia calaminariae</i> [6130] ▪ Species-rich <i>Nardus</i> grasslands, on siliceous substrates in mountain areas (and submountain areas, in Continental Europe) [6230] ▪ Blanket bogs (* if active bog) [7130] ▪ Siliceous scree of the montane to snow levels (<i>Androsacetalia alpinae</i> and <i>Galeopsietalia ladani</i>) [8110] ▪ Calcareous rocky slopes with <i>chasmophytic</i> vegetation [8210] ▪ Siliceous rocky slopes with <i>chasmophytic</i> vegetation [8220] ▪ Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0] ▪ <i>Lutra lutra</i> (Otter) [1355]
The Murrough SPA (004186)	800m SE	▪ Red-throated Diver (<i>Gavia stellata</i>) [A001] ▪ Greylag Goose (<i>Anser anser</i>) [A043] ▪ Light-bellied Brent Goose (<i>Branta bernicla hrota</i>) [A046] ▪ Teal (<i>Anas crecca</i>) [A052] ▪ Black-headed Gull (<i>Chroicocephalus ridibundus</i>) [A179] ▪ Herring Gull (<i>Larus argentatus</i>) [A184] ▪ Wigeon (<i>Mareca penelope</i>) [A855] ▪ Little Tern (<i>Sternula albifrons</i>) [A885] ▪ Wetland and Waterbirds [A999]
Wicklow Mountains SPA (004040)	8.8km W	▪ Merlin (<i>Falco columbarius</i>) [A098] ▪ Peregrine (<i>Falco peregrinus</i>) [A103]



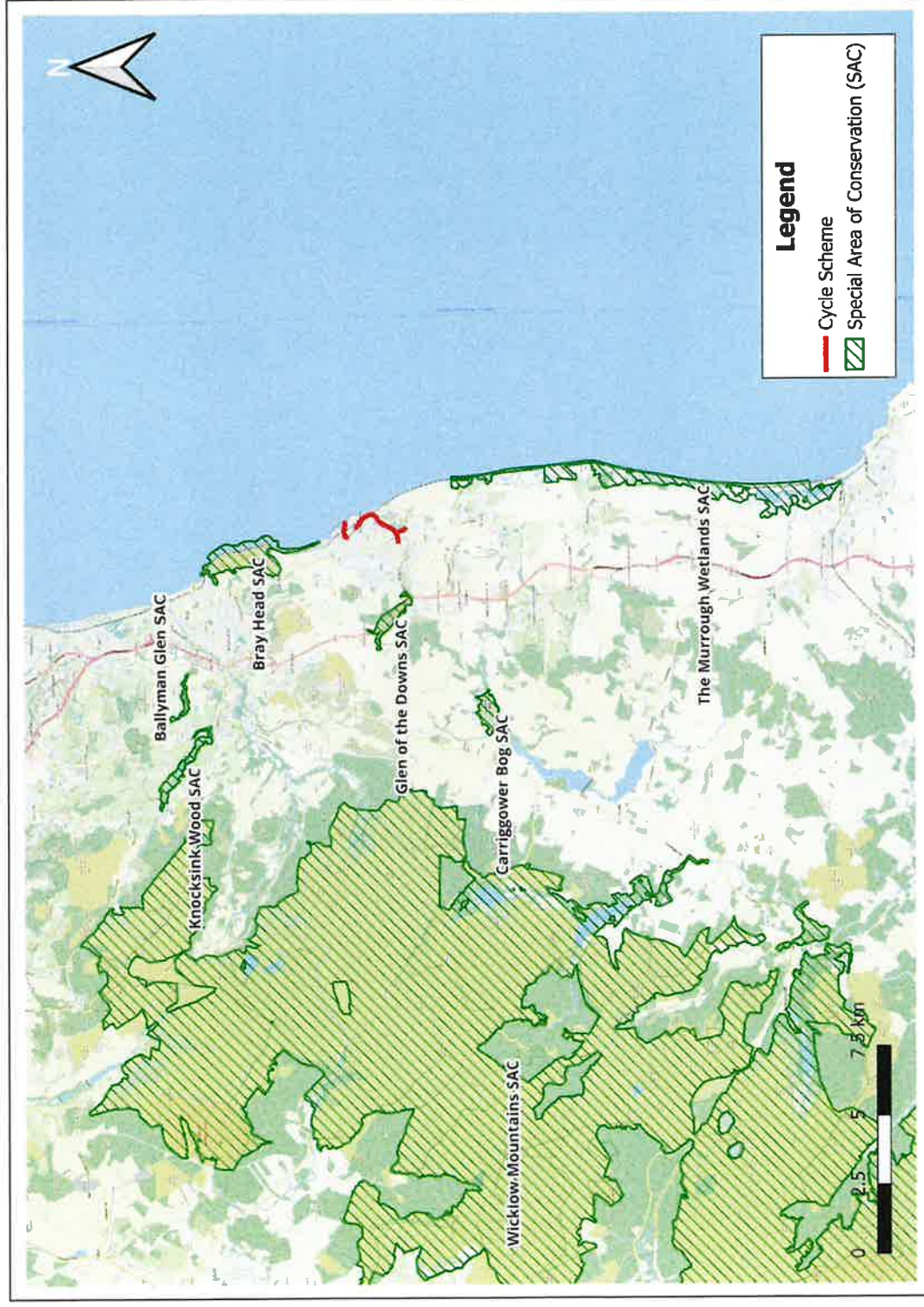


Figure 2-1 – Special Areas of Conservation assessed for potential connectivity to the Proposed scheme

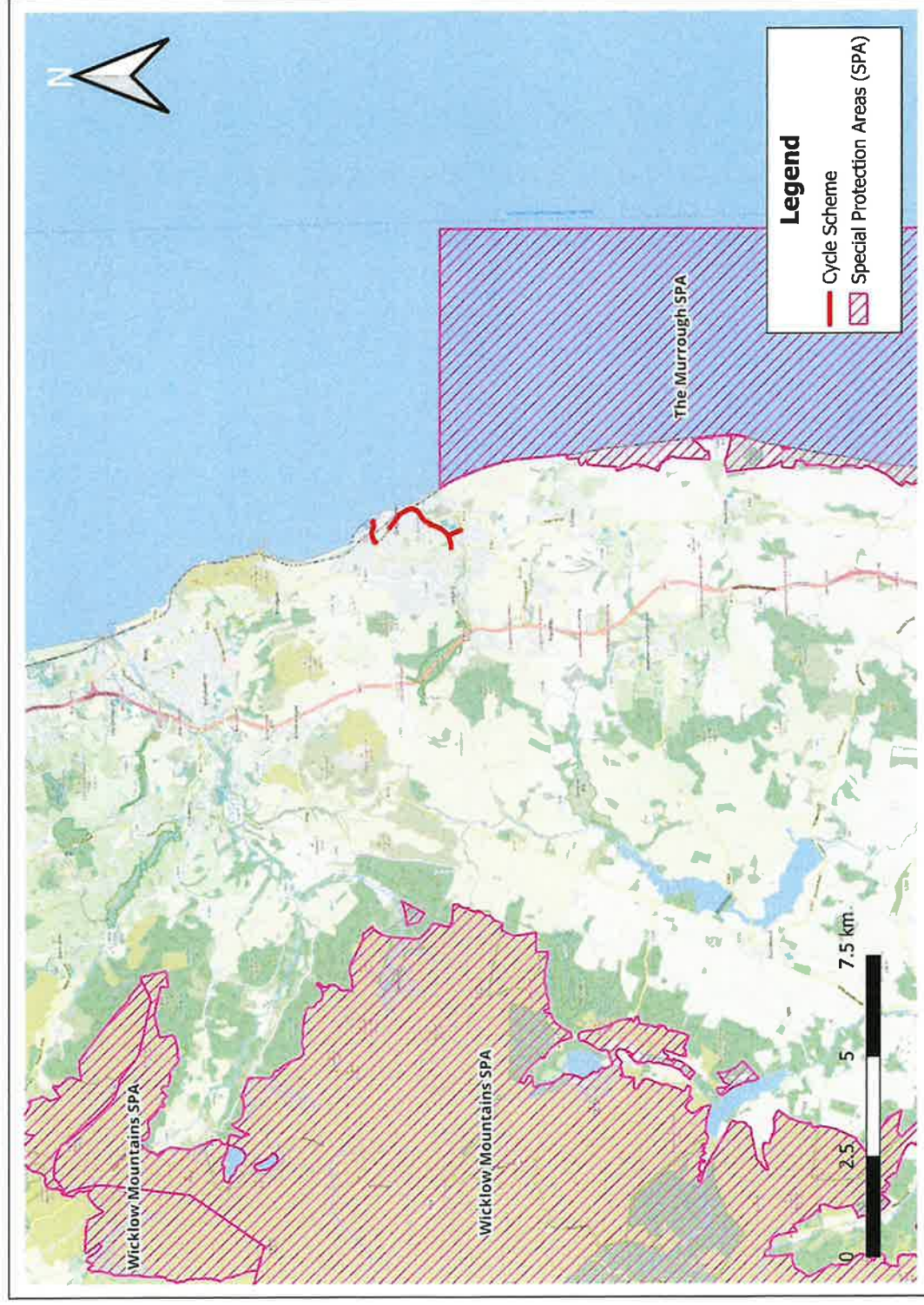


Figure 2-2 – Special Protection Areas assessed for potential connectivity to the Proposed scheme

2.2 Hydrogeology

A search of the GSI (2026) Groundwater Well Database was undertaken to identify any registered wells within the proposed scheme. 2no. GSI-registered well has been identified as potentially located within the proposed scheme, comprising 2no. Borehole (IE_GSI_GW_Well_34895, IE_GSI_GW_Well_35062) to the South.

The use of these well is 'unknown' and is reported to a 5km locational accuracy, therefore, their exact locations aren't known at this stage (GSI, 2026). There are no Group Water Schemes or Public Water Supply Source Protection Areas located within the proposed scheme. The nearest Public Water Supply Source Protection Area is "Roundwood PWS" (Unique ID: IE_GSI_SPA_292), located ca. 12km southwest of the proposed scheme. The closest Group Water Scheme is "Blainroe GWS" (Unique ID: IE_GSI_ZOC_80), situated ca.19.5km, south of the site (GSI, 2026).

There are no karst features reported by GSI (2026) within 5km of the proposed scheme, with the closest being a cave (IE_GSI_Karst_40K_8226) situated ca. 8.89km from the scheme. Groundwater vulnerability in a small section in the north is classed as 'low' the vast area of the proposed scheme is classed as 'moderate', with the rest of the southern section classified as 'high' vulnerability, which indicates potentially shallow groundwater which would be vulnerable to contamination (GSI, 2026).

The proposed scheme is located within the site of a Poor Aquifer - Bedrock which is generally unproductive except for Local Zones A fault runs through a section of the northern portion of the proposed site ID - IE_GSI_aqGeLine_100k_9138 9 (GSI, 2026).

The proposed scheme is located on the Wicklow ground waterbody (IE_EA_G_076). The WFD status of the ground waterbody for the 2019-2024 monitoring period is reported as 'good', and it is classed as 'not at risk' and therefore are meeting their Water Framework Directive objectives by 2027 (EPA, 2026).

2.3 Geology

GSI (2026) indicates that the proposed scheme lies on quaternary sediments of mostly 'urban', with the southern section south of old mill road consisting of Marine beach sand and Gravels derived from Limestones. The bedrock geology:500K is classed as "Marine; Greywacke & shale". The subsoil beneath the proposed scheme is predominantly classified as "Urban"(GSI, 2026).

There are no recorded landslide events in the vicinity of the proposed scheme. Landslide susceptibility within the scheme and area surrounding it is classed as 'Low' and 'Low (inferred)' there's also a very small section of the proposed route at the centre that is classified as having water on it (GSI, 2026).

A review of GSI (2026) indicates that there are no Geological Heritage Areas (GHAs) within the proposed scheme. However, Wicklow-Greystones Coast (Site Code: WW060) GHA is in proximity to the eastern side of the proposed scheme.

2.4 Flood Risk

The general OPW interactive map viewer was reviewed. From the review, it is evident that the southern portion of the proposed scheme along the Mill road has both a medium and low probability of flooding (OPW, 2026). With reference to pre-1900's historic maps, no indication of historical or anecdotal instances of flooding were observed within the site of the proposed scheme. The closest historic event identified by the OPW is ca. 119m south of the proposed route, with the flooding of the three trout scheme occurring in 2003.



2.5 Archaeology and Cultural Heritage

A search of the National Monuments Service (NMS, 2026) identified no sensitive area in terms of archaeology and cultural heritage within the proposed scheme. There are 3no. of Sites and Monuments Record (SMR) features and 59 no. National Inventory of Architectural Heritage (NIAH) structures within a 200m radius of the site, as listed in Tables 2-2 and 2-3 below.

Table 2-2 - List of recorded archaeological sites within 200m of the site

SMR No.	Class	Distance from sites
WI013-074	Fulacht fia	144m southeast
WI013-066002	Burnt spread	128m southeast
WI013-066001	Burnt spread	162m southeast

Table 2-3 - NIAH and RPS listed sites within 200m radius of the site

NIAH Ref	RPS No.	Class	Townland	Distance from site
16304012		House	Rathdown Lower	4m south
16304011		House	Rathdown Lower	19m south
16304013		House	Rathdown Lower	19m south
16304014		House	Rathdown Lower	19m south
16304015		House	Rathdown Lower	21m south
16304016		House	Rathdown Lower	23m south
16304017		House	Rathdown Lower	29m southwest
16304018		House	Rathdown Lower	77m southwest
16304007		House	Rathdown Lower	69m southwest
16304008		House	Rathdown Lower	69m south
16304009		House	Rathdown Lower	57m south
16304010		House	Rathdown Lower	64m south
16304006		House	Rathdown Lower	105m southwest
16304005		House	Rathdown Lower	133m southwest
16304004		House	Rathdown Lower	59m southwest
16304034		House	Rathdown Lower	23m west
16304035		House	Rathdown Lower	175m southwest
16304036		Church/Chapel	Rathdown Lower	191m southeast
16304042		House	Rathdown Lower	109m east
16304043		House	Rathdown Lower	68m east
16304044		House	Rathdown Lower	21m east



16304045	House	Rathdown Lower	19m east
16304046	House	Rathdown Lower	20m east
16304047	House	Rathdown Lower	19m east
16304048	House	Rathdown Lower	18m east
16304049	House	Rathdown Lower	21m east
16304050	House	Rathdown Lower	17m east
16304051	House	Rathdown Lower	12m east
16304053	House	Rathdown Lower	9m east
16304054	House	Rathdown Lower	9m east
16304055	House	Rathdown Lower	9m east
16304056	House	Rathdown Lower	8m east
16304057	House	Rathdown Lower	11m west
1630458	Railway Station	Rathdown Lower	15m west
16304059	House	Killincarrig	61m east
16304060	House	Killincarrig	77m east
16304061	House	Killincarrig	80m east
16304062	House	Killincarrig	86m east
16304063	House	Killincarrig	92m east
16304064	House	Killincarrig	100m east
16304065	House	Killincarrig	107m east
16304066	House	Killincarrig	114m east
16304067	House	Killincarrig	122 east
16304068	House	Killincarrig	130m east
16304069	House	Killincarrig	141m east
16304095	Library/Archive	Killincarrig	16m west
16304096	House	Killincarrig	48m east
16304098	House	Killincarrig	99m east
16304080	House	Killincarrig	98m east
16304081	House	Killincarrig	168m east
16304082	House	Killincarrig	110m east
16304083	Post Box	Killincarrig	43m south
16304084	House	Killincarrig	153m south
16304085	House	Killincarrig	143m south
16304086	Post Box	Killincarrig	154m south



16304087	House	Killincarrig	185m south
16304090	House	Killincarrig	83m south
16304091	House	Killincarrig	76m south
16304094	House	Killincarrig	192m south
16304098	House	Killincarrig	193m east

2.6 Population and Human Health

The proposed scheme is Pedestrian and Cyclist Improvement Scheme which aims to deliver enhanced active travel infrastructure to support improved connectivity across the Greystones area and its environs. The proposed scheme runs parallel to Mill Road (R762) within the Greystones area which proposed to provide new and upgraded pedestrian and cycling infrastructure linking key destinations, including public transport services such as local bus routes and the Greystones DART station, as well as residential areas, local services, amenities, and recreational facilities. According to the Central Statistics Office (CSO, 2026), Greystones has a total population of 22,009 people. A number of sensitive receptors, including residential properties, schools, and gardens, have been identified in the vicinity of the site. Notable receptors include Knockeevin Montessori (37m), Greystones Rugby Club (10m), Greystones & Kilcoole Community Garden (100m).

2.7 EPA Licenced Facilities

A review of Integrated Pollution Prevention and Control (IPPC) and Industrial Emissions (IED) licences issued by the EPA indicates that there are no EPA-licensed facilities within ca.1km of the proposed scheme (EPA, 2026). The nearest licensed facility is Alert Packaging Limited (Licence No. P0366), located approximately 5.5km northwest of the proposed scheme in Bray.

2.8 Air and Climate

According to the EPA (2026), ambient air quality at the proposed scheme is classified as “Good”, based on data from Greystones Fire Station (Station 101), the nearest air quality monitoring station to the proposed scheme. The study area is located within Air Zone C (Other Cities and Large Towns).

2.9 Noise and Vibration

No regional potential noise sources (i.e. road, airports and rail routes) are identified within the proposed scheme (EPA, 2026). However, the R762 (Mill Road), which runs through the Greystones area and in proximity to the proposed scheme, represents a notable local source of traffic-related noise. According to EPA strategic noise mapping data (2026), night noise levels (L_{night}) along sections of the R762 range from 50–69dB, while day noise levels (L_{den}) range from 60dB to greater than 75dB. These values indicate that road traffic is the principal contributor to the existing noise environment in the vicinity of the proposed scheme.



3. Description of the Proposed Project

3.1 Scheme Background

The proposed scheme provides for active travel infrastructure including public realm and urban enhancements on Victoria road, Church road, and Mill road in Greystones, Co. Wicklow. Refer to Figure 1-1.

3.2 Construction Methodology

The construction for the proposed scheme can be summarised as follows;

3.2.1 Cycle path Construction

Works will commence with the clearance and off-site removal of redundant road signage, boundary treatment, road surface materials and topsoil. The works will be undertaken using a combination of operatives using hand tools, mechanical excavators and dumper trucks. To facilitate the main works, underground utilities which conflict with the main works will be uncovered using mechanical excavators and hand digging where appropriate. The need for significant utility diversions is not envisaged as part of the works; instead a 'lower and protect' approach will be favoured. This is likely to be restricted to locations where the walking and cycling facilities cross or interface with public roads.

Following the diversion of utilities, the initial pavement and cycle track construction phase will be undertaken. This will include the excavation and removal of the existing stone, soil, concrete and bitumen materials along the route followed by the installation of new path and track base materials. Excavations will be largely undertaken by mechanical means, with any spoil arisings to be removed off site or reused locally where testing confirms its suitability. The proposed scheme involves an anticipated maximum excavation depth of 500mm below ground level to facilitate the base layers for the proposed footpaths / pavements and the ducting for the signalling associated with the scheme. The base layers of the pavement and track are to be made of compacted stone materials.

The works will also involve constructing the civil engineering elements required to facilitate the commissioning of the traffic signals and the public lighting elements at the latter stages of construction. Service chambers and underground duct sets will be laid within trenches and backfilled with granular material. Signal poles and public lighting columns will be erected, and ducting connections will be made to the base of each pole unit. Following completion of the lighting elements, the final pavement surface course will be laid using an asphalt paving machine followed by compaction using a vibrating roller.

3.2.2 Road Resurfacing

The scheme also involves the resurfacing of the roadways and painting of new road markings within the scheme footprint. The existing road surface course layer will be planed-out throughout the entire scheme extents with planings being removed off site. The planed-out area will be replaced with Hot Rolled Asphalt (HRA) or Stone Mastic Asphalt (SMA) surface course ca. 40mm - 60mm thick. Additional to this, and where required, additional bituminous layers may be replaced in localised areas where there is evidence of pavement failure. It is not envisaged that the foundations layers (i.e. sub-base or capping) will require replacement. Following road resurfacing new road markings will be painted on road surfaces.



3.2.3 Footpath Construction

The construction of the cycleway will also involve relocation and installation of footpaths and kerbs adjacent to the cycleway. Footpaths will be constructed similar to the cycleway; excavation of existing footpath with materials removed off site to a licenced waste facility, excavations along footpath alignment to depths of maximum 500mm, infill of footpath subbase materials (compacted stone) and the pouring of concrete footpaths in shuttered sections. A ca. 60mm upstand insitu concrete kerb will also be installed along the footpath edge

3.2.4 Drainage Alterations

Drainage works, which will run in tandem with the pavement construction phase, are considered to be minimal and restricted to areas where the scheme interfaces with the public road. The drainage works at these locations are limited to the relocation of existing road gullies with the larger existing road drainage infrastructure (i.e. carrier drains) not being altered or adjusted. During these works the main carrier drains will be isolated / blocked off from works activities / work zones to facilitate the relocation of drainage gullies.

Typically, drainage will be provided using new gullies (relocated to alongside the proposed kerb positions) connecting to the existing surface water drainage infrastructure / main carrier drain. The new footpaths and cycle tracks will generally slope towards the road in order to minimise the need for additional drainage collection measures specific for these facilities. Alternatively, and where the proposed scheme results in a marked increase in catchment area (due to an increased hard-standing area), sections of footway and/or cycle track will be constructed using either porous surfacing; or where appropriate, the cross-fall will fall towards an adjacent grass verge (thus not discharging into the surface water network).

3.2.5 Verge Reinstatement

For soft landscaping areas topsoil profiles will be graded to tie into the new pavement levels followed by grass seeding. The top soiling and seeding will be undertaken using a combination of mechanical excavator, tractor unit drawing a rotavator / rake / seed spreader and also operatives using hand tools for areas where machinery access is unavailable.

There will be no additional demolition works associated with this scheme.

3.2.6 Traffic Management

The construction of the cycleway will be carried out in short segments (ca.100-200m in length) on one side of the roadway at a time to allow for continued traffic flow and will progress along the roadways, as such individual work zones will be relatively small.

3.2.7 Junctions

All junctions along the scheme will be segregated. This will feature cyclists passing through the junction on their own cycle tracks with dedicated traffic signal phases which are separate to the vehicular phasing and separate to the pedestrian phasing (where applicable). The proposed junctions are to include kerb upstands throughout (except at crossing points), providing vertical segregation and thereby increasing protection to the cycle tracks.



3.2.8 Bridge Crossing

The proposed bridge will be a prefabricated bridge which will accommodate the width required, and will be installed on piled foundations set back from the edge of the watercourse / masonry wall banks to remove the need for instream works. The steel bridge and steel parapets will be prefabricated off site in factory conditions. Required machinery (Pile Rig, Excavator, Crane, etc.,) will be mobilised and pile locations will be set out which will be designed to be at a setback distance from the existing riverbanks to negate the necessity for instream works. Works will only be undertaken during a period of dry weather. The cast in-situ bored reinforced concrete piles will be constructed at the two abutment locations with the use of temporary steel guide casings. Preparation of the ground for the construction of pile caps and abutment will take place before the reinforced pile caps and abutments are constructed at both ends. Ahead of delivery to site of the prefabricated steel bridge superstructure, the existing bridge deck will be dismantled without removal or damage to the existing masonry walls or abutments. The bridge will then be placed in situ following which the aluminium bridge deck will be delivered to site and installed. Once the deck has been installed, the steel bridge super structure will be lifted into place using a crane. Following installation of the main bridge structure, parapets (bridge railings) will be delivered and installed ahead of the installation of the necessary final bridge finishes. The steel bridge superstructure will be lifted into place using a crane following which the aluminium bridge deck will be delivered to site and installed. Following installation of the main bridge structure the parapets (bridge railings) will be delivered and installed ahead of the installation of the final bridge finishes.



Figure 1-2 - Example Bridge Construction

3.2.9 Site Compound

It will be the responsibility of the Contractor to determine a suitable location for the site compound within the proposed development area, but away from any identified environmental sensitive receptors (watercourses, designated sites etc). Parking for operatives will be at the main compound only. Operatives will be transported from the compound to the works area. No parking will be allowed within the temporary works area or on-street.



4. Methodology

4.1 Desk-Based Assessments

In undertaking this EIA Screening Assessment, AtkinsRéalis completed a detailed desk-based assessment using data from the following sources:

- Relevant guidance documents and legislation
- Relevant published information on the site and surrounding areas in relation to the environmental aspects listed in the EIA Directive; and
- Information supplied to AtkinsRéalis regarding the proposed scheme.

4.2 Other Assessments

The EIA Screening Report considered the findings of other assessments conducted at the site. The report should be read in conjunction with:

- AA Screening Report (AtkinsRéalis, 2026);

4.3 Regulatory Context

4.3.1 EIA Screening Legislation and Guidance

This EIA Screening Report has been carried out to consider the requirement, or otherwise, of carrying out an environmental impact assessment (EIA) for the Proposed Development. The screening assessment firstly considered the requirement for a mandatory EIA and secondly the requirement for a sub-threshold EIA.

The 1985 EU Directive on the Assessment of Public and Private Development divided projects into Annex I and Annex II projects. Annex I and Annex II projects require a mandatory EIA. The Project Types listed in Annex I and Annex II of the 1985 EIA Directive were transposed into Irish Planning & Development legislation in Schedule 5 Parts 1 and Part 2, respectively. EIA Regulations ((Planning and Development) Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018)) transposing the 2014 EIA Directive were adopted and came into operation on 1st September 2018. These regulations amend the Planning and Development Regulations 2001 (S.I. No.600 of 2001); they seek to transpose EIA Directive 2014/52/EU and to give further effect to the 2011 Directive, as follows;

- An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2026), Schedule 5, Part 1 – Development for the purposes of Part 10;
- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to Annex II Project Types. In Ireland, these projects are listed in full within the Planning & Development Regulations (2001-2026), Schedule 5, Part 2 – Development for the purposes of Part 10. If a proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be 'sub-threshold'. Part 10, Article 92 of the Planning & Development Regulations, 2001 as amended states *"sub-threshold development' means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development"*. Any sub-threshold developments should be evaluated to determine if the project is likely to have a significant effect on the environment and consequently require an EIA. Criteria to evaluate whether significant effects on the



receiving environment will arise from a Proposed Development are listed under Schedule 7 and Schedule 7a of the Planning & Development Regulations (2001-2026).

A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations, and summarised below:

1. Characteristics of the Proposed Development;
2. Location of the Proposed Development; and,
3. Characteristics of potential impacts of the Proposed Development.

Accordingly, the Proposed Development has been screened in accordance with the following legislation:

- EU Directive 2014/52/EU on the Assessment of the effects of certain Public and Private projects on the Environment;
- Planning and Development Regulations (2001-2024), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into operation on 1st September 2018; and,
- Roads Act, 1993-2021 and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulation 2019 (S.I. No. 279 of 2019).

The following guidance documents were also reviewed:

- Section 3.2 of the 'Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022);
- European Commission (2017), Environmental Impact Assessment of Projects, Guidance on Screening;
- Department of the Environment, Heritage and Local Government (2003), Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Developments; and,
- ORP Practice Note PN02 Environment Impact Assessment Screening (2021).

Figure 4-1 overleaf provides a summary of the main steps involved in the EIA screening process.



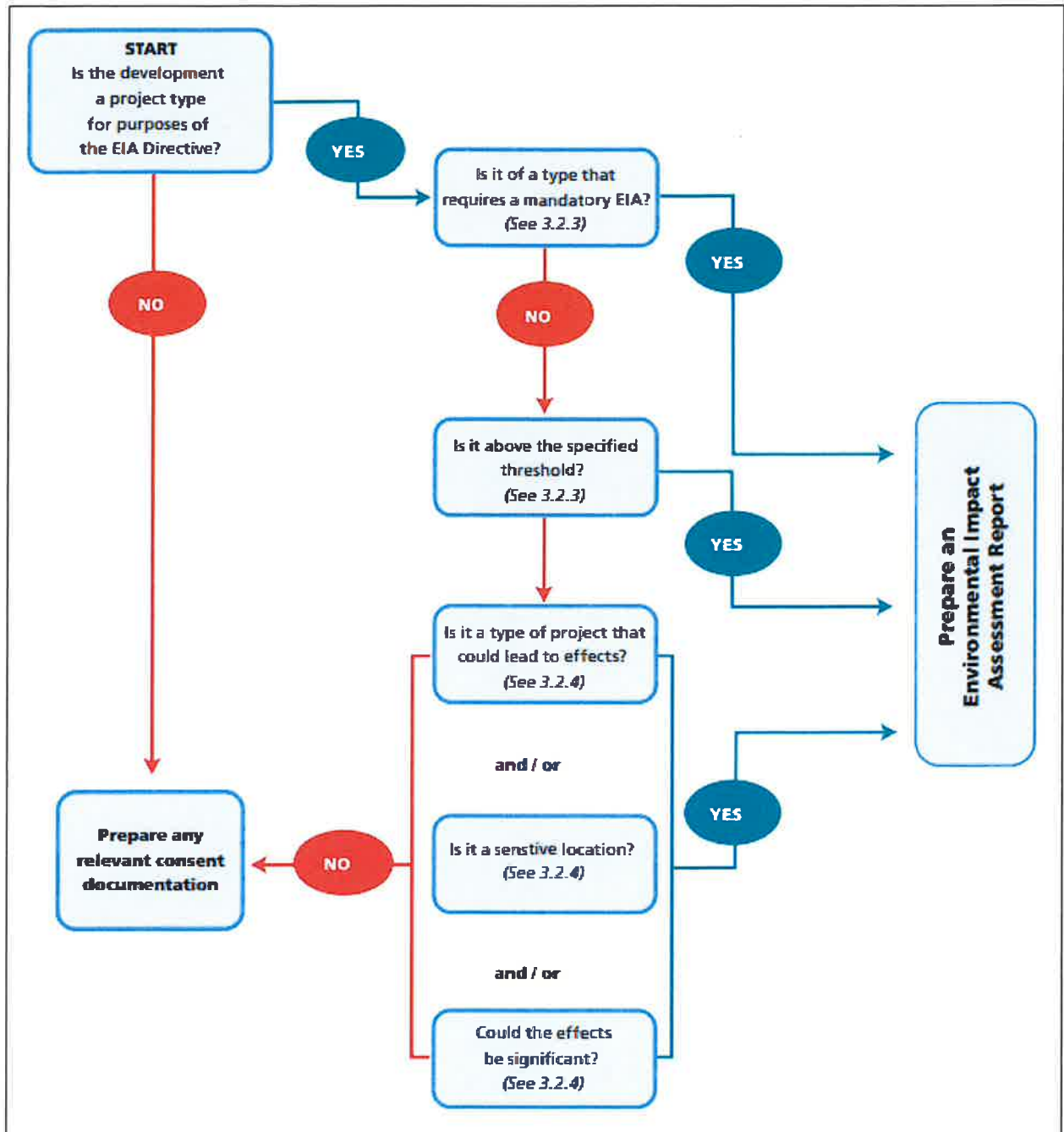


Figure 4-1 - EIA Screening Process (Source: 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA, 2022).

5. EIA Screening

5.1 Introduction

The 1985 EU EIA Directive differentiates between those projects that automatically require an environmental impact assessment (listed as Annex 1 projects) and those which may require an assessment if they are likely to have significant environmental effects (Annex II projects). These project types have been transposed into Irish legislation under Parts 1 and 2 respectively of Schedule 5 of the Planning and Development Regulations 2001, as amended.

The proposed scheme was screened using the following criteria:

- If the project is of a type listed in Schedule 5, Part 1;
- If not, whether:
 - It is listed in Schedule 5, Part 2;
 - It meets any of the relevant thresholds and criteria set out in Schedule 5, Part 2;
 - Any part of it is located within sensitive area; or
 - It would be likely to have significant effects on the environment.

These points are explored in more detail in this section, with references to the EIA regulations.

5.2 Part 1 Type Projects

EIA is mandatory for developments listed in Schedule 5, Part 1 of the EIA regulations. Schedule 5, Part 1 developments are large scale developments for which significant effects would be expected and comprise developments such as new airports and power stations. The Proposed Development is not a type listed in Schedule 5, Part 1 and therefore the project is screened out as a Schedule 5 Part 1 project.

5.3 Part 2 Type Projects

The proposed scheme has been screened against the types of development, various processes and activities listed in Schedule 5 Part 2 of the Planning and Development Regulations 2001-2026. The scheme falls within the following categories which provide that an EIA must be completed – subject to specified thresholds being met or exceeded.

Table 5-1 - Screening for Part 2 of Schedule 5

Class	Applicability	Screening
10(b) (iv)	Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	The proposed scheme covers an area of 4 hectares and is not located within a business district. The project scheme is below the other relevant thresholds (i.e., 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere). Hence the preparation of an EIAR is not required under Schedule 5 Part 2 (10) (b) (iv).



15.	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	Based on the nature and scale of the scheme, it is considered that there is no potential for significant effects on the environment, as detailed further in the following sections of this report. Hence the preparation of an EIAR is not required under Schedule 5 Part 2 (15).
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As the Proposed Development is not a project type listed in Schedule 5 Part 1 or Part 2 of the Planning and Development Regulations 2001-2026, there is no automatic requirement under the EIA Directive for this development to be subjected to EIA. Notwithstanding this, Wicklow County Council is a responsible developer and is committed to demonstrating that the Proposed Development will not result in significant effects on the environment. As such, this sub-threshold EIA Screening Report has been prepared to determine whether there are likely significant environmental effects from the Proposed Development on the receiving environment, with regard to Schedule 7 of the Regulations.

5.4 Roads Act Screening

The proposed scheme has been screened against the criteria outlined in Section 50(1)(a), 50(1)(b) and 50(1)(c) of the Roads Act 1993 (as amended to 2026), as follows:

- Section 50(1)(a) – A road authority shall prepare an Environmental Impact Assessment Report (EIAR) of any proposed road development consisting of prescribed classes of development, including the construction of a proposed public road or the improvement of an existing public road;
- Section 50(1)(b) – Where An Bord Pleanála considers that any proposed road development (other than development to which paragraph (a) applies), consisting of the construction of a proposed public road or the improvement of an existing public road, would be likely to have significant effects on the environment, it shall direct that the development be subject to an Environmental Impact Assessment (EIA); and
- Section 50(1)(c) – Where a road authority considers that a proposed road development (other than development to which paragraph (a) applies), consisting of the construction of a proposed public road or the improvement of an existing public road, would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Board for an approval referred to in Section 51(1) in respect of the development.

June 2026 Revision: References to Environmental Impact Statement (EIS) have been updated to Environmental Impact Assessment Report (EIAR) in accordance with current legislative provisions.

Therefore, it is considered that the proposed scheme shall be subject to an EIA screening to determine if an EIAR is required, in accordance with Section 50(1)(a), 50(1)(b) and 50(1)(c) of the Roads Act 1993 (as amended to 2026).

Section 50(1)(e) of the Roads Act 1993 (as amended to 2026) states that where a decision is being made pursuant to this subsection on whether a proposed road development would or would not be likely to have significant effects on the environment, the competent authority shall take into account the relevant selection criteria specified in Annex III of Directive 2011/92/EU, as amended by Directive 2014/52/EU. Annex III has been transposed into Irish legislation via Schedule 7 of the Planning and Development Regulations 2001, as amended.



There are no exacting rules as to what constitutes “significant” in terms of environmental impacts. The responsibility is on the competent authority to carefully examine every aspect of a development in the context of:

- characterisation of the project;
- location of the project; and
- type and characteristics of potential impacts.

It is generally not necessary to provide specialist studies or technical reports to complete this screening process; rather, the purpose of the screening exercise is to determine whether further studies may be required and to identify where risks, if any, to the integrity of the receiving environment may arise.

For the purposes of screening sub-threshold developments for EIA, all of the relevant information as set out in Schedule 7A of the Planning and Development Regulations 2001 (as amended) has been provided on behalf of the applicant, Kildare County Council. The potential for the scheme to pose significant effects on the receiving environment has also been evaluated in accordance with the criteria listed in the Planning and Development Regulations 2001–2026 (Schedule 7).

The findings of the EIA screening assessment prepared for the proposed scheme inform a professional opinion as to whether an EIAR is required, with due regard to all relevant statutory requirements and guidance. However, the determination as to whether an EIAR is required remains the responsibility of the competent authority, based on the screening carried out.

5.5 Selection criteria for screening Schedule 7 Proposed Development

The following factors are considered as part of the screening process and are set out in Sections 5.5.1 to 5.5.3 of this report.

5.5.1 Characteristics of the proposed project

The characteristics of proposed project must be considered, with particular regard to:

- the size and design of the entire development;
- cumulation with other existing development and/or approved development;
- the nature of any associated demolition works;
- the use of natural resources, in particular land, soil, water and biodiversity;
- the production of waste;
- pollution and nuisances;
- the risk of major accidents and/or disasters relevant to the works concerned, including those caused by climate change, in accordance with scientific knowledge; and
- the risks to human health.

5.5.2 Location of the Proposed Project

The environmental sensitivity of geographical areas likely to be affected by the Proposed Development must be



considered, with particular regard to:

- the existing and approved land use;
- the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground; and,
- the absorption capacity of the natural environment, paying particular attention to the following areas:
 - wetlands, riparian areas, river mouths;
 - coastal zones and the marine environment;
 - mountain and forest areas;
 - nature reserves and parks;
 - areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive;
 - 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 development, or in which it is considered that there is such a failure;
 - densely populated areas; and,
 - landscapes and sites of historical, cultural or archaeological significance.

5.5.3 Types and characteristics of potential impacts

The likely significant effects on the environment of the Proposed Development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the development 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, considering:

- the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected);
- the nature of the impact;
- the transboundary nature of the impact
- the intensity and complexity of the impact;
- the probability of the impact;
- the expected onset, duration, frequency and reversibility of the impact;
- 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,
- the possibility of effectively reducing the impact.

The following section sets out a review of the above criteria and requirements specifically addressing the Proposed Development.

5.6 Schedule 7 assessment

All relevant information as required under Schedule 7 and 7A has been provided on behalf of Wicklow County Council and is presented within this screening report. The potential for this scheme to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001-2026 (Schedule 7), as presented within the tables below.



5.6.1 Characteristics of the proposed project

Table 5-2 below details the proposed scheme characteristics criteria, as required under Schedule 7 of the Planning and Development Regulations 2001, as amended.

Table 5-2 - Characteristics of the Proposed Project

Screening Criteria	Proposed Project
Size and design of the scheme	
Will the size and design of the whole project be considered significant?	No. The site area is ca. 4 ha and the scheme scale and nature are not considered significant within the urban setting. Refer to the detailed description in Section 3 above.
Cumulation with other projects	
Will other existing project and/ or approved project be able to affect the project.	A search of the Westmeath County Council Planning Applications, An Coimisiún Pleanála planning portal, Uisce Éireann and Transport Infrastructure Ireland project portals has been undertaken for the applications submitted within the past 5 years in the vicinity of the scheme (last reviewed (23/06/26). Some of the granted applications have already been completed and of those which are not completed, most are generally small scale in nature (i.e. residential extension works, or property improvement works). Completed or granted applications of such small scale (such as residential improvements) have not been considered further in terms of potential for cumulative impacts. For the purposes of this study, only significant new developments that are likely to generate a significant number of trips and developments that may encroach nearby to the existing corridor have been considered, as follows: 24360: A new Primary Care Centre. The development will consist of a four-storey building (with five-storey stair tower), parking for 70 cars, bicycle parking, a new access road off Mill Road, hard and soft landscaping, and associated site works, with a total development area of 5,620 sqm 221239: Construction of a boardwalk at the South Beach in Greystones, Co. Wicklow in order to improve access for all users onto the beach Given the nature, scale and location of the proposed scheme, there is no potential for significant cumulative impacts.
Nature of any associated demolition works	
Will the construction of the project include any significant demolition works.	No. There are no demolition works proposed for the proposed scheme.
Use of natural resources	
Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	The use of natural resources will be kept to a minimum; aggregates and soil will be re-used on site, where possible. Should vegetation clearance be required along the proposed route, it would take place outside of the nesting season (February – August). If this is not possible, an ecologist will survey the vegetation for breeding birds no longer than 24 hours prior to clearance. If nesting birds are identified, then an alternative approach to the work will be used.



■ Production of waste

Will the project produce wastes during construction or operation or decommissioning?

Construction waste will be kept to a minimum with only contaminated waste being removed off site. The following waste streams will be produced during the construction:

- Waste produced by the construction of the cycle and pedestrian paths; and
- Generic construction waste.

The exact construction depth for cycle track pavements is subject to the outcome of ground investigations to be carried out at detailed design stage. However, the typical cycle path construction will be in the order of 500mm maximum excavation depth. All soil requiring disposal offsite will require waste classification in accordance with EPA requirements as set out in the documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2015), and 'Determining if waste is hazardous or non-hazardous' (EPA, 2018), and all relevant waste management legislation. In addition to screening against relevant WAC, the preparation of a waste classification tool (hazwaste online / EPA paper tool or similar etc.) will be required to be carried out in order to determine the relevant LoW / EWC code for the transport of any waste soils which require offsite removal and disposal.

■ Pollution and nuisances

Will the project release any pollutants or any hazardous, toxic or noxious substances to air?

Regional air quality in the vicinity of the proposed scheme is 'good' (EPA, 2026). The closest Air Quality Monitoring Station to the proposed scheme is Station 101. Greystones Fire Station located ca. 14m south of the site. Management of dust will be in line with relevant best practice measures such as those set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Due to the nature and scale of the scheme detailed in Section 3, it is anticipated that the construction works, and operation of the scheme will not have a significant effect on air quality.

■ Will the project cause:

Noise and vibration.

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 phases will have noise barriers in place as required, to minimise / eliminate noise disturbances to sensitive receptors i.e. residential units located adjacent to the site while construction is taking place. Works will be scheduled during day-time hours. Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). Due to the nature and scale of the scheme, detailed in Section 3 it is anticipated that the construction works, and operation of the scheme will not have a significant effect with regards to noise.

Release of light.

The lighting will be designed to minimise the effects of light pollution on neighbouring properties. Low energy LED lighting will be used to illuminate areas.

Heat.

The proposed scheme will not cause release of heat.

Energy.

The proposed scheme will not cause release of energy.



Electromagnetic radiation.	The proposed scheme will not cause release of electromagnetic radiation.
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Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?

The potential for accidents or incidents causing oil and chemical spillages are limited. With the adoption of site-specific risk management and remediation measures, as appropriate, during construction, no adverse impacts would arise and the residual effects on sensitive receptors would not be significant. Excavation works will be monitored and in the event that contaminated materials are encountered these will be segregated from uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta Disposal Suite). Any contaminated soils will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC). The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils will be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor.

▪ Risk of major accidents and/or disasters relevant to the project concerned

Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?

Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanos, and severe weather events are rarely experienced. Flooding is experienced throughout Ireland on a regular basis. The general OPW interactive map viewer was reviewed. From the review, it is evident that the southern portion of the proposed scheme along the Mill road has both a medium and low probability of flooding (OPW. 2026). With reference to pre-1900's historic maps, no indication of historical or anecdotal instances of flooding were observed within the site of the proposed scheme. The closest historic event identified by the OPW is ca. 119m south of the proposed route, with the flooding of the three trout scheme occurring in 2003.

Possible accidents relevant to the development include vehicle collisions and fire, for both of which there will be plans in place to minimise the risk of harm caused by emissions or discharges.

Major accidents affecting the development include generic risk of fire or road traffic accidents.

All these events will be covered by risk assessments and contingency plans which apply to the proposed scheme. In the event of accidents or fire, measures will be in place to limit emissions to land, water and air, as far as practicable.

With these arrangements in place the impact of emissions on human health and sensitive receptors in general would be mitigated such that adverse impacts would be unlikely to arise in the event of an accident.

Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	The location is not susceptible to earthquakes, subsidence, landslides, erosion, or extreme/adverse climatic conditions. Flooding is the most common and relevant for the proposed works. From review of the OPW interactive map viewer it is evident that the southern portion of the proposed scheme along the Mill road has both a medium and low probability of flooding (OPW. 2026). With reference to pre-1900's historic maps, no indication of historical or anecdotal instances of flooding were observed within the site of the proposed scheme. The closest historic event identified by the OPW is ca. 119m south of the proposed route, with the flooding of the three trout scheme occurring in 2003.
The risks to human health	
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	The location is not susceptible to earthquakes, subsidence, landslides, erosion, or extreme/adverse climatic conditions. Flooding is the most common and relevant for the proposed works.

5.6.2 Location of the scheme

Schedule 7 of the Planning and Development Regulations 2001 as amended, requires a description of the location of the proposed scheme, with regards to the environmental sensitivity of the geographical area likely to be affected by the scheme. Table 5-3 below details the criteria considered and provides an assessment relating to same.

Table 5-3 - Location of the Proposed Scheme

Screening Criteria	Proposed Scheme
Existing and approved land use	
Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?	The proposed scheme is located within residential, commercial and sport facilities along the existing road network. Sensitive receptors include St. Patricks National School, Greystones Bridge Centre, Greystones Community Rowing club, Centra Greystones and Greystones golf club. The construction of the proposed scheme could have an effect on these features. A CEMP will be produced to identify potential environmental issues and control measures for their avoidance / mitigation. The contractor will inform and work with all stakeholders to address concerns. Control measures to avoid/mitigate impacts will be included in the CEMP. The construction, operation or decommissioning of the scheme will not involve actions which will cause significant physical changes in the topography of the area.



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

Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?

Material will be imported for the works including asphalt and concrete. The project site is dominated by hardstanding surfaces and site surveys did not identify any habitats suitable for protected mammals species.

As noted above, excavation works will be monitored and in the event that contaminated materials are encountered these will be segregated from uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta Disposal Suite). Any contaminated soils will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC). The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils will be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor.

- Absorption capacity of the natural environment

Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?

There are no designated wetland habitats within the immediate footprint of the proposed scheme; however, coastal and wetland habitats associated with The Murrough SPA are located approximately 800m southeast of the site and are hydrologically linked via the Three Trouts Stream.

An AA Screening (AtkinsRéalis, 2026) prepared for the proposed scheme concluded that "On the basis of objective information and in view of best scientific knowledge and applying a precautionary principle, it is concluded by the authors of this report that, in the absence of any mitigation measures, the proposed Greystones Pathfinder Project – Greystones Pedestrian and Cyclist Improvement Scheme, either alone or in-combination with other plans or projects, will not result in likely significant effects on any European site. Thus, it is recommended that it is not necessary for the project to proceed to Appropriate Assessment."

Has the scheme the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?

The proposed scheme is located at an inland location. Therefore, it is not anticipated that it will have a significant impact on the coastal zone or marine environment.

Has the scheme the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?

The site is within a built up area and there are no mountain or forest areas within 1km of the proposed scheme and therefore no impacts on this habitat type.



Has the scheme the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC?

The AA Screening affirmed that there is no direct connectivity from the proposed scheme site to any European sites and as such any potential direct impacts or effects are precluded.

There is no hydrological connectivity from the proposed scheme site to any other European sites, with the exception of indirect connectivity to The Murrough SPA via the Three Trouts Stream; however, this does not provide a viable pathway and as such there is no potential for the proposed scheme to result in likely significant effects to any other European sites via hydrological pathways.

There is no potential for the proposed scheme to result in any disturbance or displacement effects to any qualifying interest ex-situ SPA bird species.

During the operational phase of the proposed scheme, surface water run-off from the new cycleway surfaces will discharge to existing drainage infrastructure or adjacent permeable areas, with any outfall ultimately reaching the Three Trouts Stream and subsequently the Irish Sea. It is considered that surface water run-off (rainfall) from the scheme site extents will not likely result in significant adverse impacts to the water quality of the receiving environment. In addition, as with the construction phase, given the downstream distance to the Irish Sea and the dilution, dispersion and attenuation processes that occur in the marine environment, there is no potential for this pathway to provide a viable route through which downstream European sites, including The Murrough SPA, could be affected from the scheme's surface water drainage.

Has the scheme the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the scheme, or in which it is considered that there is such a failure?

The absorption capacity of the natural environment is characterised as follows:

The area around the proposed scheme is urban in nature.

There are a number of European Sites within the potential zone of influence of the proposed scheme; Bray Head SAC, Glen of the Downs SAC, The Murrough Wetlands SAC, Carriggower Bog SAC, Ballyman Glen SAC, Knocksink Wood SAC, Wicklow Mountains SAC, Mouds Bog SAC, Red Bog (Kildare) SAC, Pollardstown Fen SAC, South Dublin Bay SAC, North Dublin Bay SAC, The Murrough SPA, Wicklow Mountains SPA, Poulaphouca Reservoir SPA, South Dublin Bay and River Tolka Estuary SPA and North Bull Island SPA. Based on the nature, scale and location of the proposed scheme as detailed in Section 3, and following application of the source-pathway-receptor model, only The Murrough SPA was identified as having any potential connectivity to the proposed scheme, with all other sites screened out due to the absence of viable pathways. Therefore, there is no potential for impact on the absorption capacity of the natural environment.

The route borders one Sites and Monuments Record (SMR[AM12.1]) feature and numerous National Inventory of

Architectural Heritage (NIAH) and Record of Protected Structure (RPS) listed features. There are ca. 25no. National Inventory of Architectural Heritage (NIAH) features within 50m of the proposed scheme,

The proposed scheme is located within the Newcastle (Wicklow)_SC_010 sub-catchment (EPA, 2026). The watercourses in close proximity to the proposed scheme include the Three Trouts Stream (IE_EA_10T030580) and the Kilruddery Deerpark Stream (IE_EA_10K520710). The WFD status of these waterbodies for the 2019–2024 monitoring period is reported as 'Moderate', and both are classified as 'Not at Risk' of failing to meet their environmental objectives (EPA, 2026). Contamination of these watercourses via siltation or hydrocarbon spillages is a potential risk during the construction phase; however, best practice measures will be employed through adherence to the Construction Environmental Management Plan (CEMP), and any accidental spills or silt generation will be managed through prescribed spill response and sediment control measures.

Leaching of pollutants to groundwater is a risk during the construction phase, however, best practice measures will be employed through adherence to the CEMP which will be prepared and accidental spills will be dealt with through prescribed spill response measures.

Has the scheme the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?

No. There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas as a result of the proposed scheme. The proposed scheme will result in a positive impact in terms of facilitating active travel for the population of the surrounding area.

Has the scheme the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or Archaeological significance?

As discussed above, the proposed scheme is bordered by a number of recorded archaeological and built heritage features. A total of 3 no. Sites and Monuments Record (SMR) features and 59 no. National Inventory of Architectural Heritage (NIAH) structures have been identified within a 200m radius of the proposed scheme.

Based on a review of the available archaeological and cultural heritage datasets, there are no recorded archaeological sites within the footprint of the proposed scheme. The identified SMR features are located at distances ranging from approximately 128m to 162m from the proposed works and are situated to the southeast, outside the zone of direct impact. As such, no impacts on recorded archaeological features are anticipated and no archaeological mitigation is considered necessary.

There are a number of NIAH structures located in close proximity to the proposed scheme, particularly within Rathdown



Lower and Killincarrig townlands, including residential buildings, Greystones Railway Station and Greystones Library. While several of these structures are located within close proximity to the scheme, none are directly impacted by the proposed works. The proposed development will take account of the heritage sensitivity of these structures, particularly those located adjacent to the scheme, and works will be undertaken in a manner that avoids direct or indirect impacts on their fabric or setting.

No Record of Protected Structures (RPS) features are located within the footprint of the proposed scheme. Therefore, there is no potential for impacts on designated built heritage within the scheme area. There is no potential for impact on the absorption capacity of the natural environment.



5.6.3 Characteristics of potential impact

Table 5-3 below details the types and characteristics of potential impacts of the scheme as required under Schedule 7 of the Planning and Development Regulations 2001 as amended.

Table 5-4 - Characteristics of the proposed scheme

Screening Criteria	Proposed Scheme
The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected).	The spatial extent of the proposed scheme measures ca. 4 hectares. The expected duration of the construction works is approximately 24 months. Direct impacts associated with the proposed scheme are likely to be located within the environs of the site, chiefly associated with impacts on pedestrians and vehicular movement within the local area. Traffic management will be implemented during construction so as to minimise disruption to traffic flow. Due to the nature of the works involved, it is likely that the resident population would potentially be affected by the proposed scheme.
Nature of the impact	
Outline the nature of the impact.	There could be potential adverse construction and operation impacts arising from temporary disruption or disturbance associated with the proposed scheme. This has potential to result in noise and air quality impacts but with the implementation of the control measures included in the CEMP it is unlikely that impacts would give rise to significant environmental effects. Potential adverse operational impacts of the proposed scheme would be associated with footfall as well as the lighting. The design will be developed to reduce operational impacts by incorporating control measures. Wicklow County Council will engage with stakeholders including the adjacent residents and commercial premises throughout the design and construction stages to address any concerns.
Transboundary nature of the impact	
Is the scheme likely to lead to transboundary effects?	Given the location of the scheme, no transboundary impacts would occur.
The intensity and complexity of the impact	
Outline the intensity and complexity of the impact.	The impacts identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area.
The probability of the impact	
Outline the probability of the impact.	During construction, conventional construction and best environmental practice techniques can be readily deployed. In order to minimise disruption, a CEMP will be implemented. There is no significant environmental impact during the operational phase anticipated, the proposed scheme will have an overall positive impact as it will provide cycling and walking opportunities for the local population.
The expected onset, duration, frequency and reversibility of the impact	



Outline the expected onset, duration, frequency and reversibility of the impact.	It is expected that the duration of construction works will be approximately 24 months. Normal working hours during the construction period are expected to be Monday to Friday 07:00 to 19:00, and Saturday 08:00 to 14:00. During the construction stage it may be necessary to carry out some work outside of normal working hours however, this will be kept to a minimum and only undertaken following approval from Wicklow County Council. The noise and air quality impact peaks during construction will be intermittent with a potential background level of nuisance as they will depend on the construction activities which are for their nature variable and not continuous. It is not expected that noise levels will be significant during the operational stage. The selection and implementation of established best practice procedures as set out by the appointed Contractor will ensure potential environmental impacts during the construction phase are offset.
▪ Cumulation of the impact with the impact of other existing and/or approved scheme	
Could this scheme together with an existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	As discussed previously, there are no approved developments in the vicinity with which cumulative impacts could arise.
▪ Possibility of effectively reducing the impact	
What measures can be adopted to avoid, reduce, repair or compensate the impact?	The design of the proposed scheme is being developed to reduce both construction and operational impacts. During construction the impact of the proposed works would be further reduced through the implementation of the CEMP. During operation, potential impacts would be reduced by the inclusion of design measures, operational control plans including Wicklow County Council guidance and standards.

6. Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of the client and is presented within Section 5 of this screening report. The potential for this scheme to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning and Development Regulations (2001-2026) (Schedule 7), as presented within Section 5.5 of this screening report.

It is considered that due to the size, nature, and characteristics of the proposed scheme, no significant effects on the receiving environment are expected; hence the preparation of a sub-threshold EIAR is not required.



7. Screening Conclusion

This EIA screening report has been carried out in accordance with the Planning and Development Regulations as amended 2001-2026 (which give effect to the provisions of EU Directive 2014/52/EU). The report assessed the impact of the proposed scheme in conjunction with committed developments in the surrounding area.

Based on all available information, and taking account of the scale, nature and location of the proposed scheme it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Schedule 5, Part 1 and 2 of the Planning and Development Regulations 2001 - 2026). The scheme is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the scheme has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2025.

Key findings are summarised as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area;
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impacts;
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- There will be no significant impacts on recorded monuments or historic features.

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

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



8. References

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