

AtkinsRéalis



Part 8 Report

Wicklow County Council

February 2026

5207356DG1076



Comhairle Chontae Chill Mhantáin
Wicklow County Council

N11 KILPEDDER ROAD SAFETY IMPROVEMENT SCHEME

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1. Introduction

This Part 8 report has been prepared in accordance with Part 8 of the Planning and Development Regulations 2001-2015.

The scheme is located along the N11 northbound carriageway between Junction 10 and 11 from approximately Chainage 021.0 to 024.0. The original HD15 site's ID are N11WW_021.4 and N11WW_021.9.

The scheme received Gateway Approval 1 in accordance with TII Publication GE-STY-01037 in March 2025.

The preferred option in the Feasibility and Options Report (*ref: 5207356DG592 N11WW021.4&021.9 Feasibility & Options Report Rev 6*) has been designed in accordance with the relevant standards. This report has been prepared in accordance with the guidance provided in TII Publication GE-STY-01037 (Road Safety Improvement Scheme Approval Procedure) and submitted for approval on the Departures Portal (*ref: 38180*) to proceed to Detailed Design and Contract Documents.

A site location map is provided below in Figure 1-1.

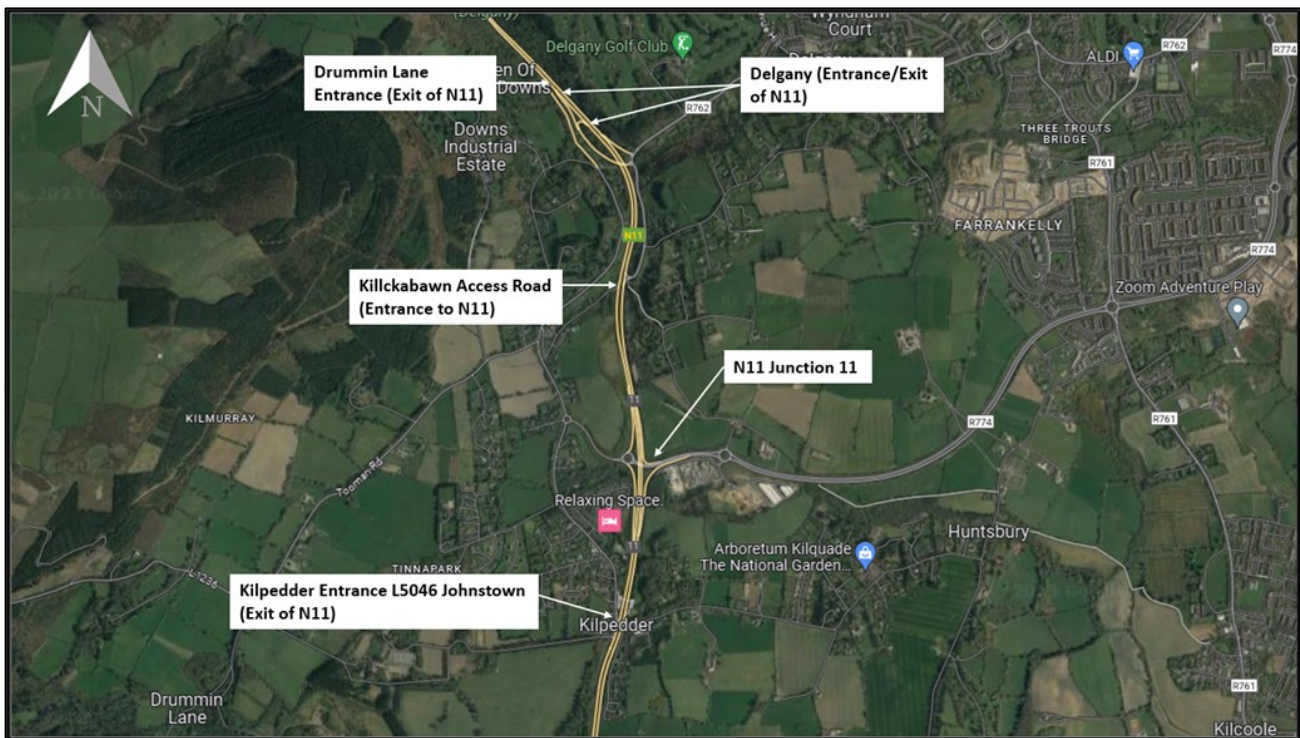


Figure 1-1 - Site Location

2. Collision History Data

2.1 MMaRC Collision Data

Below is a summary of incident data provided from the MCAAS records:

Table 2-1 – MMaRC Traffic Incidents Data 2016 - 2025

Reference	Year	Details of incident	Category	Location	Light	Weather
131,510	2025	Obstruction : Live Animal	Category 2	Ramp	Daytime Incident	Dry
126,089	2024	Collision: Car Vs Bike	Category 4	Ramp	Daytime Incident	Dry
130,110	2024	Lanes blocked	Category 3	Mainline	Night time Incident	Dry

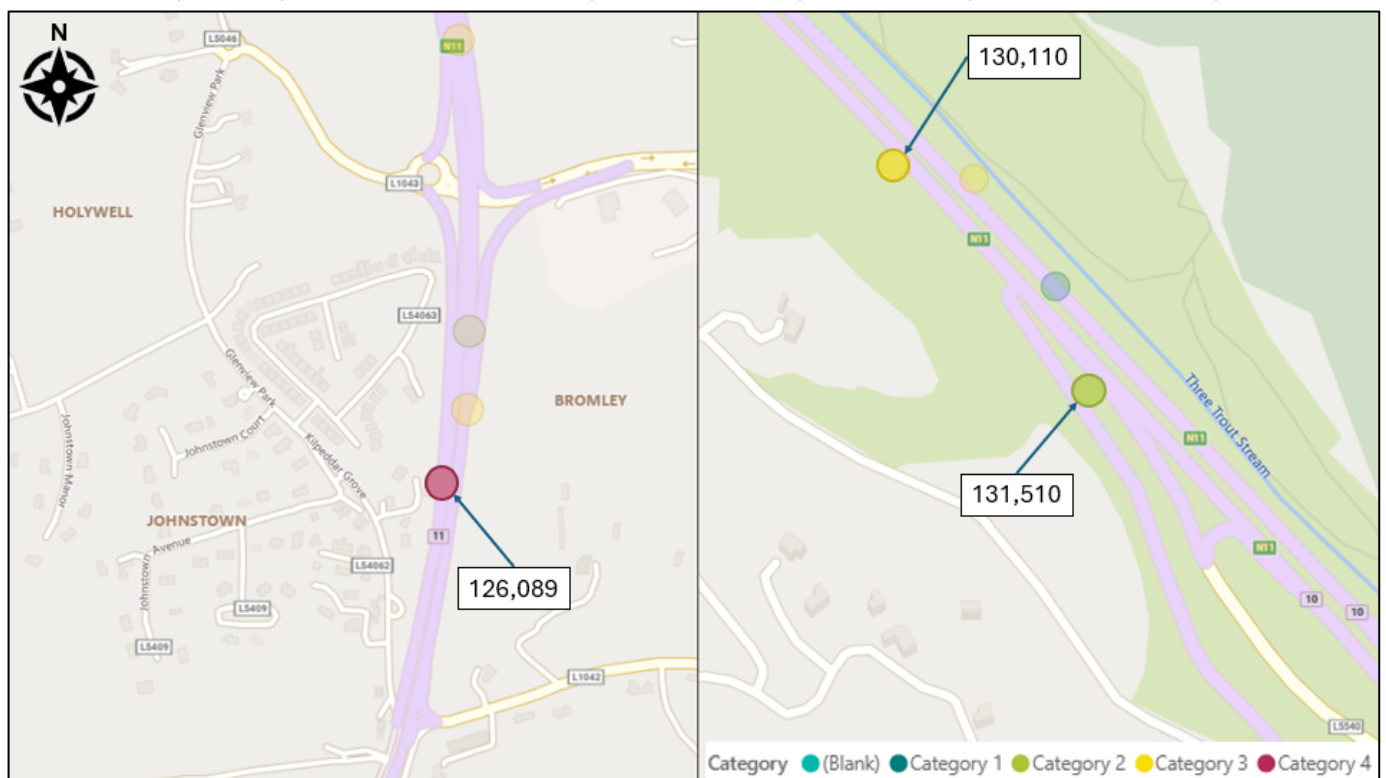


Figure 2-1 - MMaRC Traffic Incidents Data 2016 – 2025

A review of the incident data obtained from the MMaRC Traffic Incident Data Dashboard shown in Figure 2-1 and Table 2-1 indicates that there has been a total of 3no. incidents (1no. Category 2, 1no. Category 3 and 1no. Category 4) reported at the site for the duration of analysis (2016-2025). It is noted that the available data does not provide sufficient information to identify obvious trends or defects at the study area.

2.2 HD15 Assessment

An initial assessment of the 2014-2016 collisions records were studied which indicates that there are three distinct clusters as mentioned in Feasibility and Options Report (ref: 5207356DG592 N11WW021.4&021.9 Feasibility & Options Report Rev 6). Among the three clusters locations, only Location 3 (Glen of the Downs Dual Carriageway) is associated with the preferred option.

Below is a summary of collision data from 2016 HD15 Detailed Reviews:

Table 2-2 – Collisions summary from 2016 HD15 Detailed Reviews (Glen of the Downs Dual Carriageway)

Incident ID	Date	Time	Collision Type	Severity	Surface	Light
11586355 (32)	13/11/2014	08:40	Rear End, Straight	Minor Injury	Wet	Day, Good Visibility
11862872 (31)	12/05/2015	09:05	Rear End, Straight	Material Damage	Dry	Day, Good Visibility
12383394 (29)	13/11/2015	08:00	Rear End, Straight	Minor Injury	Wet	Day, poor Visibility
13214596 (27)	09/09/2016	16:30	Single Vehicle	Minor Injury	Wet	Day, Good Visibility

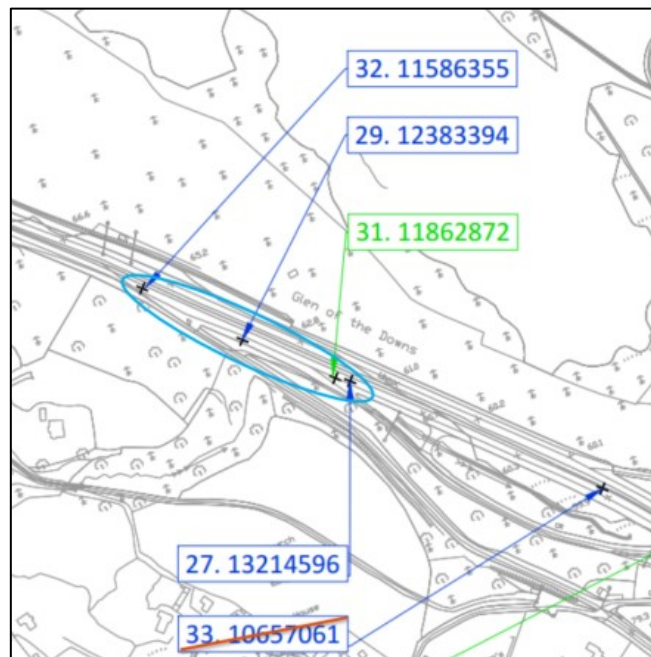


Figure 2-2 - Collisions at Glen of the Downs Dual Carriageway

The collision data shows a pattern of rear end straight collisions occurring during the am peak, mainly during wet road surface conditions.

2.3 Anecdotal Safety Concerns

Anecdotal concerns have been raised by locals, councillors and Wicklow County Council regarding 'rat running' through the village of Kilpedder during heavy traffic flows on the N11.

3. Scheme/Safety Objectives

The safety objectives of the scheme are as follows:

- Reduce non-local traffic in Kilpedder residential roads in order to stop a potential “Rat Run”;
- Enhance pedestrian and cyclist safety;
- Rationalise the number of access / junctions on the N11 to reduce the risk of rear shunt (or other) collisions as a result of merging and diverging traffic in the general study area.

4. Existing Conditions

4.1 Speed

The posted speed on the northbound mainline of N11 Junction 11 is 100kph. The posted speed limit for L5046 Johnstown is 50kph, L5046 Holywell is 60kph and various speed limits in the Kilpedder residential area as shown in Figure 4-1.



Figure 4-1 - Speed Limit



4.2 Traffic Volumes

The Average Annual Daily Traffic (AADT) for the N11 mainline between Junction 8 Kilmacanogue and Junction 9 Glen of the Downs, Kilmacanogue, Co Wicklow was 57,903 in 2024 with an HGV percentage of 3.5%. This information was extracted from the TII counter website [Traffic Counts for Transport Infrastructure Ireland](#). TMU N11 020.0N is located approximately 5km north of the scheme.

4.3 Horizontal Alignment

A topographical survey was conducted and used to assess the horizontal alignment of N11 mainline approach to L5046 Johnstown entrance, L1043 Killickabawn road, L5406 Willow Grove link road and Drummin Lane exit of N11.

4.3.1 N11 Mainline Approach to L5046 Johnstown Entrance

The current N11 mainline approach to L5046 Johnstown entrance includes 2no. horizontal curves with similar radii of circa 654m.

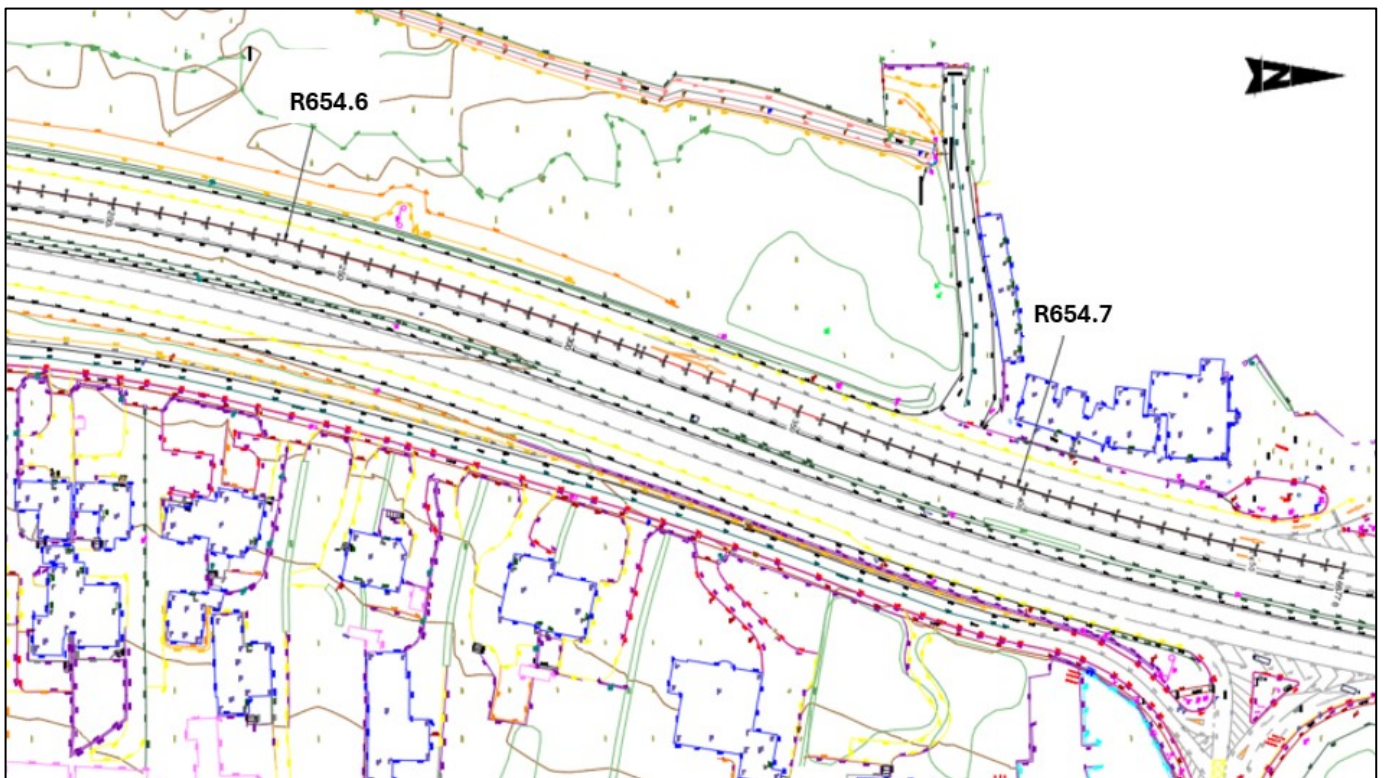


Figure 4-2 – Horizontal Alignment of N11 Mainline Approach to L5046 Johnstown Entrance

4.3.2 L1043 Killickabawn Road

The existing L1043 Killickabawn road horizontal geometry has a horizontal radii of approximately 140m.

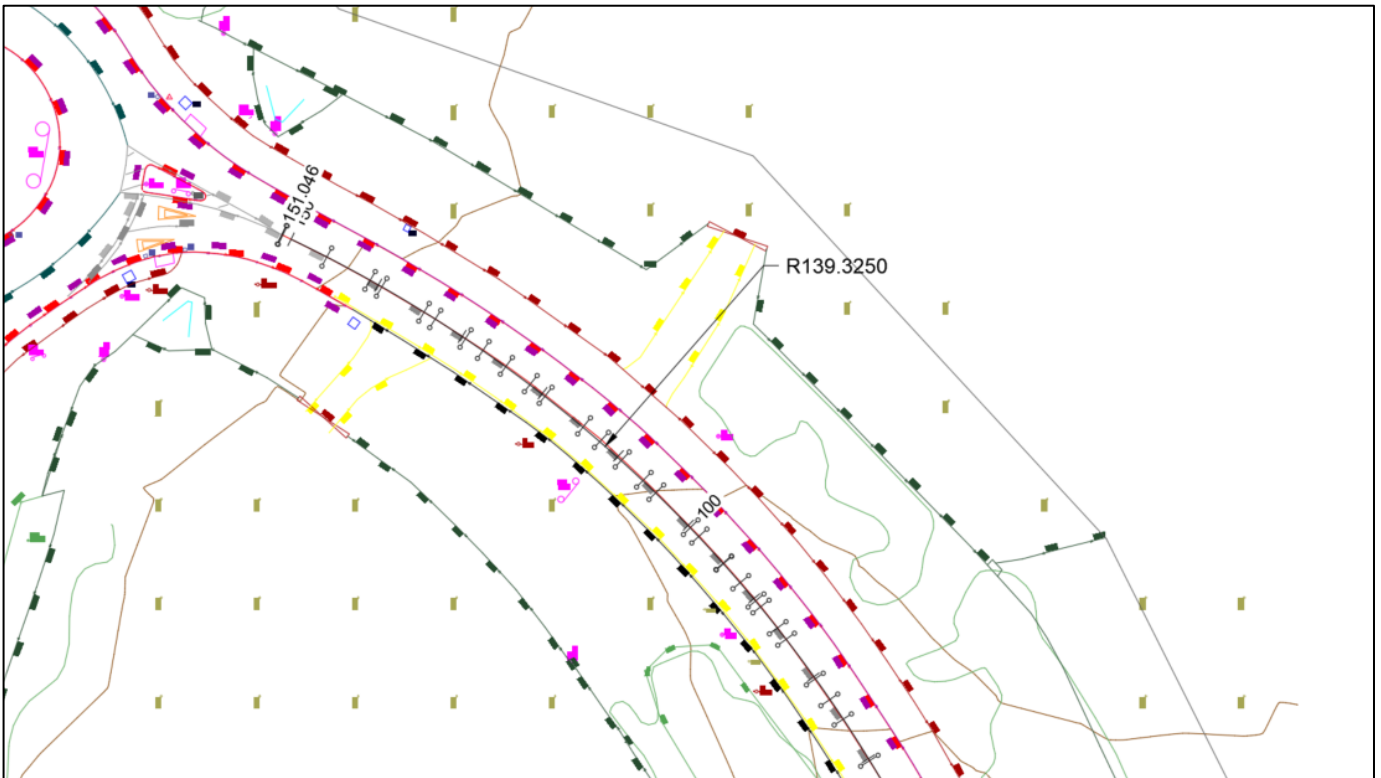


Figure 4-3 – Horizontal Alignment of L1043 Killickabawn Road

4.3.3 L5406 Willow Grove Link Road

The existing L5406 Willow Grove link road horizontal geometry has a horizontal radii of approximately 129m at the start, and the section heading towards the N11 mainline is generally straight.

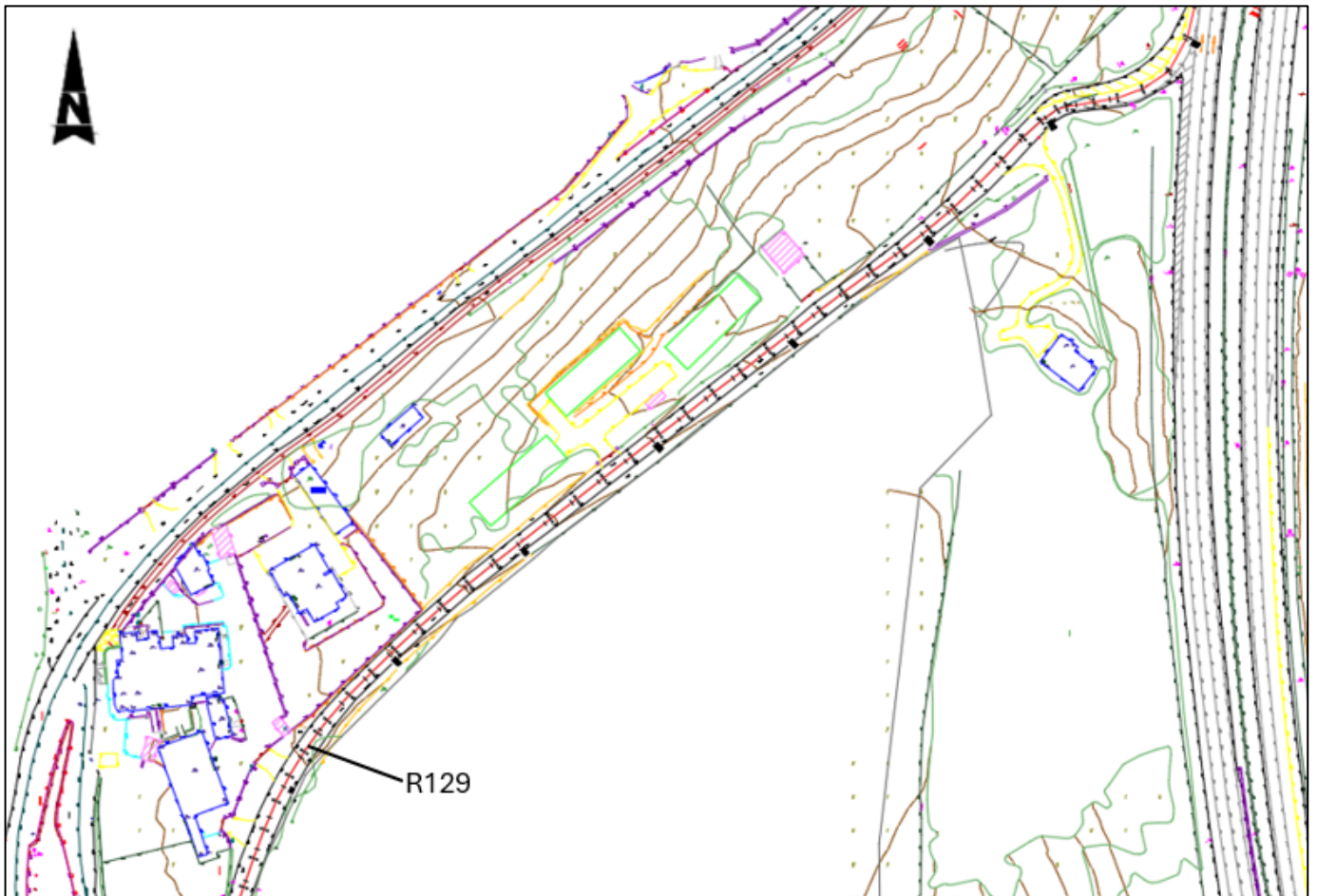


Figure 4-4 – Horizontal Alignment of L5406 Willow Grove Link Road

4.3.4 Drummin Lane - Exit of N11

The existing Drummin Lane exit from the N11 currently features a straight horizontal alignment, continuing towards Kilpedder via Drummin Lane. This geometry provides a direct and unobstructed route, which is presently used by vehicular traffic.

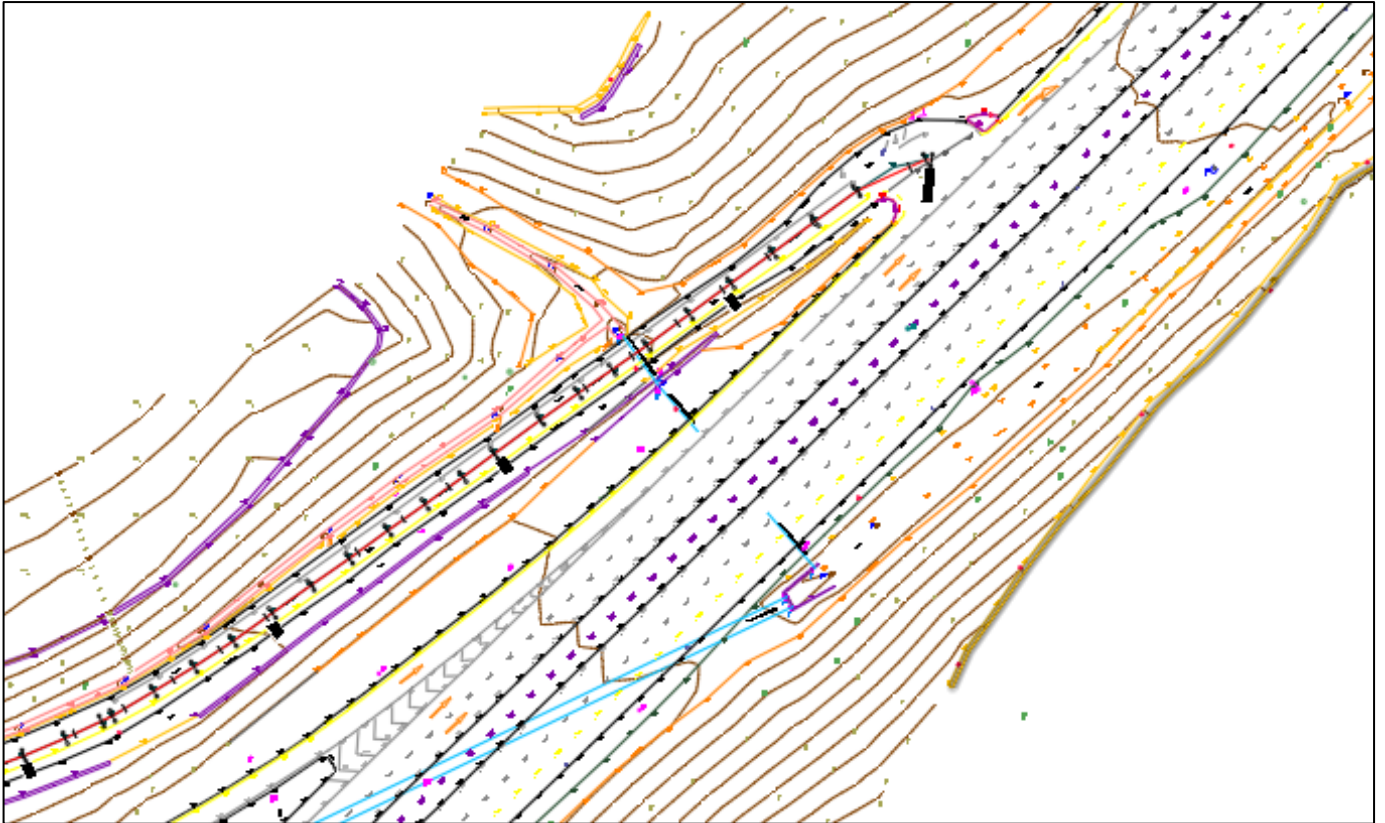


Figure 4-5 – Horizontal Alignment of Drummin Lane exit of N11

4.4 Vertical Alignment

4.4.1 N11 Mainline Approach to L5046 Johnstown Entrance

The current vertical alignment at N11 mainline is mostly flat ground with 2no. curved section. The alignment extends from chainage 0.000m to 468.778m. Ground levels begin at 93.198m at chainage 0.000m, rise to 94.449m at chainage 270.000m, and then fall to 93.979m at chainage 468.778m.

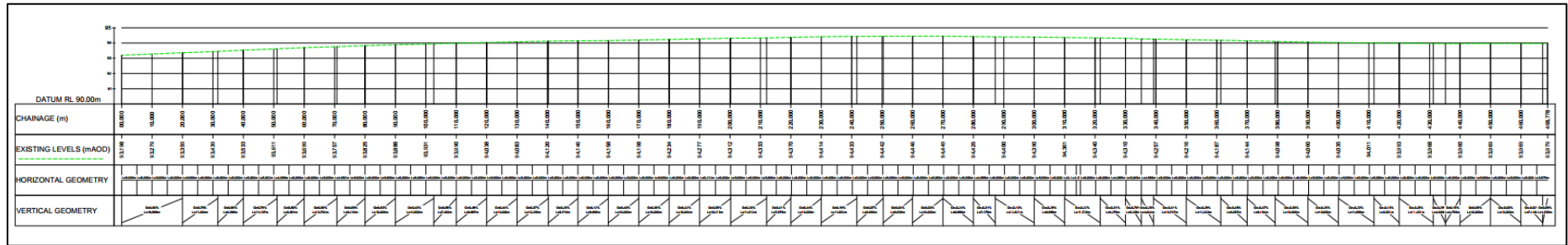


Figure 4-6 - Existing Ground Elevation Profile of N11 Mainline Approaching L5046 Johnstown



4.4.2 L1043 Killickabawn Road

The current vertical alignment at L1043 Killickabawn Road rises towards the roundabout. The alignment extends from chainage 0.000m to 151.046m. Ground levels begin at 89.194m at chainage 0.000m and rise to 100.249m at chainage 151.046m.

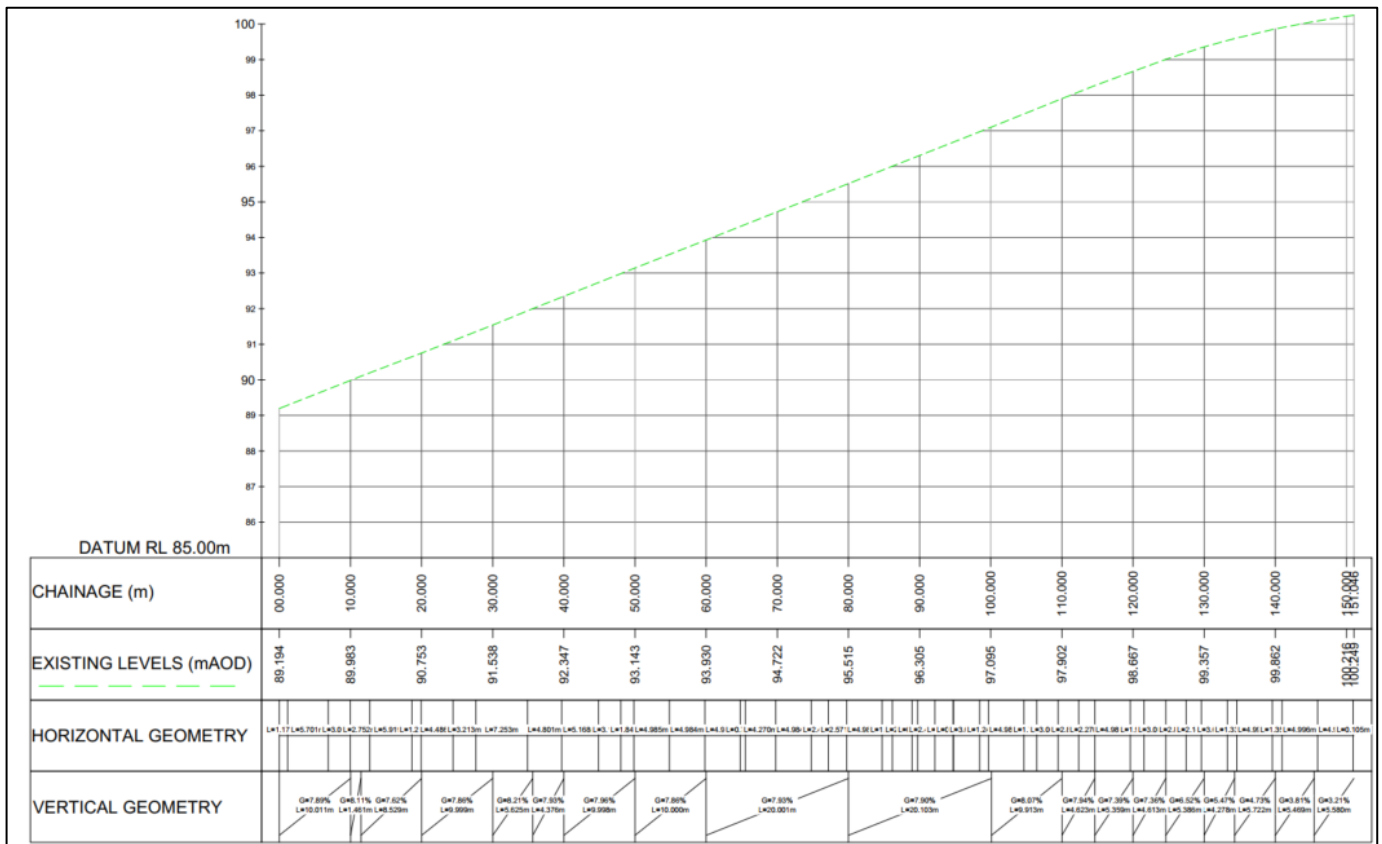


Figure 4-7 - Existing Ground Elevation Profile of L1043 Killickabawn Road



4.4.3 L5406 Willow Grove Link Road – Exit to N11

The alignment extends from chainage 0.000m to 415.972m. Ground levels begin at 73.530m at chainage 415.972m and rise to 97.500m at chainage 151.046m.

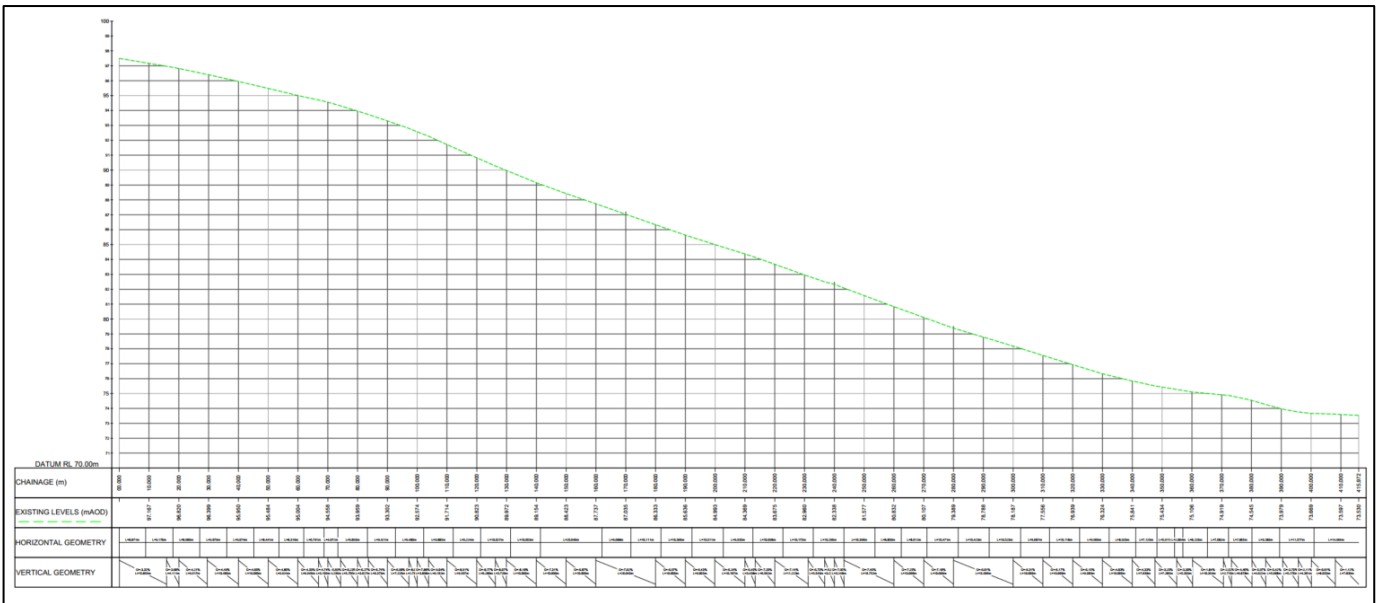


Figure 4-8 - Existing Ground Elevation Profile of L5406 Willow Grove link road – Exit to N11

4.4.4 Drummin Lane – Exist of N11

The alignment extends from chainage 0.000m to 444.194m. Ground levels begin at 64.414m at chainage 444.194m and rise to 78.182m at chainage 0.000m.

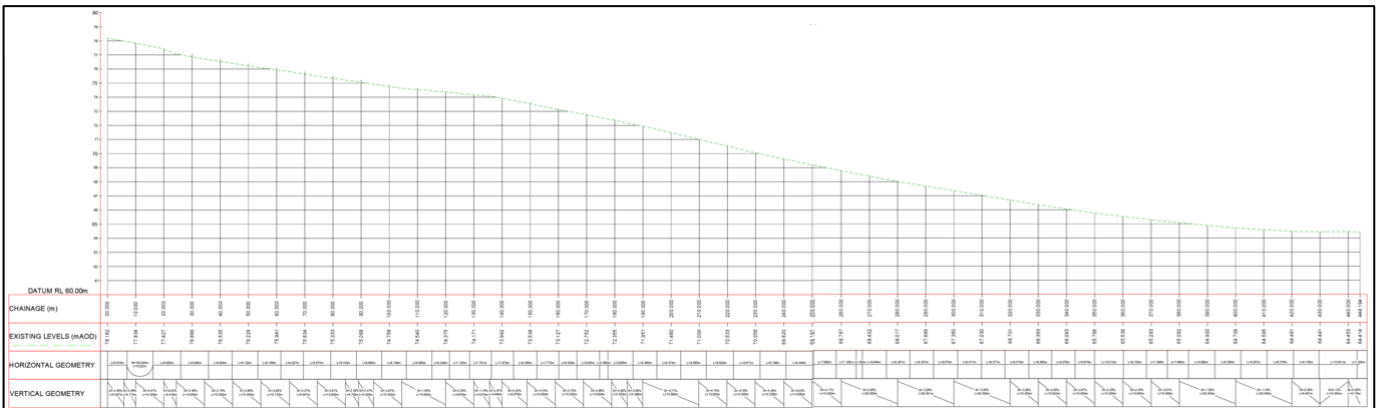


Figure 4-9 - Existing Ground Elevation Profile of Drummin Lane – Exit of N11



4.5 Cross Section Crossfall & Superelevation

4.5.1 Cross Section

4.5.1.1 N11 Mainline Approach to L5046 Johnstown Entrance

The existing cross section of the N11 mainline along this section can be seen in Figure 4-10 below. The 2no. mainline lanes are approximately 3.8m wide. A hard shoulder of approximately 2.6m wide is located on the left side, while a hard strip approximately 0.6m is present on the right side of the dual carriageway.

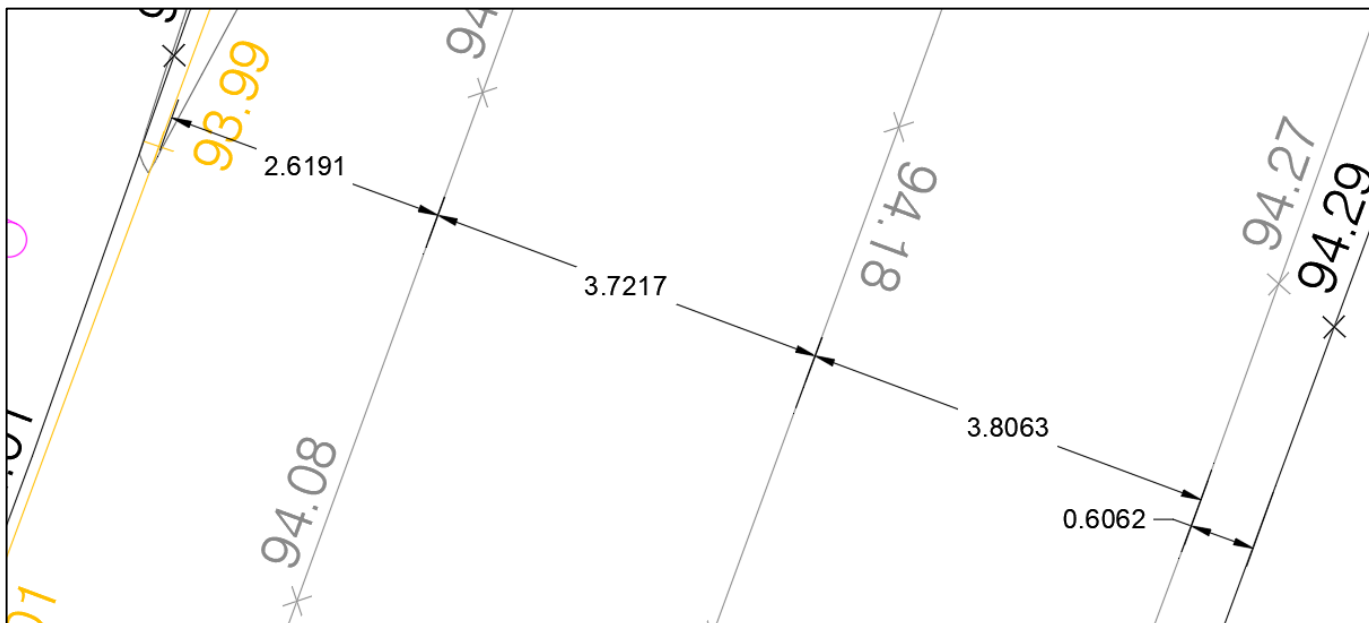


Figure 4-10 - Cross Section of N11 mainline approach to L5046 Johnstown entrance

4.5.1.2 L1043 Killickabawn Road

The existing cross section of L1043 along this section can be seen in Figure 4-11 below. The 2no. single carriageway lanes are approximately 3.5m and 3.3m wide. An existing footpath approximately 3.3m wide is located on the northern side.

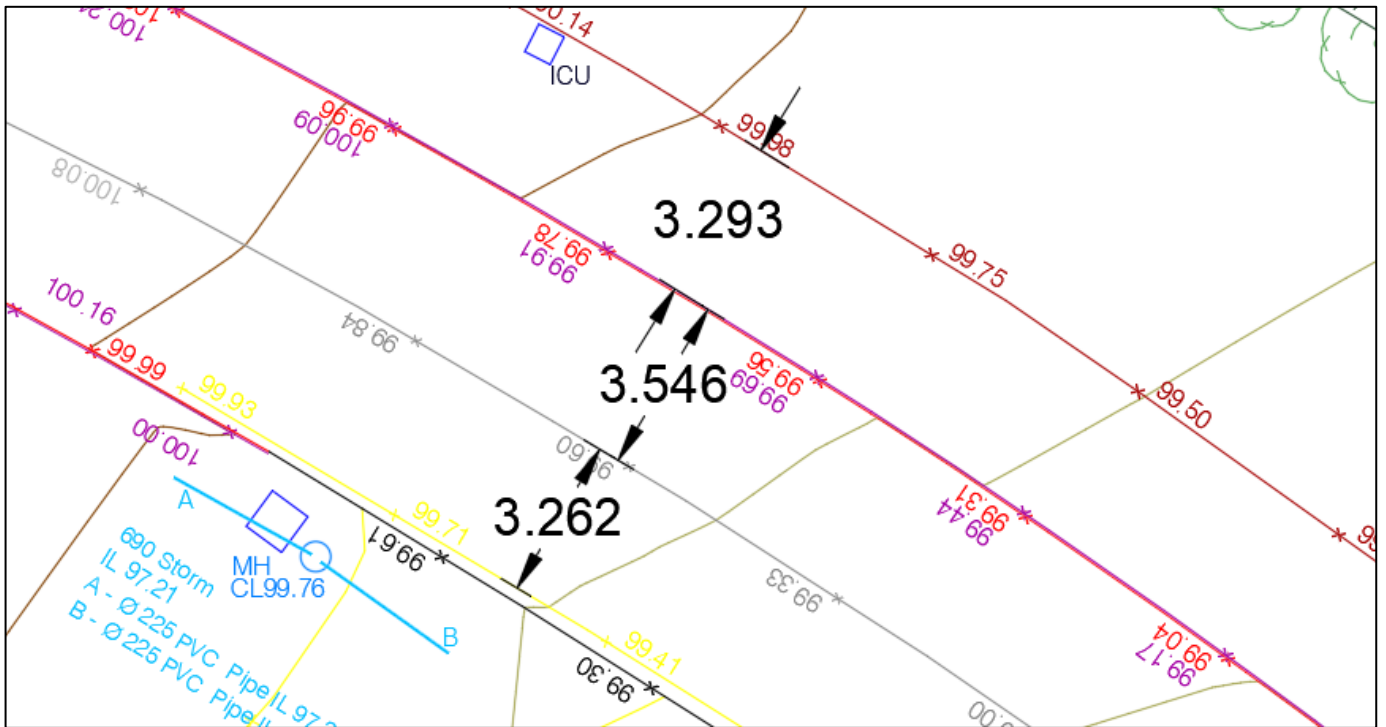


Figure 4-11 - Cross Section of L1043 Killickabawn Road

4.5.2 Crossfall

4.5.2.1 N11 Mainline Approach to L5046 Johnstown Entrance

The drainage system is located on the right side of the carriageway as shown in the Figure 4-14 below, resulting in the cross fall also being directed towards the right side of the carriageway.

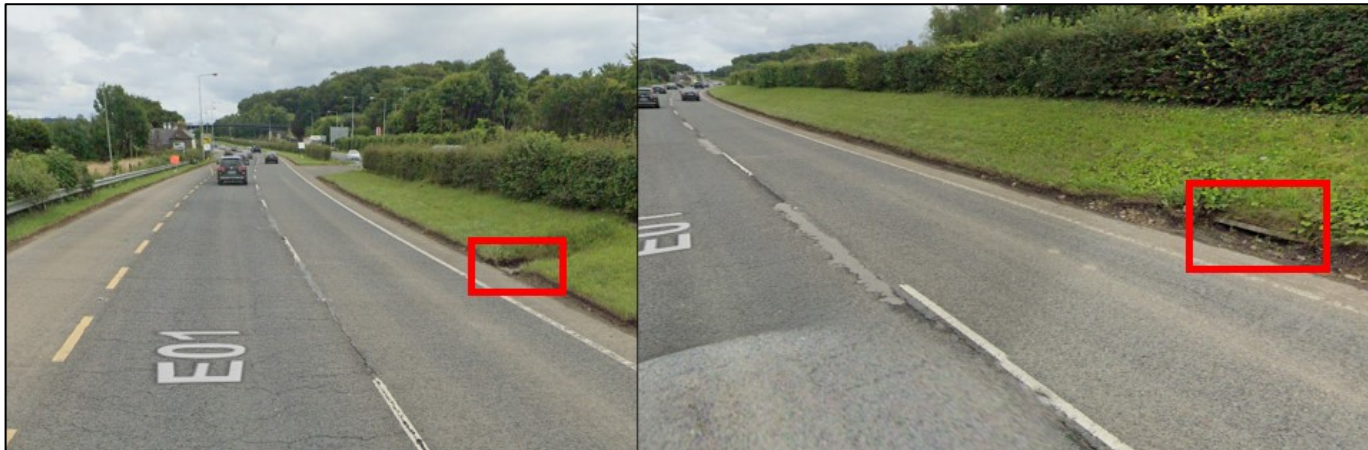


Figure 4-14 - N11 Mainline Approach to L5046 Johnstown Entrance Drainage system

4.5.2.2 L1043 Killickabawn Road

The drainage system is located on the left side of the carriageway as shown in the Figure 4-15 below, resulting in the cross fall also being directed towards the left side of the carriageway.

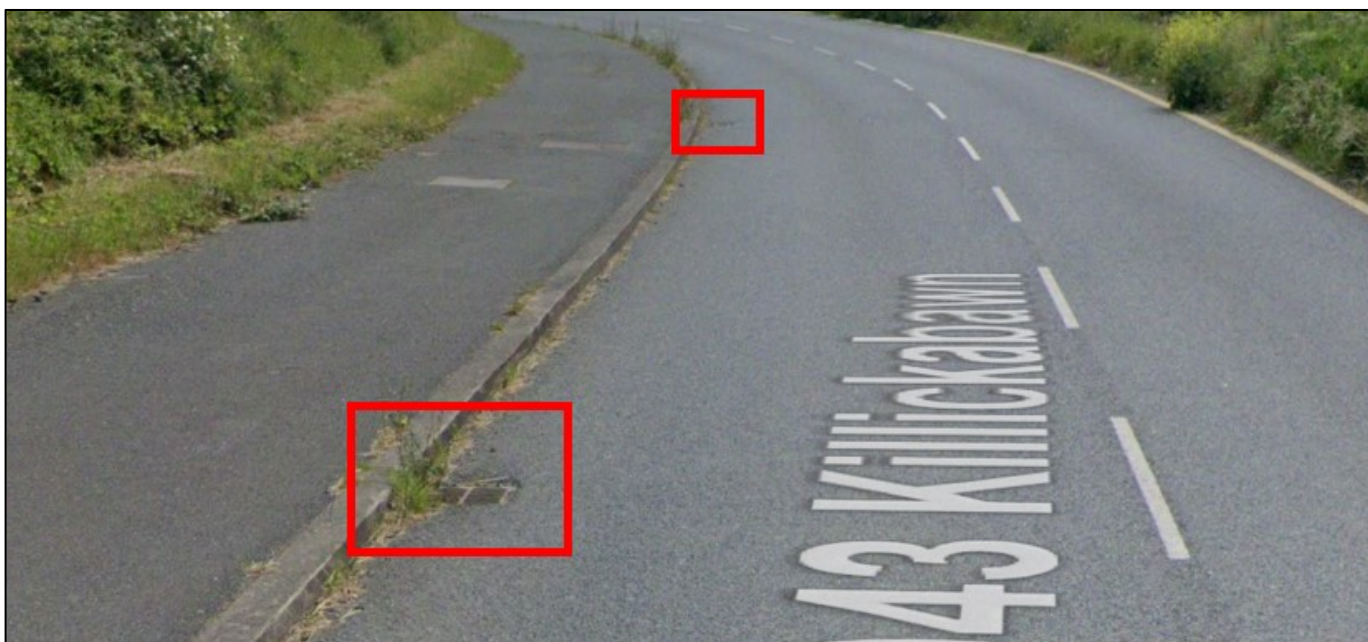


Figure 4-15 – L1043 Killickabawn Road Drainage system

4.5.2.3 L5406 Willow Grove Link Road – Exit to N11

The existing L5406 Willow Grove Link Road slopes downward toward the exit to N11 and lacks a dedicated drainage system, resulting in surface runoff flowing along the carriageway and verges toward the exit to N11.

4.5.2.4 Drummin Lane – Exist of N11

The drainage system is located on the left side of the N11 carriageway as shown in the Figure 4-16 below, resulting in the cross fall also being directed towards the left side of the carriageway.

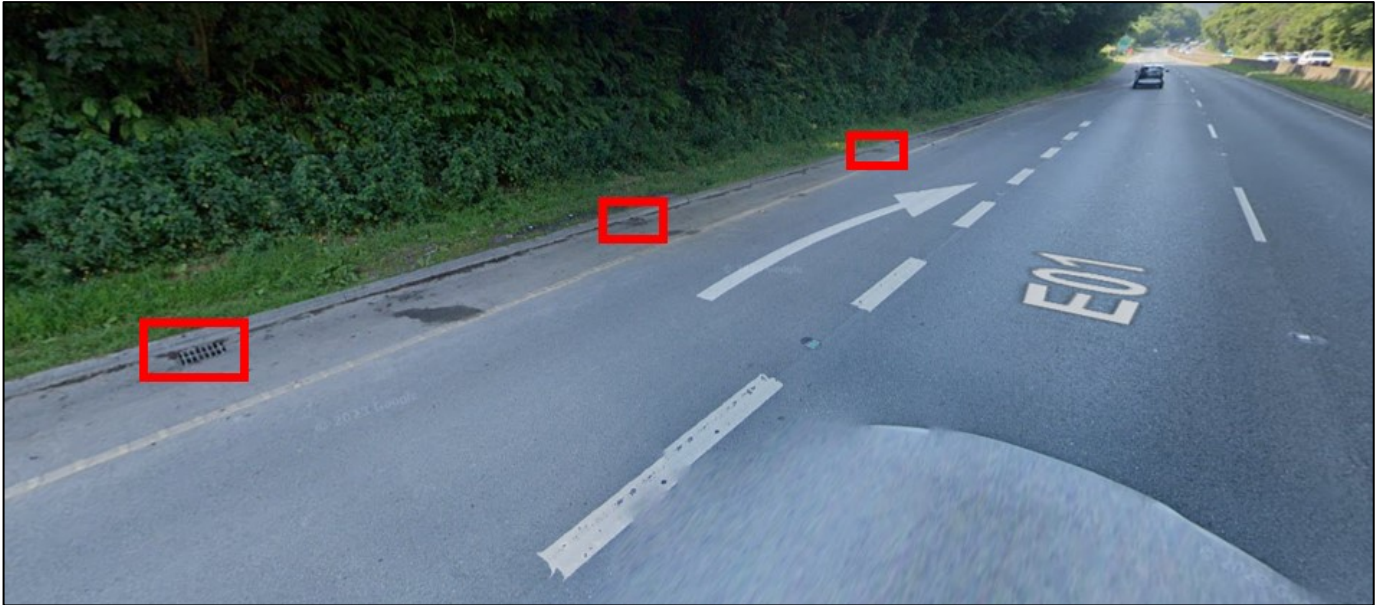


Figure 4-16 – Drummin Lane – Exit of N11 Drainage system

4.5.3 Superelevation

Not Applicable.

4.6 Junctions & Accesses

In the vicinity of the scheme, there are 2no. roundabouts and 5no. junctions as illustrated in Figure 4-17.

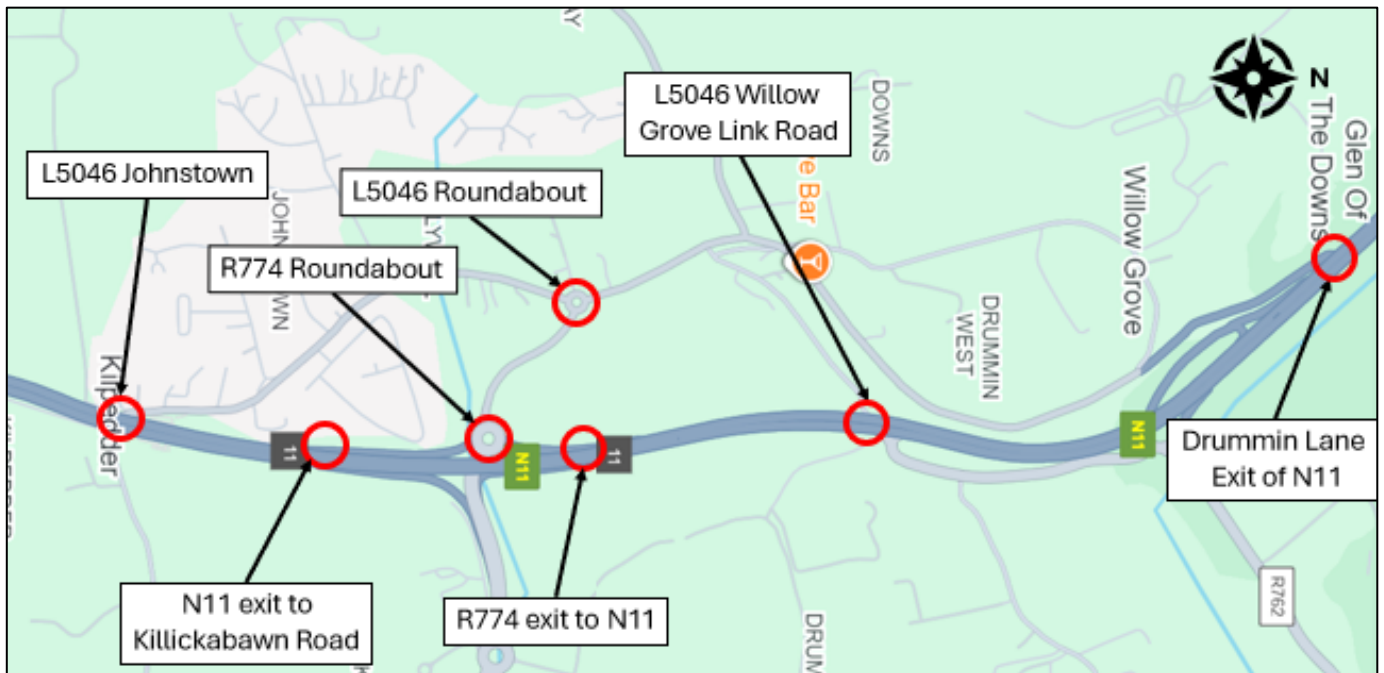


Figure 4-17 - Junctions and Roundabouts

The following summarises the proposed measures to existing junctions;

- L5046 Johnstown entrance will be closed for vehicular traffic except buses
- L5046 Willow Grove Link Road will be closed to vehicle wishing to exit to the N11
- The Drummin Lane exit from the N11 will be closed to vehicular traffic and retained as active travel route.

An alternative route for L5046 Johnstown entrance will be via the N11 exit to Killickabawn Road and L5046 Willow Grove Link Road will be R774 exit to N11 as illustrated in Figure 4-18.

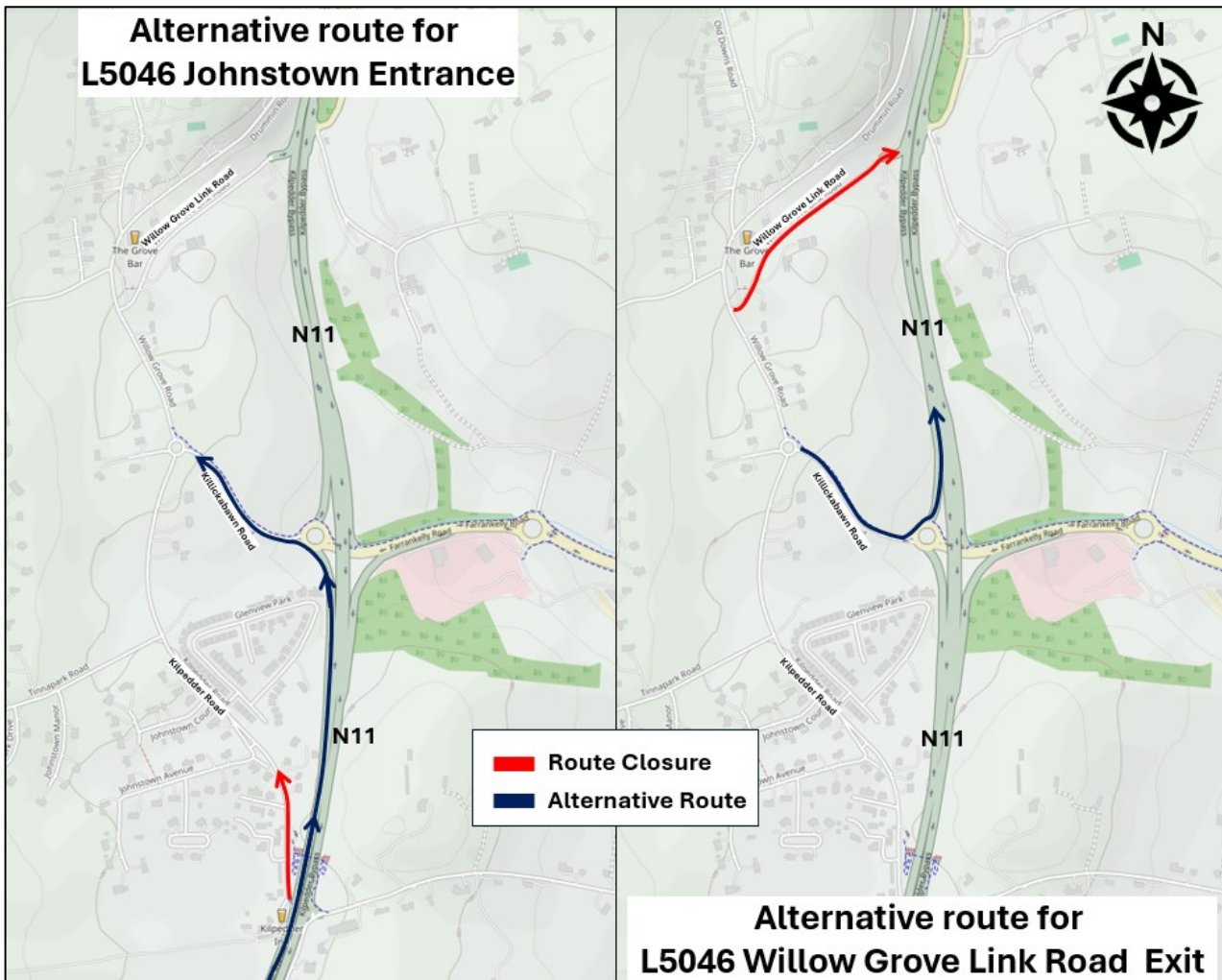


Figure 4-18 - Alternative Routes

4.7 Facilities for Vulnerable Road Users

All existing features are proposed to be retained. Drumming lane will be closed to vehicle traffic and dedicated to active travel.

4.8 Visibility & Sightlines

Below summarises existing visibility conditions with the scheme extents. There are no proposals that will impact on these.

- The existing N11 has clear visibility for a driver driving from south to north direction.
- The existing L1043 Killickabawn road has clear visibility for a driver driving towards both east and west direction.
- L5406 Willow Grove Link Road – Exit to N11 is one way carriageway with clear visibility for a driver exiting to the N11.

5. Environmental, Archaeological and Other Constraints

5.1 Appropriate Assessment Screening

As part of the Preliminary Design Phase, an Appropriate Assessment(AA) Screening Report titled “N11 Kilpedder – Road Safety Improvement Scheme Stage 1 AA Screening” was completed by Woodrow APEM Group on 01 December 2025 (Refer to Appendix C). The purpose of the Screening for Appropriate Assessment Report is to determine the likelihood of significant effects, if any, that the proposed project could have on any European designated sites either alone or in combination with other plans or project.

The potential impacts of the Proposed Scheme have been considered in the context of the European sites, their Qualifying Interests or Special Conservation Interests, and their conservation objectives, through an assessment of the S-P-R model and the potential in-combination effects with other plans or projects.

The Appropriate Assessment Screening Report has concluded that the proposed road safety improvement scheme is not likely to have significant effects on the integrity of any European Sites. Therefore, the Proposed Scheme screened out, and a Stage two Natura Impact Statement is not required.

5.2 Ecological Assessment

Not Applicable.

5.3 Environmental Impact Assessment Screening

As part of Preliminary Design Phase an Environmental Impact Assessment (EIA) Screening Report titled “Kilpedder Road Safety Improvement Scheme, Co. Wicklow – Environmental Impact Assessment (EIA) Screening Report” was completed by Woodrow APEM Group on 01 December 2025 (Refer to Appendix D). The purpose of this report is to determine whether the project requires the preparation of an Environmental Impact Assessment Report (EIAR).

The screening has taken into account the scale, nature, and location of the Proposed Scheme, as well as the findings of the accompanying Appropriate Assessment (AA) Screening Report. The EIA Screening Report concluded that the Proposed Scheme is unlikely to give rise to significant environmental effects for the following reasons:

- *While the planning application [redline] boundary partially overlaps with the Glen of the Downs SAC and a site of geological importance, the works are confined to the existing road footprint, with limited widening of the hard shoulder to accommodate the cycle route.*
- *The site is not located within a flood risk zone, and no historical flood events have been recorded in proximity to the site.*
- *Temporary construction impacts such as noise, dust, pollution and traffic disruption are expected to be localised, short-term, and reversible. These will be managed through best practice construction methods and mitigation measures outlined in the site-specific Environmental Management Plan (CEMP).*
- *The Appropriate Assessment (AA) Screening concluded that there would be no likely significant effects on any Natura 2000 site.*
- *The Proposed Scheme is near areas used by protected and sensitive species, but the nature and scale of the works, combined with mitigation measures, are expected to avoid significant impacts.*
- *No significant environmental impacts are anticipated during the operational phase, as the Proposed Scheme will integrate into the existing road network.*



- *The Proposed Scheme avoids direct impacts on designated heritage assets and protected landscapes.*
- *A review of committed developments in the surrounding area confirms that the Proposed Scheme will not result in significant cumulative impacts.*
- *Once operational, the Proposed Scheme will deliver beneficial environmental outcomes, including:*
 - *Reduced traffic volumes through Kilpedder.*
 - *Improved local air quality and noise levels.*
 - *Enhanced road safety and pedestrian infrastructure.*
 - *Support for active travel and sustainable mobility.*

The Proposed Scheme is aligned with relevant planning and environmental policy objectives, and any residual impacts are considered to be minor and manageable.

Based on the findings of this EIA screening exercise, it was concluded that the Proposed Scheme does not qualify as an EIA development under the Planning and Development Regulations 2001–2024. There is no likelihood of significant environmental effects arising from the Proposed Scheme, either individually or cumulatively. Therefore, the preparation of an Environmental Impact Assessment Report (EIAR) is not required.

5.4 Archaeological Constraints

Not Applicable.



6. Future Developments / Imminent Works

6.1 N11/M11 Junction 4 To Junction 14 Improvement Scheme

A major improvement scheme along the N11 from Junction 4 to Junction 14, “N11/M11 Junction 4 to Junction 14 Improvement Scheme” was proposed and undertaken by Wicklow County Council, with Transport Infrastructure Ireland (TII) as the Sanctioning Authority to be developed. Phase 2 of the project was concluded in 2021, with the completion of the preferred option for the scheme, together with the publication of the Option Selection Report.

The preferred corridor and road improvement option layout developed for the scheme proposed road closures as following;

- Closure of existing one way access to Drummin Lane
- Closure of existing Junction 10 (Delgany/Drummin) northbound merge
- Closure of existing Junction 10 (Delgany/Drummin) northbound diverge
- Closure of existing Junction 10 (Delgany/Drummin) southbound diverge
- Closure of existing merge from Kilickabwan
- Closure of existing N11 left in left out junction
- Realignment of Existing R762 Link road with new overbridge crossing the N11

The above measures are shown below in Figure 6-1.

At the time of writing this report(Q1 2026), there is no timeline for progressing of this larger scheme and is currently on hold.



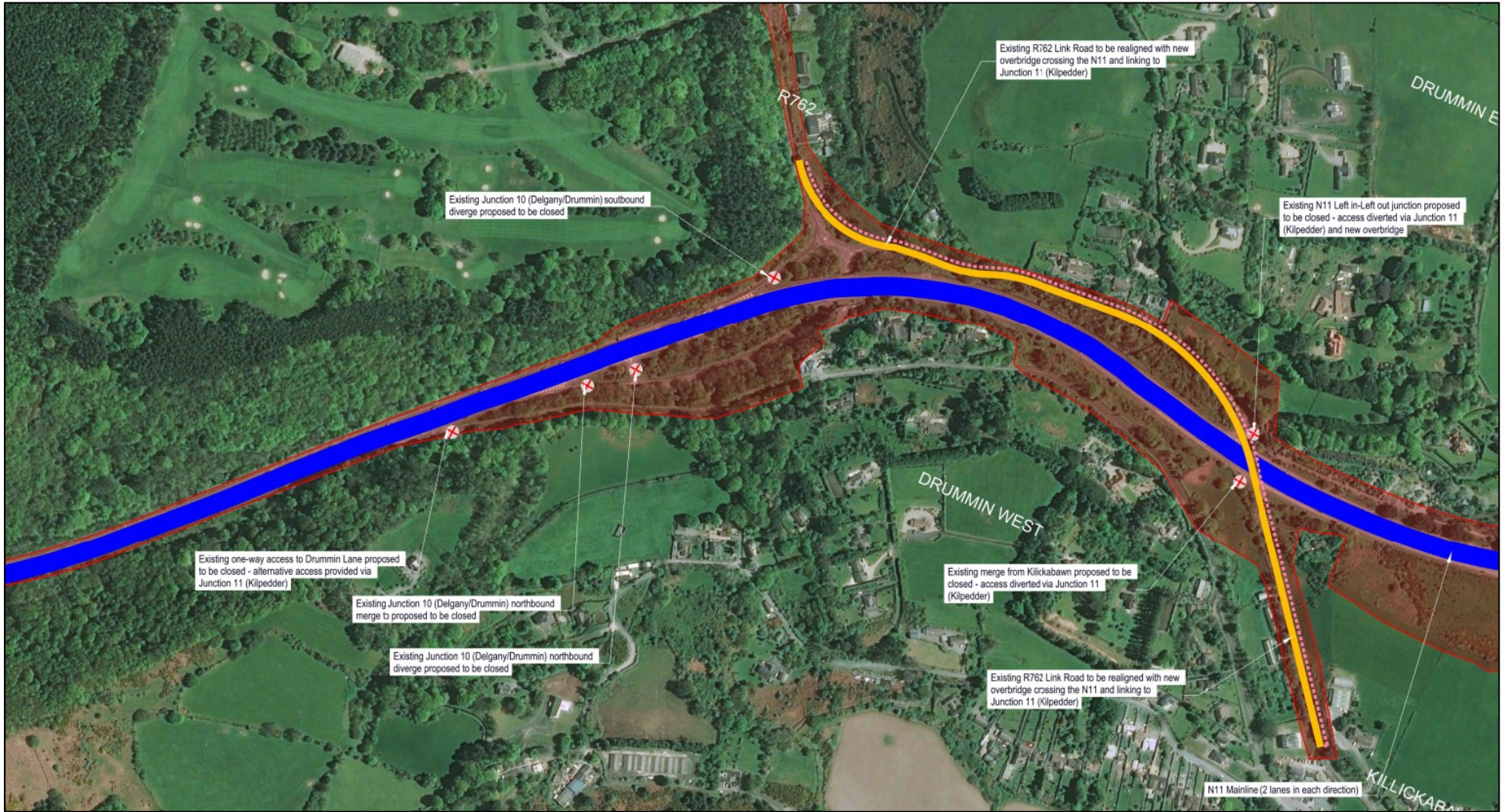


Figure 6-1 - N11/M11 Junction 4 to Junction 14 Improvement Scheme Preferred Corridor and Road Improvement Option Layout



6.2 N11/M11 Bus Priority Interim Scheme (BPIS)

The N11/M11 BPIS is examining the feasibility of providing dedicated bus lanes along the section of existing N11/M11 route extending from Loughlinstown Roundabout in the north to N11 Junction 9 (Glenview) in the south.

The project is currently in Phase 2 (Option Selection) and work is progressing on the development of design options for the provision of bus lanes along the existing N11/M11 route.

6.3 N11 Bus Stop Safety Review

A recent report prepared by AtkinsRéalis reviewed bus stop usage along the N11 within Wicklow County . The report prepared for Transport Infrastructure Ireland (TII) aimed to enhance safety and accessibility for bus users as well as all road users.

The report recommended that southbound buses, which serve a significant number of passengers returning to Kilpedder, should use Junction 11 to improve safety. This recommendation was made to address safety concerns on the high-speed section of the N11 at the southbound Kilpedder bus stop where pedestrians were observed crossing the N11 dual carriageway at grade. Significantly, video survey footage captured frequent near miss conflicts between diverging vehicles and buses accessing and egressing from the stop at this location.

The pedestrian footbridge connecting the southbound and northbound bus stops serves as a significant advantage by linking the communities on both sides of the N11 at Kilpedder. While pedestrian safety remains the primary concern, there are also considerable safety issues associated with the southbound bus stop, as detailed in Section 3.5 of the N11 Bus Stop Safety Review (AtkinsRéalis ref: 5207356DG566).

6.4 Proposed Locations for Park and Ride Sites

The NTA Park and Ride Development Office are currently in the design stage of a proposed park and ride site at the N11 Junction 11 in Kilpedder. However, the site would likely take longer than anticipated due to the need of a Natura Impact Statement (NIS) be carried out on it. The site is proposed to provide a 600 space Park & Ride site at Junction 11 with new dedicated bus services.



7. Proposed Design

7.1 General

At the Feasibility and Options Stage/Gateway 1 Approval, 6 options were presented. Option 6 was presented as the preferred option and was successful at getting Gateway 1 approval.

The proposed design is to provide following updates:

- L5046 Johnstown access to include a dedicated bus lane only for use to busses and cyclists;
- Existing Bus Stop 4237 to be closed and relocated to the eastern arm of Kilpedder Road/Killickabawn Road roundabout;
- Drummin Lane to be closed to vehicular traffic and be retained as an active travel route;
- Proposed cycle lane at the Drummin Lane entrance at the N11 exit;
- L5406 Willow Grove Link road connecting N11 to be closed to all traffic.

7.2 Land Acquisition

No land acquisition is required.

7.3 Horizontal Alignment

No horizontal alignment changes are required.

7.4 Vertical Alignment

No vertical alignment changes are required.

7.5 Cross Section Crossfall & Superelevation

7.5.1 Cross Section

7.5.1.1 L1043 Killickabawn Road

The existing Killickabawn bus stop (Stop ID: 4237) at Killickabawn is proposed to be relocated to the eastern arm of Kilpedder Road/Killockabawn Road roundabout. The route buses take from the existing stop is proposed to be closed. The proposed relocated bus stop will be an online bus stop with associated road markings, bus stop post, and accessible kerb, hard standing area and bus stop shelter in accordance with the Traffic Sign Manual as illustrated in Figure 7-1 below.



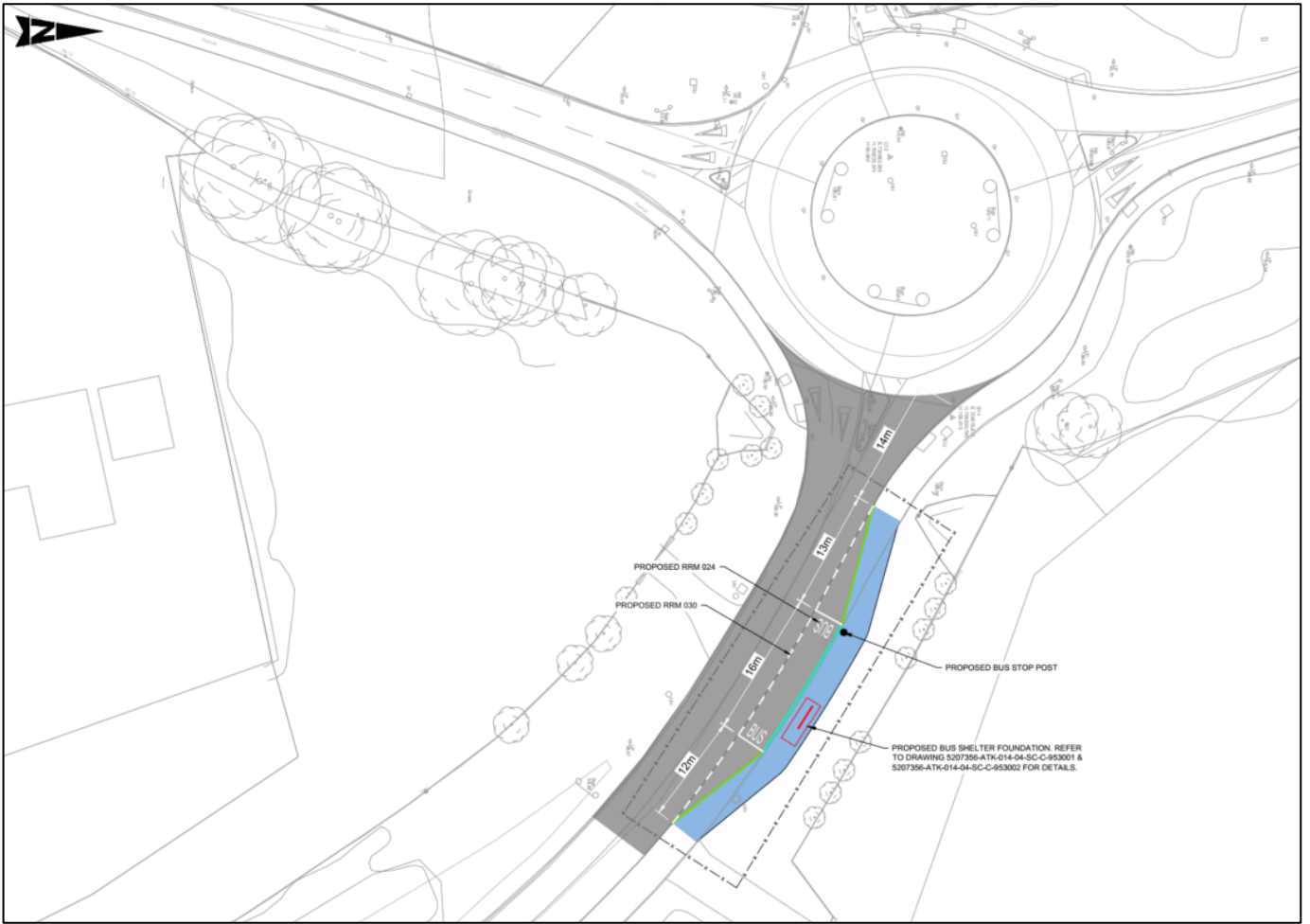


Figure 7-1 – Proposed relocation of Killickabawn bus stop (Stop ID: 4237)

7.5.1.2 L5406 Willow Grove Link Road – Exit to N11

The preferred option from Feasibility and Options Stage includes the closure of L5406 Willow Grove link road – exit to N11. The existing pavement is proposed to be perforated at 2.5m centre-to-centre and grassed with topsoil. A W 184 barrier board is also proposed to ensure the closure of this link road exiting to N11 as shown in the Figure 7-2 below.

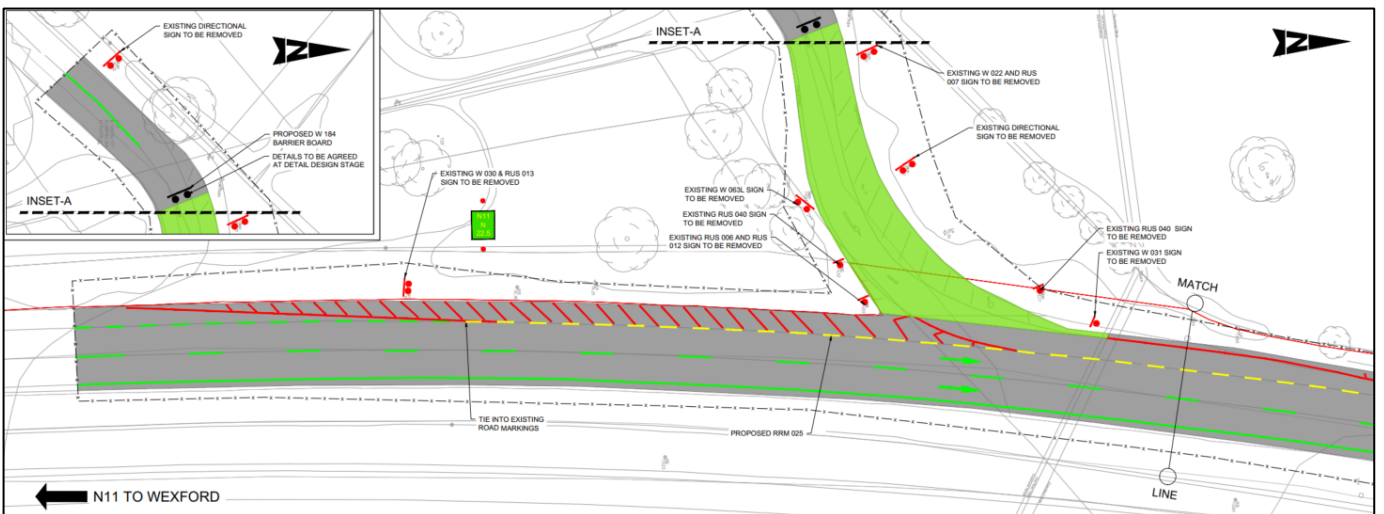


Figure 7-2 - Closure of L5406 Willow Grove Link Road – Exit to N11

7.5.1.3 Drummin Lane – Exit of N11

The existing Drummin Lane – exit of N11 connecting to Old Downs Road/Drummin Lane junction operates as a one-way route travelling southbound. It is proposed to be closed to vehicular traffic while preserving it as an active travel route. To achieve this, 3no. planters are proposed at the junction to stop vehicular movement but allowing cyclists to access the active travel path. Proposed measures as shown in the Figure 7-3 below.

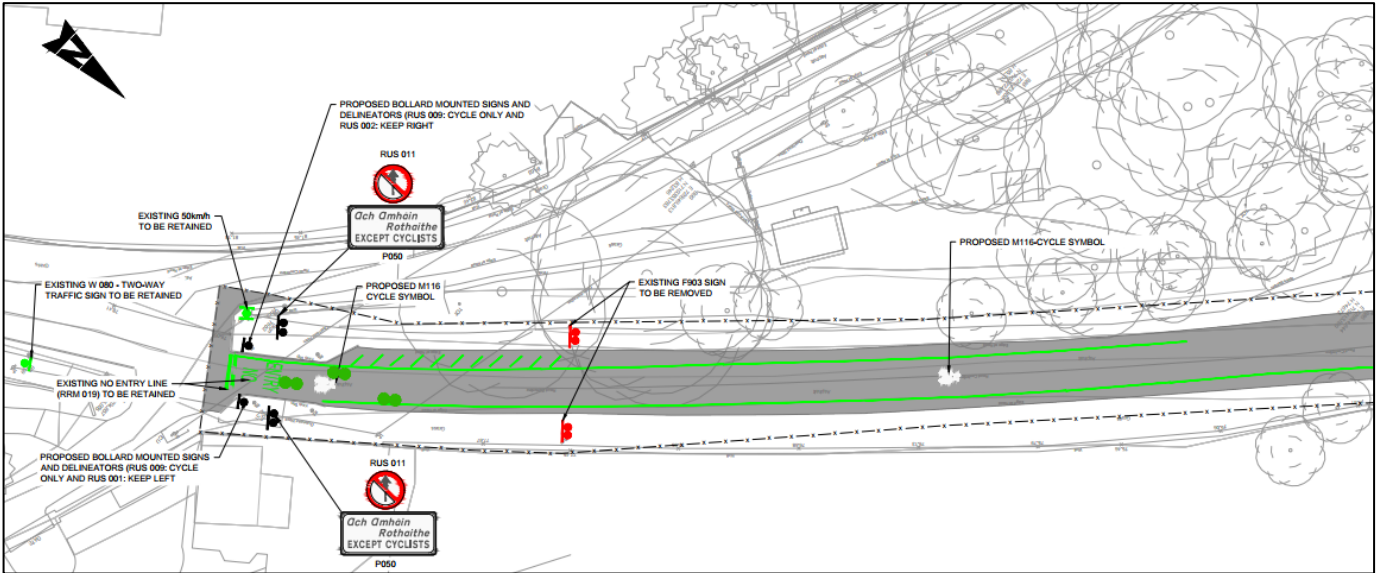


Figure 7-3 - Closure of Drummin Lane at Old Downs Road/Drummin Lane junction

The existing entrance to Drummin Lane exiting N11 will be closed and perforated at 2.5m centre-to-centre and grassed with topsoil as shown in the Figure 7-4 below.

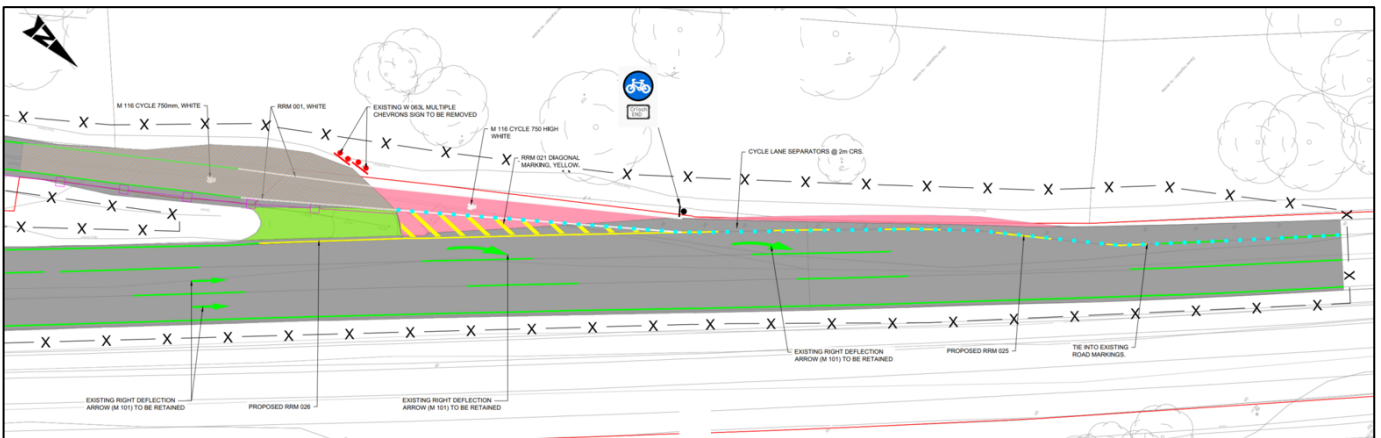


Figure 7-4 - Closure of Drummin Lane – Exit of N11

7.5.2 Crossfall

No crossfall changes are envisaged.



7.5.3 Superelevation

No superelevation changes are envisaged.

7.6 Facilities for Vulnerable Road Users

Pedestrian accessible kerbs and a hardstanding area are proposed for the relocated bus stop. Dedicated active travel provision is proposed on the lanes / roads closed to vehicular traffic.

7.7 Junctions

The scheme area includes two roundabouts and five junctions, of which one junction is being amended and two are proposed for closure to vehicular traffic.

7.7.1 L5046 Johnstown Entrance

The L5046 Johnstown junction is being changed to include a dedicated bus lane, which will be used only by buses. This amendment is intended to prevent rat-running through the junction and village of Kilpedder and ensure smoother public transport operations for school kids with safety.

7.7.2 L5046 Willow Grove Link Road - Exit to N11

The existing Killickabawn bus stop (Stop ID: 4237) is proposed to be relocated to the eastern arm of Kilpedder Road/Killickabawn Road roundabout. This change is required because the L5046 Willow Grove Link road which currently provides an exit to the N11 and forms part of the bus route, is proposed to be closed.

7.7.3 Drummin Lane – Exist of N11

The Drummin Lane exit from the N11 is proposed to be closed to vehicular traffic and dedicated for active travel. This change is necessary to improve safety for cyclists by removing potential conflicts with vehicles and creating a safer, more dedicated space for active travel users.

7.8 Visibility and Sightlines

No amendments to the existing visibility and sightlines are envisaged.

7.9 Drainage

No changes are proposed to the current drainage system are required.

7.10 Pavement

A new cycle lane is proposed at the Drummin lane – exit of N11. It will be paved to allow cyclists to safely merge into the N11 mainline hard shoulder. This proposal will ensure a continuous route for cyclists utilising the Drummin lane



for active travel and continue cycling on the N11 mainline hard shoulder. Details of the pavement design will be completed at detail design

7.11 Safety Barrier Risk Assessment and Provision

Pedestrian guardrails are present on the western side of the N11. The existing pedestrian guardrails will remain in place.

7.12 Traffic Signs and Road Markings

Removal and additional road markings and traffic signage is envisaged for the scheme which are described below.

7.12.1 N11 Mainline Approach to L5046 Johnstown Entrance

The worded “LÁNA BUS” and cycle symbol road markings will be installed in the existing lane utilized by buses. Additionally, worded “EXCEPT BUSES” road marking will be installed at the entrance to L5046 Johnstown.

The existing local road direction signage and W 050L Sharp Corner – Left will be removed. 3no. RUS 013 Except Buses sign will be installed. Refer to Design Drawings in Appendix A.

The existing Advanced Directional Signage (ADS) will be updated to reflect the closure of the Kilpedder entrance at L5046 Johnstown except Buses and Cyclists as shown as in Figure 7-5. The updated ADS will provide clear guidance to road users, ensuring that they are informed of there’s no access to the Kilpedder entrance at L5046 Johnstown.



Figure 7-5 - Proposed updates on Advanced Directional Signage (ADS)

7.12.2 L1043 Killickabawn Road

The existing Killickabawn bus stop (Stop ID: 4237) at Killickabawn will be relocated to the eastern arm of Kilpedder Road/L1043 Killickabawn Road roundabout with RRM 024 Bus Stop road markings and bus stop signage as shown in the Figure 7-6.

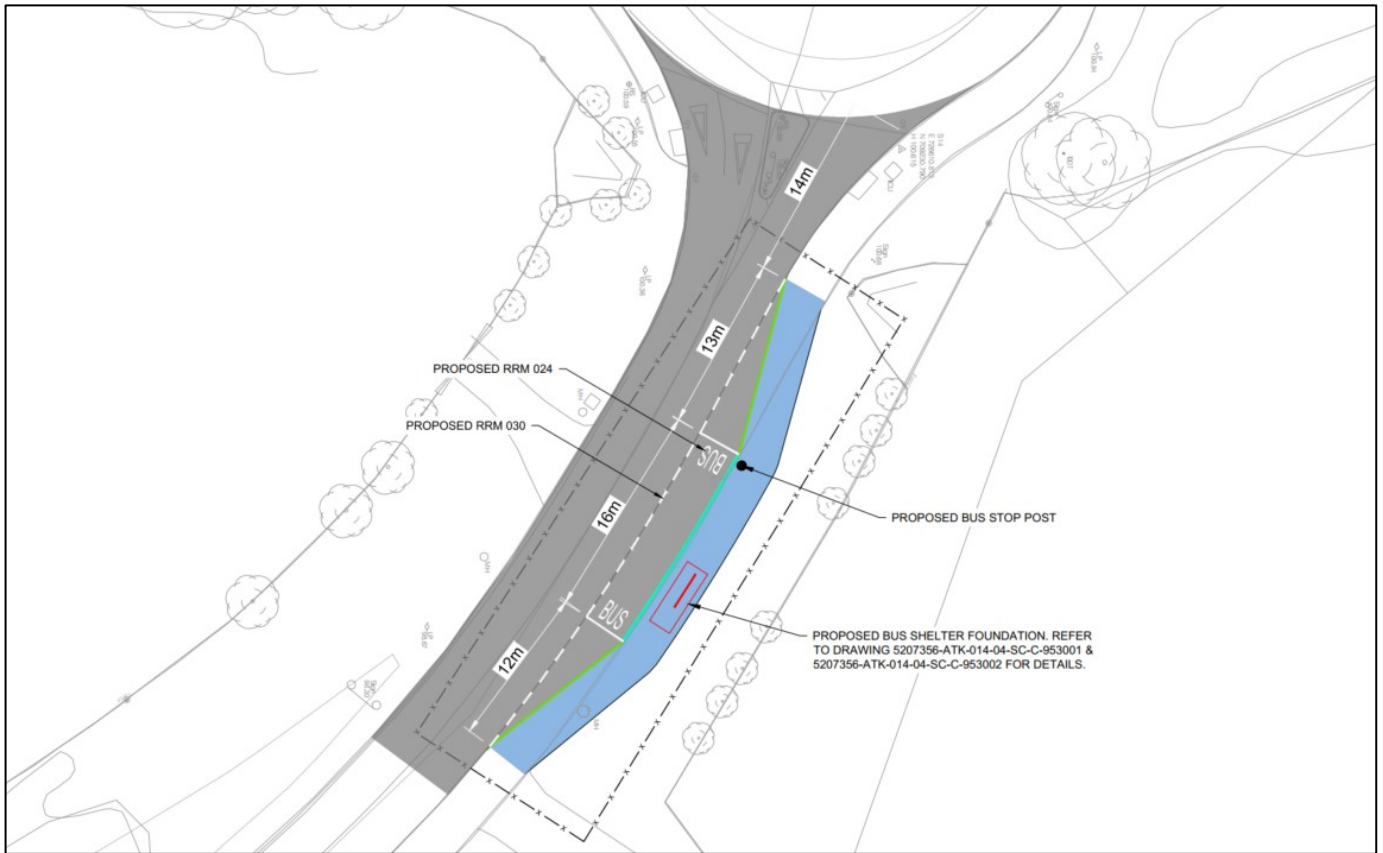


Figure 7-6 - Bus Stop Road markings for relocated Killickabawn bus stop

7.12.3 L5406 Willow Grove Link Road – Exit to N11

Table 7-1 lists the proposed and to be removed traffic signage at this site location:

Table 7-1 - List of Traffic signage

Traffic signage to be removed	Proposed traffic signage
4no. directional signs and posts	3no. F 360 – CUL-DE-SAC sign
1no. bus stop sign and post	1no. W 184 Barrier board
2no. RUS 041 (80kph) sign at Willow Grove Link road	
1no. W 053R Series of Sharp Bends – Right	
1no. directional sign	

1no. W 022 and RUS 007 mounted sign	
1no. W 063L sign	
2no. RUS 040 sign	
1no. RUS 006 and RUS 012 mounted sign	
1no. W 31 sign	
1no. W 030 and RUS 013 mounted sign	

The existing RRM 021 (white and yellow hatched marking) at N11 mainline before the L5406 Willow Grove link road merge and after the merge lane will be removed so the motorists would not be confused with the existing road marking as the link road will be closed. RRM 021 hatching markings will be replaced by RRM 025 tying in with the existing road marking.

All road signs and markings are subject to detailed design.

7.12.4 Drummin Lane – Exist of N11

All the traffic signs at the Old Downs Road/Drummin Lane junction will be retained. Drummin Lane will be closed for vehicular use and retained for active travel use by implementation of M116 – Cycle Symbol road markings. The existing Drummin lane – exit of N11 will be closed with the proposed grassed verge and RRM 021 Diagonal yellow hatching road marking will be installed with a cycle track end signage. 2no. The existing W 063L Multiple Chevrons signs will be removed at the Drummin Lane – exit of N11 as shown as in the Figure 7-7 below.

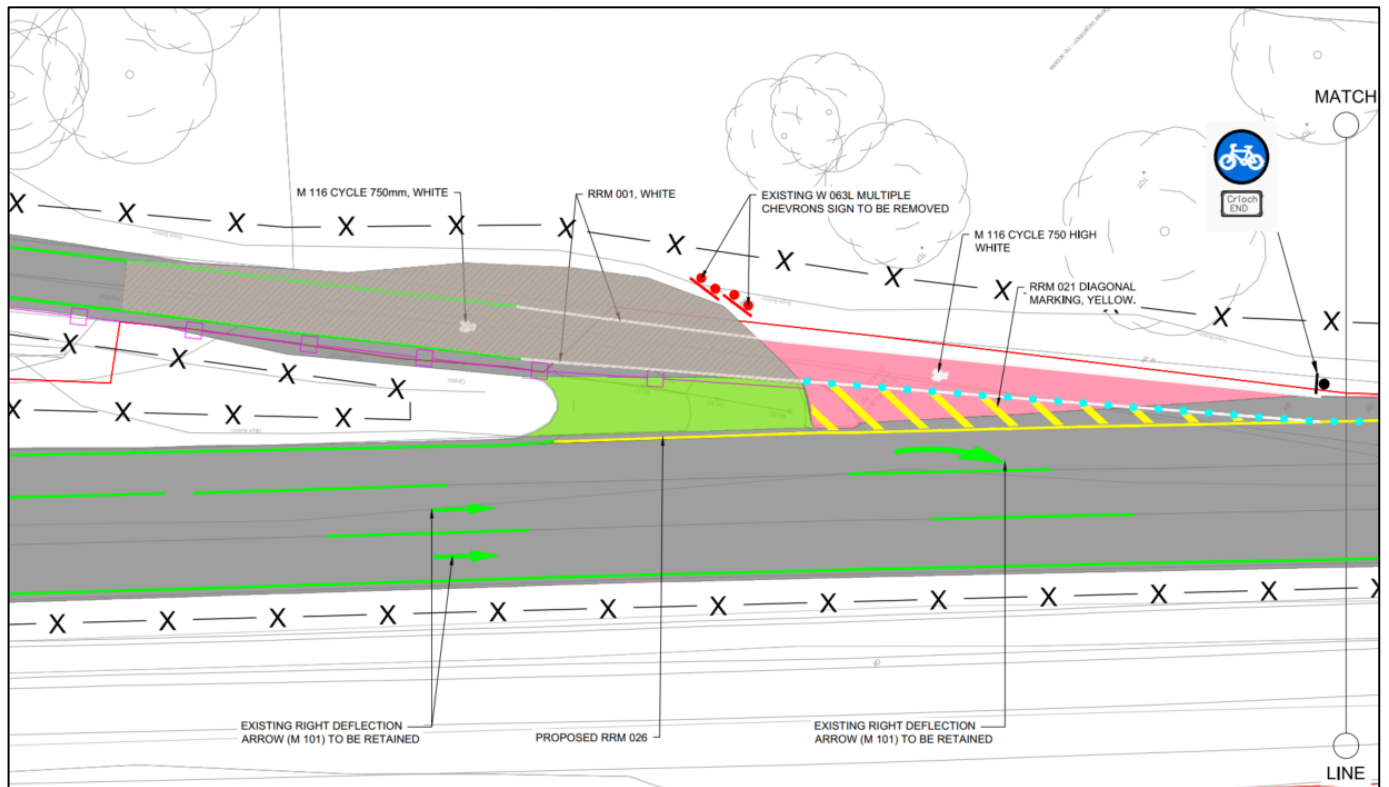


Figure 7-7 - Road markings and signage at Drummin Lane – Exist of N11



7.13 Accommodation Works

Not Applicable.

7.14 Lighting

No changes to the existing lighting is envisaged.

7.15 Departures from Standard

No departures from standard are envisaged.



8. Road Safety Audit

A Stage 1 Road Safety Audit was carried out in 01 September 2025. The draft signed report is provided in Appendix B. 8 no. problems were identified by the Audit Team noted below:

1. Existing *No Right Turn* sign at Kilpedder entrance to be re-orientated.
2. Addition of *No Straight Ahead sign except buses* at Kilpedder entrance.
3. Addition of *Busses Only* road marking at Kilpedder entrance to ensure vehicles do not utilise the exit.
4. Sharp cycle lane taper at Drummin Lane could be difficult for cyclists descending steep downward slope.
5. Potential confusion due to the absence of clear cyclist guidance for turning off N11 via Drummin Lane.
6. Poor and deteriorated surfacing at Drummin Lane, reducing cyclist grip and control access to N11 for cyclist.
7. Hard shoulder closed signs missing at N11 (Drummin Lane) to warn drivers.
8. Poor visibility at proposed bus stop along L1043 Kilickabawn.

All recommendations were accepted by the Design Team and are incorporated into the design drawings appended to this report. The final audit report has been uploaded to the RSAAS and signed by the Client, Designer and Audit Team.

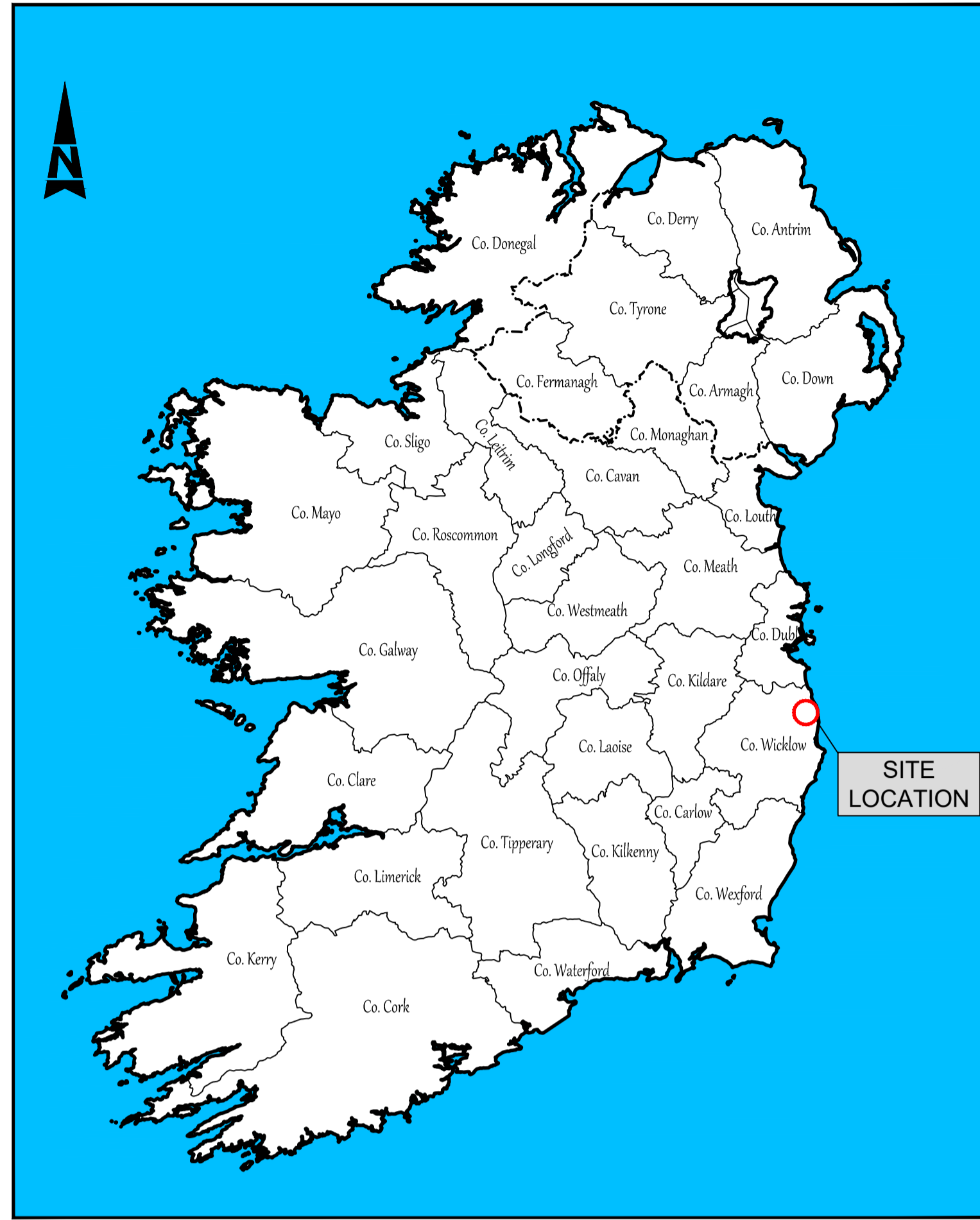


APPENDICES

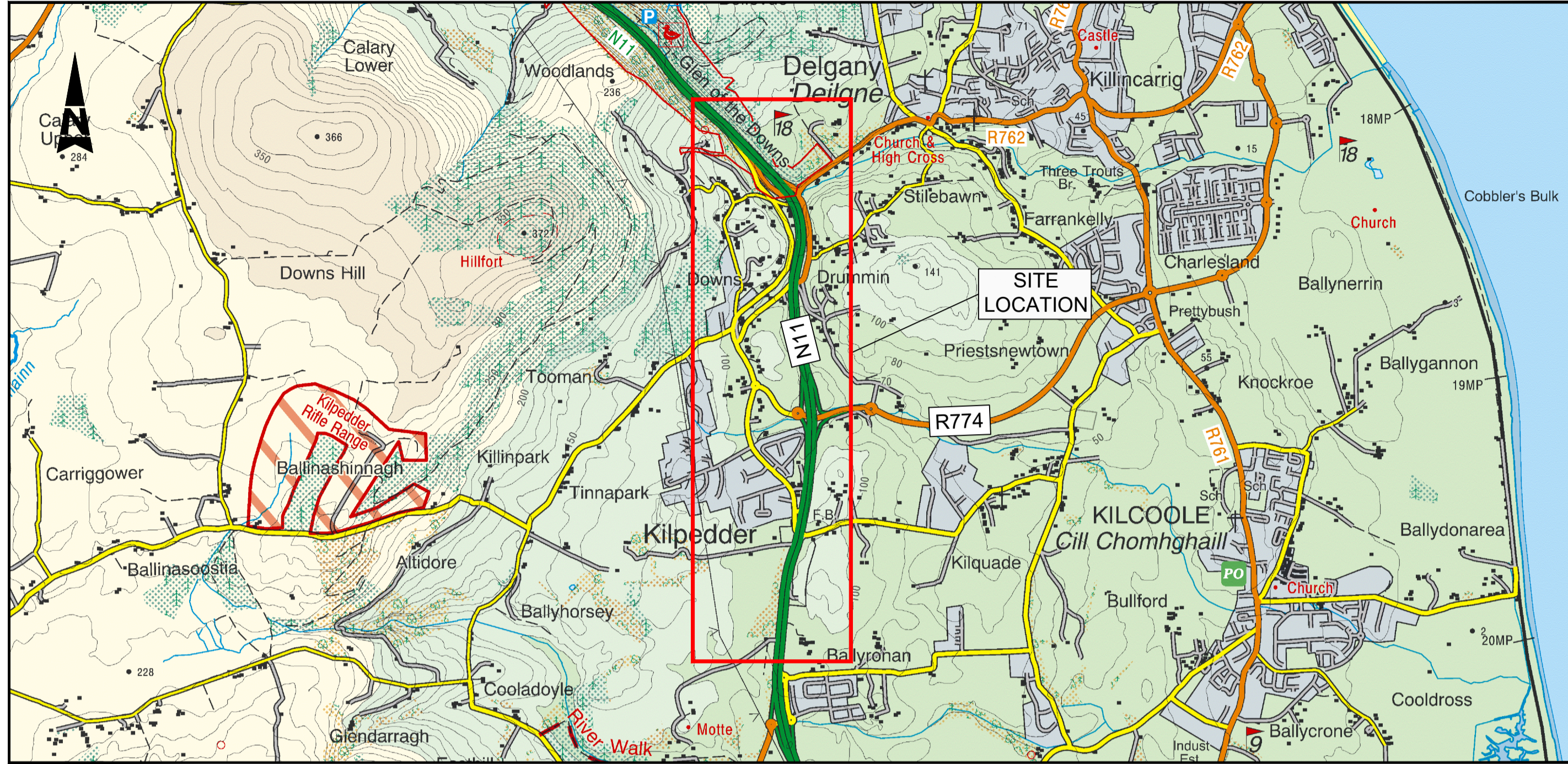
Appendix A. Design Drawings



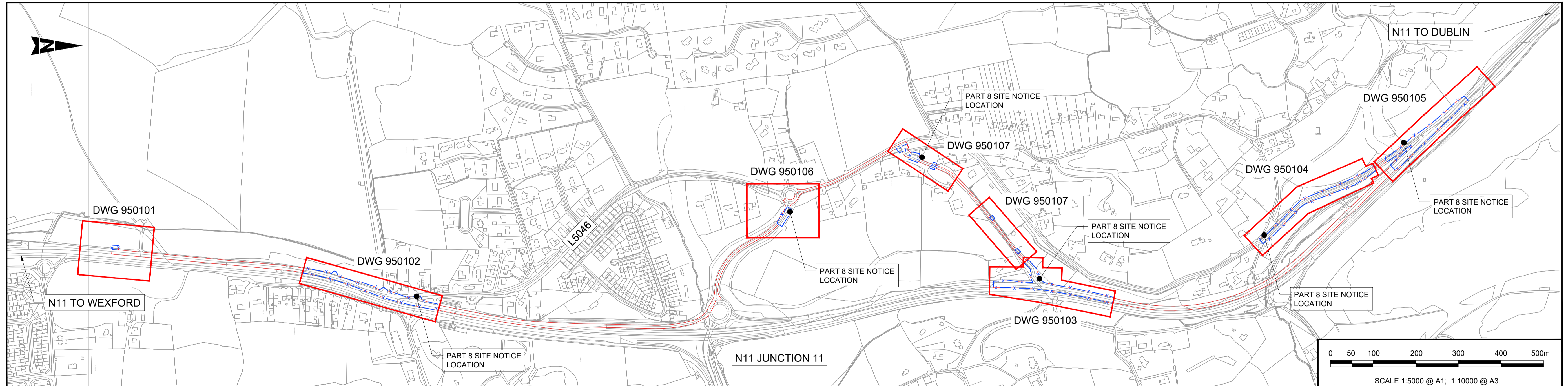
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IRELAND LOCATION MAP
 Scale at A1 1:2,000,000
 Scale at A3 1:4,000,000



SITE MAP - N11 KILPEDDER ROAD SAFETY IMPROVEMENT SCHEME
 Scale at A1 1:25,000
 Scale at A3 1:50,000



SITE MAP - N11 KILPEDDER ROAD SAFETY IMPROVEMENT SCHEME
 Scale at A1 1:5000
 Scale at A3 1:10000

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Comhairle Chontae Chill Mhantáin
 Wicklow County Council

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 Transport Infrastructure Ireland

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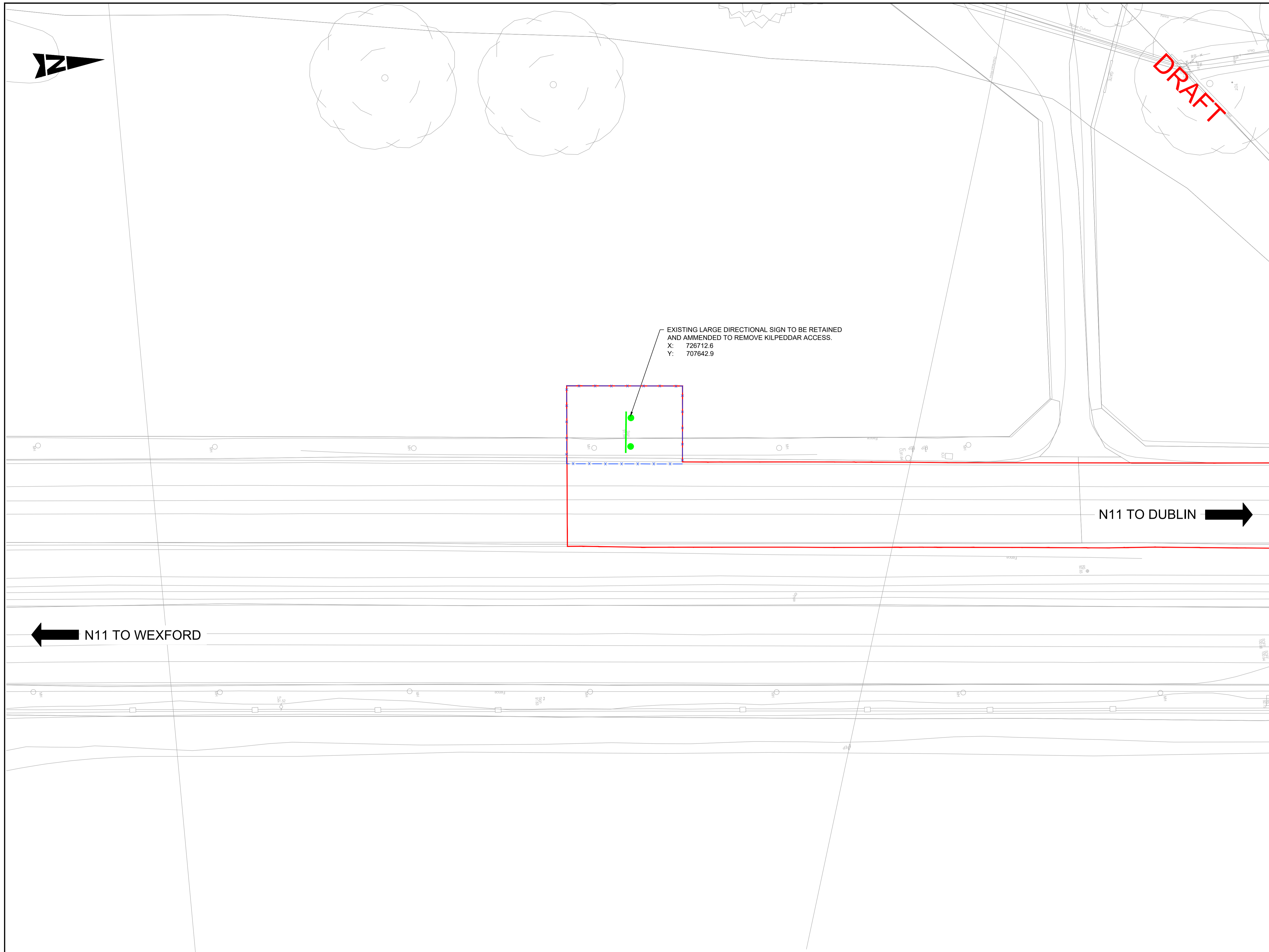
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Project: N11 KILPEDDER ROAD SAFETY IMPROVEMENT SCHEME

Purpose	PART 8 SUBMISSION				
Title	SITE LOCATION MAP				
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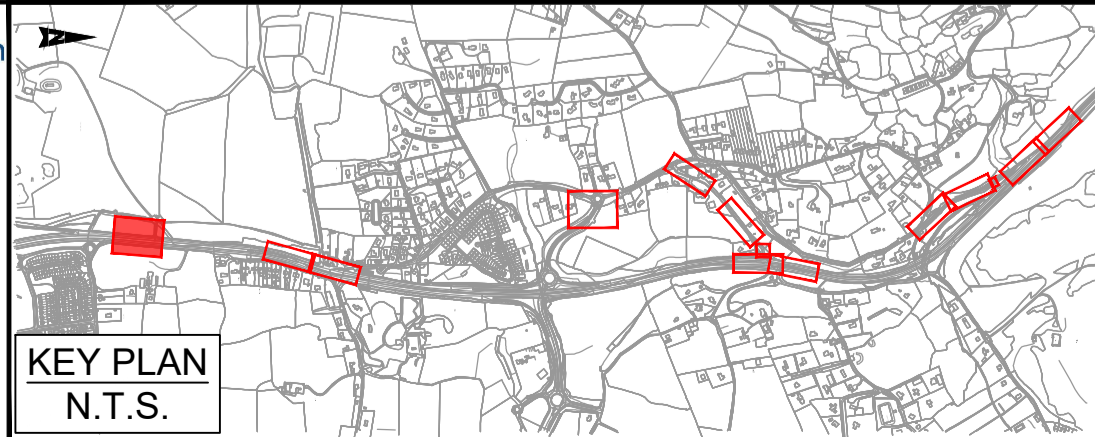
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 - PROPOSED KASSEL KERB (160mm UPSTAND)
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Original Scale	1:250 @ A1	Drawn	SK	Checked	KP
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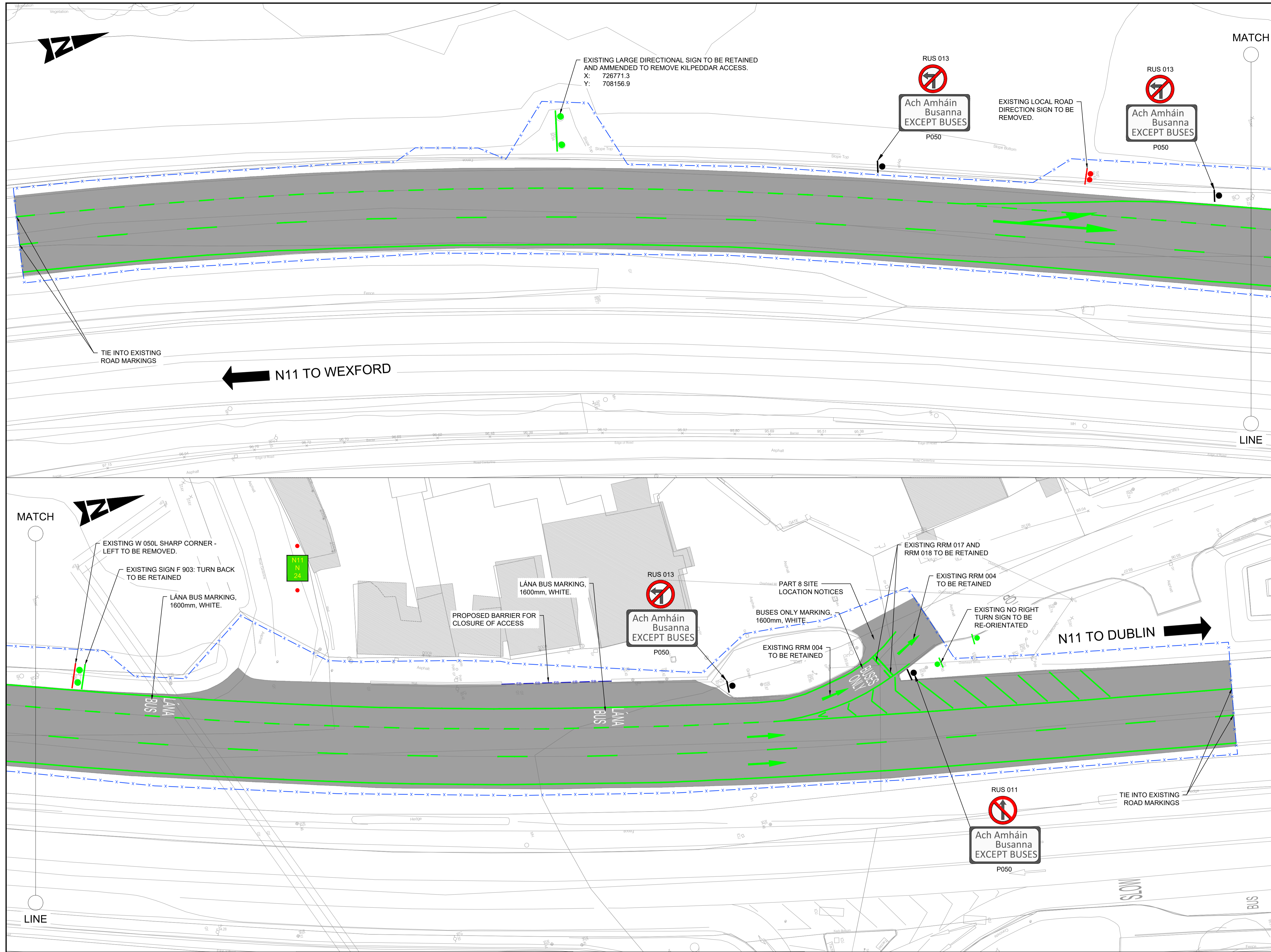
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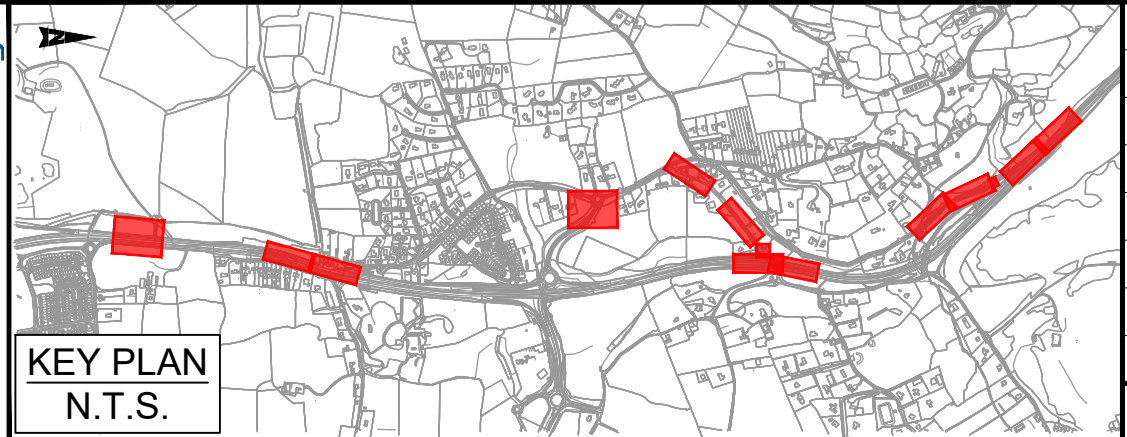
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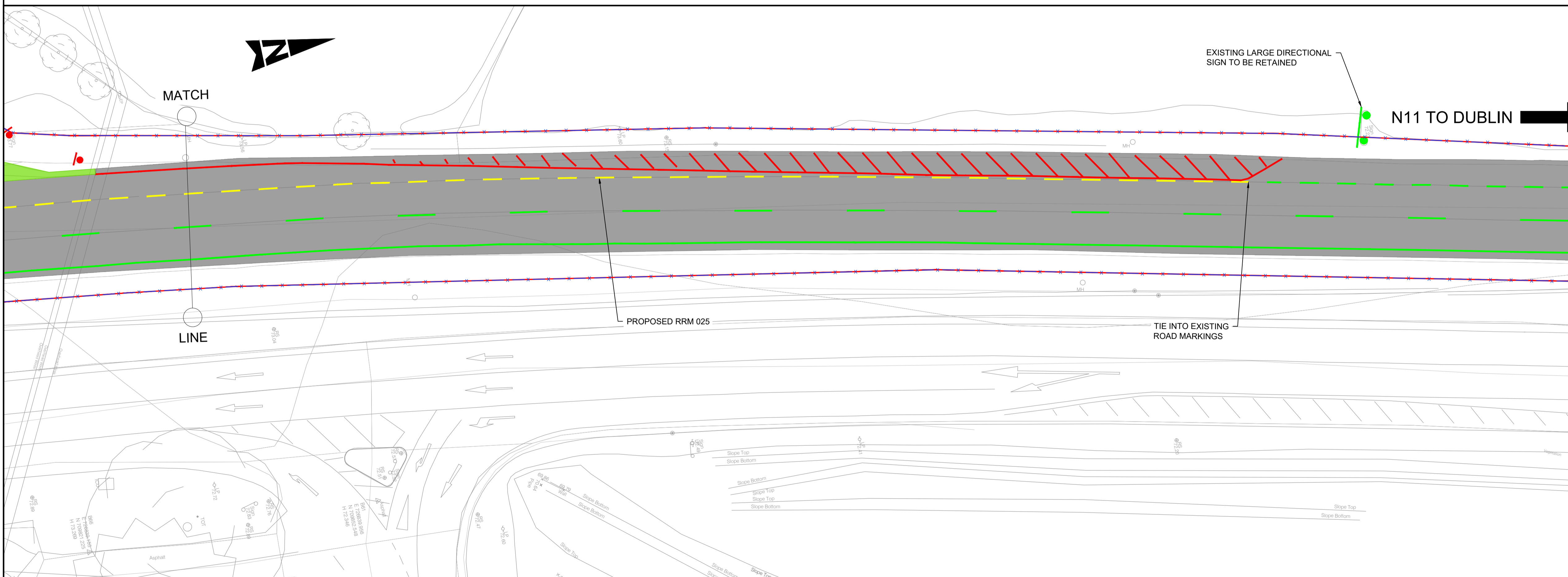
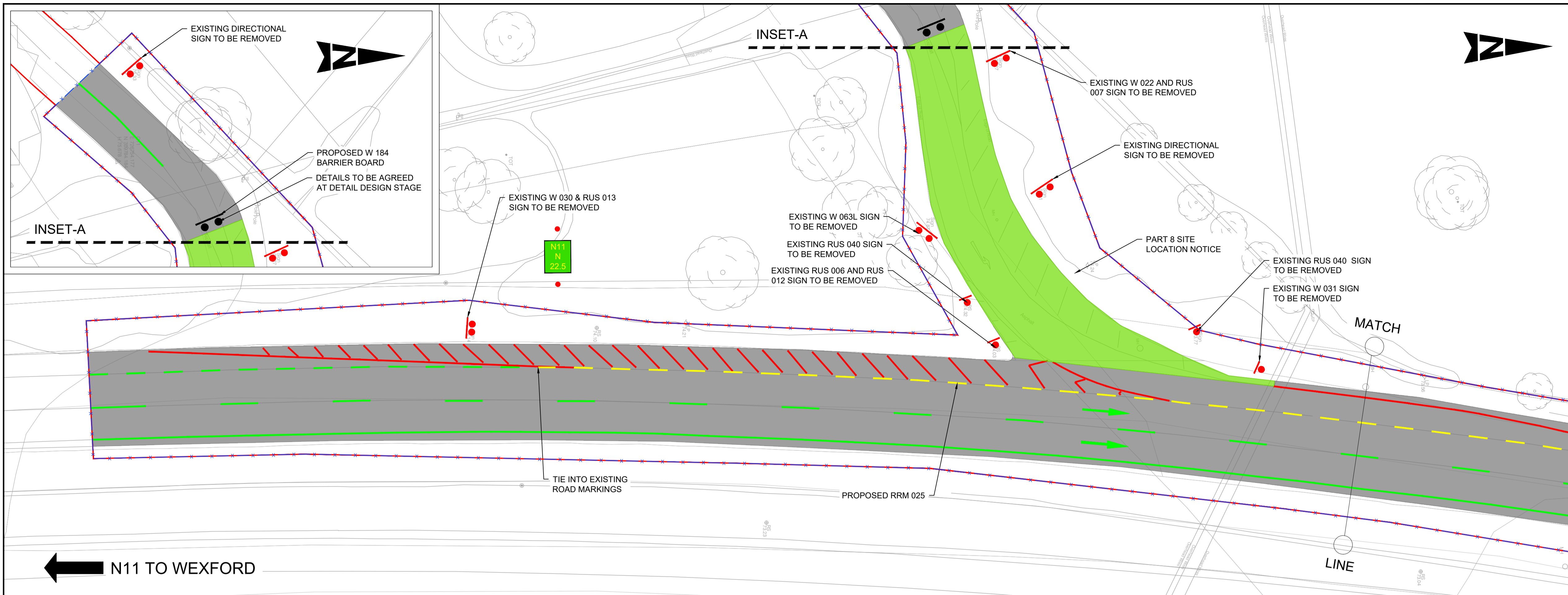
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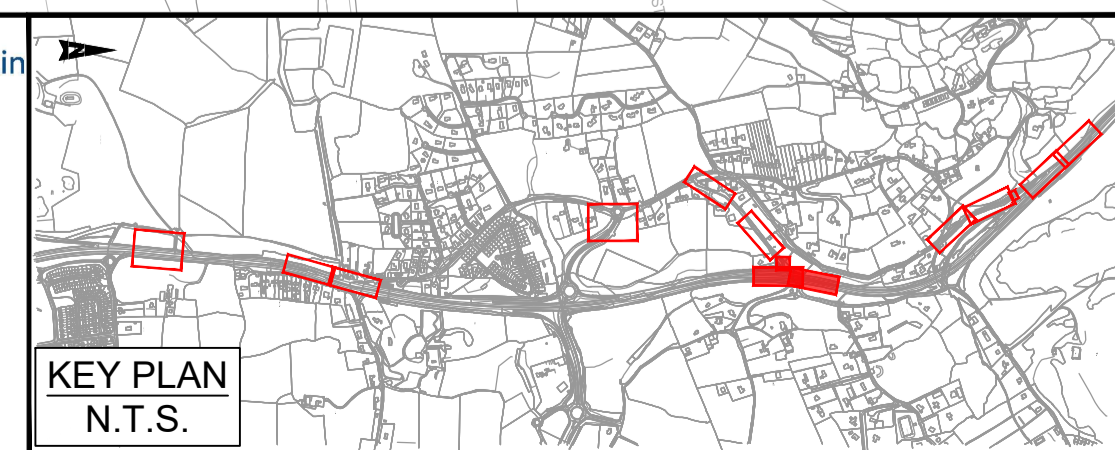
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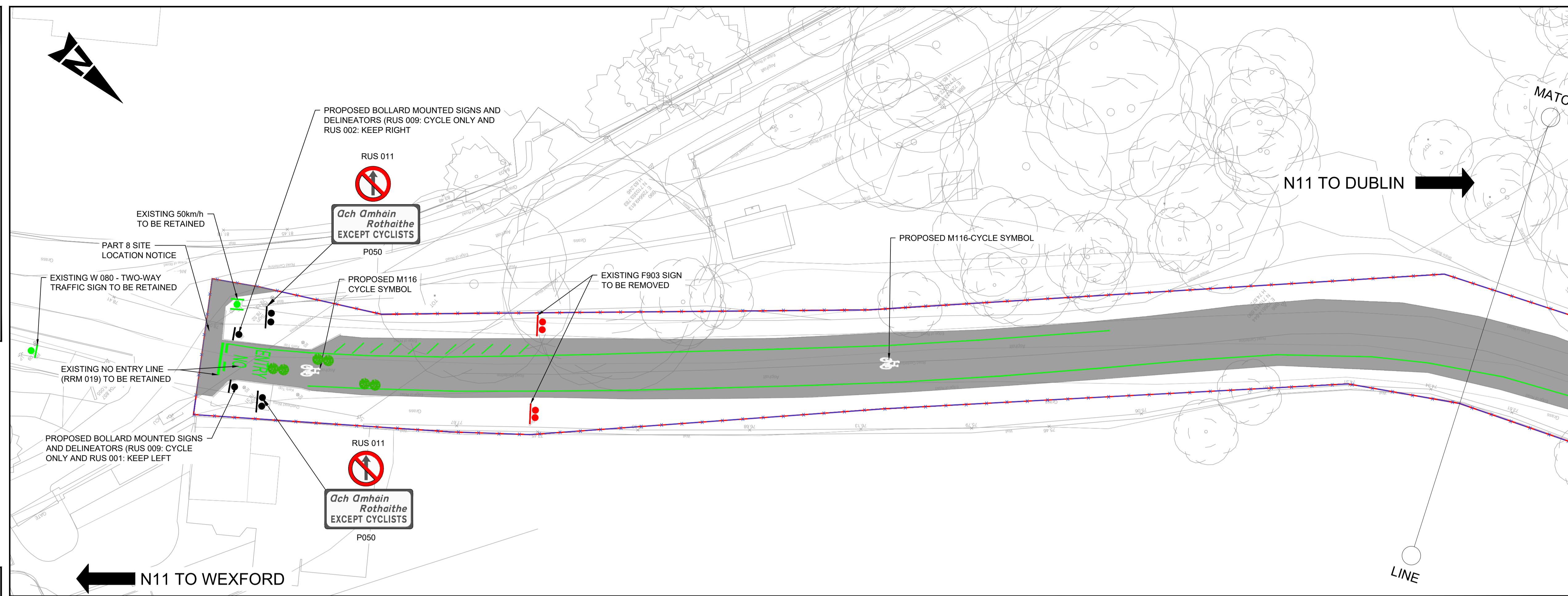
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Project: N11 KILPEDDER ROAD SAFETY IMPROVEMENT SCHEME

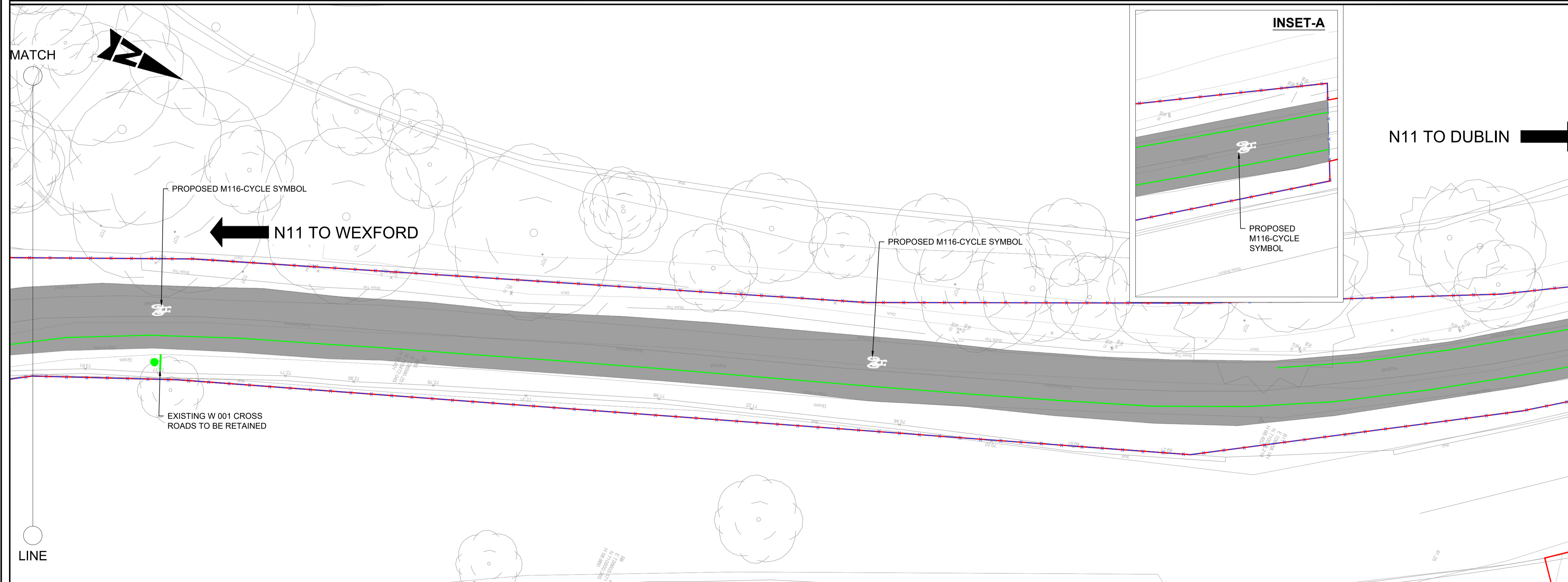
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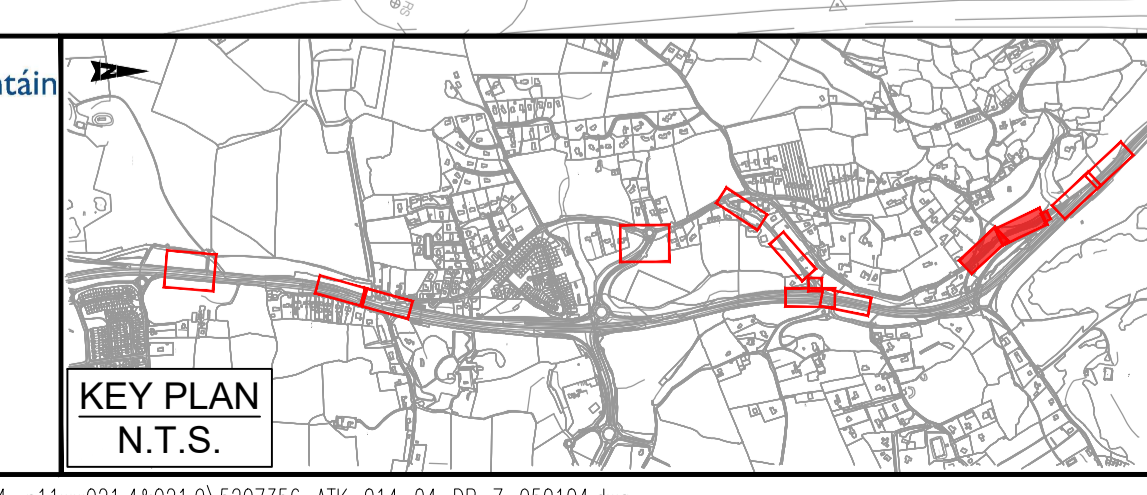


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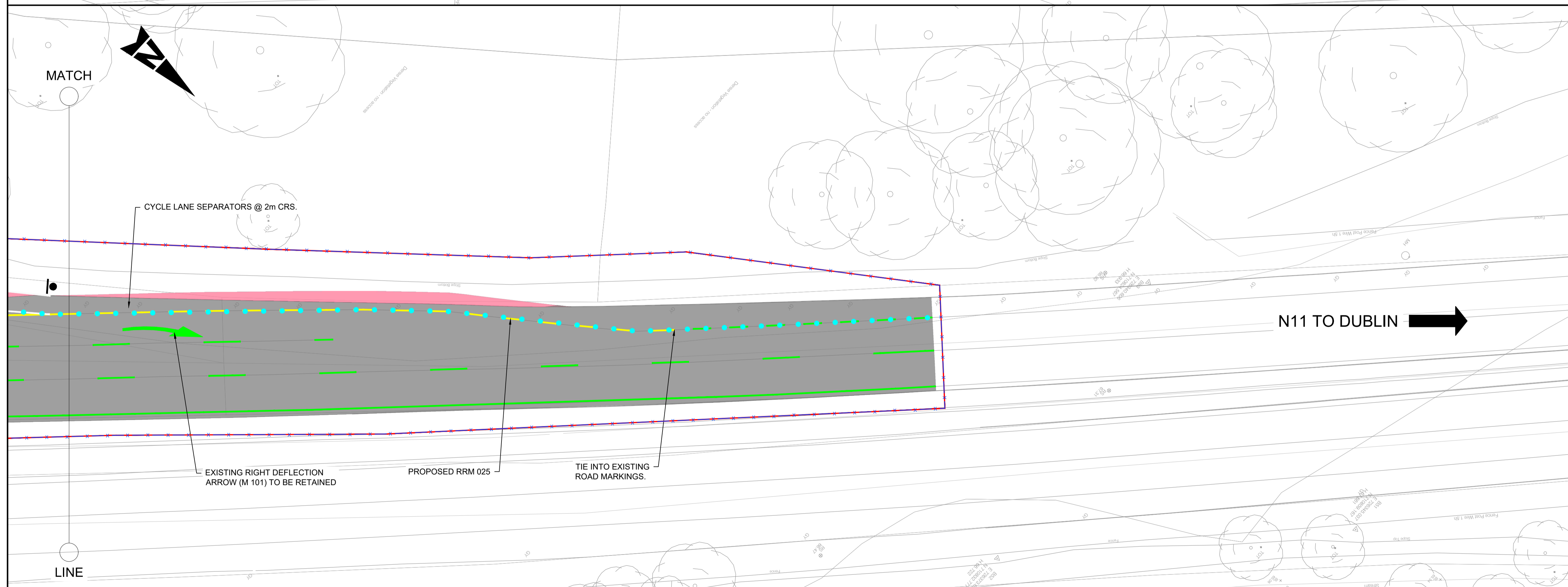
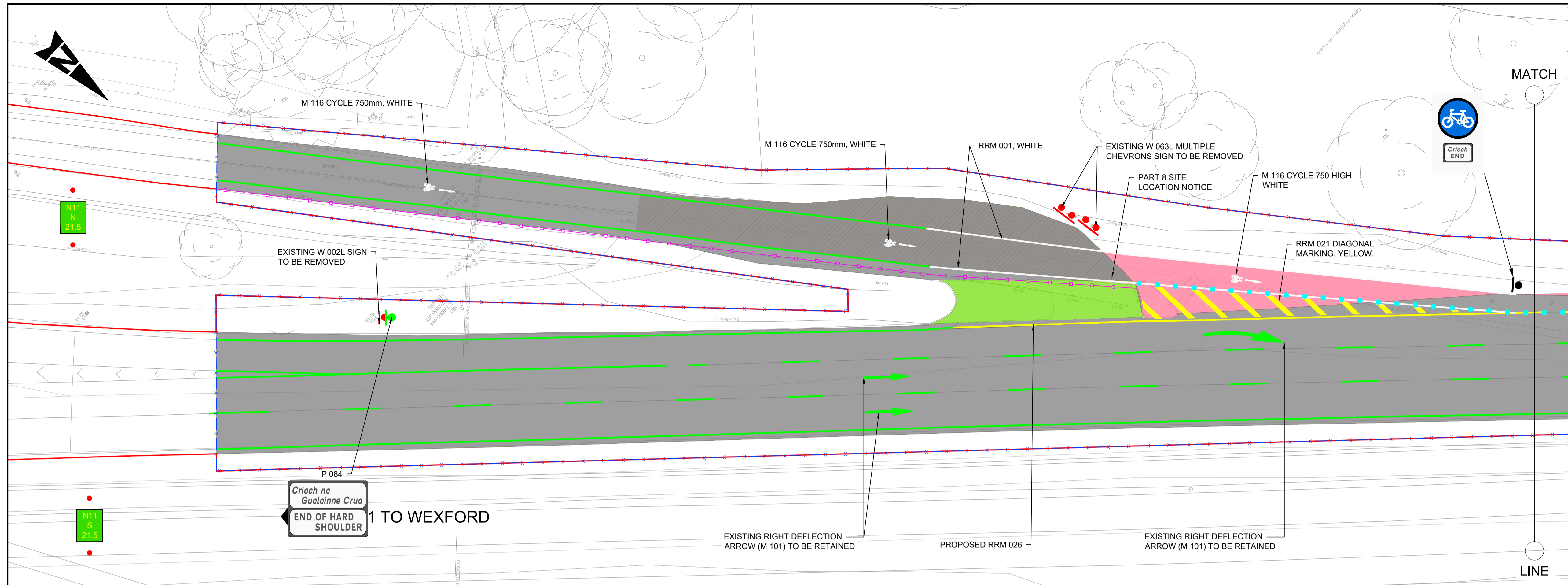
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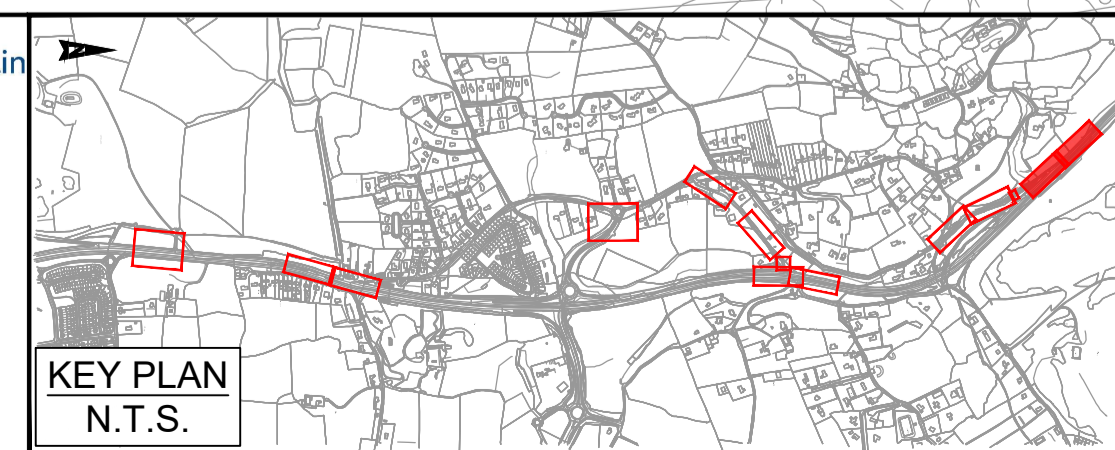
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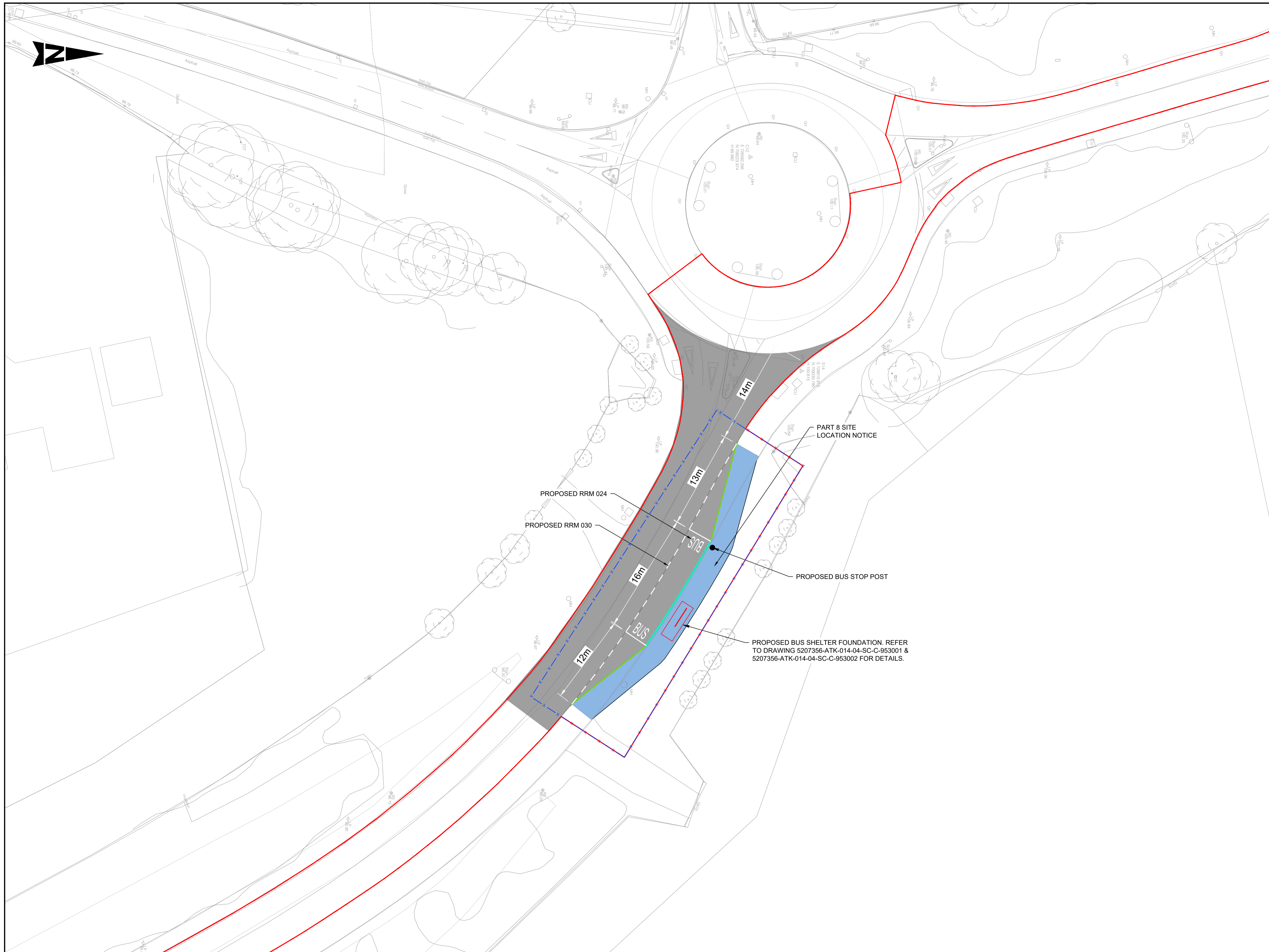
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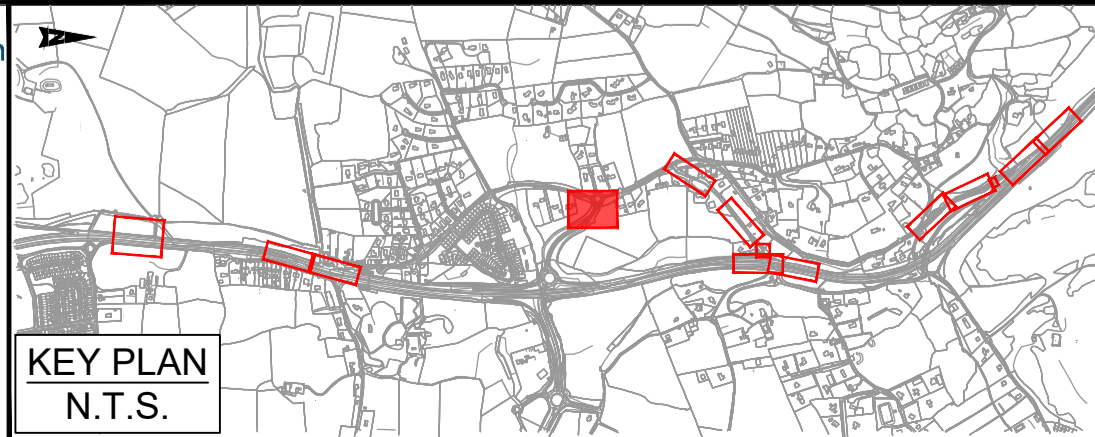
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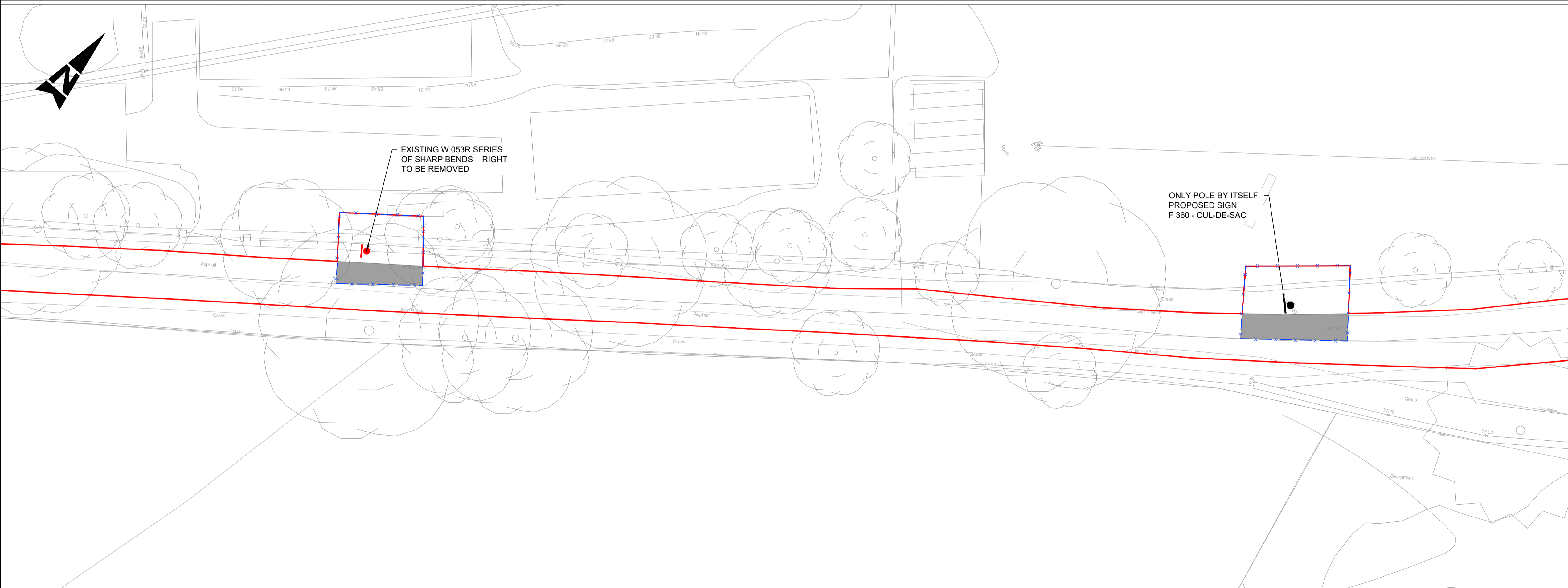
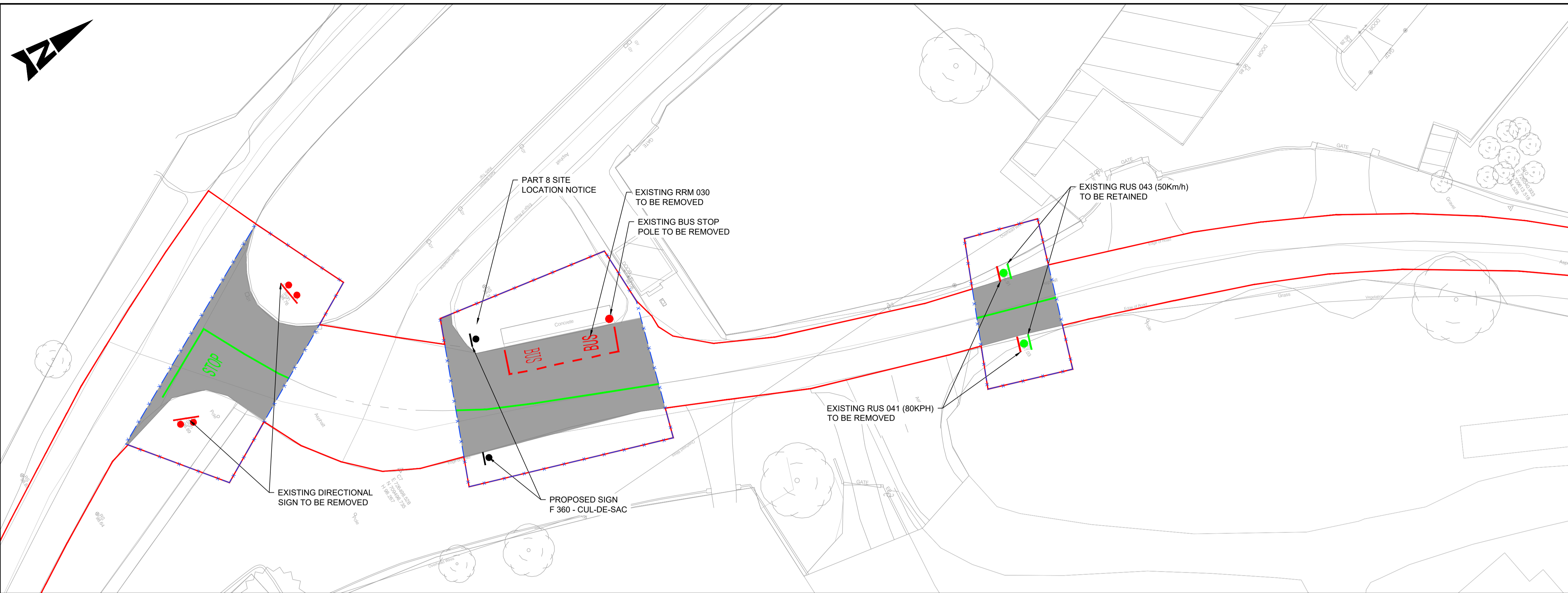
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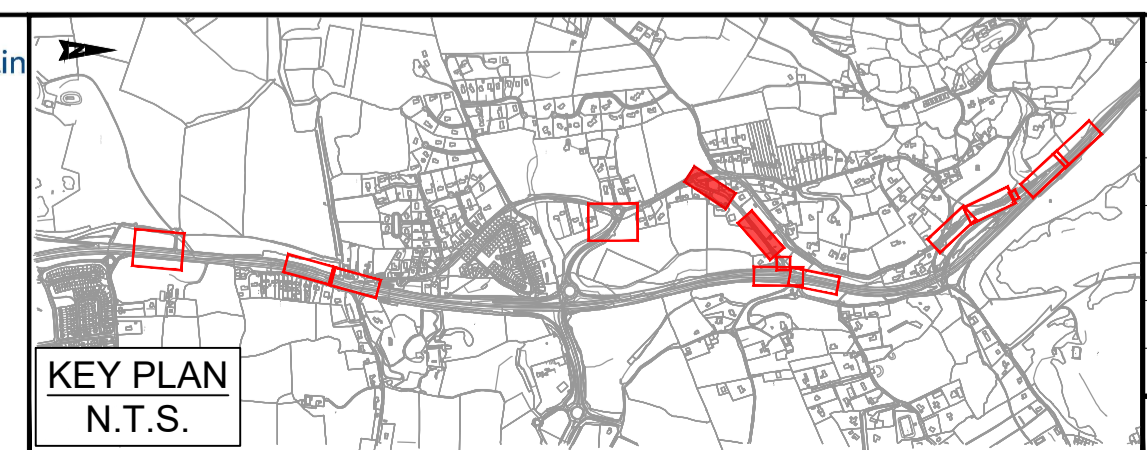
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Project
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Appendix B. Road Safety Audit



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Road Safety Audit Stage 1

Wicklow County Council

October 2025

5207356DG1156

N11 KILPEDDER ROAD SAFETY IMPROVEMENT SCHEME

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1. Introduction

1.1 Background

This report describes the findings of a Stage 1 Road Safety Audit associated with N11 Kilpedder Type D Road Safety Improvement Scheme. In December 2022, concerns were raised to the local council about Kilpedder being used as a "rat run" by drivers avoiding northbound N11 congestion during morning peak hours. This led to near misses, especially near Glenview Park, where children cross the road to catch school buses. Locals feared a serious accident due to reckless driving. In response, Transport Infrastructure Ireland (TII) commissioned an assessment to address historic HD15 concerns and the risks posed by observed driver behaviour along the N11.

Key elements of the proposed design to stop rat running activity include:

- The N11/L5046 Johnstown access to Kilpedder from the N11 to be redesignated as a bus lane only;
- Existing Bus Stop 4237 to be relocated to the eastern arm of the Kilpedder Road/Killickabawn Road roundabout;
- Existing one way section of Drummin Lane to be closed to vehicular traffic and be retained as an active travel route;
- Proposed cycle lane amendments at Drummin Lane N11 exit to facilitate cyclist transition to the hard shoulder;
- Access to the N11 from Willow Grove Link Road to be closed to all traffic. .

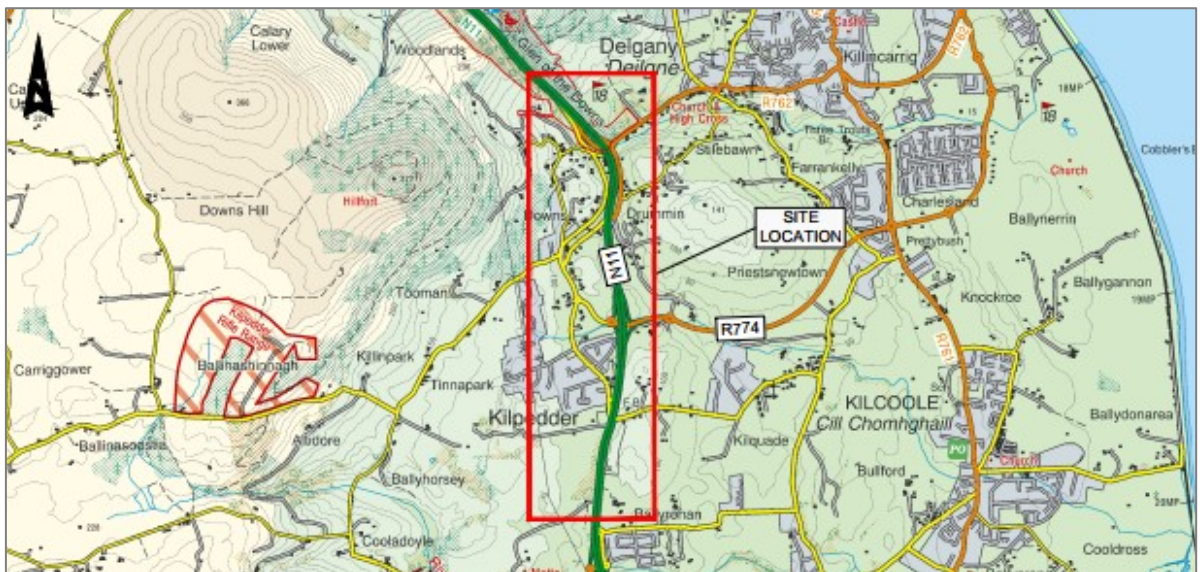


Figure 1-1 - Site Location

1.2 Site Inspection

A site visit was carried out on 01/09/2025 by the Road Safety Audit Team. Weather conditions during the site visit were dry and overcast. Traffic volumes on the L5046 were low, whilst traffic volumes on the N11 were high.



1.3 The Team

The Road Safety Audit Team members were as follows:

Team Leader:	Shane Tobin BA BAI CEng MIEI
Team Member:	Anthea Gombart BEng MIEI CEng

1.4 The Design

The following drawings were examined as part of the Stage 1 Road Safety Audit Process:

Table 1-1 - Design Team Drawing List

Drawing Number	Drawing Name	Rev
5207356-ATK-014-04-DR-C-010002	N11WW021.4&021.9 SITE LOCATION MAP	0
5207356-ATK-014-04-DR-C-950101	N11WW021.4&021.9 GENERAL ARRANGEMENT PLAN SHEET 1 OF 7	0
5207356-ATK-014-04-DR-C-950102	N11WW021.4&021.9 GENERAL ARRANGEMENT PLAN SHEET 2 OF 7	0
5207356-ATK-014-04-DR-C-950103	N11WW021.4&021.9 GENERAL ARRANGEMENT PLAN SHEET 3 OF 7	0
5207356-ATK-014-04-DR-C-950104	N11WW021.4&021.9 GENERAL ARRANGEMENT PLAN SHEET 4 OF 7	0
5207356-ATK-014-04-DR-C-950105	N11WW021.4&021.9 GENERAL ARRANGEMENT PLAN SHEET 5 OF 7	0
5207356-ATK-014-04-DR-C-950106	N11WW021.4&021.9 GENERAL ARRANGEMENT PLAN SHEET 6 OF 7	0
5207356-ATK-014-04-DR-C-950107	N11WW021.4&021.9 GENERAL ARRANGEMENT PLAN SHEET 7 OF 7	0



1.5 Road Safety Audit Compliance

1.5.1 Procedure and Scope

This Road Safety Audit has been carried out in accordance with the procedures and scope set out in TII publication number GE-STY-01024 – Road Safety Audit & GE-STY-01027 – Road Safety Audit Guidelines.

As part of the road safety audit process, the Audit Team have examined only those issues within the design which relate directly to road safety.

1.5.2 Compliance with Design Standards

The road safety audit process is not a design check, therefore verification or compliance with design standards has not formed part of the audit process.

1.5.3 Minimizing Risk of Collision Occurrence

All problems described in this report are considered by the Audit Team to require action to improve safety of the scheme and minimise the risk of collision occurrence



2. Road Safety Issues Identified

2.1 Problem: Orientation of “No Right Turn” Sign

Location: N11 Exit to L5046

The existing “No Right Turn” sign is currently orientated in a way that results in ambiguity as to whether the driver is prohibited to turn right onto the N11 or if the driver is prohibited to turn right towards the Kilpedder Inn. This could result in driver confusion, which puts the driver at risk of accidentally entering the N11 at this location.

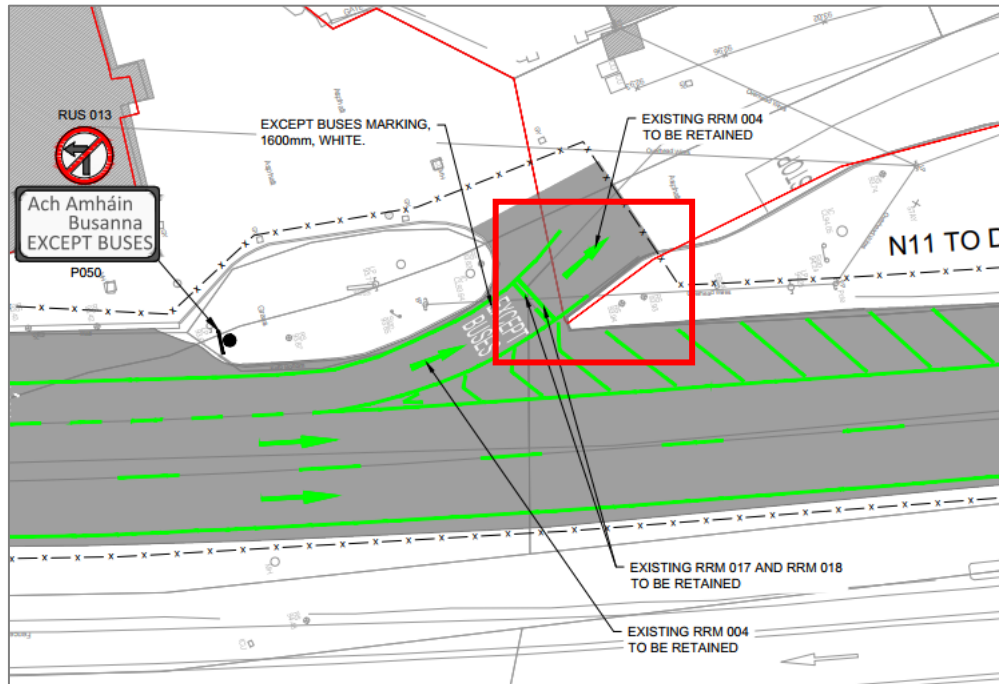


Figure 2-1 - Location of No Right Turn Sign



Figure 2-2 - Orientation of “No Right Turn” Sign

Recommendation:

The design team should include for the re-orientation of the “No Right Turn” signage to make it clear to the driver that they are prohibited from turning right onto the N11 when coming from the Kilpedder Inn car park.

2.2 Problem: Signage at N11 Exit to L5046

Location: N11 Exit to L5046

The proposed signage along the N11 includes “No Left Turn Except Buses” signage before the exit to the L5046. There is no proposal for “No Straight Ahead Except Buses” signage shown at the exit to the L5046, which could result in drivers erroneously using the L5046 exit.

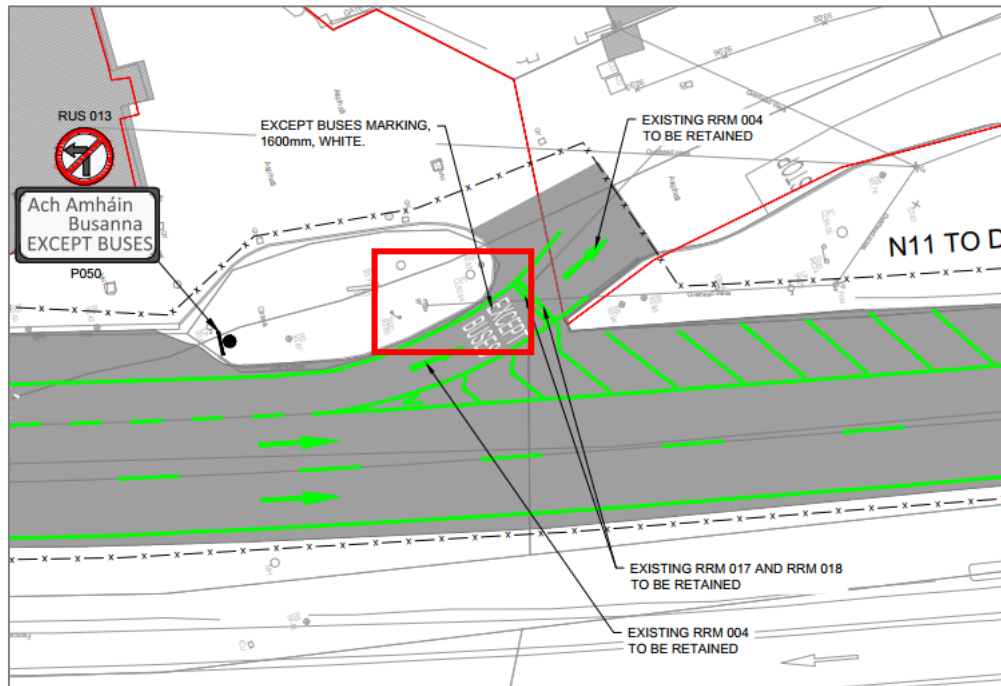


Figure 2-3 - Signage at N11 Exit to L5046

Recommendation

The designer should provide “No Straight Ahead Except Buses” or “Buses Only” signage at the L5046 exit to reinforce the message that private vehicles should not utilise the exit. This would be consistent with other similar signage strategies on the N11 (e.g. L95111 Moorepark).

2.3 Problem: Roadmarking at N11 Exit to L5046

Location: N11 Exit to L5046

The proposed roadmarking along the N11 includes “Except Buses” markings along the exit to the L5046. The wording of the markings may be insufficient to provide guidance to vehicles who may seek to use the exit.

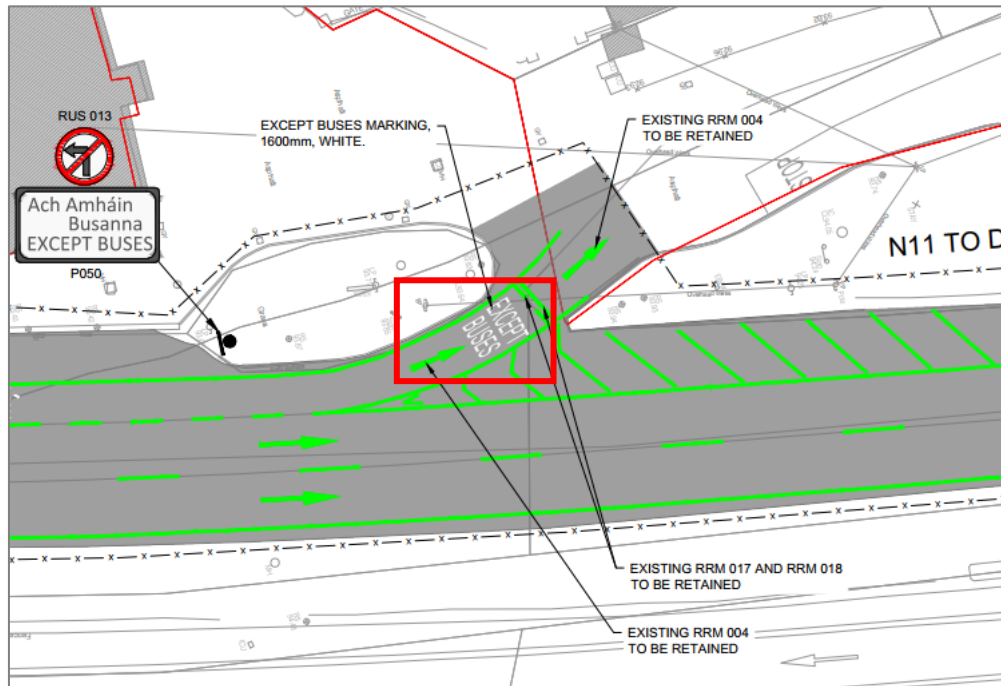


Figure 2-4 - Roadmarking at N11 Exit to L5046

Recommendation

The designer should provide “No Straight Ahead Except Buses” or “Buses Only” road marking along the L5046 exit to ensure that vehicles do not utilise the exit.

2.4 Problem: Sharp Cycle Lane Taper

Location: Drummin Lane Cycle Lane

The cycle lane along Drummin Lane tapers down in width over a short distance before connecting with the N11 hard shoulder. This short taper could be difficult for cyclists to navigate whilst traveling at speed along a steep downward slope, resulting in cyclists potentially coming into contact with the proposed passive fence or cycle lane separators.

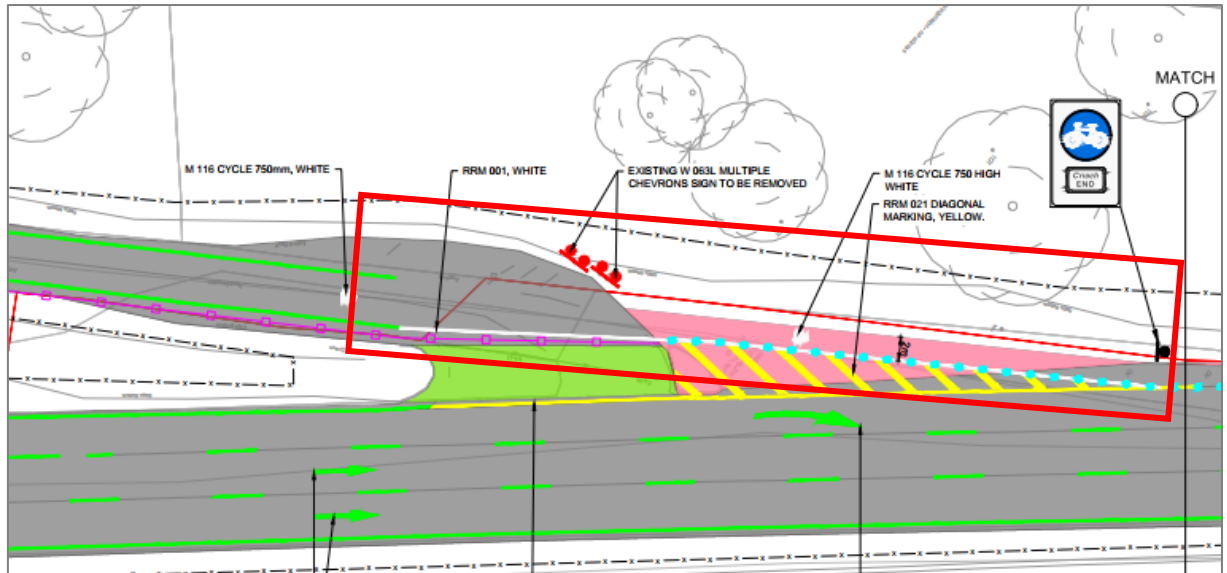


Figure 2-5 - Sharp Cycle Lane Taper

Recommendation

The designer should provide a longer taper along the Drummin Lane cycle lane before it connects with the N11 hard shoulder.

2.5 Problem: No Southbound Cyclist Roadmarking

Location: Drummin Lane Cycle Lane

The proposed cycle lane along Drummin Lane neither provides provisions for cyclists wishing to travel southbound up Drummin Lane, nor prohibits them from doing so. This could result in cyclist confusion at the interface with the N11 and potential conflict between vehicles on the N11; or conflict with cyclists moving in opposite directions along the cycle lane.

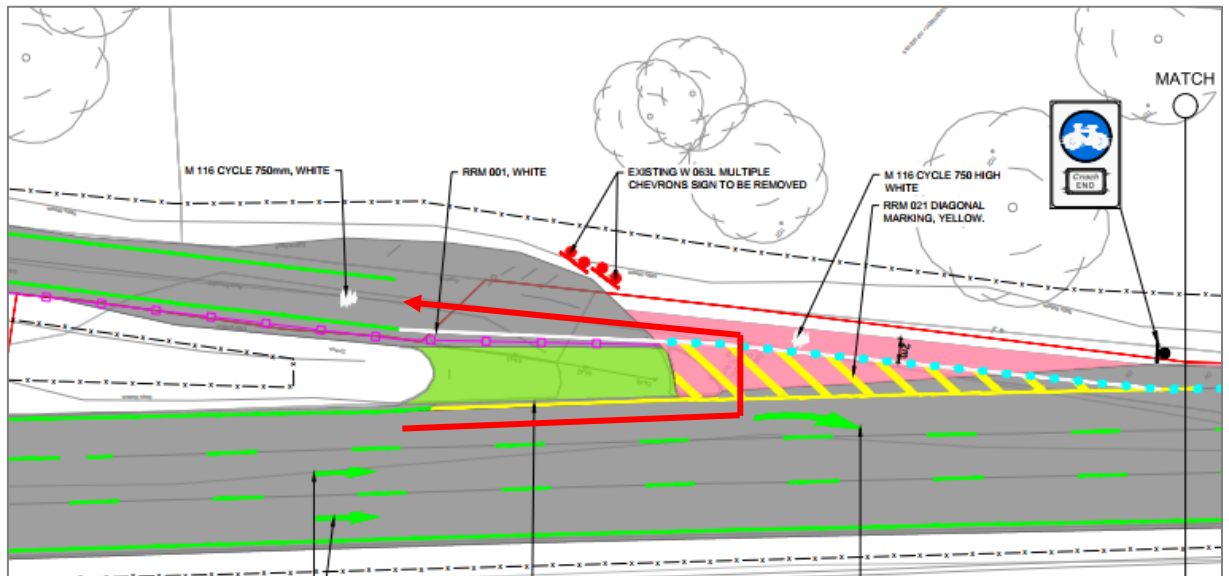


Figure 2-6 - Roadmarking for Southbound Cyclists

Recommendation

The designer should review the provisions at the N11 interface and along the length of the cycle lane to ensure that either southbound cyclists are safely catered for, or prohibited from using the facility.

2.6 Problem: Poor Surfacing for Cyclists

Location: Drummin Lane Cycle Lane

The surfacing at the bottom of Drummin Lane is in a deteriorated state, which could result in cyclists not having adequate grip and control of their bicycles coming down the steep incline along Drummin Lane.



Figure 2-7 - Poor Surfacing for Cyclists

Recommendation

The designer should provide for adequate surfacing to ensure that cyclists can manoeuvre and brake safely along Drummin Lane.

2.7 Problem: No Signage Indicating Closed Hard Shoulder

Location: Drummin Lane Cycle Lane Entry Onto N11

The hard shoulder along the N11 is proposed to be closed to traffic via a series of cycle lane separators where the Drummin Lane cycle lane joins the N11. There is no road signage proposed in advance of the section of closed hard shoulder, which could result in vehicles entering the shoulder at this location and coming into contact with cyclists within the hard shoulder.

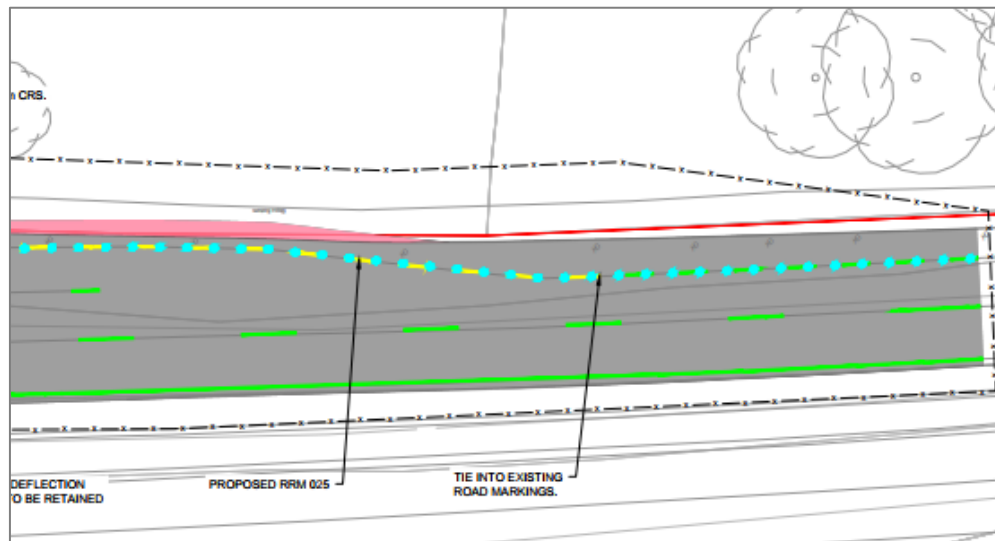


Figure 2-8 - No Signage Indicating Closed Hard Shoulder

Recommendation

The designer should provide adequate signage to warn drivers that the hard shoulder is closed to traffic at this location.

2.8 Problem: Poor Visibility at Bus Stop

Location: Proposed Bus Stop Along L1043 Kilickabawn

The poor horizontal and vertical alignment along the L1043 results in limited visibility if a bus is stopped and a vehicle attempts to overtake the bus, resulting in potential conflict between the overtaking vehicle and oncoming traffic. The closure of the Drummin West lane may increase the traffic volume along the L1043, which would increase the instances in which vehicles may want to overtake a stopped bus at this location.

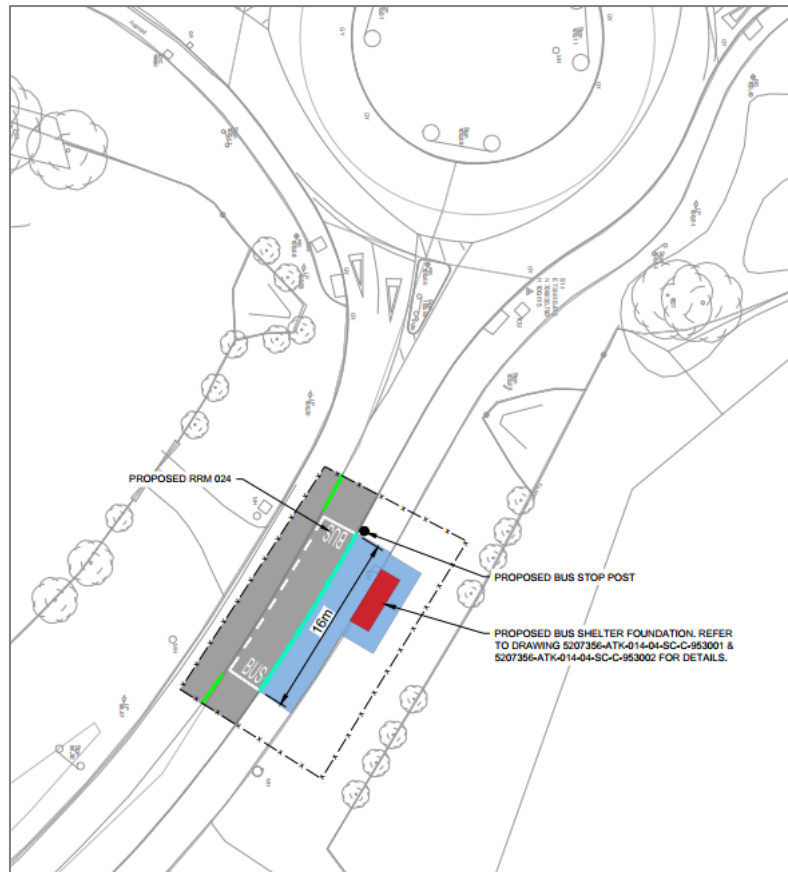


Figure 2-9 – Location of Proposed Bus Stop



Figure 2-10 – Poor Visibility at Proposed Bus Stop

Recommendation

The designer should provide for an inset for the bus stop in order to allow vehicles to pass the stopped bus safely.

3. Observations

3.1 Observation: Information Park & Ride

Location: Bus stop to be removed, Existing Bus Stop 4237, Drummin West

There was observed to be vehicles parked near to the Bus Stop that is to be removed, which may be a form of Park & Ride, given the large amount of parking available, and the nature of the bus services (city-bound for commuters). The design team may wish to consider the public transport implications of this as part of the scheme proposals.

4. Audit Team Statement

4.1 Certification

We certify that we have examined the drawings and documents listed in Chapter 1 of this Report.

4.2 Sole Purpose

The Road Safety Audit has been carried out with the sole purpose of identifying any features of the design which could be removed or modified to improve the safety aspects of the scheme.

4.3 Implementation of the RSA Recommendations

The problems identified herein have been noted in the Report together with their associated recommendations for road safety improvements. We (the Audit Team) propose that these recommendations should be implemented with a view to implementation.

4.4 Audit Team's Independence to the Design Process

No member of the Audit Team has been otherwise involved with the design of the measures audited.

4.5 Road Safety Audit Team

Shane Tobin
Audit Team Leader
Road Safety Engineering
Team
AtkinsRéalis

Signed:



Date:

01/10/2025

Anthea Gombart
Audit Team Member
Road Safety Engineering
Team
AtkinsRéalis

Signed:



Date:

23/09/2025



5. Designer's Response

5.1 Preparing a Response to the Road Safety Audit

The Designer should prepare an Audit Response for each of the recommendations using the Road Safety Audit Feedback Form attached in Appendix A

5.2 Returning the Feedback Form

Please return the completed Road Safety Audit Feedback Form attached in Appendix A of this report to the following email or postal address:

Email Address:	Shane.Tobin@atkinsrealis.com
Postal Address:	Road Safety Engineering Team AtkinsRéalis 150 Airside Business Park Swords Co. Dublin K67 K5W4
Telephone	00 353 (0)1 810 8000

The Audit Team will consider the Designers response and reply indicating acceptance or otherwise of the Designers response to each recommendation.

5.3 Triggering the Need for an exception Report

Where the Designer and the Audit Team cannot agree on an appropriate means of addressing an underlying safety issue identified as part of the Audit process, an Exception Report must be prepared by the Designer on each disputed item listed in the audit report.



APPENDICES



Appendix A. Road Safety Audit Feedback Form

Scheme: N11 KILPEDDER ROAD SAFETY IMPROVEMENT SCHEME


Audit Stage: Stage 1 Road Safety Audit

Date Audit Completed: 15/10/2025.

To be completed by the Designer				To be completed by the Audit Team
Paragraph No. in Safety Audit Report	Problem accepted (yes/no)	Recomm ended measure accepted (yes/no)	Alternative measures or comments	Alternative Measures accepted by Auditors (yes/no)
2.1	Yes	Yes		
2.2	Yes	Yes		
2.3	Yes	Yes		
2.4	Yes	Yes		
2.5	Yes	Yes		
2.6	Yes	Yes		
2.7	Yes	Yes		
2.8	Yes	Yes		

Signed by the Designer: 

Date: 20/01/2026

Signed by the Audit Team Leader: 

Date: 20/01/2026

Signed by the Employer:

Date:



Appendix B. Auditor Approval

User

First Name: Shane

Last Name: Tobin

Email: shane.tobin@atkinsrealis.com

Auditor Ref No.: ST273743

Organisation: Atkins

Registered: Yes

Eligible as team member: Yes

Eligible as team leader: Yes

Client: Yes

Auditor: Yes

Team Member Approval Date: 02/01/2025

Team Leader Approval Date: 02/01/2025

Leader Expiry Date: 12/04/2027

User

First Name: Anthea

Last Name: Gombart

Email: anthea.gombart@atkinsrealis.com

Auditor Ref No.: AG129451

Organisation: Atkins

Registered: Yes

Eligible as team member: Yes

Eligible as team leader: No

Client: Yes

Auditor: Yes

Team Member Approval Date: 06/08/2025



AtkinsRéalis



AtkinsRéalis Ireland Limited
150-155 Airside Business Park
Swords
Co. Dublin
K67 K5W4

Tel: +353 1 810 8000

© AtkinsRéalis Ireland Limited except where stated
otherwise

Scheme

Title: N11 Kilpedder Type D Road Safety Improvement Scheme

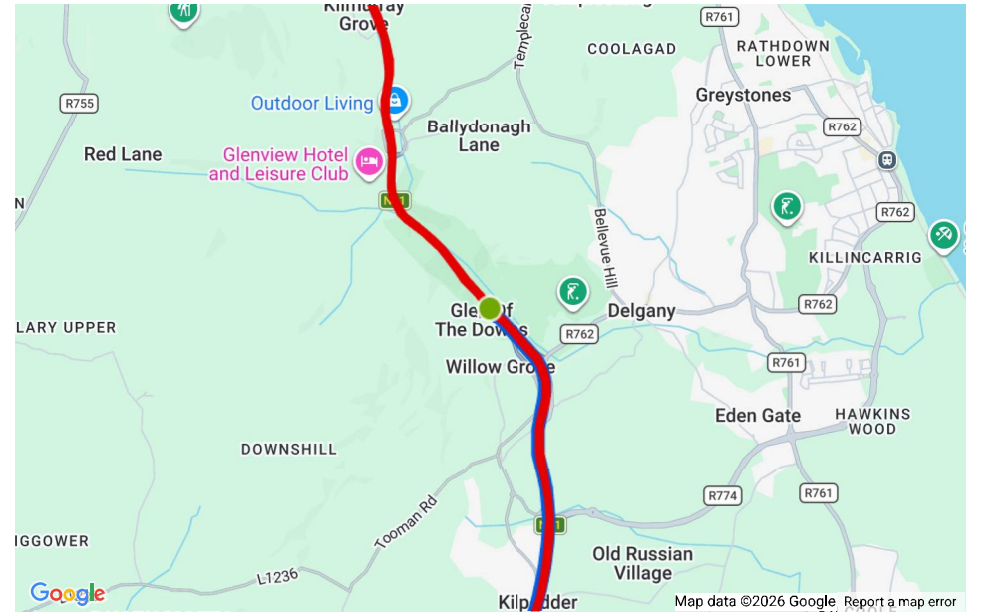
Created: 22/08/2025

General Layout Drawing and/or Design Report: [5207356-ATK-014-04-DR-C-950002-P-0.pdf](#) ↓

Description: Stage 1, Stage 2 and Stage 3

Stages: Stage 1
Stage 2
Stage 3

Scheme Status: Approved



Project Team

Name	Email	Organisation
Reddy, Jimen (Designer)	jimen.reddy@atkinsrealis.com	Atkins
Kapil Paija Pun (Creator)	Kapil.Paija@atkinsrealis.com	Atkins
Kevin McCabe (Main Client)	Kevin.McCabe@tii.ie	Transport Infrastructure Ireland

[Edit Project Team](#)

Audits

[Stage 1](#) [Stage 2](#) [Stage 3](#)

Team & Briefs

Submitted: Yes
Approved: Yes

Team Members

Auditor email	Date added	Leader
shane.tobin@atkinsrealis.com	11/12/2025	Yes
anthea.gombart@atkinsrealis.com	11/12/2025	No

Briefs

Name	Document
5207356DG1076 rev 0 - RSA Stage 1 Brief.docx	Download

Reports

Name	Document
5207356DG1156 Rev 0 - RSA Stage 1.pdf	Download

Feedback Form

Signed off by Designer: Yes (Reddy, Jimen)
Signed off by Team Leader: Yes (Tobin, Shane)
Signed off by Main Client: Yes (Kevin McCabe)

[Open Feedback Form](#)

Audit Completion

Submitted: Yes
Completed: Yes

- Audit Team must be approved.
- Feedback form must be signed off by scheme Designer, Team Leader and Main Client.
- All relevant reports must be uploaded.

Audit Stages Comments

Show entries

Search:

Date	Author	Comment
25/01/2026	Reddy, Jimen	RSA signed off by all parties

Showing 1 to 1 of 1 entries

[Previous](#) [1](#) [Next](#)

Appendix C. AA Screening



Wicklow County Council

N11 Kilpedder- Road Safety Improvement Scheme

Stage 1 AA Screening

Woodrow Ref: P00019147

Date: 27 January 2026

Client: Wicklow County Council
Address: Wicklow County Council County Buildings, Whitegates, Wicklow
Town, A67 FW96

Project reference: P00019147
Date of issue: 27 January 2026

Project Director: Michael McMullan
Project Manager: Gareth Coughlin
Author: Darragh Lee

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Registered in Ireland No. 493496

Report should be cited as:

“Woodrow APEM Group (2026). N11 Kilpedder Road Safety Improvement Scheme. Woodrow APEM Report P00019147. Wicklow County Council, 27/01/2026, Final.”

Revision and Amendment Register

Version Number	Date	Section(s)	Page(s)	Summary of Changes	Approved by
D01	06/10/2025	All	All	QA review	BA / EV
D02	15/10/2025	All	All	Draft Approval	RN
V01	01/12/2025	All	All	Final Approval	RN
V02	27/01/2026	All	All	FINAL	GC

STATEMENT OF AUTHORITY

APEM Group Woodrow, trading as Woodrow Sustainable Solutions Ltd., is an established and accomplished environmental consultancy committed to delivering robust ecological assessment services for clients in the private and public sectors. APEM Group - Woodrow provides an in-house team of ecologists and environmental professionals whose primary specialisms include botany, habitats, birds, bats, mammals, invertebrates, and aquatic ecology. The company's investment in high-quality technology, including field equipment and software, and the use of applications like Survey123 forms throughout all survey types ensures reliability and confidence in our work. APEM Group Woodrow staff are fully conversant with wildlife legislation in both Ireland and the UK, and work to exacting standards, according to established guidelines issued by the Chartered Institute of Ecology and Environmental Management (CIEEM).

This Appropriate Assessment (AA) Screening was prepared by Darragh Lee and reviewed by Brittany Arendse and Emmi Virkki.

Darragh Lee – Ecologist

This report was prepared by Darragh Lee. Darragh is an Ecologist who specialises in botany and holds a BSc in Environmental Science with Ecology from Atlantic Technological University (ATU) in Sligo. He has previously worked in the agri-environment sector with the ACRES Cooperation Project in Donegal as an assistant project officer and is experienced in assessing habitat condition of peatland and farmland habitat. Darragh has good experience with botanical identification and habitat/ classification surveys. Since joining Woodrow, he has been involved in a variety of surveys, including agricultural habitat surveys, monitoring of rare plants involving mapping and relevés for habitat monitoring assessments.

Qualifications:

BSc Environmental Science, Atlantic Technological University, Sligo, 2023.

Brittany Arendse – Senior Ecologist

This report has been reviewed by Brittany Arendse. Brittany is a Senior Ecologist with APEM Group Woodrow. She holds an undergraduate degree in Marine Biology and Ecology, a BSc (Hons) in Botany and an MSc in Pollination Biology from the University of Cape Town, South Africa. She recently joined the team after spending the last eight years working for a conservation NGO on the southern coast of South Africa. During this period, she honed her skills in a myriad of different biomes and landscape types including, endemic fynbos, forests, dune systems, rivers and estuaries, as well as in the social and human-animal conflict spaces. Prior to this, Brittany worked at the South African National Biodiversity Institute (SANBI) surveying for and monitoring endangered wildflowers in South Africa.

In 2024, she led the project management and report writing for an Environmental Impact Assessment Report (EIAR) for a wind farm project in Ireland. This involved overseeing a multidisciplinary team of ecologists, ornithologists, and other specialists to assess potential impacts on flora, fauna, and habitats. Key deliverables included, conducting thorough surveys to identify and assess the presence and abundance of key species and habitats within the project area, analysing potential impacts of the development on biodiversity, developing and proposing effective mitigation and enhancement measures to minimize negative impacts and potentially enhance biodiversity values, and leading the drafting and production of the final EIAR report, ensuring it met all regulatory requirements and communicated findings clearly and concisely to stakeholders.

She has a proven track record in conducting multidisciplinary surveys, managing projects, and contributing to scientific reports. Additionally, Brittany is currently pursuing membership in the Chartered Institute of Ecology and Environmental Management (CIEEM) to further enhance her professional credentials.

Qualifications:

BSc – Marine Biology & Ecology, with Honours in Botany, University of Cape Town, 2011

MSc – Pollination Biology. University of Cape Town, 2015

Emmi Virkki – Principal Ecologist

This report has been reviewed by Emmi Virkki. Emmi is a Principal Ecologist at APEM Group Woodrow. She has a BSc (Hons) in Environmental Biology and MSc in Environmental Science from University College Dublin, and she is a full member of the Chartered Institute of Ecology and Environmental Management (CIEEM). She has over nine years of experience in consultancy in Ireland and her survey experience comprises of multidisciplinary surveys specialising in habitat (using Fossitt habitat classification, Irish Vegetation Classification (IVC), National Vegetation Classification (NVC), Annex I habitat classification and National Survey of Upland Habitats (NSUH) habitat categories), botanical (rare, protected and non-native invasive species) and ornithological surveys, in addition to protected species surveys for mammals (including bats), amphibians and reptiles, on small- to medium scale projects and national habitat surveys. She is competent in the compilation of Ecological Impact Assessment (EclA) reports and Biodiversity chapters of Environmental Impact Assessment reports (EIAR), and reports to inform the Appropriate Assessment process (Appropriate Assessment Screening and Natura Impact Statements). She is a member of the Botanical Society of Britain and Ireland (BSBI) and Irish Bryophyte Group.

Qualifications:

BSc (Hons) Environmental Biology, University College Dublin, 2015.

MSc Environmental Science, University College Dublin, 2016.

This report has been approved by Róisín NigFhloinn.

Róisín NigFhloinn – Associate Director

An experienced Associate Director - Ecology, with a strong background in botany, Róisín NigFhloinn has worked for over fifteen years in the ecology sector. She is adept at carrying out Appropriate Assessment (AA) on plans and projects. In addition, she has acted as ecology lead on numerous complex and strategic environmental impact assessments and mitigation design for development projects.

She is experienced in multidisciplinary surveys and reporting, specialising in habitat and botanical identification, including protected species and habitat surveys (Fossitt/JNCC, IVC/NVC, Annex I habitats e.g. NSUH).

She has also acted as a skilled Ecological Clerk of Works (ECoW) for infrastructure projects.

Qualifications:

MSc Ecology and Management of the Natural Environment. University of Bristol. 2011

B.A. Mod (BSc) (Hons) Natural Sciences. Trinity College, Dublin Specialised in Botany. 2008

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1. INTRODUCTION

1.1. Background

APEM Group Woodrow was commissioned by Wicklow County Council (WCC) to undertake an Appropriate Assessment Screening for the proposed road safety improvement scheme and associated works (hereafter referred to as the ‘Proposed Scheme’), located in Kilpedder along the N11 carriageway between Junctions 10 and 11.

1.2. Purpose of this document

This screening report aims to determine, based on the best scientific knowledge and the precautionary principle, whether the proposed works, individually or in conjunction with other plans or projects, may negatively impact any internationally designated Natura 2000 sites, considering the conservation objectives of these sites.

The purpose of this AA Screening is to determine through the Source-Pathway-Receptor (S-P-R) model the potential likely significant effects (LSE), if any, that the Development may have, alone or in combination with other plans or projects, on European sites (Special Areas of Conservation (SAC) and Special Protection Areas (SPA)) in view of their conservation objectives, within the potential zone of influence of the Development, as outlined in Section 4.2.

This AA Screening provides the information necessary for the Competent Authority, to assess the potential for the Development to have a likely significant effect (LSE) on any European site.

The report sections, paragraphs and tables relate in sequence to the process of assessing the potential impact of the project in the context of sequential requirements of Article 6 of the European Habitats Directive. The assessment is carried out in adherence to the legislative requirements as outlined in Section 2.

2. LEGISLATIVE CONTEXT FOR THIS REPORT

The EU Habitats Directive (92/43/EEC) requires that Ireland establish designated protected sites, forming part of a European wide network of sites referred to as European sites or the Natura 2000 network, aimed at preserving habitats and species of international importance for conservation. Within Ireland, European sites include SACs and SPAs, including candidate SACs and SPAs of community interest. The Birds Directive (2009/147/EC) is focused on safeguarding all wild bird species naturally occurring in the EU through the establishment of Special Protection Areas (SPAs), while the Habitats Directive serves a similar purpose for habitats and other species groups through the designation of Special Areas of Conservation (SACs). Each member state bears the responsibility of assigning SPAs and SACs, which collectively contribute to Natura 2000, an extensive network of protected sites across the European Community.

The specific habitats and species for which a SAC is selected are called ‘Qualifying Interests’ (QIs) and the specific bird species for which a SPA is selected are called ‘Special Conservation Interests’ (SCI).

SACs are selected based on Annex I habitats and Annex II animal and plant species. Annex I of the Habitats Directive lists certain habitats that must be given protection, referred to as Annex I habitats. Certain Annex I habitats are deemed ‘priority’ and have greater protection. Examples of designated Irish habitats include raised bogs, active blanket bogs, turloughs, heaths, lakes and rivers. Annex II of the Habitats Directive lists species whose habitats must be protected, species examples include: lesser horseshoe bat *Rhinolophus hipposideros*, otter *Lutra lutra*, Atlantic salmon *Salmo salar* and white-clawed crayfish *Austropotamobius pallipes*.

The Birds Directive aims to protect all wild bird species naturally occurring in the EU. SPAs are designated based on the presence of internationally significant populations of these bird species which include birds of prey, waders, seabirds, waterfowl and wetlands which attract large numbers of migratory birds each year.

2.1. Requirement for Appropriate Assessment screening

The requirement for AA is set out in Article 6(3) of the Habitats Directive (92/43/EEC). Article 6(3) of the Habitats Directive requires *“Any plan or project not directly connected with or necessary to the management of the [Natura 2000] site but likely to have a significant effect thereon, either individually or in combination with other plans and projects, shall be subjected to appropriate assessment of its implications for the site in view of the site’s conservation objectives. In the light of the conclusions of the assessment of the implications for the site and subject to the provisions of paragraph 4, the competent national authorities shall agree to the plan or project only after having ascertained that it will not adversely affect the integrity of the site concerned and, if appropriate, after having obtained the opinion of the general public”*.

Case law has required that measures which are *intended to avoid or reduce* the harmful effects of the Proposed Scheme on any relevant internationally designated site, i.e., specific mitigation, cannot be considered at the screening stage of the Appropriate Assessment process and where this arises, the plan or project must be assessed fully (An Coimisiún Pleanála (formerly ABP), 2019).

If, following the screening process, a likely significant effect is predicted or cannot be ruled out, under Regulation 42(6), a Natura Impact Statement (NIS) is required in order to determine the potential for effect on the integrity of an internationally designated site. In the event of a negative assessment in terms of an adverse effect on Site integrity, a proposal can only be consented in the absence of feasible alternatives and for Imperative Reasons of Overriding Public Interest (IROPI). In such cases, compensatory measures to ensure the integrity of the European site is maintained, are required. The Guidance document on Article 6(4) of the Habitats Directive states that:

“Any uncertainty over the precise nature and/or magnitude of the adverse effects should be thoroughly tested. Where appropriate, a precautionary approach should be adopted, and the assessment of adverse effect based on a worse-case scenario” (European Commission, 2007).

2.2. Stages of Article 6 Assessment

The European Commission’s guidance promotes a staged process, as set out below, the need for each being dependent upon the outcomes of the preceding stage.

- (1) Screening For Appropriate Assessment
- (2) Appropriate Assessment
- (3) Assessment of Alternative Solutions
- (4) Assessment where no alternative solutions remain and where adverse impacts remain.

The final stage is the Imperative Reasons of Over-riding Public Interest (IROPI test) and requirement for compensatory measures.

Within this staged process a hierarchy of avoidance, mitigation, and compensatory measures is promoted by the Habitats Directive.

2.2.1. Stage 1: Screening for Appropriate Assessment

Stage 1 of the process is intended to identify whether the project is ‘likely to have a significant effect’ upon a European site and is referred to as ‘Screening for AA’.

If the screening process identifies effects to be significant, potentially significant, or uncertain, or if the screening process becomes overly complicated, then the process must proceed to Stage 2 of AA. Screening is undertaken without the inclusion of mitigation, unless potential impacts clearly can be avoided through the modification or redesign of the plan or project, in which case the screening process is repeated on the altered plan or project.

2.2.2. Stage 2: Appropriate Assessment (Natura Impact Statement)

Stage 2 of the process considers potential impacts in greater detail, including whether further mitigation measures are necessary.

The stage considers whether the plan or project, alone or in combination with other projects or plans, will have adverse effects on the integrity of a Natura 2000 site with respect to the site’s

structure and function and its conservation objectives, and includes any mitigation measures necessary to avoid, reduce or offset negative effects.

The proponent of the plan or project will be required to submit a Natura Impact Statement (NIS), i.e., the report of a targeted professional scientific examination of the plan or project and the relevant Natura 2000 sites, to identify and characterise any possible implications for the site in view of the site's conservation objectives, taking account of in combination effects. This should provide information to enable the competent authority to carry out the AA. If the assessment is negative, i.e., adverse effects on the integrity of a site cannot be excluded, then the process must proceed to Stage 3, or the plan or project should be abandoned.

2.2.3. Stage 3: Alternative solutions

If adverse effects upon the site's integrity cannot be ruled out, then Stage 3 will need to be undertaken to assess whether alternative solutions exist. If no alternatives exist that have a lesser effect upon the European Site(s) in question, the project can only be implemented if there are 'imperative reasons of overriding public interest' (IROPI), as detailed in Article 6(4).

2.2.4. Stage 4: Imperative Reasons of Over-riding Public Interest (IROPI)

If a plan or project is found to have adverse effects on the integrity of Natura 2000 sites and there are no other options available, the plan can only proceed if it can be proven that there are imperative reasons of overriding public interest that supersede the negative effects. In such cases, compensatory measures will be necessary.

2.3. Relevant guidance

The following guidance documents were consulted:

- An Coimisiún Pleanála, Planning application map.
- Appropriate Assessment under Article 6 of the Habitats Directive: Guidance for Planning Authorities. Circular NPWS 1/10 & PSSP 2/10
- Botanical Society of Britain and Ireland (BSBI) Distribution database
- Department of Environment, Heritage and Local Government (DoEHLG, 2010 rev.) Appropriate Assessment of Plans and Projects in Ireland: Guidance for Planning Authorities
- Environmental Protection Agency online Map Viewer
- European Commission (2021) ANNEX to the Commission Notice - Assessment of plans and projects in relation to Natura 2000 sites - Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC
- European Commission (2021) Commission Notice - Assessment of plans and projects in relation to Natura 2000 sites - Methodological guidance on Article 6(3) and (4) of the Habitats Directive 92/43/EEC
- European Communities (Natural Habitats) Regulations 1997 (European Commission 1997)
- European Community Habitats Directive (92/43/EEC) – The Habitats Directive (European Commission 1992)
- Managing Natura 2000 Sites: The Provisions of Article 6 of the Habitat’s Directive 92/43/EEC (EC Environment Directorate-General, 2000)
- Managing Natura 2000 Sites: The Provisions of Article 6 of the Habitat’s Directive 92/43/EEC (EC, 2018)
- National Biodiversity Data Centre Biodiversity Map Viewer
- National Parks and Wildlife Service Conservation Objectives Information
- National Parks and Wildlife Service data (GIS datafiles)
- National Parks and Wildlife Services online Designation Map Viewer
- Office of the Planning Regulator (OPR) (2021) OPR Practice Note PN01 Appropriate Assessment Screening for Development Management

3. DESCRIPTION AND FEATURES OF THE PROJECT AREA

3.1. Location

The proposed road safety improvement scheme is situated within the village of Kilpedder, County Wicklow, along the N11 carriageway, see Figure 1: Settlement boundary of Kilpedder (WCDP, 2022)

. The N11 forms a key transport corridor along Ireland’s eastern seaboard, connecting Dublin to Wexford. Kilpedder lies on the western side of the N11, approximately 2 km north of Newtownmountkennedy and 7 km south of Kilmacanoge.

Under the Wicklow County Development Plan 2022–2028 (WCDP, 2022), Kilpedder is classified as a Level 7 Village (Type 1) indicating its status as a rural settlement within the broader Greystones–Delgany settlement boundary. This designation reflects the village’s strategic connectivity to the N11 and its potential for sustainable development. The spatial extent of Kilpedder’s settlement boundary is illustrated in Figure 1, as delineated in the Wicklow County Development Plan (2022–2028).

Kilpedder is frequently used as an informal diversion route by motorists seeking to avoid northbound congestion on the N11 during morning peak traffic period. This route, colloquially referred to as the “rat run,” begins at the L5046 Johnstown Road exit and proceeds along a local road network running parallel to the N11 through Kilpedder Village. Two primary re-entry points to the N11 have been identified:

- “Rat run” route 1: vehicles take the second exit at the first roundabout, continuing along the local road before turning right near Killickabawn bus stop (stop ID: 4237) to rejoin the N11.
- “Rat run” route 2: Vehicles take the third exit at the first roundabout, proceed to a second roundabout and re-enter the N11 via the junction.

The L5046 Johnstown Road serves Kilpedder village, providing access to residential dwellings, housing estates and local amenities including the Kilpedder filling station. The route also includes three bus stops: Kilpedder Footbridge (stop ID 4238), Glenview Park (stop ID: 4239) and Killickabawn (stop ID: 4237). Figure 3 shows the planning application [redline] boundary of the Proposed Scheme.

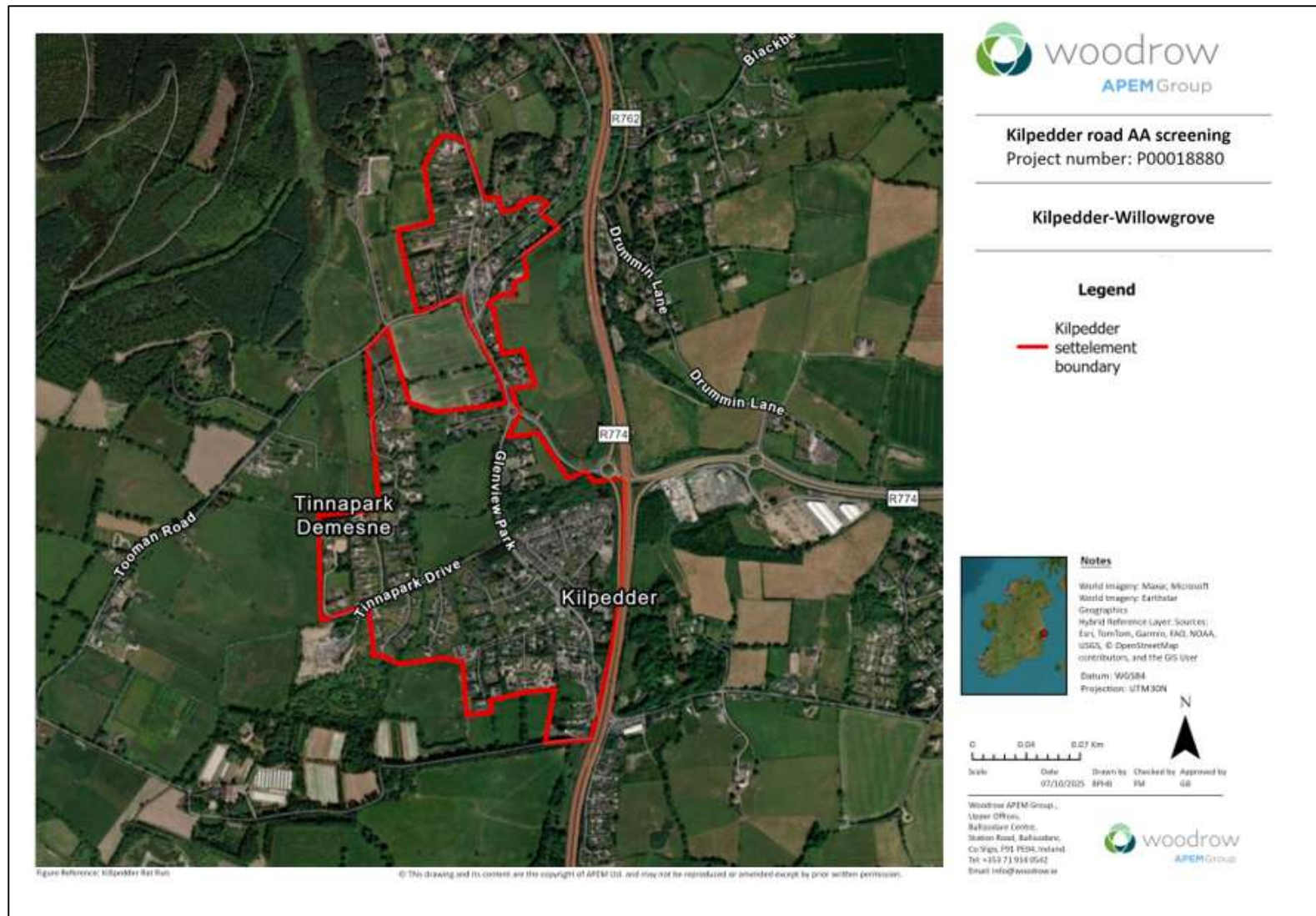


Figure 1: Settlement boundary of Kilpedder (WCDP, 2022)



Route

- Route 1
- Route 2

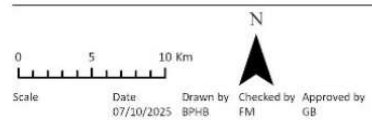
Notes

World Imagery: Maxar, Microsoft
 World Imagery: Earthstar
 Geographics
 Hybrid Reference Layer: Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community
 Contains Ordnance Survey data © Crown copyright and database rights (2025).
 OS OpenData.



Kilpedder road AA screening
 Project number: P00018880

Kilpedder "Rat Run" Routes



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Figure Reference: Kilpedder Rat Run

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Figure 2: Rat Run Routes through Kilpedder Village

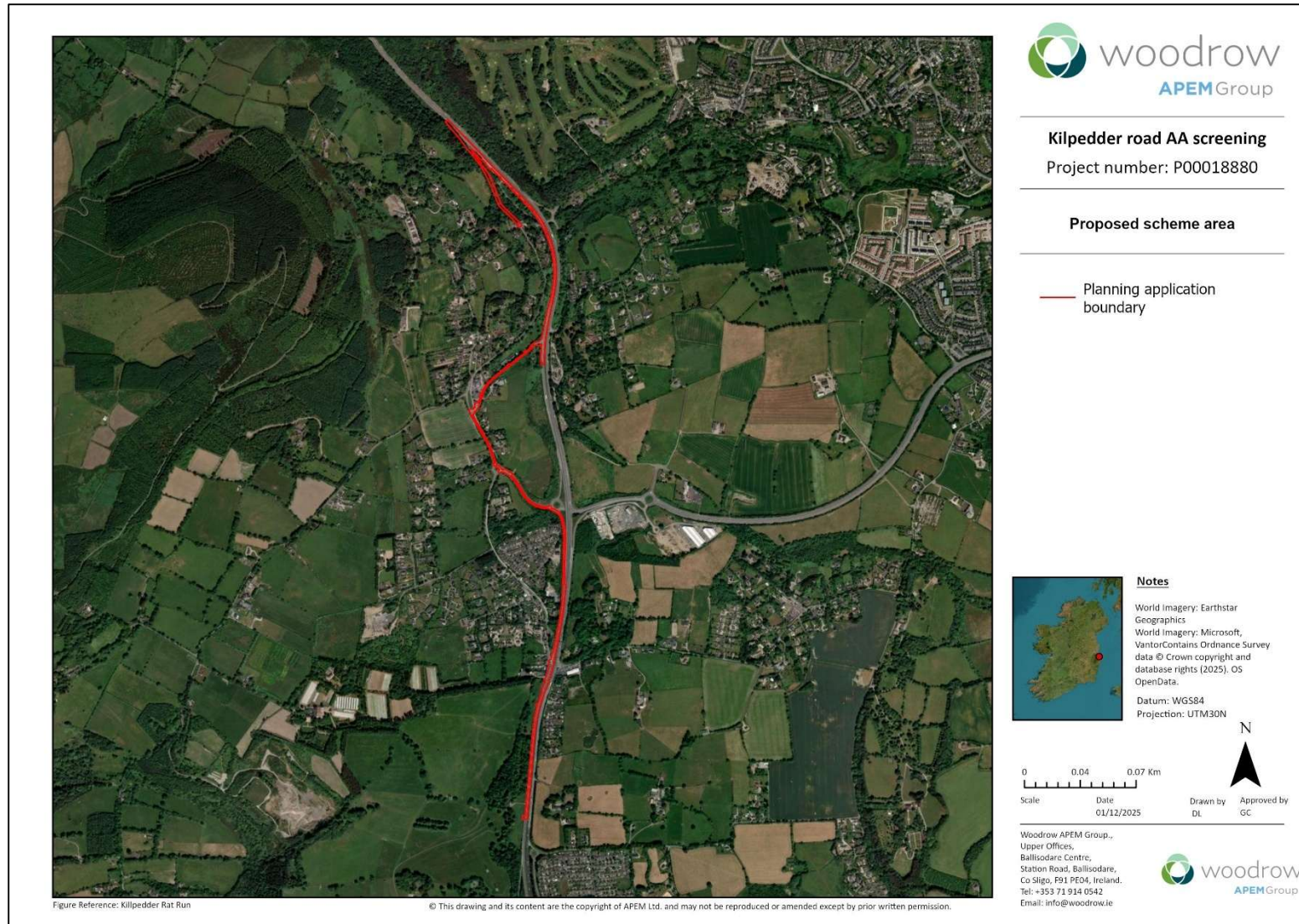


Figure Reference: Killpedder Rat Run

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Figure 3: Planning application [redline] boundary of the Proposed Scheme

3.2. Description of the Proposed Scheme

The primary objective of the Proposed Scheme is to address recurring safety issues and ‘rat-running’ during peak hours through Kilpedder and surrounding townlands. The Proposed Scheme aims to reduce ‘rat-running’ through residential areas, enhance pedestrian and cyclist safety, and improve public transport accessibility. The Proposed Scheme also aims to improve road safety on the N11.

The proposed road safety measures would be located between Junction 10 and Junction 11 of the N11 and total approximately 2.3 km in length. As shown in Figure 4, it should be noted that the Proposed Scheme is a set of discrete road safety measures and not continuous and this is illustrated the developable area boundary plan. More details on each of the road safety measures are included in Table 1. The proposed road safety measure number shown in Table 1 corresponds to the numbers shown in Figure 4. A detailed plan of each proposed road safety measure is included in Appendix II: Preliminary design drawings.

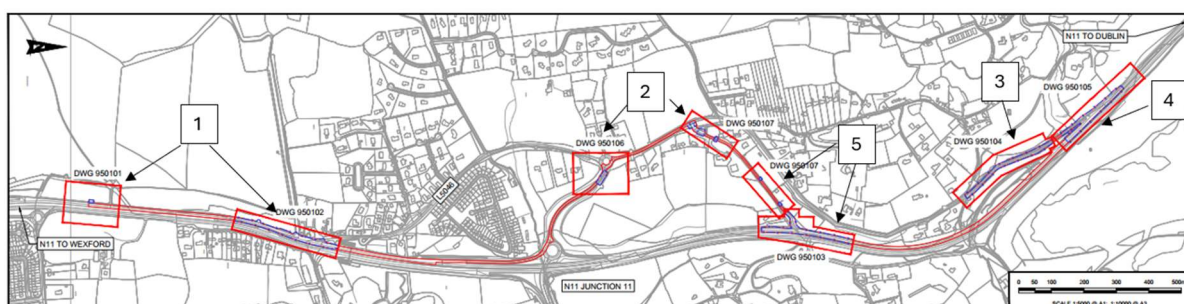


Figure 4: Proposed road safety measures to the N11/L5046 (SITE MAP - HD15 SITES REVIEW received from client)

Table 1: Schedule of proposed road safety measures as part of the Proposed Scheme

Road safety measure ref no.	Existing use	Proposed road safety measure	Description	Drawing reference (see Appendix II)
1	L5046 Kilpedder Road exit from Junction 11 of the N11	Re-designation of the N11/L5046 Johnstown access	The existing access route from the N11 to Kilpedder via the L5046 Kilpedder Road will be re-designated as a bus-only lane, restricting general vehicular access and prioritising public transport movements.	Drawing number 5207356-ATK-014-04-DR-C-950102.
2	Roundabout 1 and existing bus stop (see figure 1 and 8)	Relocation of existing Bus Stop (ID 4237)	The current bus stop will be relocated to the eastern arm of the Kilpedder Road/Killickabawn Road roundabout, improving accessibility and integration with the revised transport layout.	Drawing number 5207356-ATK-014-04-DR-C-950106

3	One way exit from Junction 10 of the N11 onto Drummin Lane	Closure of one-way section of Drummin Lane	The existing one-way section of Drummin Lane will be permanently closed to vehicular traffic and retained as an active travel route, supporting pedestrian and cyclist connectivity.	Drawing number 5207356-ATK-014-04-DR-C-950104
4	One way exit from Junction 10 of the N11 onto Drummin Lane	Cycle Lane amendments at Drummin Lane/N11 Exit	Modifications are proposed to the cycle lane at the Drummin Lane exit onto the N11 to facilitate a safe transition for cyclists onto the hard shoulder.	Drawing number 5207356-ATK-014-04-DR-C-950105
5	Existing access onto Junction 11 of the N11	Closure of Killickabawn Access to N11	The existing vehicular access from Killickabawn to the N11 will be closed to all traffic, contributing to reduced traffic volumes and improved safety in the area.	Drawing number 5207356-ATK-014-04-DR-C-950107

3.3. Construction

Construction activities include minor vegetation and hedgerow clearance, removal of hard surfaces, backfilling and reinstatement of surfaces and all ancillary works including road marking, top soiling and grassing. New road alignments and verges will be formed, as well as new or relocated signage and the installation of new safety barriers to restrict vehicle movement.

Subject to planning approval, construction of the Proposed Scheme is estimated to take approximately one to two months to complete and will progress in stages by section in order to maintain road access along the L5046 and N11.

A key mechanism for managing the impact of construction-related noise and vibration will be through adherence to site working hours as agreed with WCC. Site working hours are anticipated to be:

- 07:00 - 19:00 Monday to Friday
- 08:00 – 14:00 Saturday; and
- No significant noise activities will take place on Sundays or on bank holidays.

Occasional out-of-hours work may occur and will be subject to prior approval with WCC.

Where especially noisy works are to take place, the appointed contractor (hereafter referred to as the ‘Contractor’) will contact WCC and residents who may be affected by noise and vibration to inform them of the intended location and duration of works.

The construction works will be undertaken in accordance with safeguards included in a Construction Environmental Management Plan (CEMP). The CEMP sets out industry best practices and identifies potential environmental issues along with appropriate control measures to avoid or mitigate adverse effects

3.4. Operational phase

Throughout the operational lifetime of the Proposed Scheme, maintenance activities will be carried out, as required, on hard standing surfaces (e.g. pavement condition surveys and re-surfacing of roads)

and adjacent vegetation (e.g. removal of weeds and vegetation growth near the roads, pavements and cycle routes).

3.5. Decommissioning

The decommissioning phase is not considered as part of this AA Screening Report as the Proposed Scheme will be permanent to the local road network.

METHODOLOGY

3.6. Data collection

3.6.1. Desk study

A desktop scoping exercise was conducted to determine the location of European sites adjacent to the Site and in the wider area. This facilitated a targeted approach to conducting ecological surveys to inform the AA process. As part of the desk study, the Irish Grid (IG) 10 km squares (N42) encompassing the Site were reviewed for existing records of non-native invasive species, listed on the Third Schedule of the European Communities (Birds and Natural Habitats) Regulations 2011, as provided by the National Biodiversity Data Centre (NBDC).

The desk study focused on determining connectivity via Source-Receptor-Pathways (S-P-R) between the Site and European sites by investigating the occurrence and distribution of:

- Habitat types listed in Annex I of the Habitats Directive.
- Species of animal and plants listed in Annex II and/or IV of the Habitats Directive, and,
- Species of birds listed in Annex I of the Birds Directive.

Primary sources of information for the desktop study were:

- Ortho-imagery and 6-inch mapping was viewed using Google Maps, Ordnance Survey Ireland – GeoHive.
- Environmental Protection Agency (EPA) - EPA Maps provide an online map viewer which was used to investigate hydrological connectivity to sites designated for nature conservation, aquifer vulnerability and groundwater vulnerability; National Parks & Wildlife Service (NPWS) - Designations Viewer was used to identify the location of sites designated for nature conservation, specifically European Sites. Shapefiles and metadata for designated sites have been downloaded and are updated annually for use by APEM Group Woodrow ecologists on local GIS.
- As discussed under Zones of Influence in Section 2.2.21, for mobile species including birds listed on Annex I of the Birds Directive and animals listed on Annex II of Habitats Directive guidance pertaining to core ranges and connectivity was consulted.
- NPWS site synopses, site-specific conservation objectives and site-specific conservation measures for relevant European sites.

3.7. Approach to screening

Section 3.2.3 of the Guidance for Planning Authorities (DoEHLG, 2010) states a screening assessment should include any European site within or adjacent to the project area and any European site within the likely zone of impact of the project.

The Zone of Influence (Zoi) for a project is established on a case-by-case basis with reference to the nature, size and location of the project, and the sensitivities of the ecological receptors within vicinity of the development. The Zoi considers the potential for connectivity to ecological receptors through the Source – Pathway - Receptor (S-P-R) model and assesses potential impacts of the development on both immobile and mobile QIs/SCIs of identified European sites. Functional pathways can include the use of an application site by a QI/SCI species of an SAC or SPA, such as

otter or kingfisher *Alcedo atthis* foraging or breeding along waterbody closely associated with an application site and where the European site is within the documented range for the given QI/SCI species.

Following the above process, for each European site (and their QIs/SCIs) considered within the AA Screening it will be concluded that either:

- There are no LSEs on the European site(s) and their QIs/SCIs, and therefore no further assessment is required, or,
- The potential for LSEs on the European site(s) and their QIs/SCIs cannot be discounted and therefore Stage 2 AA (Natura Impact Assessment (NIS)) is necessary.

A precautionary approach is applied and so if the potential for LSE cannot be excluded beyond reasonable scientific doubt, then the relevant site and QI/SCI will be screened into the subsequent stages of the NIS process.

3.7.1. Source – Pathway – Receptor model

The S-P-R model is the standard conceptual approach that is used across European Directives to characterise the means (pathways) via which impact sources (such as the works being proposed) could be experienced by receptors (sensitive QIs/SCIs of a European site). Only where there is an identifiable source, a pathway and a sensitive receptor, is there likely to be a significant effect.

S-P-R relationships are not always linear, and effects might be transmitted beyond the ‘footprint’ e.g., via hydrological pathways or enabled by impacts on another receptor (indirect effects).

Notwithstanding this, how an effect might progress from its source along pathways to a particular European site can easily be discerned with reference to the receiving environment. Consideration of supporting habitat (defined as areas that can be used by a species, particularly those which may be listed as a feature of a designated site, to support that species survival and/or reproduction) is also important. Species mobility should also be considered, and pathways will change between mobile receptor type.

- Source - aspects of the project which may impact upon the European site and its QIs/SCIs/conservation objectives
- Pathway - functional link between the development and the European sites, pathways can include hydrological, hydrogeological, air, etc., and,
- Receptor - European sites and their QIs and SCIs.

Through the S-P-R model, it is possible to identify European sites (and their QIs/SCIs) that may be subject to LSEs through the determination of a series of search parameters. These search parameters can then be extended to identify the other plans and projects that require consideration within the assessment of in-combination effects.

3.7.2. Zone of influence

The ZoI for a project is the area over which ecological features are deemed likely to be affected by biophysical changes due to the project and associated activities established on a case-by-case basis with reference to the nature, size and location of the project, and the sensitivities of the ecological receptors within vicinity of the development. This is likely to extend beyond the project site, for example where there is ecological or hydrological connectivity beyond the site boundaries. The ZoI will vary for different ecological features depending on their sensitivity to an environmental change. Guidance from the Office of the Planning Regulator (OPR, 2021) states that the ZoI for a development is the geographical area over which it could affect the receiving environment in a way that could have significant effects on the QIs/SCIs of a European site. Where connectivity is identified the S-P-R approach is followed to assess if there is a route to impact. This is an intangible area, which is established on a case-by-case basis using the S-P-R framework and not by arbitrary distances. In this instance, the ZoI for this assessment is defined as the red line boundary of the development, including any areas where project activities may have a direct or indirect impact. This encompasses overlapping European sites, any downstream European sites that are hydrologically connected, and all European sites within 5 km where there is potential for disturbance effects, such as noise, lighting, or human activity.

3.7.3. In-Combination effects

Other plans and projects to be considered would include the following types of future development within the same ZoI:

- Proposals for which consent has been applied which are awaiting determination in any regulatory process (not necessarily limited to planning permission)
- Projects which have been granted consent (not limited to planning permissions) but which have not yet been started, or which have been started but are not yet completed (i.e. under construction)
- Other operational and proposed major developments (bigger than a one-off house) within 10 km of the Site, and,
- Proposals which have been refused permission, but which are subject to appeal, and the appeal is undetermined.

4. RECEIVING ENVIRONMENT

This section presents the results of the desk study undertaken for the Proposed Scheme. Field surveys were not deemed necessary for the screening stage of this AA. A desktop-based ecological assessment and high-level review of Designated sites potentially impacted or connected to the site was conducted to establish baseline conditions within the Site and its surrounding environment.

4.1. Flora and fauna

A search of the National Biodiversity Database Centre (NDBC) database for the 2 km grid square within which the Proposed Scheme is located (O21U) was carried out. The search encompassed

records since 2015 of Annex I/II species protected under EU Habitat Directive and the European Communities (Birds and Natural Habitats) Regulations, 2011.

Otter *Lutra lutra* have been recorded approximately 75m from the boundary of the proposed scheme in 29/12/2016. Otter is listed on the Annexes II and IV of the EU Habitat Directive and the European Communities (Birds and Natural Habitats) Regulations, 2011. There are no waterbodies (rivers, open drainage ditches etc.) within the Site that would provide otter suitable foraging habitat. There are no habitats that would be considered suitable for foraging otter, or suitable for otter holts. The nearest designated site where otter is listed as a QI species is the River Barrow and River Nore SAC, located c. 32.2 km southeast of the Proposed Scheme. Although there is no direct hydrological pathway between the Site and the Daingean River, and the distance is considerable, local otter populations are considered to form part of the wider River Barrow and River Nore SAC population.

There are multiple records for Red Kite (*Milvus milvus*) in the area, the closest record was approximately 155m from the Proposed Scheme on (07/03/2022). Red Kite is listed on the Annex I of the EU Birds Directive (2009, 147/EC). Red Kite are primarily scavengers feeding on carrion such as roadkill, so the area within the Proposed scheme does provide potential feeding opportunity. However, the Proposed Scheme wont significantly alter the areas existing condition.

Curlew (*Numenius arquata*) have been recorded within 2km of the proposed scheme (04/10/2021). Curlew is listed on Annex II of the EU Birds Directive (2009, 147/EC). There is no suitable breeding or foraging habitat for curlew within the Proposed Scheme site. Although agricultural land in the surrounding environment may be potential foraging habitat. Due to the high level of disturbance that would be expected in an area close to the N11 motorway and Kilpedder village it is very unlikely any additional disturbance would have any significant effect on curlew.

4.2. Habitats

Based on desk study assessment, the habitats within the Proposed Scheme site include:

- Earth banks (BL2)
- Buildings and artificial surfaces (BL3)
- Amenity grassland (GA2).

BL2- Earth banks

There are some areas within the red line boundary of Proposed Scheme along the roadside margins that can be classified as earth banks. These are narrow linear ridges often bordered by drainage ditches and feature elements or a range of habitats including grassland, heath, hedgerow and scrub. Albeit outside of the scope of this report, this habitat can support species such as badger. Further survey may be warranted if such habitat is to be impacted by the proposal. 921AO Old sessile oak woodland may also exist within such habitat types. If earth banks are to be impacted, further survey is recommended.

BL3 - Buildings and artificial surfaces

The majority of area within the Proposed Scheme boundary are classified as buildings and artificial surfaces. This is a highly modified habitat with little ecological value which includes existing roadways and streets, footpaths, paved, tarmac and cement areas. Current plans will result in an increase in paved areas of approximately 1,88 m² with a net reduction of hard surfaces. Additional alteration of

these areas due to work proposed for the Proposed Scheme will not result in any significant impacts on biodiversity.

GA2 - Amenity grassland

There are areas of amenity grassland within the Proposed Scheme site. This habitat is species-poor and used for landscaping in urban areas. The patches of grassland within the site are situated between and adjacent to the roadside of the N11 motorway. Found between roads and footpaths are regularly mown and have little to no connectivity to other habitats. Current plans will result in an increase in grassed areas of approximately 443 m². Existing areas of grassland habitat within the Proposed Scheme boundary will be retained but may be damaged during construction, due to trampling and compaction from heavy machinery. There are isolated trees in proximity to the Proposed Scheme site, but none are within the red line boundary; no trees are planned to be removed / felled during construction of the Proposed Scheme.

4.3. Birds

The area within the red line boundary of the Proposed Scheme consists primarily of roads and marginal grassland with little terrestrial features or habitats of significant ecological value for bird species and does not provide important foraging or nesting habitat for any SCI bird species. Habitat in the surrounding area of the Proposed Scheme include woodland, hedgerow, scrub and grassland but these areas are not expected to be significantly altered from the development.

The most likely impact to bird species in the surrounding area would involve increased noise emissions during the construction phase. Though this is unlikely to have any significant effect on bird species present in the area, due to the short duration of the proposed work and that any bird species present would likely be accustomed to a certain level of disturbance in an environment that is accustomed to high level of traffic noise.

4.4. Hydrology

There is a hydrological connection between the Proposed Development and designated sites via the Three Trout's Stream (River waterbody code: IE_EA_10T030580, EPA code: 10T03) and the Kilcoole Stream (River waterbody code: IE_EA_10K010580, EPA code: 10K01). The Three Trout's Stream outflows at Greystones south beach which is connected to the Southwestern Irish Sea at Killiney Bay where the Murrough SPA is located. The Three Trout's Stream is also within the Glen of the Downs SAC. Downstream from the Proposed Development the Kilcoole Stream flows through the Murrough Wetlands SAC and Murrough SPA. The Water Framework Directive (WFD) (2016-2021) for coastal waterbodies at Killiney Bay - Southwestern Irish Sea is assessed as 'High' quality and not at risk. The EPA Water Quality Status (2018-2020) of coastal waters is assessed as "unpolluted". This waterbody is meeting the WFD objectives.

The proposed works at the Drumlin exit (road safety measure 4; see Section 3.2) may have the potential for sediment or pollutants to enter the Three Trout's Stream, which has hydrological connection to the Murrough SPA. Current design plans show no changes to the existing drainage system. The existing drainage system at the Drumlin Lane/N11 exit are two gullies which discharge into Three Trout's stream. Construction activities could therefore affect water quality through sediment runoff or accidental pollution, with contaminants potentially travelling downstream and

discharge onto Greystones south beach which is connected to the Murrough SPA. These potential impacts are assessed in further in Section 5 (Table 2) and Section 6.1 (Table 3).

5. CONNECTION TO EUROPEAN SITES

The following sections provide information on surrounding European sites. These can then be assessed based on factors such as proximity to the Proposed Scheme, qualifying features, and their conservation status. A screening matrix is provided regarding the potential impacts and likely significant effects of the planned development on these designated sites, See Table 3.

Within each section, the site's QIs/SCIs are laid out, the potential for the development to affect the conservation objectives of each qualifying interest is considered and a conclusion on the likelihood of a significant effect on its qualifying features (and therefore on the European Site) is made.

European sites within proximity of the Proposed Scheme and those with a potential S-P-R linkage are shown in **Error! Reference source not found.**. The proximity of these European sites to the Proposed Scheme are illustrated in Figure 5.

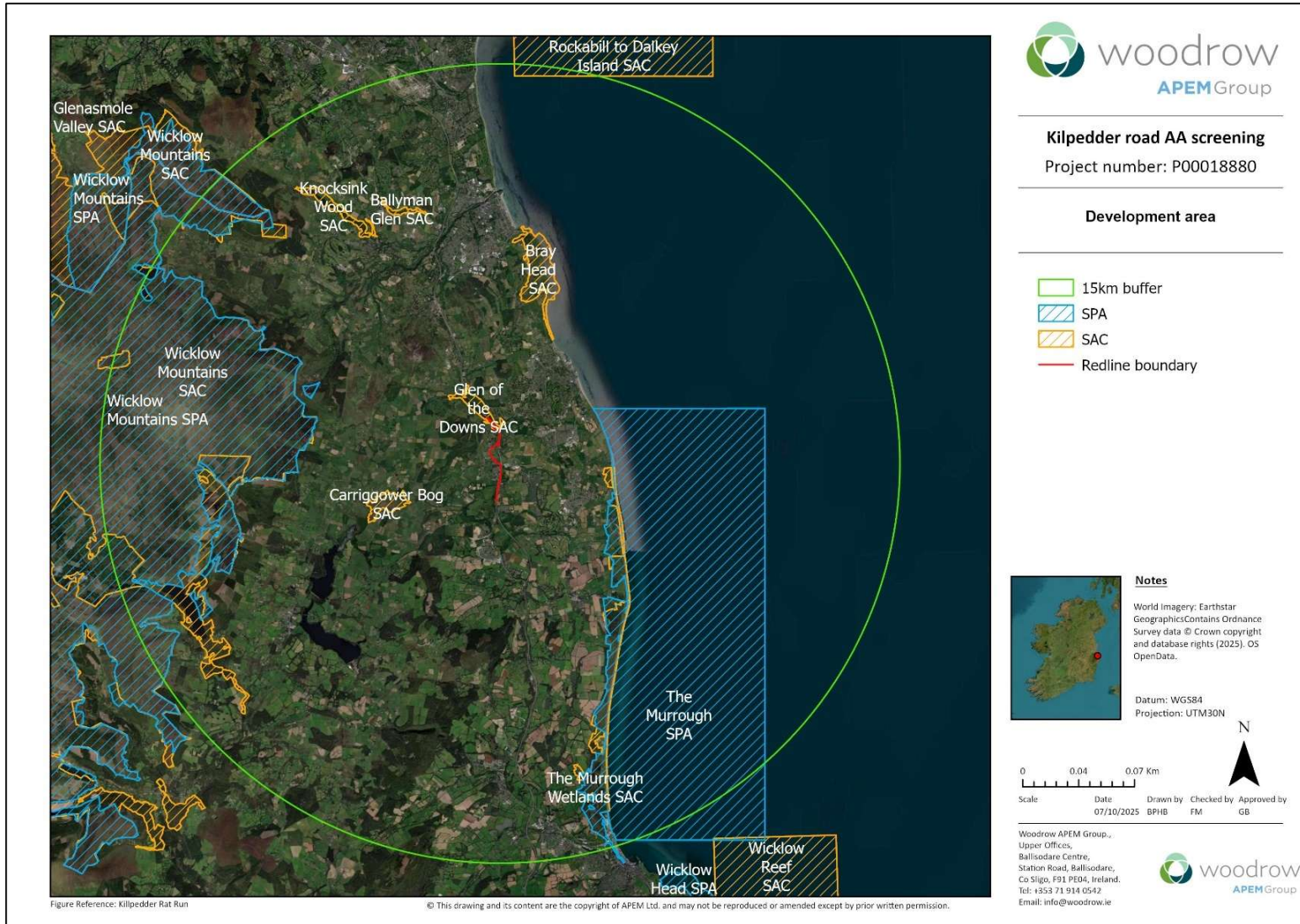


Figure 5: European sites assessed for potential S-P-R connectivity to the Proposed Scheme

Table 2: European Sites with potential Source-Pathway-Receptor Linkages to the Proposed Scheme (in descending order of distance to the Proposed Scheme)

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway-Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
Special Area of Conservation (SACs)					
Glen of the Downs SAC [000719]	Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0]	Within the Proposed Scheme boundary	<p>Yes.</p> <p>There is a potential SPR link between the SAC as part of the proposed works are within the boundary of this SAC.</p> <p>This SAC is located along the N11 motorway approximately 530 m north of Kilpedder’s northern settlement boundary and situated at the northern point of the proposed scheme boundary as show in Figure 6 and Figure 7. The N11 motorway runs through this SAC</p> <p>The proposed works planned within this section of the site will include closure to traffic of Drummin Lane exit of the</p>	<p>No potential for negative effects on QI habitat within the SAC.</p> <p>No potential for significant effects on water quality.</p> <p>The potential for likely significant effects is discussed further in Table 3.</p>	No.

¹ EPA Maps <https://gis.epa.ie/EPAMaps/> provides online mapping for rivers, streams, flow direction arrows, ground water vulnerability layers and designated sites for Ireland and parts Northern Ireland etc. – This website was used to assess the potential for connectivity of watercourses and ground water from the development to Natura 2000 sites.

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway- Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
			<p>N11. This will be done by perforating/breaking up the existing pavement layers at 2m centres and topsoiling and grassing the area. This is a reduction of hard surface area at this location.</p> <p>Widening of existing hard shoulder to create (an extended) cycle lane approx. area of 183m² of pavement works. Provision of fencing. Provision of cycle lane separators/bollards. Road markings. Provision of road signage and removal of existing road signage.</p> <p>There is potential concern for atmospheric pollution during the construction phase in the form of particulate matter i.e. dust. The potential effect on flora in the Oak woodland habitat that is the QI for the SAC.</p> <p>Potential water quality impacts arising from sediment run off or a pollution event during construction could discharge</p>		

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway- Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
			<p>into the watercourse via surface waterflow. This could be retained within the site and or would likely flow downstream.</p> <p>There is potential concern for hydrology of the site. The Three Trout's stream runs adjacent to the SAC and along to proposed works referred to as road safety measures 3 and 4 for approximately 630m.</p>		
Carriggower Bog SAC [000716]	Transition mires and quaking bogs [7140]	c. 3.28 km	There are no potential pathways from the effects of the development to the QI features of this SAC.	No.	No.
Ballyman Glen SAC [000713]	Petrifying springs with tufa formation (Cratoneurion) [7220] Alkaline fens [7230]	c. 7.88 km	There are no potential pathways from the effects of the development to the QI features of this SAC.	No.	No.
Knocksink Wood SAC [000725]	Petrifying springs with tufa formation (Cratoneurion) [7220] Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0]	c. 7.92 km	There are no potential pathways from the effects of the development to the QI features of this SAC.	No.	No.

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway-Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
	Alluvial forests with <i>Alnus glutinosa</i> and <i>Fraxinus excelsior</i> (Alno-Padion, Alnion incanae, <i>Salicion albae</i>) [91E0]				
The Murrough Wetlands SAC [002249]	Annual vegetation of drift lines [1210] Perennial vegetation of stony banks [1220] Atlantic salt meadows (<i>Glaucopuccinellietalia maritima</i>) [1330] Mediterranean salt meadows (<i>Juncetalia maritimi</i>) [1410] Calcareous fens with <i>Cladium mariscus</i> and species of the <i>Caricion davalliana</i> [7210] Alkaline fens [7230]	c. 3.86 km	Though there appears to be connectivity between the Proposed Scheme and the Murrough Wetlands SAC via the Kilcoole Stream, as a section of the stream lies within the red line boundary. When reviewing the plans for the development it's evident that there are no works planned where the Kilcoole Stream connects to the Proposed Scheme. The closest works is road safety measure 5 located approximately 260 m from the Kilcoole Stream. As such the Kilcoole Stream can be ruled out as a SPR link between the site and the development.	No potential for negative effects on water quality within QI habitats.	No.
Bray Head SAC [002249]	Vegetated sea cliffs of the Atlantic and Baltic coasts [1230]	c. 3.78 km	No. There are no direct pathways between the impacts	No.	No.

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway- Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
	European dry heaths [4030]		<p>identified at the site and the QI features of the SAC, however, there is indirect connectivity between the site and the SAC via the Three Trout’s Stream and Kilcoole Stream which both flow into Killiney Bay where the SAC is located.</p> <p>The potential source would be silt/sediment and or oil/fuel pollution that arise during the construction phase and enter the stream via surface water runoff.</p> <p>Distance from the potential source of pollution would have to travel approximately 5 km along the Three Trout’s stream watercourse and an additional 3.2 km of coastal water to reach the site.</p> <p>Another factor that would rule out potential impact to the SAC is that Although Bray head SAC is situated in Killiney Bay, the QI habitats for the site “Vegetated Sea cliffs of the Atlantic and</p>		

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway- Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
			<p>Baltic coasts [1230]” and European dry heaths [4030]” These are upland habitat that would not be significantly impacted by changes in water quality of the surrounding coastal waters. If water quality was to decline due to the development, it’s very unlikely that the QI for this SAC would be impacted.</p> <p>Overall, the distance, the dilution factor of the watercourse and the coastal waters and the minor nature of the proposed works would be considered sufficient grounds to rule out this area as a source pathway-receptor link to the designated site and so there is no potential for significant impacts</p>		
Wicklow Mountains SAC [002122]	Oligotrophic waters containing very few minerals of sandy plains (<i>Littorelletalia uniflorae</i>) [3110]	c. 6.36 km	No. There are no potential pathways from the effects of	No.	No.

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway- Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
	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 chasmophytic vegetation [8210] Siliceous rocky slopes with chasmophytic vegetation [8220]		the development to the QI features of this SAC.		

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway-Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
	Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0] Otter (<i>Lutra lutra</i>) [1355]				
Rockabill to Dalkey Island SAC [003000]	Reefs [1170] Harbour Porpoise (<i>Phocoena phocoena</i>) [1351]	c. 12.82 km	No. There are no potential pathways from the effects of the development to the QI features of this SAC.	No.	No.
Special Protection Area (SPA)					
The Murrough SPA [004186]	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]	c. 4.10 km	Yes. There is a potential pathway between the Proposed Scheme and this SPA due to connectivity via the Kilcoole stream and Three Trout's stream. The potential impacts arise from surface water run-off or a pollution event during construction and operation, and the potential water quality impacts including habitat degradation of roosting and feeding habitats	No potential significant effects on water quality within the habitats used by SCI for feeding, breeding and foraging. The potential for likely significant effects is discussed further in Table 3.	No.

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway-Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
	<p>Wigeon (<i>Mareca penelope</i>) [A855]</p> <p>Little Tern (<i>Sternula albifrons</i>) [A885]</p> <p>Wetland and Waterbirds [A999]</p>		<p>used by SCI within the SPA, and SCI species coming into direct contact with contaminants.</p> <p>When reviewing the scheme it's evident that there are no proposed works located where the Kilcoole Stream connects to the site at the red line boundary. The closest works is road safety measure 5; closure of Killickabawn Access to N11. This is located approximately 260 m from the Kilcoole Stream. The minor nature of the proposed work here and surface area distance to the stream would be considered sufficient grounds to rule out the Kilcoole Stream as a SPR link.</p> <p>The Three Trout's stream is another potential pathway from the proposed scheme and the SPA. The stream outflows at the northern edge of the SPA at Greystones south beach which is connected to the</p>		

European site [site code]	Qualifying Interests (* denotes priority habitat)/Special Conservation Interests	Distance from the Proposed Scheme	Potential Site- Pathway- Receptor Linkage via proximity of site, and/or surface water connectivity? ¹	Likely Significant Effect (in the absence of mitigation)	Screened in
			Southwestern Irish Sea at Killiney Bay where the Murrough SPA is located.		
Wicklow Mountains SPA [004040]	Merlin (<i>Falco columbarius</i>) [A098] Peregrine (<i>Falco peregrinus</i>) [A103]	c. 6.36 km	No. The Foraging and commuting range for merlin is 5 km which is outside the range of the SPA. Peregrine has a core range of 2 km, with maximum recorded distance of 18 km. The nature of the proposed works will not affect core breeding, foraging or commuting habitat for these species, and therefore it will have no significant effect on this SPA or its listed SCI's.	No.	No.

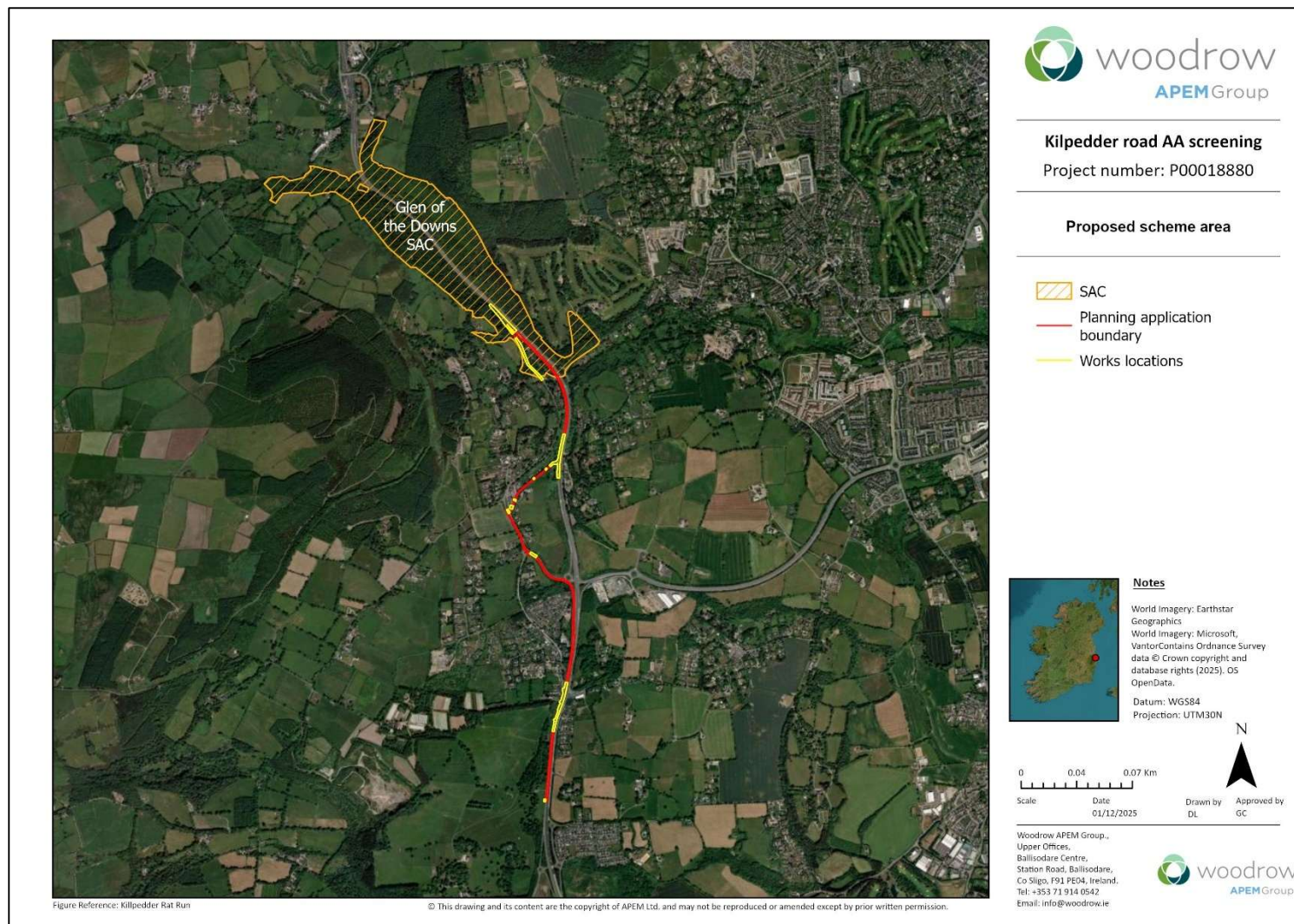


Figure 6: The Proposed Scheme and its proximity to the Glen of the Downs SAC

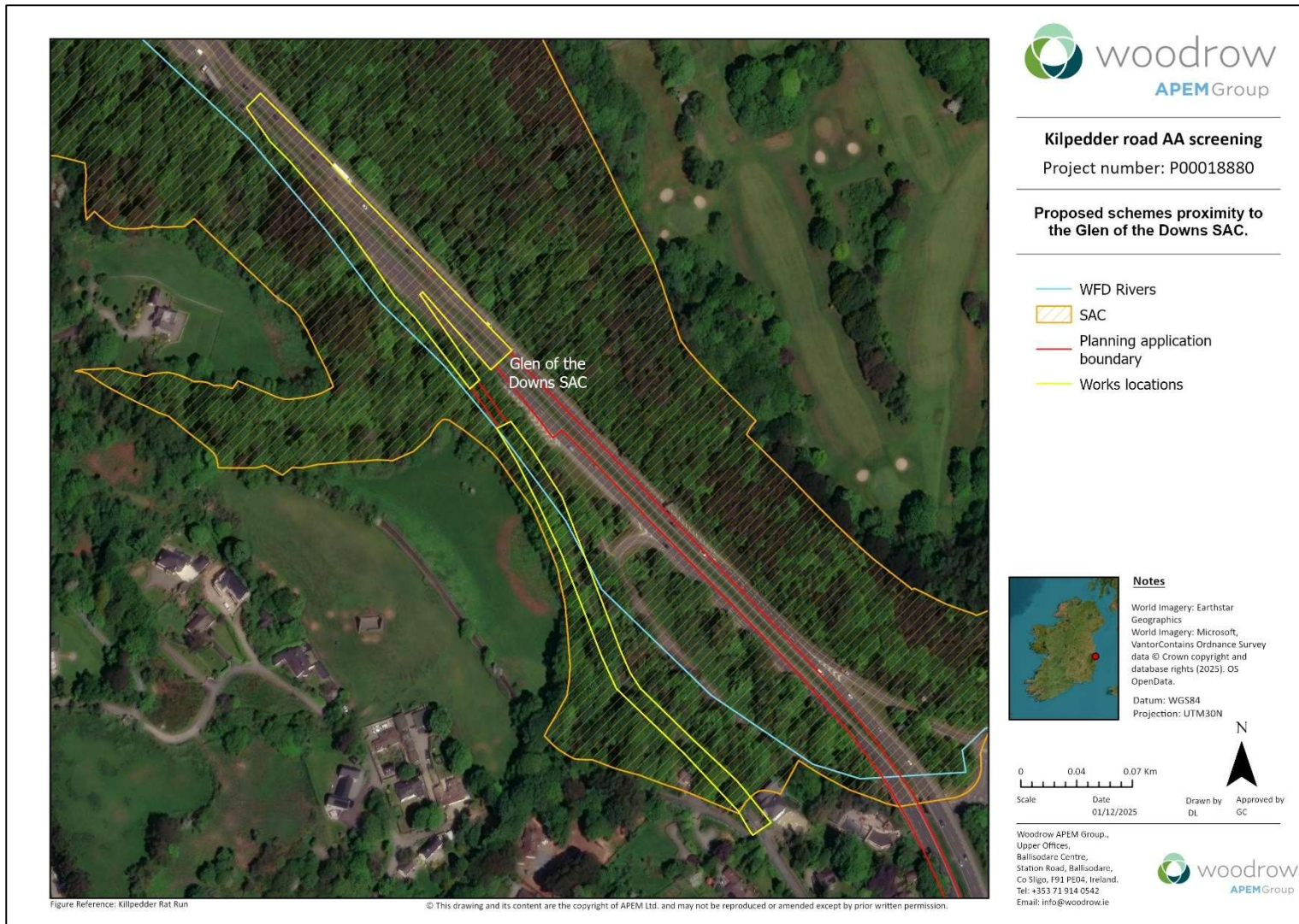


Figure 7: Closer view of the Proposed Scheme in proximity to the Glen of the Downs SAC

5.1. Description of European sites with Source-Pathway-Receptor linkages

There are nine Designated sites within the Zone of Influence of the Proposed Scheme, as listed in Table 2. Of these designated sites, two are considered to have Potential Source-Pathway-Receptor linkages with the Proposed Scheme, these are:

- **Glen of the Downs SAC [000719]**
- **The Murrough SPA [004186]**

The seven other designated sites have been ruled out for the reasons specified within Table 2.

5.1.1. Glen of the Downs SAC [000719]

Site description and importance

*“Glen of the Downs is a semi-natural oak wood situated within an impressive glacial overflow channel. It is located on the Dublin-Wexford Road, about 7 km south of Bray, Co. Wicklow. The underlying rock is mostly quartzite, and it outcrops in a few places. The soil is a sandy loam, brown earth to brown podzolic, and is very dry over much of the site. Most of the site has been a Nature Reserve since 1980. [...] Much of the site comprises Sessile Oak (*Quercus petraea*) woodland referable to the *Blechno-Quercetum petraeae* association. Sessile Oak is especially dominant on the mid to upper slopes. The quality of the Oak-dominated areas is variable - the association is well developed and especially pure on the western side, while in some places it occurs as coppice scrub. [...] A narrow band of alluvium associated with a small stream occurs on the valley floor. Here, the woodland is dominated by Ash (*Fraxinus excelsior*) and Hazel (*Corylus avellana*), with a species-rich herb layer that includes Ramsons (*Allium ursinum*), Dog Violet (*Viola riviniana*) and Bluebells (*Hyacinthoides non-scripta*). Glen of the Downs is notable for some rare invertebrates, including *Mycetobia obscura* (Order Diptera) which is found in only one other locality in Britain and Ireland. [...] Although exploited heavily in the past, this woodland is well developed, rich in species and is of high conservation significance. The site supports oak woodland of a type that is listed on Annex II of the E.U. Habitats Directive. The glacial overflow channel is the largest example of such a feature in the country” (NPWS 2013).*

5.1.2. The Murrough SPA [004186]

Site description and importance

“The Murrough SPA comprises a coastal wetland complex that stretches for 13 km from Kilcoole Station, east of Kilcoole village in the north to Wicklow town in the south, and extends inland for up to 1 km in places. The site includes an area of marine water to a distance of 200 m from the low water mark. A shingle ridge runs along the length of the site and carries the Dublin-Wexford railway line. [...] Beside the shingle shore is a stony ridge supporting perennial vegetation. [...] In other areas and further inland a rich grassy sward, which is most extensive in the south end of the site, has developed. [...]. At the southern end of the site, Broad Lough, a brackish, partly tidal lake, has a well-developed saltmarsh community. The shingle ridge at Kilcoole is a traditional nesting area for Little Tern, and the site now supports one of the largest colonies in the country. Numbers vary between years, with 36 pairs recorded in 1995 and 106 pairs in 2006. A tern protection scheme and research programme, co-ordinated by

BirdWatch Ireland and the National Parks and Wildlife Service, has been in operation since 1985. Breeding success varies from year to year, largely due to predation by foxes, crows and other species. During the winter this site is important for a number of waterbirds - all population sizes are the mean of peak counts for the 5 years, 1995/96 – 1999/2000. [...] Short-eared Owl is recorded here during the winter. Little Egret has bred locally in recent years, and this site is a main feeding area, with several birds present regularly. While formerly a rare bird in Ireland, Little Egret is now well-established with most birds occurring in the south-east and south. (Counties Wexford, Waterford and Cork). [...] The Murrough SPA is an important site for wintering waterbirds, being internationally important for Light-bellied Brent Goose and nationally important for Red-throated Diver, Greylag Goose, Wigeon, Teal, Black-headed Gull and Herring Gull. It is probably the most important site in the country for nesting Little Tern. The regular occurrence of Red-throated Diver, Little Egret, Whooper Swan, Greenland White-fronted Goose, Golden Plover, Little Tern, Sandwich Tern, Short-eared Owl and Kingfisher is of note as these species are listed on Annex I of the E.U. Birds Directive. Part of the Murrough SPA is a Wildfowl Sanctuary” (NPWS, 2015).

Following a S-P-R model of analysis, it is necessary to identify the potential impacts associated with the Proposed Scheme, and to ascertain both the likelihood of the effect occurring and the significance of that effect.

6. POTENTIAL IMPACTS AND EFFECTS OF THE PROPOSED SCHEME

The AA screening identified potential impact on water quality arising from surface water run-off or a pollution event during construction. The European sites potentially affected are the Glen of the downs SAC the Murrough SPA. The QI for the Glen of the downs SAC is “Old sessile oak woods with *Ilex* and *Blechnum* in the British Isles [91A0]” it was determined that though the stream is within the boundary of the SAC the location of the proposed works is downstream of the oak woodland habitat, as such no QI habitat will be affected by the development.

The Murrough SPA is downstream where ground works for the scheme will occur. The potential source of impact arises from sediment/contaminants created through modifications to the cycle lane at the Drummin Lane which could enter the Three Trout stream through surface drainage systems. Though the works here are minor in nature and are not expected to give rise to significant amounts of sediment/contaminants. There is also considerable distance between the potential entry point of contaminants and the downstream SPA and it would be expected that the dilution capacity of the river and receiving coastal waters is sufficient to remove any risk to the SPA. The potential cause and effects are discussed further in Table 3.

6.1. Assessment of significance -screening matrix

An analysis of the potential for the Proposed Scheme to result in a likely significant adverse effect on each European site and its QI/SCI is provided in Table 3.

Table 3: Screening matrix

Interest feature	Potential connectivity with likely significant effects?	Potential effect/cause?	Potential significant effects
Glen of the Downs SAC [000719]			
Old sessile oak woods with <i>Ilex</i> and <i>Blechnum</i> in the British Isles [91A0]	No	<p>Potential for atmospheric pollution during the construction phase in the form of particulate matter is not expected to impact this designated site. Dust deposition on the flora in the oak woodland habitat that is QI for the SAC may negatively affect photosynthesis, respiration, transpiration and generally result in decreased productivity. (Kameswaran, <i>et al.</i>, 2019). Though effects on vegetation is generally a concern after long term dust exposure. Due to the short duration, small scale and nature of the proposed works. It's not expected that dust deposition will cause any significant effects of this designated site.</p> <p>The potential water quality impacts and its effect on QI habitat for this designated site due to proposed works are not expected. As outlined in Table 2, potential water quality impacts arising from sediment run off or a pollution event during construction could discharge into the Three Trout's stream that is within this SAC. Though sediment/pollution could be retained within the waterbody, the QI oak woodland habitat is upstream from where the proposed works will occur (NPWS 2019) and so any potential negative effects to water quality of the stream will not affect the QI habitat of this designated site.</p> <p>As no significant impacts to the designated site or Qis are expected the site can be screened out.</p>	None

Interest feature	Potential connectivity with likely significant effects?	Potential effect/cause?	Potential significant effects
The Murrough SPA [004186]			
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]	No	<p>As stated in Table 2, there is hydrological connection between the Proposed Scheme and the designated site via the Three Trout's stream. The stream discharges onto the northern edge of this SPA at Greystones south beach which is connected to the Southwestern Irish Sea at Killiney Bay where the SPA is located.</p> <p>The potential for water quality impacts are due to sediment run off or a pollution event during construction which could discharge into the watercourse via surface waterflow and flow downstream into the SPA.</p> <p>Though there is hydrological connection, the potential impact to the SPA and the SCI are minor as the SPA is approximately 5 km downstream. Considering the distance, dilution factor of the Three Trout's stream and coastal waters and the minor nature of the proposed works, significant impacts to the designated site or protected species are not expected.</p> <p>The SCI waterbirds are not likely to be affected as no significant effects to water quality are expected. Also no wetland habitat occur at the discharge point of the stream.</p>	None

7. CONSIDERATION OF IN-COMBINATION EFFECTS

Article 6 of the EU Habitats Directive and Regulation 15 of the European Communities (Natural Habitats) Regulations state that any plan or project that may, either alone or in combination with other plans or projects, significantly affect a European site should be the subject of an Appropriate Assessment. The assessment of in-combination effects is therefore an important part of the screening process.

In-combination effects can be an issue when proposals have a small effect on European sites as a result of factors such as disturbance or pollution. If other Proposed Scheme also have a further small effect, the combined result can be a significant effect on the European site.

Projects which do not display significant likely S-P-R linkages with European sites are not considered further. Similarly, any plans or projects of which there are no public records or for which planning applications have not yet commenced are also not considered here. Table 4. outlines planning applications in the vicinity of the Proposed Scheme that are considered to have potential, in combination effect.

Table 4: Assessment of planned developments within the vicinity of the Proposed Scheme to be considered in-combination

Planning Reference	Description of works	Distance from Proposed Scheme	Grant date	In-combination effects?
309197	Predominantly two-storey residential care building with an attic plant room and storage area.	Adjacent to the red line boundary of the Proposed scheme.	Granted: 27/9/2021	No – There is no association between the effects of this development and the Proposed Scheme. There is no hydrological connection present. The closest water course is the Kilcoole stream approx. 60 m away has already been ruled out as a potential pathway for the proposed scheme and the downstream designated sites. When reviewing the inspectors report for this development an EIA was deemed not required with no likelihood of significant effects.
314715	Demolition of derelict dwelling and outbuildings;	Adjacent to the red line	Granted:	No – There is no association between the

	construction of 4 houses; 10 no. car parking spaces; cycle parking; landscaping; internal roads and reconfiguration of existing entrances at L5046 and all associated works.	boundary of the Proposed scheme.	29/9/2022	<p>effects of this development and the Proposed Scheme.</p> <p>There is no hydrological connection present between this development and the proposed site.</p> <p>When reviewing the inspectors report for this development an EIA was deemed not required with no likelihood of significant effects.</p>
246635	Agricultural entrance for the purposes of vehicular access to and the continuous upkeep of the land and ancillary works.	c. 40 m east from the red line boundary of the Proposed scheme.	Granted: 22/04/2021	<p>No – There is no association between the effects of this development and the Proposed Scheme.</p> <p>There is no hydrological connection present between this development and the proposed site.</p> <p>When reviewing the inspectors report for this development an EIA was deemed not required with no likelihood of significant effects.</p>
312673	Construction of house in parcel of land to the East of No. 5 Kilpedder Grove, new driveway and parking area.	c. 150 m west from the red line boundary of the Proposed scheme.	Granted: 9/2/2022	<p>No – There is no association between the effects of this development and the Proposed Scheme.</p> <p>There is no hydrological connection present between this development and the proposed site.</p> <p>When reviewing the inspectors report for this development an EIA was deemed not required with no likelihood of significant effects.</p>

A search of An Coimisiún Pleanála’s online planning application database highlighted several developments near the development site at Dundrum which have been granted planning permission. These developments are primarily construction of apartment buildings and associated

construction works involved. Given the nature of other Proposed Scheme in the locality and the potential for connectivity with European Sites, based on the precautionary principle, it is considered that there will not likely be any significant in-combination effects arising from these proposed developments in the absence of mitigation.

8. CONCLUSIONS OF SCREENING

This Appropriate Assessment Screening Report has been prepared to assess whether the Proposed Scheme, individually and in combination with other projects using the best available scientific knowledge, will have a likely significant effect on any European designated sites.

The potential impacts of the Proposed Scheme have been considered in the context of the European sites, their Qualifying Interests or Special Conservation Interests, and their conservation objectives, through an assessment of the S-P-R model and the potential in-combination effects with other plans or projects.

The Appropriate Assessment Screening Report has concluded that the proposed road safety improvement scheme is **not** likely to have significant effects on the integrity of any European Sites. **Therefore, the Proposed Scheme is screened out, and a Stage two Natura Impact Statement is not required.**

9. REFERENCES

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APPENDIX A – HYDROLOGICAL CONNECTIONS AND WATER QUALITY STATUS

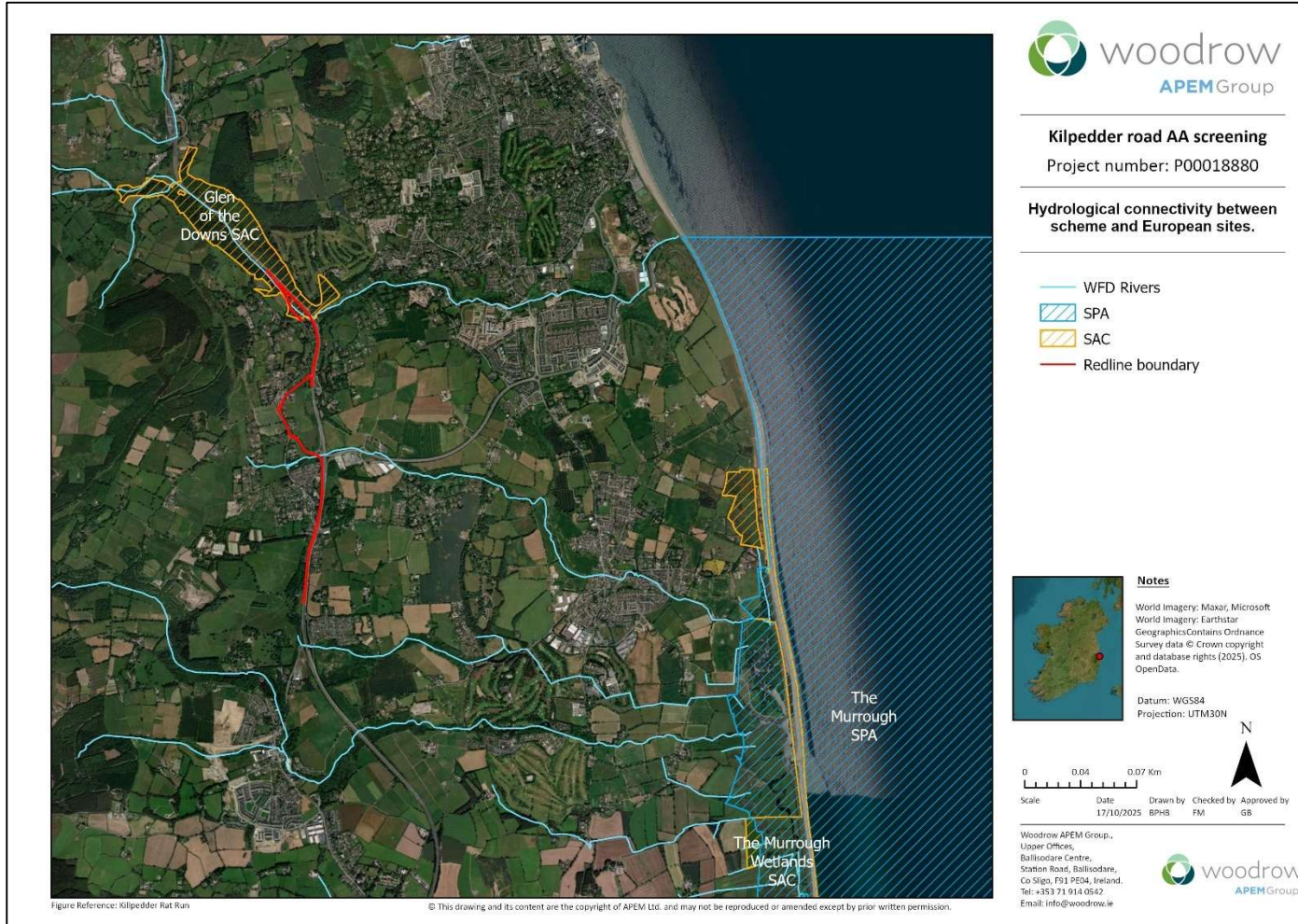


Figure A1: Hydrologic connections between the development site and the relevant designated sites

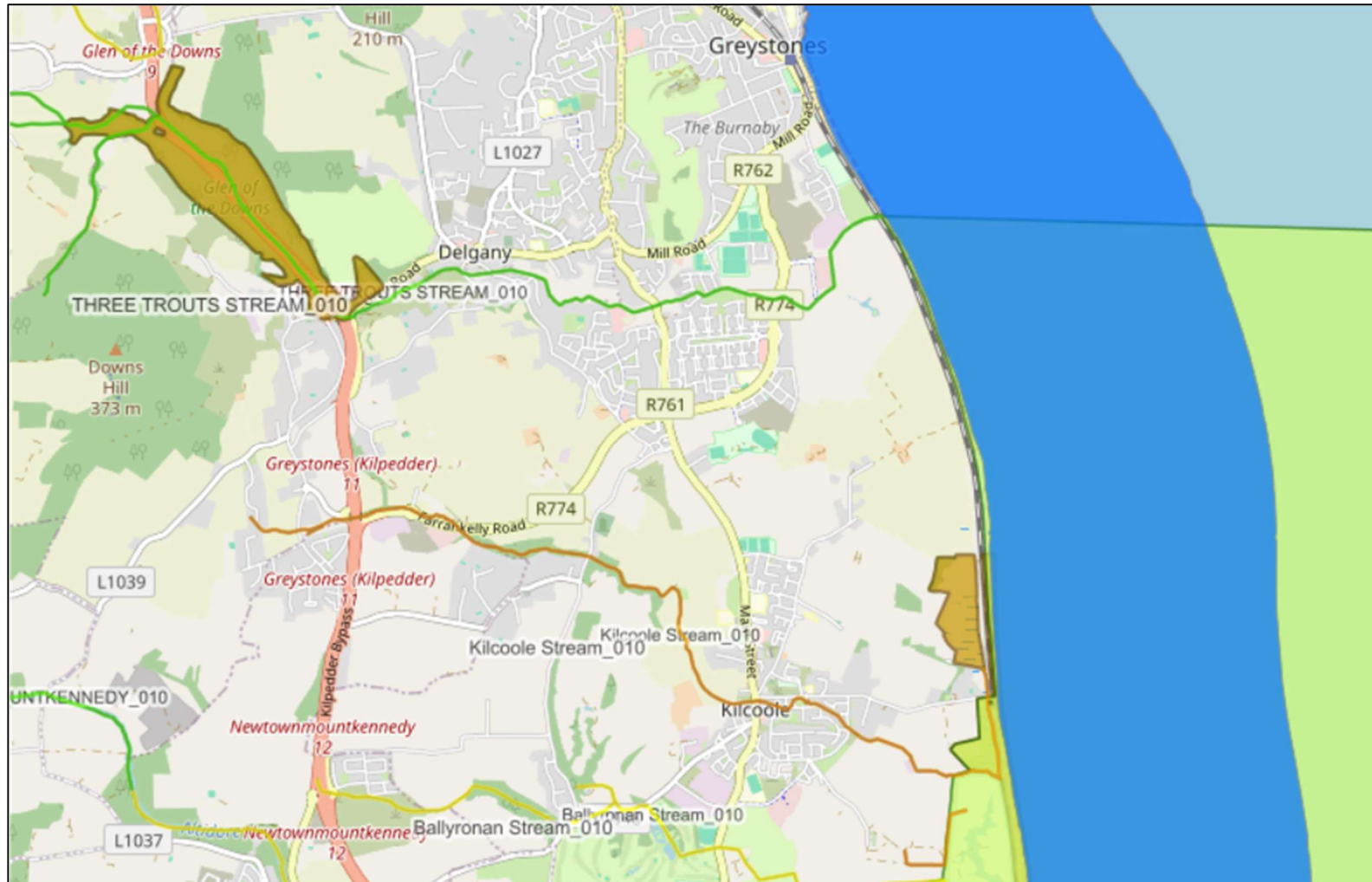


Figure A2: WFD water quality status of river and coastal water bodies within the vicinity of the Proposed Scheme

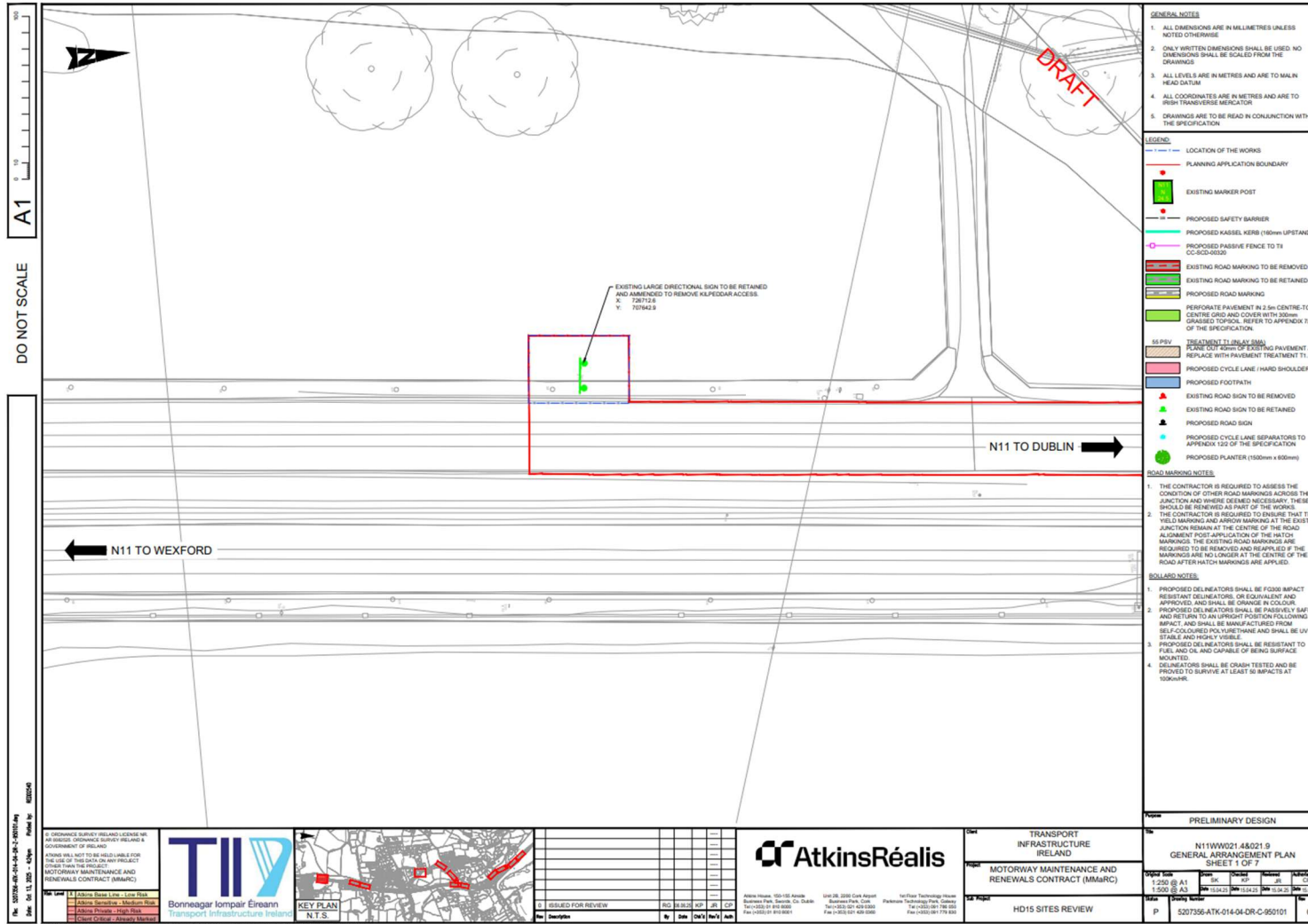


Figure B2: Detailed plan for Proposed Scheme. Drawing number: 5207356-ATK-014-04-DR-C-950101

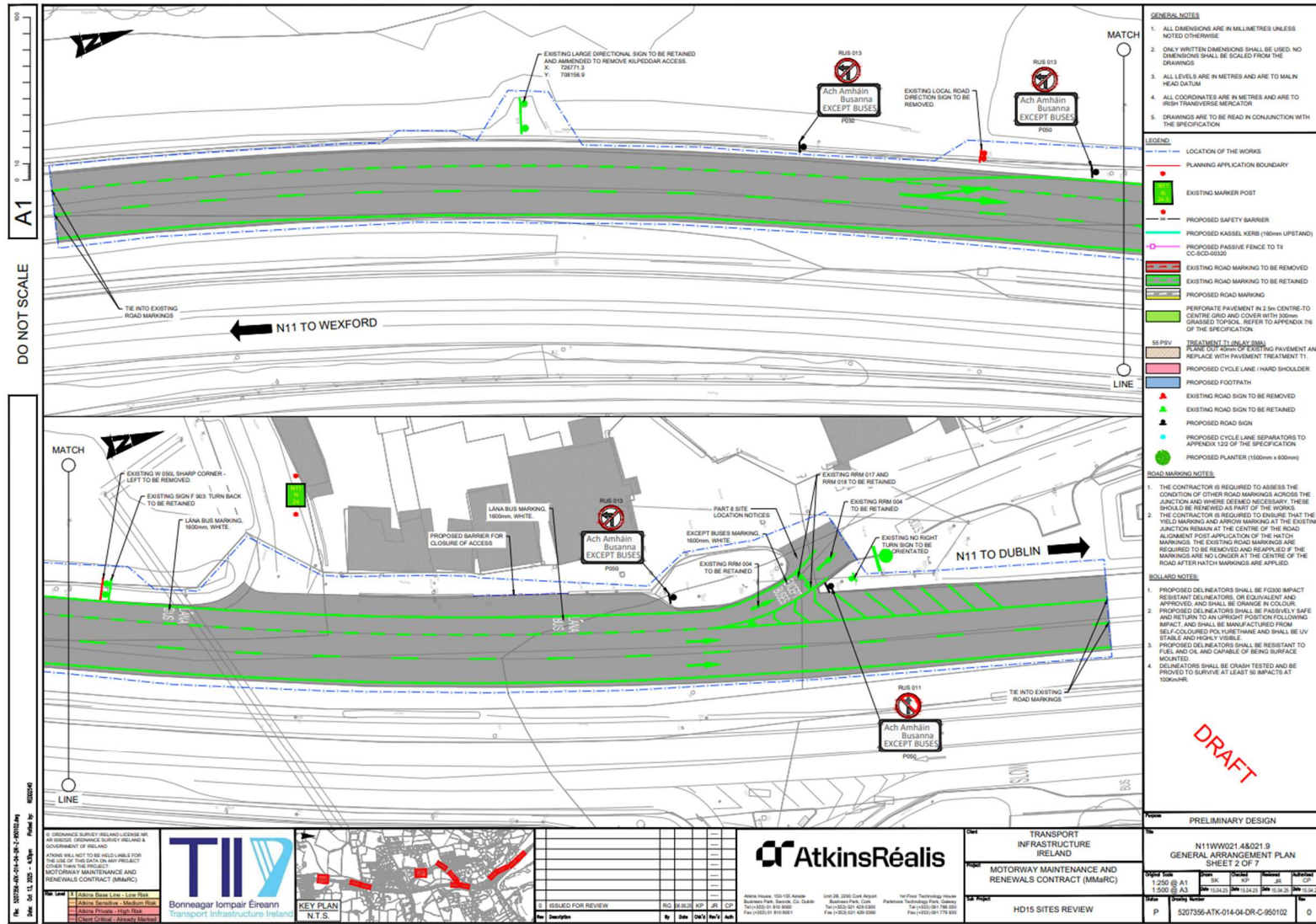


Figure B3: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950102

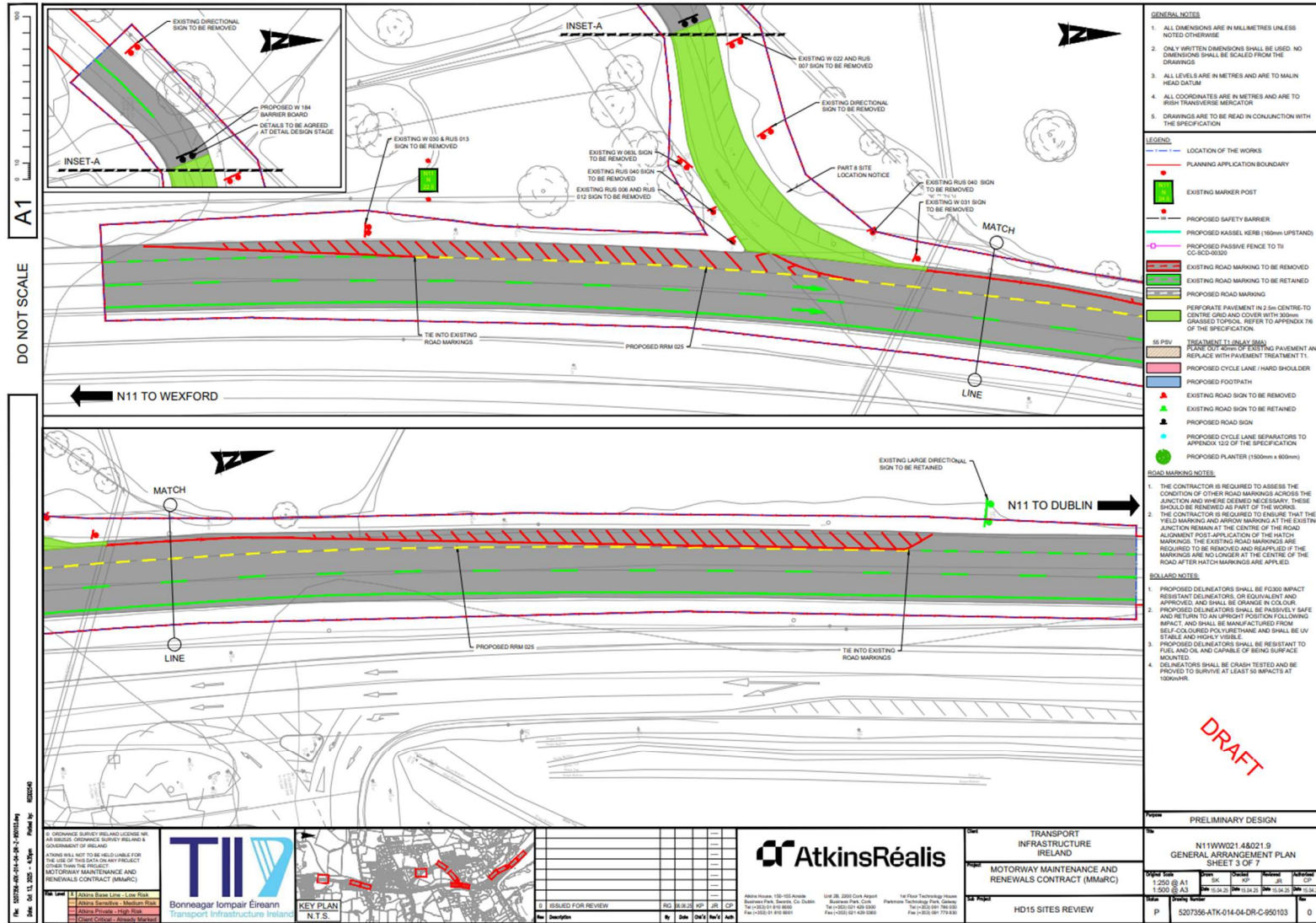


Figure B4: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950103

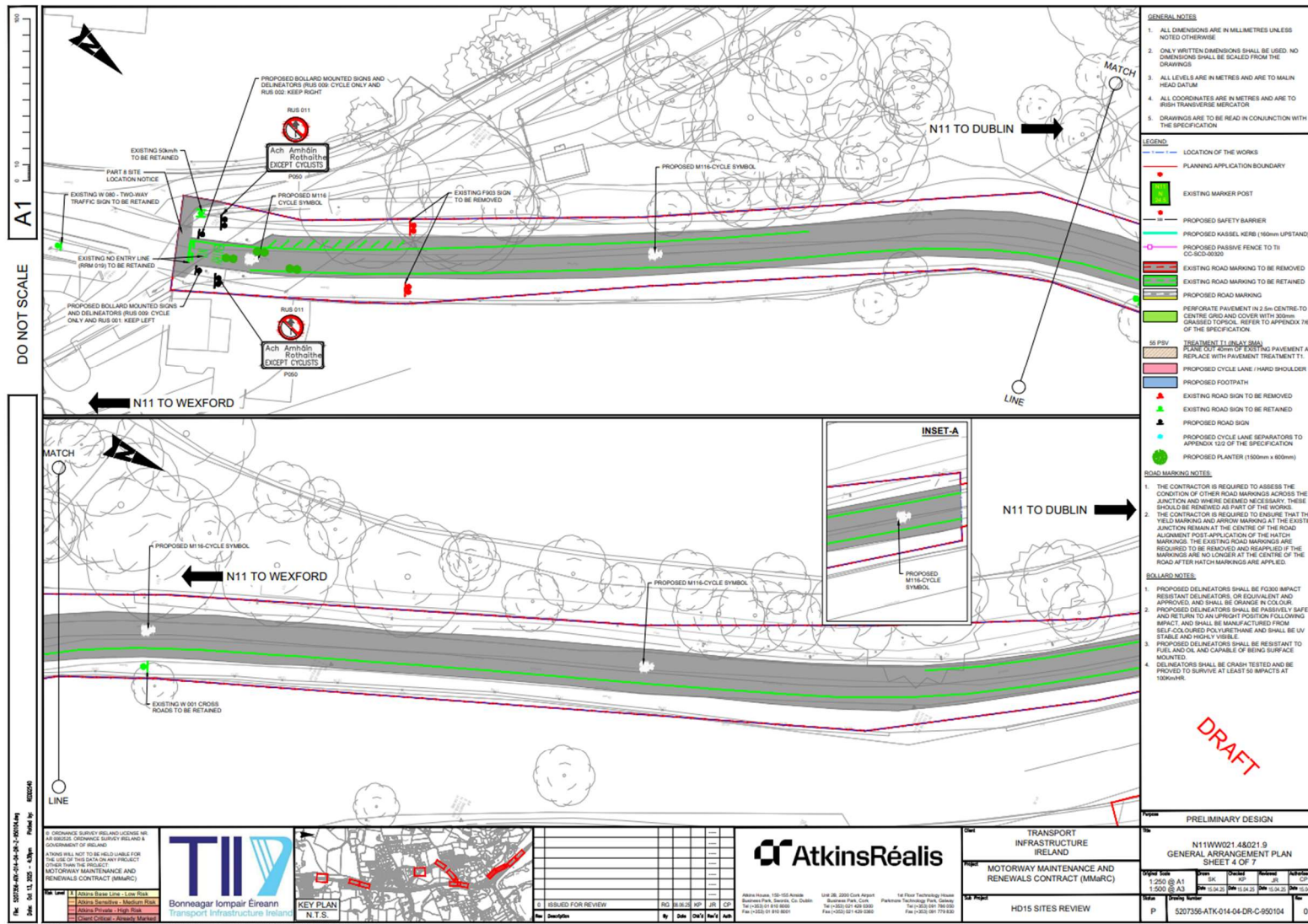


Figure B5: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950104

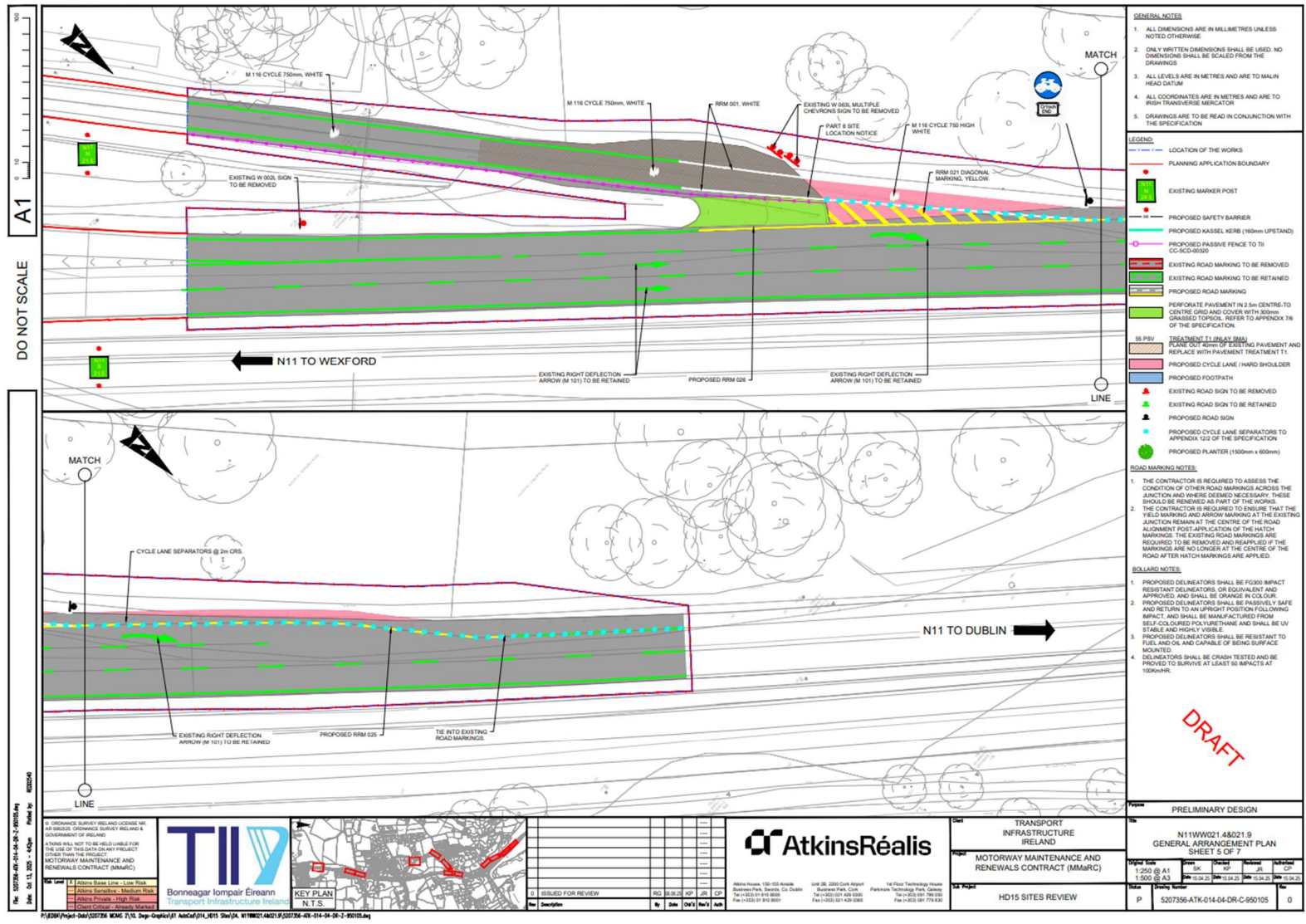


Figure B6: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950105

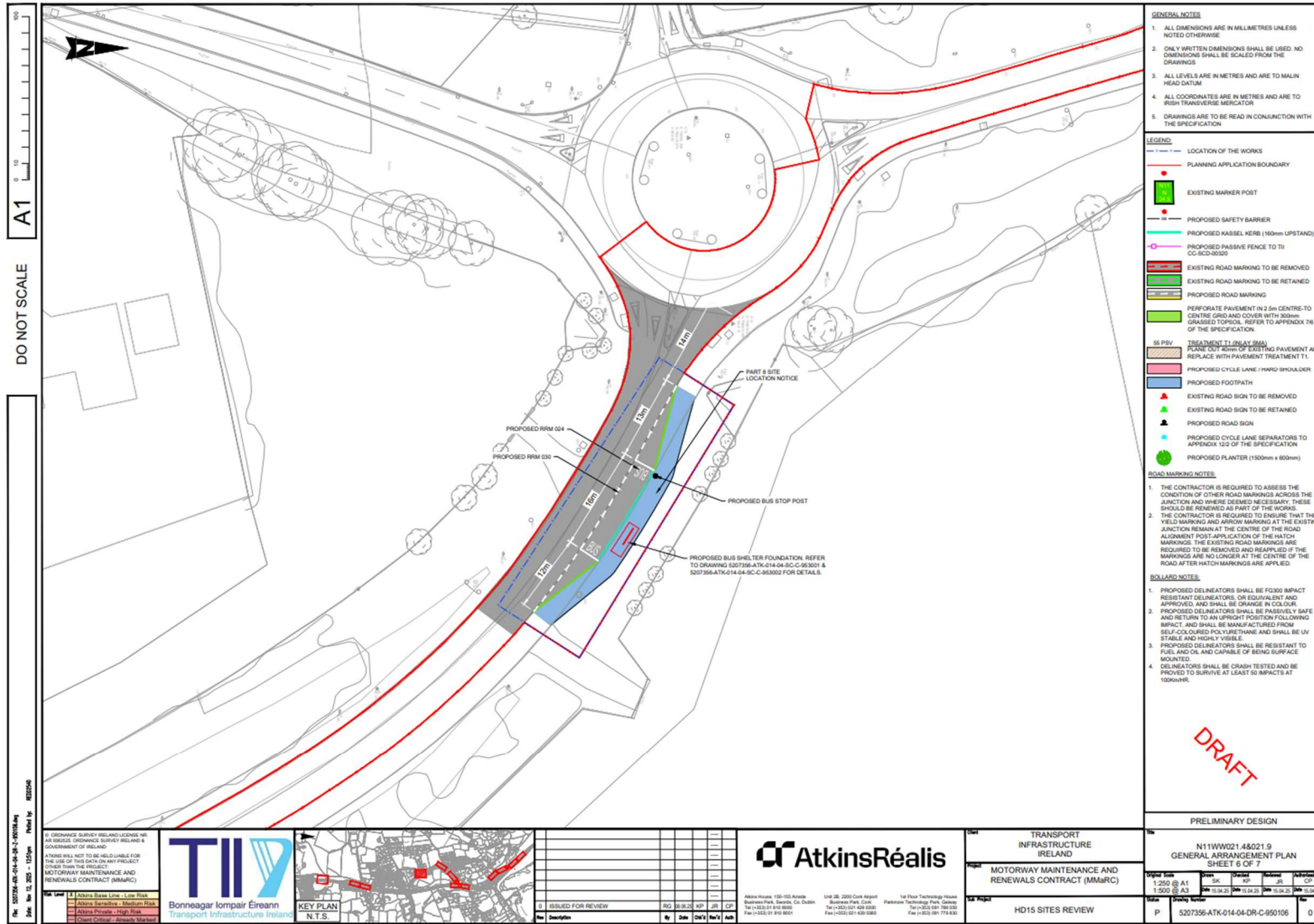


Figure B7: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950106

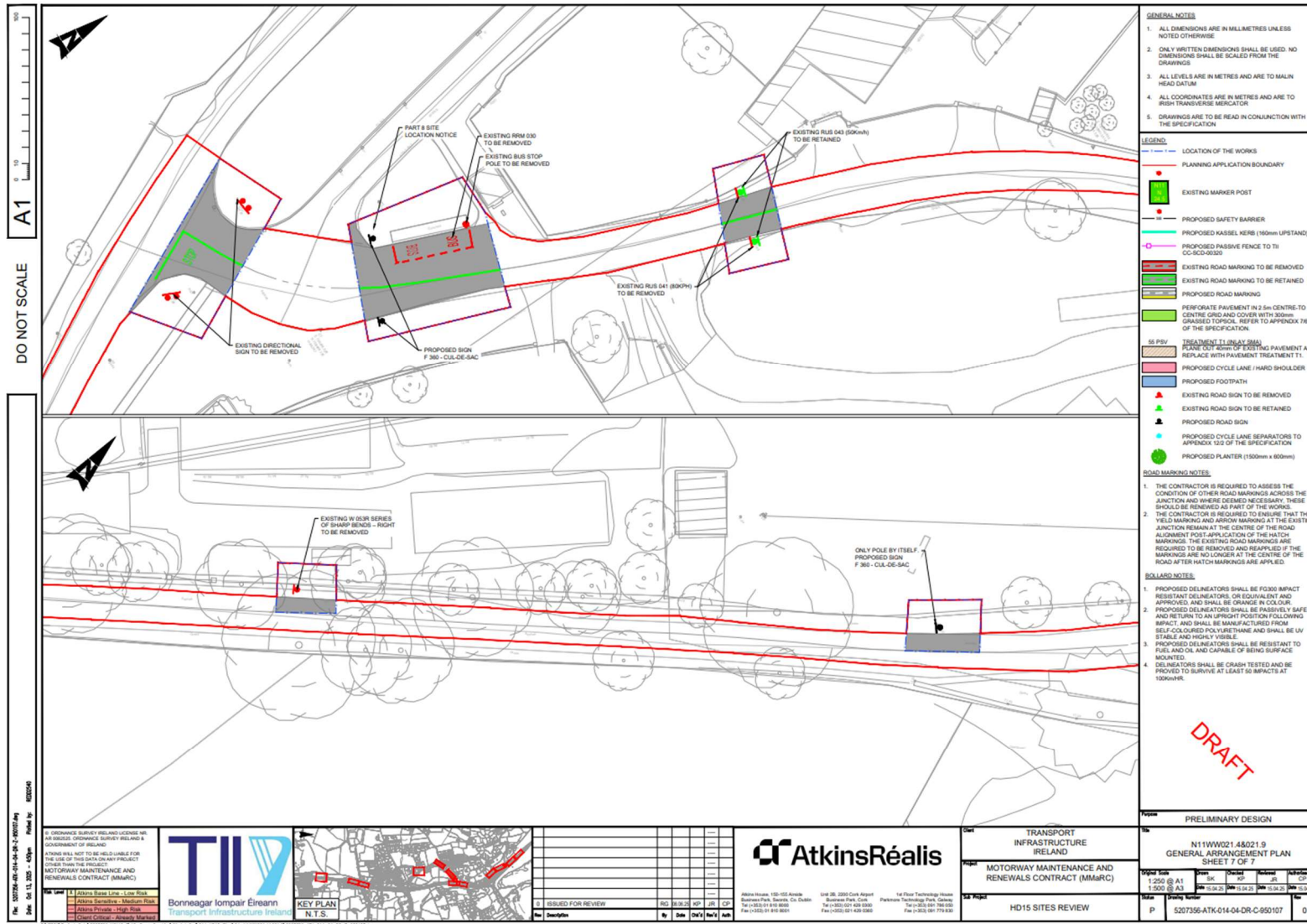


Figure B8: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-9501

Appendix D. EIA Screening



Wicklow County Council

Kilpedder Road Safety Improvement Scheme, Co. Wicklow – Environmental Impact Assessment (EIA) Screening Report

APEM Ref: P00019147

Date: January 2026



APEM Group



Client: Wicklow County Council

Address: Wicklow County Council
County Buildings
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Wicklow Town
A67 FW96

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1. Introduction

1.1. Purpose of the Report

This Environmental Impact Assessment (EIA) Screening Report, to help inform the EIA Screening Determination, has been prepared by APEM Group, Woodrow, trading as Woodrow Sustainable Solution Limited on behalf of Wicklow County Council (hereafter referred to as the 'Applicant') for the proposed N11 Kilpedder - Road Safety Improvement Scheme (hereafter referred to as the 'Proposed Scheme').

The Proposed Scheme is located in the village of Kilpedder, County Wicklow, along the N11 which is a national primary road running along Ireland's east coast from Dublin to Wexford. Kilpedder itself is to the western side of the N11, situated between the town of Newtownmountkennedy (approximately 2 kilometers (km) south) and Kilmacanoge (approximately 7km north).

This report, to help inform the EIA Screening Determination, looks to establish whether the Proposed Development requires a full EIA and subsequent publication of an Environmental Impact Assessment Report (EIAR) as required under Directive 2014/52/EU (the "EIA Directive") and will consider the Proposed Development under Schedule 5 of the Planning and Development Regulations 2001 (as amended).

In accordance with Annex II A of the amended EIA Directive and the Environmental Protection Agency (EPA) (2022) 'Guidelines on the information to be contained in EIA Reports', this report sets out:

- A plan sufficient to identify the land;
- A description of the project, including in particular:
 - A description of the physical characteristics of the whole project and, where relevant, of demolition works;
 - A description of the location of the project, with particular regard to the environmental sensitivity of geographical areas likely to be affected;
- A description of the aspects of the environment likely to be significantly affected by the project;
- To the extent the information is available, a description of any likely significant effects of the project on the environment resulting from:
 - The expected residues and emissions and the production of waste, where relevant; and
 - The use of natural resources, in particular soil, land, water and biodiversity.
- Such other information or representations as the person making the request may wish to provide or make, including any features of the Project or any measures envisaged to avoid or prevent what might otherwise have been significant effects on the environment.

1.2. The Proposed Scheme

Kilpedder is frequently used as an informal diversion route, commonly referred to as the "rat-run", by vehicle drivers seeking to bypass congestion on the northbound carriageway of the N11 during morning peak hours, typically between 07:00am to 10.00am. This diversion begins at the L5046 Kilpedder Road exit (see Figure 1) and continues parallel to the N11 through Kilpedder (including the townlands of Johnstown, Killickabawn and Drummin West) before returning to the N11.

There are two main re-entry routes to the N11 (see Figure 1):

- **“Rat-run” Route 1:** This route diverts from the N11 via L5046 Kilpedder Road, passing through the townland of Johnstown. It continues to the L5046 Roundabout (referred to as Roundabout 1 in Figure 1), where drivers take the second exit to remain on the L5046 (Willow Grove Road). From there, vehicles turn right onto the Willow Grove Link Road (L5406), which merges onto the N11 between J10 and J11.
- **“Rat-run” Route 2:** This route follows route 1 up to the L5046 Roundabout (Roundabout 1), where drivers take the third exit onto Killickabawn Road (L1043). The route continues to L1043 Roundabout (Roundabout 2), where drivers take the first exit, rejoining the N11 at Junction 11.



Figure 1: Potential "Rat-run" routes drivers currently use to avoid N11 congestion (northbound)

Source: Google Earth (2025)

The L5046 is not designed to accommodate vehicles using the N11 (northbound), particularly during commuting periods between 07:00 to 10:00am. Speeding has been recorded along the L5046, and several near-miss incidents have occurred, most notably at the entrance to Glenview Park, where schoolchildren cross the L5046 to access Glenview Park bus stop (ID 4239).

The Proposed Scheme aims to eliminate “rat-running” through residential areas of Kilpedder, enhance pedestrian and cyclist safety and improve public transport accessibility. The Proposed Scheme also aims to improve safety on the N11. Details about the proposed road safety measures are included in Section 5 of this report.

1.3. Qualifications and Experience

This report has been prepared by James (Jim) Whatton, BSc, MSc, MRTPI, MIPI. Jim is a Principal Planning and EIA Consultant with APEM Group with over six years’ experience in environmental consultancy. Jim has a comprehensive understanding of EIA Regulations and the planning regulatory frameworks and legislation in Ireland and has

completed an Advanced Diploma in Environmental Law at King's Inns, Dublin. Jim has undertaken numerous EIA Screening Reports and has project managed several Environmental Impact Assessments (EIA) and authored numerous environmental and planning reports.

This report has been reviewed by Gareth Coughlin, BSc (Hons), MPhil, CEnv, C.WEM, CSci, FISEP, FCIWEM (APEM Environmental Planning Divisional Director – Ireland). For over 26 years, Gareth has been responsible for the management and assessment of environmental impacts on a range of major infrastructure projects throughout Ireland and the UK. His sector expertise spans strategic highways, active travel, public transport, energy, water, waste and urban regeneration. He regularly undertakes technical reviews of environmental documentation, including EIA Screening and Scoping Reports, Environmental Impact Assessment Reports / Environmental Statements, and Construction Environmental Management Plans, ensuring robust and compliant assessments.

This report has been approved by Michael McMullan, Sector Director - Ireland for APEM. Michael is a Chartered Town Planner and Chartered Environmentalist (CEnv), a Fellow of the Institute of Sustainability & Environmental Professionals (FISEP) (formerly IEMA) and a Principal EIA Practitioner with ISEP. Michael has over 29 years' experience in EIA for infrastructure and development projects. Project experience has ranged from highways, active travel, rail, aviation, water, maritime, energy and waste management schemes to urban regeneration and master planning.

2. Legislation and Guidance

2.1. Legislation

The EIA requirements stem from Directive 2011/92/EU of the European Parliament and of the Council on the assessment of the effects of certain public and private projects on the environment, as amended by Directive 2014/52/EU of the European Parliament and of the Council of 16th April 2014 amending Directive 2011/92/EU (hereafter, the EIA Directive). The amended Directive enhanced environmental protection standards and placed greater emphasis on emerging environmental challenges, including resource efficiency, climate change, and disaster prevention. The EIA Directive was transposed into Irish law through the Planning and Development Act 2000 (as amended), which provides the legislative framework for its implementation.

The EIA Directive was required to be transposed into Irish law by May 2017 and was implemented through the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into effect in September 2018. These Regulations set out amendments to various pieces of domestic legislation to give effect to Directive 2014/52/EU. In particular, they amended the Planning and Development Act 2000 (as amended), the Planning and Development Regulations 2001 (as amended), and the Roads Act 1993 (as amended), aligning Irish planning law with the updated requirements of the EIA Directive.

The Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended) set out the specific requirements for both public and private projects to assess their potential environmental effects on the environment and the procedures to determine whether an EIA is required. Additionally, the Roads Act 1993 (as amended) prescribes EIA obligations for road development projects and has been amended to take account of the requirements of the EIA Directive. Annex III of the EIA Directive is specifically referenced in Section 50(1)(e) of the Roads Act 1993 (as amended), requiring its criteria to be considered in identifying the likely significant effects of a proposed project. Accordingly, the Proposed Scheme must be assessed under the Planning and Development Act 2000 (as amended) and the Roads Act 1993 (as amended).

2.2. Guidance

The Proposed Scheme has been screened in accordance with:

- Section 3.2 of the Environmental Protection Agency (EPA) *'Guidelines on the Information to be Contained in Environmental Impact Assessment Reports'* (EPA, 2022);
- Department of the Environment, Heritage and Local Government (2003), *Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Developments*;
- Office of the Planning Regulator (OPR) (2021), *'OPR Practice Note PN02 Environmental Impact Assessment Screening'*;
- Department of Housing, Local Government and Heritage (DHLGH) (2020), *'Guidance for Consent Authorities regarding Sub-threshold Development'*;
- Department of Housing, Local Government and Heritage (2018) *'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment'*; and
- European Commission's (EC)'s (2017) *'Environmental Impact Assessment of Projects: Guidance on Screening'*. The screening checklist completed for the Proposed Scheme is contained in Appendix A to this report.

3. Methodology

3.1. EIA Screening Methodology

There are three key steps in carrying out an Environmental Impact Assessment (EIA) screening for a particular scheme or development.

Step 1: Determine whether the Proposed Scheme falls within a class of development requiring EIA. This involves examining:

- Article 4 of the EIA Directive and set out in Annex 1 and Annex II of the Directive;
- Schedule 5, Parts 1 and 2 of the Planning and Development Regulations 2001 (as amended), which transpose these Annexes into Irish law; and
- Section 50 of the Roads Act 1993 (as amended), which sets out mandatory EIA requirements for certain road developments.

Projects listed in Schedule 5, Part 1 automatically require an Environmental Impact Assessment Report (EIAR). Projects in Part 2 require an EIAR only if they exceed specified thresholds or are likely to have significant effects on the environment.

Step 2: Determine whether thresholds are exceeded. If the project is included in Part 2 of Schedule 5, the next step is to determine whether it exceeds the relevant threshold that would trigger a mandatory EIA. If so, an EIAR is required. Developments falling below the thresholds must still be screened on a case-by-case basis to assess the potential for significant environmental effects.

Step 3: Assess the likelihood of significant environmental effects for sub-threshold developments, the Planning Authority must determine whether the scheme or development is likely to have significant effects on the environment, based on:

- Schedule 7 of the Planning and Development Regulations 2001 (as amended), which implements the criteria in Annex III of the EIA Directive;
- The nature and characteristics of the project;
- The location of the proposed scheme or development; and
- The type and characteristics of potential impacts.

4. Site Location and Context

4.1. Description of the Site and the Surrounding Environment

The Proposed Scheme is located in the village of Kilpedder, County Wicklow, along the N11 which is a national primary road running along Ireland’s east coast from Dublin to Wexford. Kilpedder itself is to the western side of the N11, situated between the town of Newtownmountkennedy (approximately 2 kilometers (km) south) and Kilmacanoge (approximately 7km north).

The primary objective of the Proposed Scheme is to address recurring safety issues and ‘rat-running’ during peak hours along the L5046 and surrounding area. Figure 2 provides a Plan showing the planning application [redline] boundary as a continuous redline. In reality, the proposed safety measures are discrete and contained within specific sections of the L5046 and surrounding roads located between Junction 10 and Junction 11 of the N11. Figure 3 provides a location for the specific road safety measures which are hereafter referred to as the ‘location of the works’.

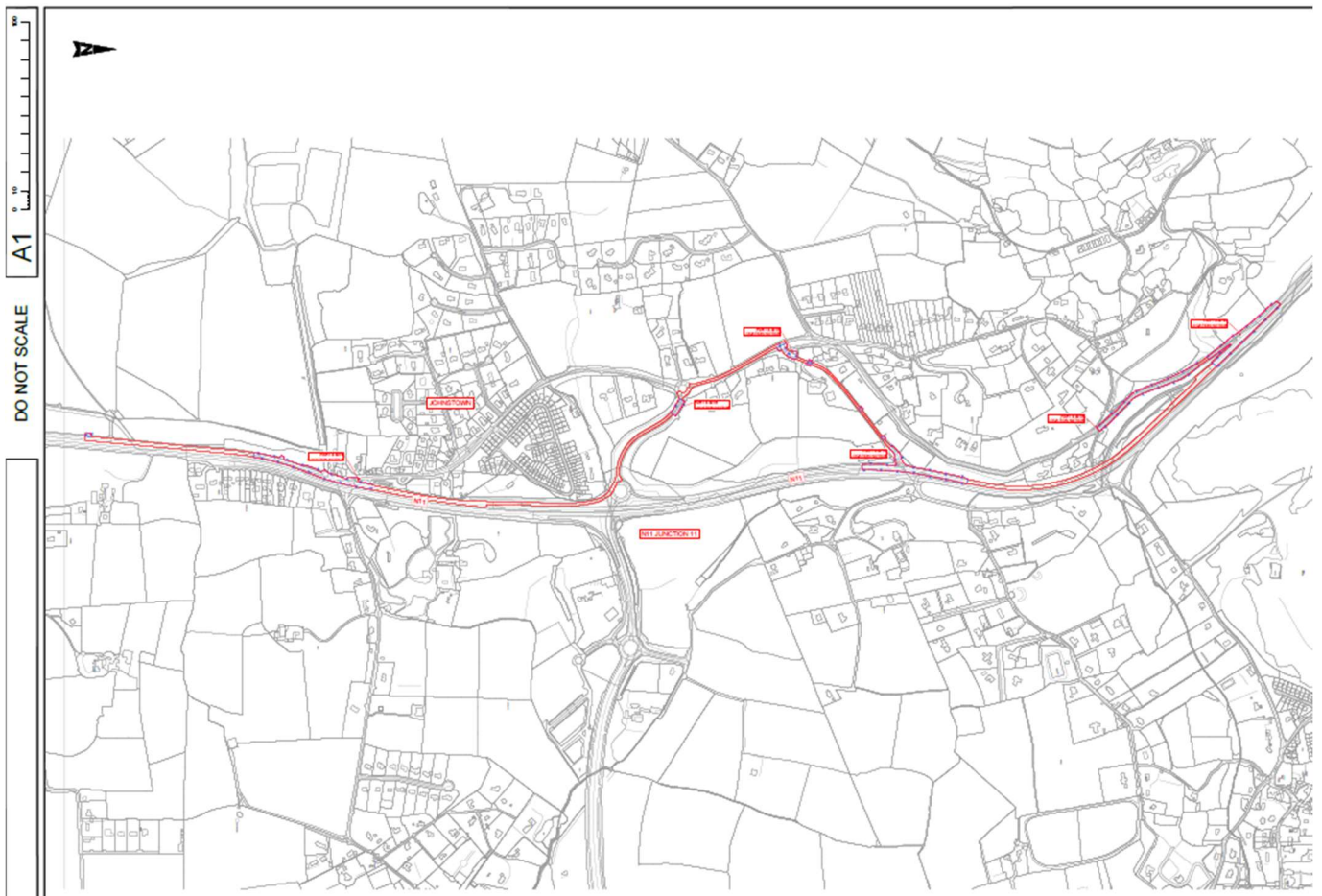


Figure 2: Planning Application [redline] Boundary (Drawing Reference 5207356-ATK-014-04-SK-C-000003, Rev 0)

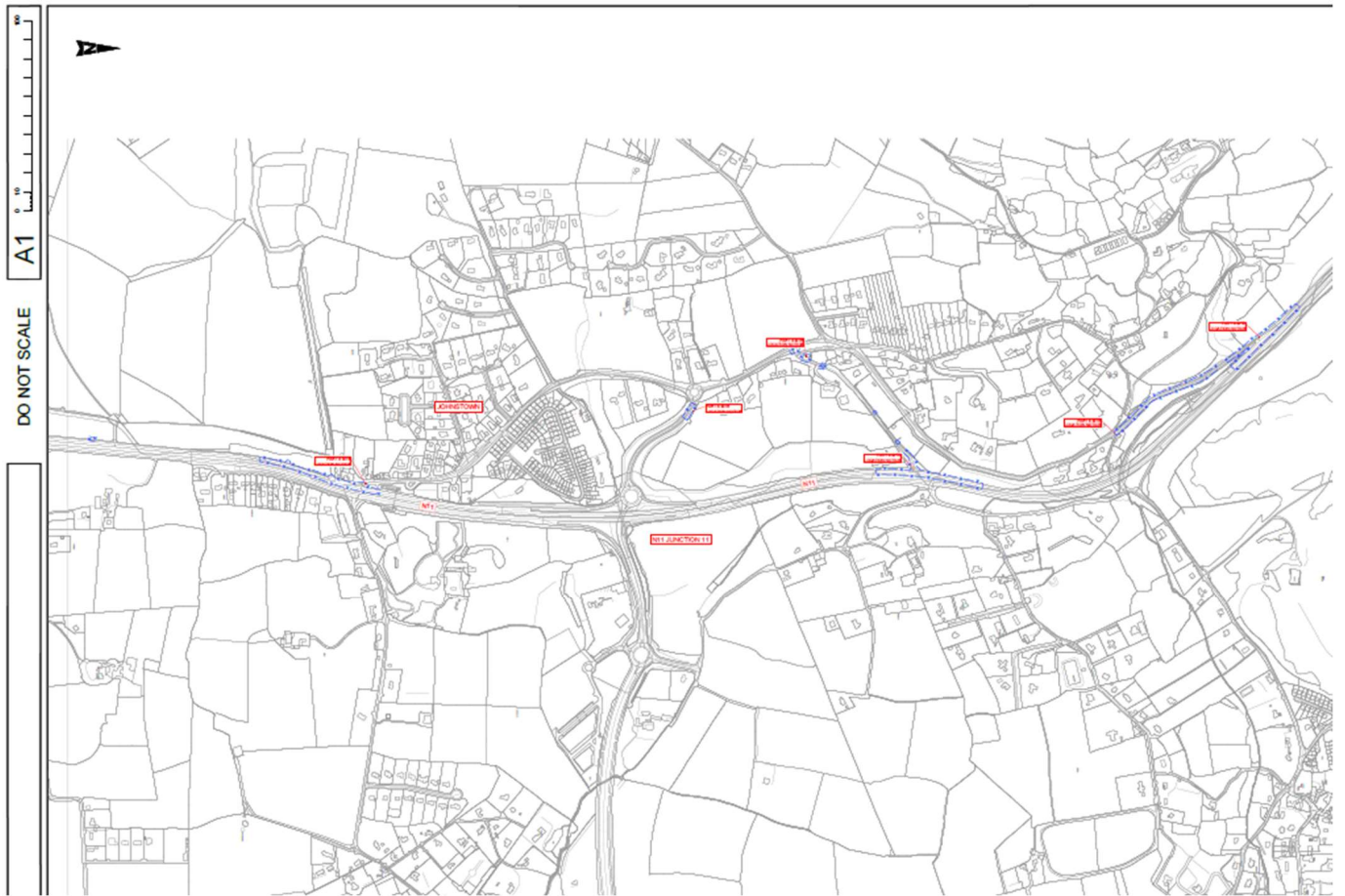


Figure 3: Location of the Works (Drawing reference: 5207356-ATK-014-04-SK-C-000002, Rev 0)

Kilpedder is designated as a Level 7 Village (Type 1) within the Wicklow County Development Plan (WCDP) (2022-2028). It is defined as a rural village within the settlement boundary of Greystones-Delgany, which benefits from good access to the N11. Figure 4 shows the settlement boundary of Kilpedder, as identified in the WCDP (2022-2028).

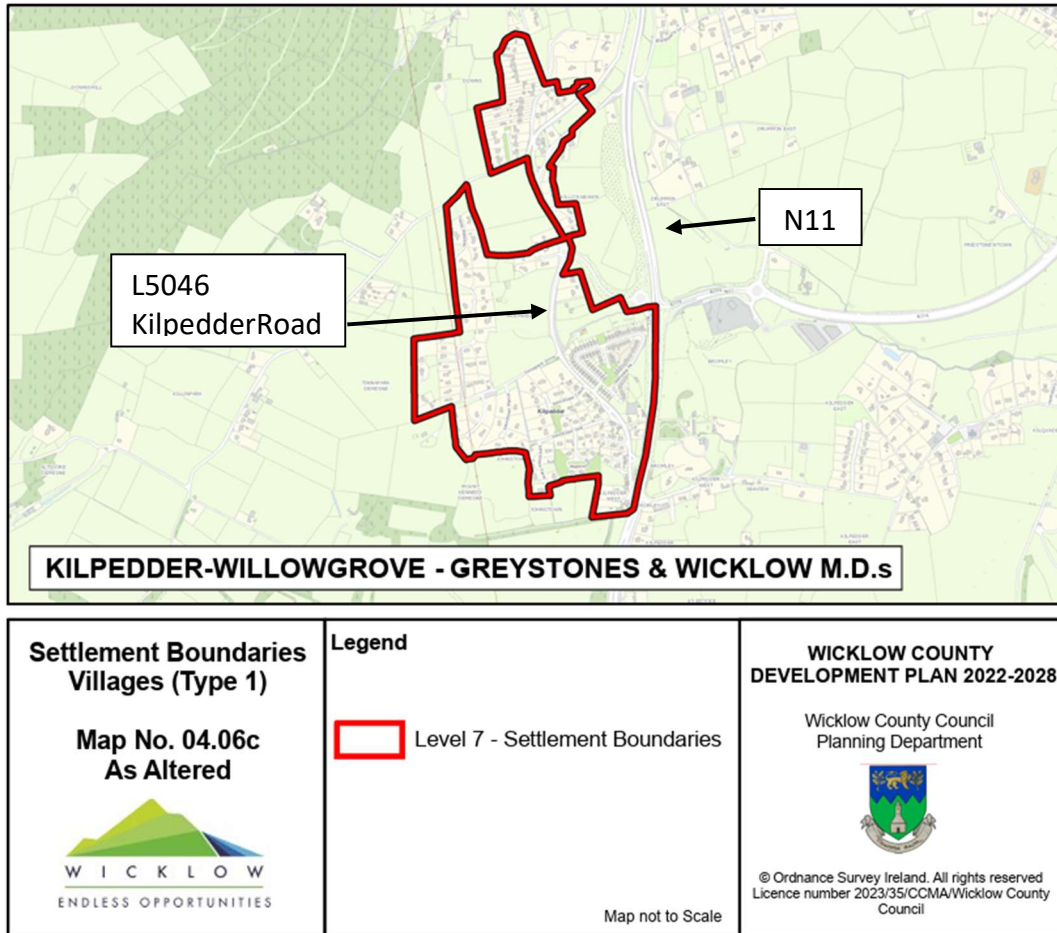


Figure 4: Settlement boundary of Kilpedder

Source: Wicklow County Development Plan (2022-2028)

The L5046 Kilpedder Road serves Kilpedder, providing access to residential properties, housing estates and local amenities including the Kilpedder filling station. The L5046 also includes three bus stops: Kilpedder Footbridge (stop ID 4238), Glenview Park (stop ID 4239) and Killickabawn (stop ID 4237) as shown in Figure 1.

To the south of the N11 Junction 11 exit into Kilpedder, and east of the N11 along the R774 lies two areas designated for employment use under the WCD (2022-2028) (see Figure 5). The employment zone designations include:

- The Kilpedder Interchange, which is 27.7ha of land designated for employment uses, including industrial, transport, distribution and warehouse developments of good architectural design, layout and landscaping including substantial screening from the N11.
- Mountkennedy Demesne, Kilpedder, which is zoned to provide a data centre facility and associated related industries.

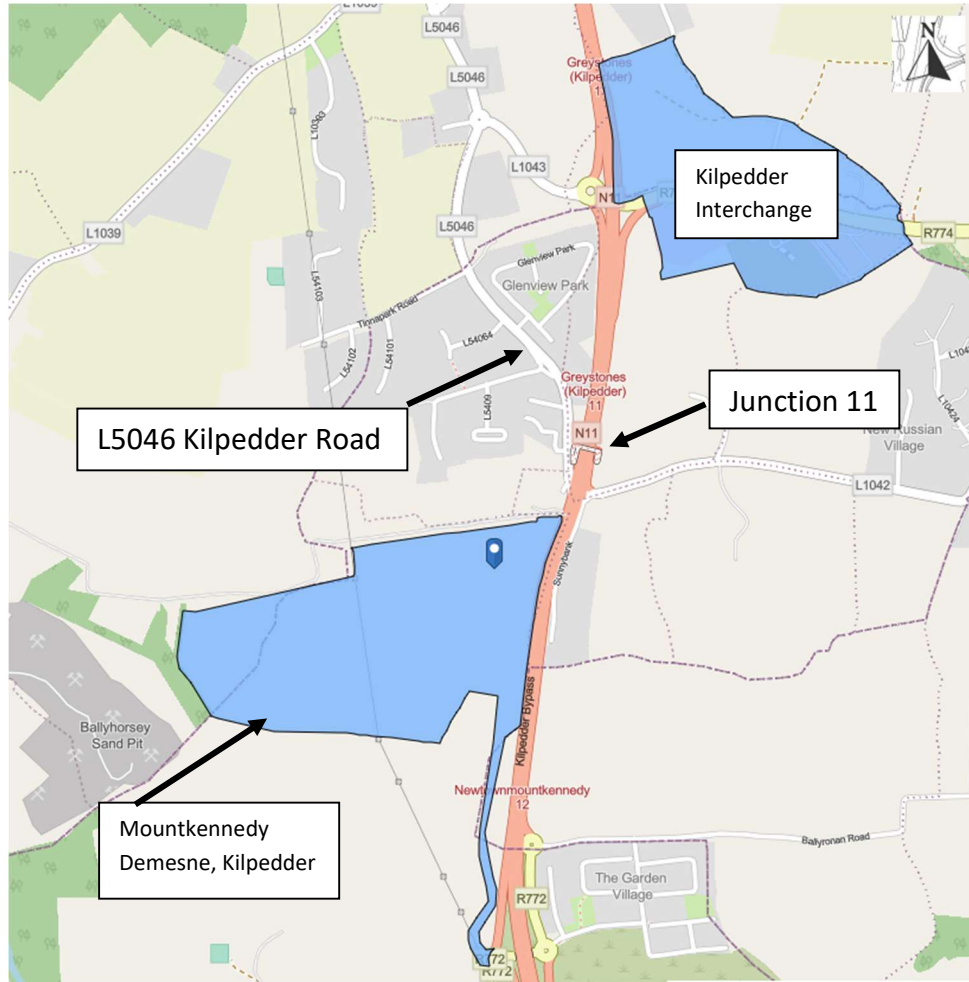


Figure 5: Employment zoning designations in the WCDP (2022-2028) (see WCDP Chapter 9: Economic Development, Maps 09.01 and 09.02)

Source: Wicklow County Council ArcGIS Hub - [Wicklow County Development Plan 2022 to 2028](#)

4.2. Ecological Designations

A review of the National Parks and Wildlife Services (NPWS) Special Protection Areas (SPA) and Special Area of Conservation (SAC) data has determined that there are nine designated sites within the 15km radius of the planning application [redline] boundary. These are listed in Table 1 and shown in Figures 6 and 7. Figure 7 shows the Glen of the Downs SAC designation in relation to the Proposed Scheme.

Table 1: European designations within 15km of the Proposed Scheme (planning application [redline] boundary)

European Site [Site Code]	Distance from the Proposed Scheme
Special Area of Conservation (SAC)	
Glen of the Downs SAC [000719]	The planning application boundary partially overlaps with the Glen of the Downs SAC. Specifically, the Drummin Lane exit from the N11 (Junction 10) is designated as the Glen of the Downs SAC. The N11 motorway also runs through the SAC with QI habitat present on both sides.
Carriggower Bog SAC [000716]	Approximately 3.28km southwest of the L5046 Kilpedder Road exit from Junction 11 of the N11.
Ballyman Glen SAC [000713]	Approximately 7.88km north of the closest part of the planning application boundary which is the exit from Junction 10 of the N11 onto Drummin Lane.
Knocksink Wood SAC [000725]	Approximately 7.92km north of the closest part of the planning application boundary which is the exit from Junction 10 of the N11 onto Drummin Lane.
The Murrough Wetlands SAC [002249]	Approximately 3.86km east of the L5046. There is indirect connectivity via the Kilcoole Stream and Three Trout Stream which flow into Killiney Bay where there is the SAC designation.
Bray Head SAC [002249]	Approximately 3.78km north-east of the closest part of the planning application boundary which is the exit from Junction 10 of the N11 onto Drummin Lane.
Wicklow Mountain SAC [002122]	Approximately 6.36km west of the closest part of the planning application boundary which is the exit from Junction 10 of the N11 onto Drummin Lane.
Rockabill to Dalkey Island SAC [003000]	Approximately 12.82km east of the N11.
Special Protection Area (SPA)	
The Murrough SPA	Approximately 4.10km east of the closest part of the planning application boundary which is the exit from Junction 10 of the N11 onto Drummin Lane.
Wicklow Mountains SPA [004040]	Approximately 6.36km west of the closest part of the planning application boundary which is the exit from Junction 10 of the N11 onto Drummin Lane.

Of the designated European sites considered, three are identified as having potential source-pathway-receptor linkages with the Proposed Scheme. These are:

- Glen of the Downs SAC [000719];
- The Murrough Wetlands SAC [002249]; and
- The Murrough SPA [004186].

The seven other designated sites have been ruled out as having potential source-pathway-receptor linkage to the Proposed Scheme.

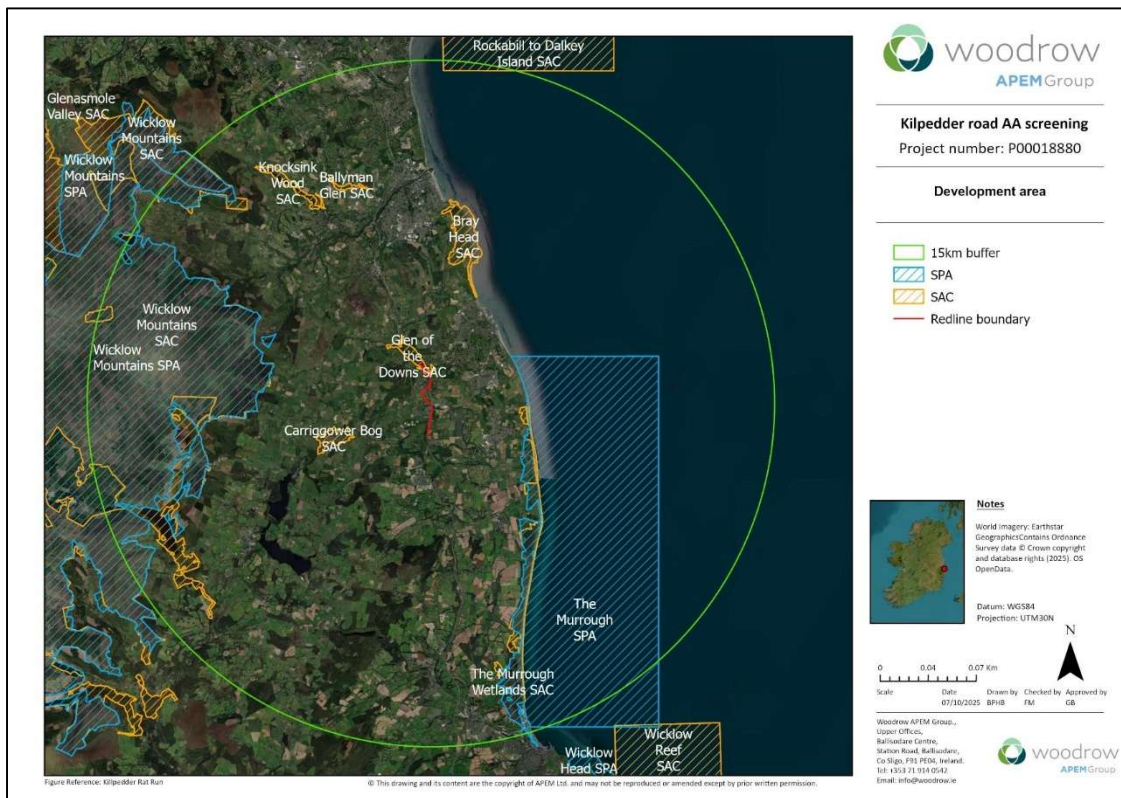


Figure 6: Designated sites within 15km of the Proposed Scheme planning application [redline] boundary

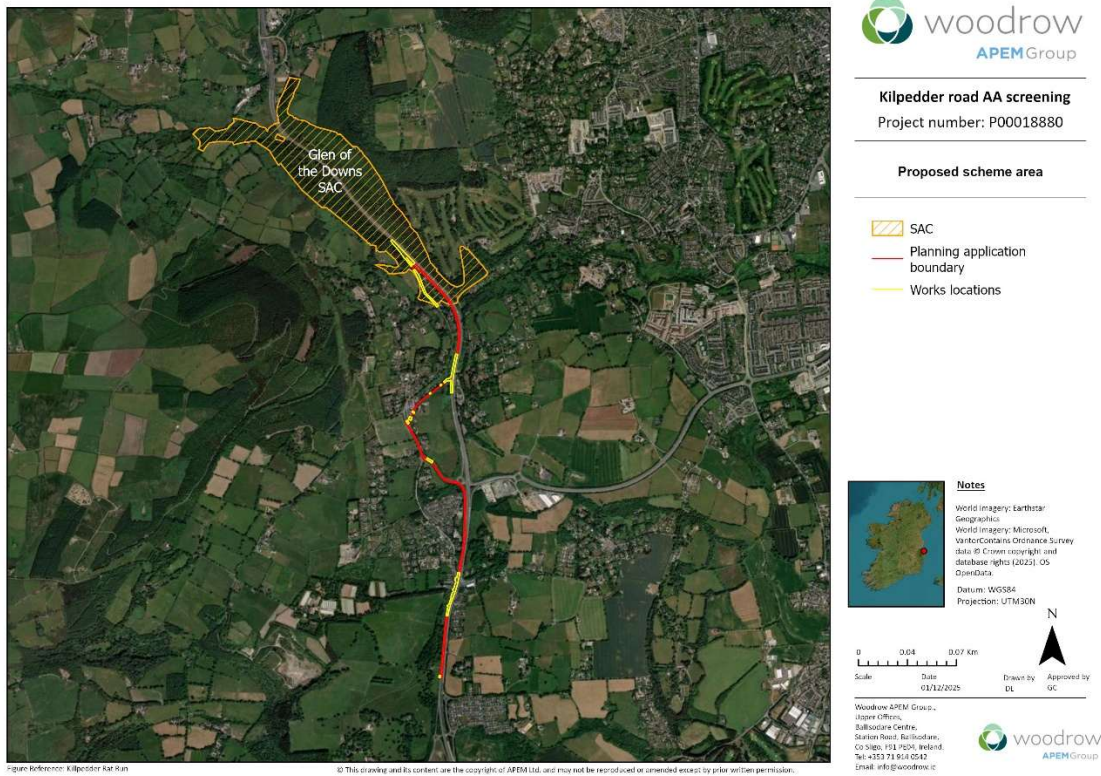


Figure 7: The Proposed Scheme and its proximity to the Glen of the Downs SAC

Other nearby ecological designations include Vartry Reservoir pNHA which is located approximately 5.5km west of the L5046 Kilpedder Road exit (Junction 11).

Glen of the Downs is designated as a Long-Established Woodland (Type I) under Ireland’s Provisional Inventory of Ancient and Long-established Woodland. The woodland type is classified as Sessile Oak with Native Broadleaves (SNB), and the area is ecologically significant, aligning with its SAC designation for old sessile oak woodland habitat. The Proposed Scheme is partially designated as woodland however, the exit from Junction 10 of the N11 on to Drummin Lane is an existing road.

4.3. Flood Risk and Drainage

Kilcoole Stream flows from west to east, crossing beneath L5046 and the N11, and continues parallel to Farrankelly Road towards Kilcoole and the east coast.

Three Trout Stream flows adjacent to the eastern side of the N11 through the Glen of the Downs before discharging into the Irish Sea. It currently holds ‘Good’ ecological status under the Water Framework Directive (WFD).

The nearest part of the Proposed Scheme to the Three Trout Stream is located at the northernmost extent of the planning application [redline] boundary, specifically at the exit from Junction 10 of the N11 onto Drummin Lane. This part of the Proposed Scheme lies approximately 70 metres west of the stream and is separated from it by the N11 carriageway.

The planning application [redline] boundary has been assessed in accordance with the “The Planning System and Flood Risk Management - Guidelines for Planning Authorities” published by the Office of Public Works (OPW) (2009).

A review of the OPW Flood Mapping shows that Proposed Scheme (including the N11 and L5046) are not located within a Catchment Flood Risk Assessment and Management (CFRAM) river or coastal flood extent. Furthermore, there are no records of past flood events within or in proximity to the Proposed Scheme. The nearest historic flood event is located at Barry's Bridge, Glen of the Downs, along the R762 approximately 500m south of the Drummin Lane exit off Junction 10 of the N11.

4.4. Heritage and Archaeology

A review of the Historic Environment Viewer (HEV) identifies several Protected Structures located within Kilpedder near the N11 and L5046. This includes:

- Bromley House located in the region of Bromley (regional no. 16401310), which is approximately 300m east of the L5046 Kilpedder Road exit at junction 11 of the N11;
- Bellfield House (regional no. 16401308) located approximately 600m south of the of the L5046 Kilpedder Road exit at junction 11 of the N11; and
- Drummin Lodge located in Drummin East (regional no. 16401317), located approximately 200m north-east of the Willow Grove Link Road (Junction 11 entrance onto the N11).

All of the Protected Structures listed above are separated from Kilpedder and the Proposed Scheme by the N11 carriageway.

St Mary's Church is a National Monument in state ownership (reference 135) and is a small 16th century church situated near the Old Downs village, just to the south of the Glen of the Downs. There is a small belfry on the west gable. The National Monument is approximately 130m from Drummin Lane exit from Junction 10 of the N11 and is separated by the road by existing trees and screening.

There are several archaeological designations in and surrounding Kilpedder including:

- Approximately 300m east of Junction 11 of the N11 along the R774 is a *fulacht fia* (WI013-108-), which includes eleven pits and post-holes relating to *fulacht fia* activity; an ancient Irish cooking pit commonly used during the Bronze Age;
- A burial ground is located at Tinnapark Demense (WI013-014), approximately 600m west of the L5046 Kilpedder Road. Approximately 0.5km north of this burial ground lies a redundant record (WI013-015) which was de-listed on the 1995 Record of Monuments and Places (RMP).

Part of the L5046 Kilpedder Road near the existing Roundabout 1 (Figure 1) is designated as an area of archaeological potential as an example of a deserted Anglo-Norman borough within the WCDP (2022-2028).

4.5. Air Quality

Regional air quality in the vicinity of the Proposed Scheme is classified as '1-Good' according to the Air Quality Index for Health (AQIH) on the EPA's interactive air quality map, accessed via airquality.ie on 25th September 2025 (EPA, 2025). It is noted that the information from monitoring instruments at representative locations in the location may not reflect incidents of air pollution. The closest monitoring station is Greystones Fire Station which is located approximately 3km north-east of the Proposed Scheme.

Sensitive receptors within the vicinity of the Proposed Scheme include residential properties and overnight accommodation along the L5046 Kilpedder Road.

The nearest school is Delgany National School which is located approximately 1.5km east of the Drummin Lane exit from Junction 10 of the N11. The nearest hospital is Newtown Mount Kennedy Primary Centre, approximately 2km

south of the L5406 Kilpedder Road exit from Junction 11 of the N11. The nearest existing religious facility is Christ Church in Delgany which is approximately 1.3km east of the Drummin Lane exit from Junction 10 of the N11. It can therefore be considered that there are no nearby schools, hospitals or religious facilities in the vicinity of the Proposed Scheme.

4.6. Landscape and Visual

Appendix 5 of the WCDP (2016-2022) sets out the Landscape Assessment for WCC. Whilst the 2016-2022 CDP has been superseded by the latest CDP (2022-2028), section 17.3 of the current CDP states that *“The landscape assessment that was undertaken for the previous County Development Plan in 2016 has not been updated for the purposes of this plan, and is considered to remain a robust and up to date reflection of the landscape character zones of the County”*.

The Wicklow CDP (2016-2022) categorises the Proposed Scheme area as hierarchy 4, Corridor Area covering the N11. This landscape area acts as the main connection between the major towns along the east coast of Ireland.

Northeast Mountain Lowlands, which is designated as an Area of High Amenity, adjoins the N11 to the west of the alignment of the Proposed Scheme. The Proposed Scheme and Kilpedder are not located within this designation.

To the south of Kilpedder is the settlement of Newtownmountkennedy, which is designated as an urban area.

4.7. Population and Health

Kilpedder has experienced notable population growth over recent decades, increasing from 480 residents in 1996 to 1,180 residents in 2022, according to the most recent Census data published by the Central Statistics Office.

There are no schools, hospitals, or places of worship within the immediate vicinity of the route of the Proposed Scheme.

Three bus stops are located along the L5046, which are regularly used by schoolchildren and other residents for commuting to educational and employment centers in the wider region. This includes Kilpedder Footbridge (stop ID 4238), Glenview Park (stop ID 4239) and Killickabawn (stop ID 4237) as shown in Figure 1.

4.8. Geology

Glen of the Downs (Site Code: WW023) is designated as a County Geological Site in the Wicklow County Development Plan 2022–2028 (Map 17.07). The Glen is a prominent meltwater channel formed by erosion on the northeastern flank of the Wicklow Mountains and is considered to have developed entirely during the late-glacial period. It is recognised under the Irish Geological Heritage Programme, specifically within the IGH7 (Quaternary) theme.

A limited area of the Proposed Scheme, located along the Drummin Lane exit onto Junction 10 of the N11, lies within the Glen of the Downs geological area. Both roads traverse across this designation.

4.9. Noise and Vibration

According to Transport Infrastructure Ireland (TII) Strategic Noise Maps (2022), the Proposed Scheme and its surrounding area is situated within a zone of elevated noise exposure, primarily influenced by proximity to the N11 and the L5046. The noise levels are summarised as follows:

- N11 corridor:
 - The day-evening-night (L_{den}) exceeds 75dB, indicating significant daytime and evening noise exposure.
 - The nighttime level (L_{night}) exceeds 70dB.
- L5046 Road:
 - The section of the L5046 nearest to the N11 is also within a high noise pollution zone, with $L_{den} > 75dB$ and $L_{night} > 70dB$.
 - Further west along the L5046, away from the N11, noise levels decrease with L_{den} values between 60–64 dB and L_{night} values between 50–54 dB, representing a transition to moderate noise exposure.

No other regional potential noise sources, such as airports or rail lines, are identified within the surrounding environs of the Proposed Scheme.

Sensitive receptors within the vicinity of the Proposed Scheme include residential properties. There are no schools, hospitals or religious facilities within the immediate vicinity of the Proposed Scheme.

4.10. Planning History

A desktop search of proposed and extant planning applications was carried out in September 2025 (last reviewed 25th September 2025) on the Wicklow County Council website and An Coimisiún Pleanála (ACP) planning portal for applications submitted within the past five years within 1km of the Proposed Scheme.

There are no pending planning applications awaiting consent, nor any extant permissions currently under construction; listed on the Wicklow County Council's website that are considered likely to affect, or be affected by, the Proposed Scheme. or be affected by the Proposed Scheme.

There are several planning appeals on the ACP website, the most relevant of which are included in Table 2.

Table 2: Planning applications within 1km of the Proposed Scheme

Consenting Authority	Planning Reference	Planning Description	Case Type	Decision Date	Decision	Notes
Wicklow County Council	PRR 10/2123	<i>Inter alia.</i> 10 no. identical two storey data centre units	Full planning	2014	Granted	Planning permission for the development expired in July 2024, and an application to extend the permission was refused in the same month. In August 2024, An Bord Pleanála (ABP) (now ACP) confirmed that it had no jurisdiction over the matter.
An Coimisiún Pleanála (ACP)	ACP Case: PL27.309197 Planning Authority Case: 191338	Predominately two-storey residential care building with attic plant room and storage area.	Appeal	21.12.20	Granted on condition	N/A
	ACP Case: PL27. 322912 Planning Authority Case: 2560295	The reinstatement of an abandoned building back to residential use and all associated site works.	Appeal	Due to be decided 04.11.25	Awaiting decision	N/A

Source: Wicklow County Council Planning website and An Coimisiún Pleanála planning portal

5. Proposed Scheme

5.1. Scheme Description

The primary objective of the Proposed Scheme is to address recurring safety issues and 'rat-running' during peak hours through Kilpedder and surrounding townlands. The Proposed Scheme aims to reduce 'rat-running' through residential areas, enhance pedestrian and cyclist safety, and improve public transport accessibility. The Proposed Scheme also aims to improve road safety on the N11.

The proposed road safety measures would be located between Junction 10 and Junction 11 of the N11 and total approximately 2.3km in length. As shown in Figure 8, it should be noted that the Proposed Scheme is a set of discrete road safety measures and not continuous and this is illustrated in the blueline boundary drawing (see Figure 3, 'location of the works').

More details on each of the road safety measures are included in Table 3. The proposed road safety measure number shown in Table 2 corresponds to the numbers shown in Figure 6. A detailed plan of each proposed road safety measure is included in Appendix B: Drawings.

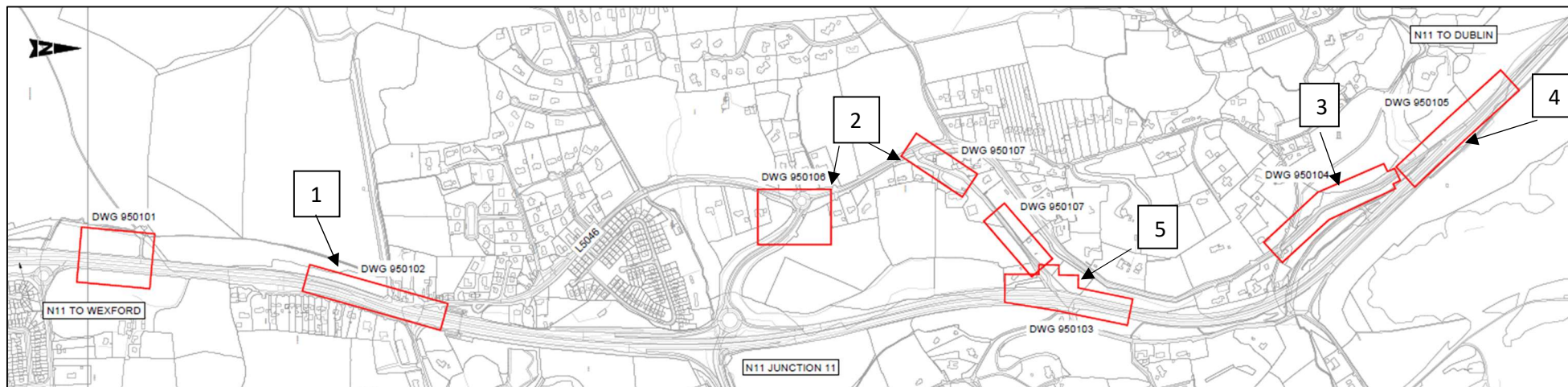


Figure 8: Proposed road safety measures to the N11 / L5046 (SITE MAP - HD15 SITES REVIEW - N11WW021.4&021.9)

Table 3: Schedule of proposed road safety measures as part of the Proposed Scheme

Road Safety Measure ref no.	Existing Use	Proposed Road Safety Measure	Description	Drawing reference
1	L5046 Kilpedder Road exit from Junction 11 of the N11	Re-designation of the N11/L5046 Johnstown access	The existing access route from the N11 to Kilpedder via the L5046 Kilpedder Road will be re-designated as a bus-only lane, restricting general vehicular access and prioritising public transport movements.	Drawing number 5207356-ATK-014-04-DR-C-950102, Rev 0
2	Roundabout 1 and existing bus stop (see figure 1 and 8)	Relocation of existing Bus Stop (ID 4237)	The current bus stop will be relocated to the eastern arm of the Kilpedder Road/Killickabawn Road roundabout, improving accessibility and integration with the revised transport layout	Drawing number 5207356-ATK-014-04-DR-C-950, Rev 0

3	One way exit from Junction 10 of the N11 onto Drummin Lane	Closure of one-way section of Drummin Lane	The existing one-way section of Drummin Lane will be permanently closed to vehicular traffic and retained as an active travel route, supporting pedestrian and cyclist connectivity	Drawing number 5207356-ATK-014-04-DR-C-950, Rev 0
4	One way exit from Junction 10 of the N11 onto Drummin Lane	Cycle Lane amendments at Drummin Lane/N11 Exit	Modifications are proposed to the cycle lane at the Drummin Lane exit onto the N11 to facilitate a safe transition for cyclists onto the hard shoulder	Drawing number 5207356-ATK-014-04-DR-C-950, Rev 0
5	Existing access onto Junction 11 of the N11	Closure of Killickabawn Access to N11	The existing vehicular access from Killickabawn to the N11 will be closed to all traffic, contributing to reduced traffic volumes and improved safety in the area	Drawing number 5207356-ATK-014-04-DR-C-950, Rev 0

5.2. Construction

Construction activities include minor vegetation and hedgerow clearance, removal of hard surfaces, backfilling and reinstatement of surfaces and all ancillary works including road marking, top soiling and grassing. New road alignments and verges will be formed, as well as new or relocated signage and the installation of new safety barriers to restrict vehicle movement.

Subject to planning approval, construction of the Proposed Scheme is estimated to take approximately one to two months to complete and will progress in stages by section in order to maintain road access along the L5046 and N11.

A key mechanism for managing the impact of construction-related noise and vibration will be through adherence to site working hours as agreed with WCC. Site working hours are anticipated to be:

- 07:00 - 19:00 Monday to Friday
- 08:00 – 14:00 Saturday; and
- No significant noise activities will take place on Sundays or on bank holidays.

Occasional out-of-hours work may occur and will be subject to prior approval with WCC.

Where especially noisy works are to take place, the appointed contractor (hereafter referred to as the 'Contractor') will contact WCC and residents who may be affected by noise and vibration to inform them of the intended location and duration of works.

The construction works will be undertaken in accordance with safeguards included in the Construction Environmental Management Plan (CEMP). The CEMP sets out industry best practices and identifies potential environmental issues along with appropriate control measures to avoid or mitigate adverse effects.

5.3. Operational Phase

Throughout the operational lifetime of the Proposed Scheme, maintenance activities will be carried out, as required, on hard standing surfaces (e.g. pavement condition surveys and re-surfacing of roads) and adjacent vegetation (e.g. removal of weeds and vegetation growth near the roads, pavements and cycle routes).

5.4. Decommissioning

The decommissioning phase is not considered as part of this EIA Screening Report, as the Proposed Scheme will be permanent to the local road network.

6. EIA Screening

It is necessary to determine whether the Proposed Development constitutes “EIA development” within the meaning of the Planning and Development Regulations 2001 (as amended), and the Roads Act 1993 (as amended).

6.1. Roads Act 1993 (as amended), Section 50

As the Proposed Scheme is not a type of development listed within Table 3, an EIA culminating in the preparation of an EIAR is not required.

Table 4: Screening Criteria under the Roads Act 1993 (as amended)

Criteria	Comment	Is an EIA required on this basis?
<i>S. 50. – (1) (a) a road development that is proposed that comprises any of the following shall be subject to an Environmental Impact Assessment</i>		
<i>(i) Construction of a motorway</i>	The Proposed Scheme does not include the construction of a motorway.	No
<i>(ii) Construction of a busway</i>	The Proposed Scheme does not include the construction of a busway.	No - The Proposed Scheme does not involve the construction of a new busway. Instead, it proposes to amend the existing access route from the N11 to Kilpedder via the L5046 (Kilpedder Road), which will be re-designated as a bus-only lane. This amendment will restrict general vehicular access and prioritise public transport movements. The L5046 exit is currently open to all vehicle types; the proposed re-designation is intended to enhance public transport safety and improve the overall safety and efficiency of the local road network.
<i>(iii) Construction of a service area</i>	The Proposed Scheme does not include the construction of a service area.	No
<i>The prescribed types are given in Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S.50(1)(a)(iv) of the Roads Act 1993 (as amended)) as:</i>		
<i>a) 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</i>	The Proposed Scheme does not include 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.	No

<i>(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.</i>	The Proposed Scheme does not include the construction of a new bridge or tunnel.	No
<i>S. 50. – (1) (b) to (d) require that any road development or road improvement project which would be likely to have significant effects on the environment, including projects located on ecologically protected sites, shall be subject to EIA.</i>	The potential for likely significant effects has been considered further under Section 6.4 of this report.	No

Source: Roads Act 1993, as amended

6.2. Planning and Development Regulations 2001 (as amended)

The following elements should be considered in determining whether the Proposed Scheme constitutes EIA development under the Planning and Development Regulations 2001 (as amended):

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

6.2.1 Schedule 5, Part 1

A full EIA, culminating in the preparation of an EIAR, is mandatory for developments listed in Schedule 5, Part 1 of the Planning and Development Regulations 2001(as amended). Schedule 5, Part 1 developments are large-scale developments for which significant effects would be expected and comprise developments such as new airports or power stations.

The Proposed Scheme is not a type listed in Schedule 5, Part 1. The Proposed Scheme is reviewed in the following section to determine whether it is a type listed in Schedule 5, Part 2 of the Regulations.

6.2.2 Schedule 5, Part 2

Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (as amended) sets out specified limits for proposed developments for which the preparation of an EIAR is required, should a proposed development equal or exceed, as the case may be, a limit, quantity or threshold set for that class of development.

The screening of the Proposed Scheme against Schedule 5, Part 2 of the Planning and Development Regulations 2001 (as amended) is contained in Table 5.

Table 5: Screening against relevant thresholds under Section 5, Part 2

Criteria	Regulatory Reference	Comment	Is an EIA required on this basis?
<i>Urban development which would involve an area greater than 2 hectares in the case of a business district¹, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i>	Schedule 5, Part 2, 10 (b)(iv) of the Planning and Development Regulations 2001 (as amended)	The planning application (redline) boundary has an area of approximately 4.8 hectares (ha) however, the location of the works is much smaller, comprising 2.1 ha in size and is not located within a business district. The Proposed 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	No

¹ In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.

		not required under Schedule 5, Part 2 (10) (b) (iv).	
<i>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.</i>	Schedule 5, Part 2, 15 of the Planning and Development Regulations 2001 (as amended).	Based on the nature and scale of the Proposed Scheme, it is considered that there is no potential for significant effects on the environment, as detailed within Section 6.4 of this report. Hence the preparation of an EIAR is not required under Schedule 5, Part 2 (15).	No. Refer to Section 6.4 of this report.

Source: *Planning and Development Regulations 2001 (as amended)*

The overall probability of significant effects on the receiving environment arising from the Proposed Scheme cannot be ruled out, therefore this sub-threshold EIA Screening has been prepared to determine whether there are likely significant environmental effects from the Proposed Scheme on the receiving environment with regard to Schedule 7A and Schedule 7 of the Regulations.

6.3. Selection Criteria for Screening Schedule 5 Development

Schedule 7 of the Regulations sets out the selection criteria which relate to specific matters, including: the characteristics of the development; the location of the development; and the characteristics of the potential impact. These factors should be considered as part of the screening process and are set out in sections 6.3.1, 6.3.2 and 6.3.3 of this report.

6.3.1 Characteristics of the Proposed Development

The characteristics of developments must be considered with particular regard to:

- The size and design of the whole 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 development concerned, including those caused by climate change, in accordance with scientific knowledge; and
- The risks to human health.

6.3.2 Location of the Proposed Development

The environmental sensitivity of geographical areas likely to be affected by developments must be considered with particular regard to:

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

- 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;
 - 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 development, or in which it is considered that there is such a failure;
 - vii. Densely populated areas; and
 - viii. Landscapes and sites of historical, cultural or archaeological significance.

6.3.3 Types and Characteristics of Potential Impacts

The likely significant effects on the environment arising from the Proposed Scheme have been assessed with reference to the criteria set out under paragraphs 1 and 2 of Schedule 7 of the Planning and Development Regulations (2001) (as amended), with regard to the factors specified in paragraph (b) (i) (I) to (V) of the definition of “*environmental impact assessment report*” under section 171A of the Planning and Development Act 2000 (as amended).

In particular, the assessment considers the following aspects:

- The **magnitude and spatial extent** of the impact (e.g. the geographical area and size of the population likely to be affected);
- The **nature** of the impact;
- The **transboundary nature** of the impact, where relevant;
- The **intensity and complexity** of the impact;
- The **probability** of the impact occurring;
- The **expected onset, duration, frequency, and reversibility** of the impact;
- The **cumulative impact** in combination with other existing developments, or with other proposed developments that are either the subject of a consent under section 172(1A) (b) of the Act, or subject to development consent under any other enactment for the purposes of the EIA Directive; and
- The **possibility of effectively avoiding, preventing, reducing or offsetting** the impact.

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

6.4. Schedule 7 Criteria Table

6.4.1 Characteristics of the Proposed Scheme

Table 6: Characteristics of the Proposed Scheme

Criteria	Commentary
(a) The size and design of the whole of the Proposed Development	
<i>Will the size and design of the whole Proposed Development be considered significant?</i>	No. The planning application (redline) boundary has an area of approximately 48,336.4m ² however, the location of the works is much smaller, comprising 21,267.8m ² . The Proposed Development has been designed in accordance with the Department of Transport's "Design Manual for Urban Roads and Streets" (DMURS) (2013). The Proposed Development will enhance the safety and convenience of local residents and road users, reducing the number of vehicles passing through Kilpedder along the L5046, providing safer active travel routes and cycle lanes and improve public transport accessibility.
(b) Cumulation with other existing development	
<i>Will other existing and/or approved projects be able to affect the Proposed Development?</i>	No. A desktop search of proposed planning applications (i.e. those awaiting consent) and extant planning permissions (i.e. those granted but not yet constructed) was carried out in September 2025 via the Wicklow County Council website and An Coimisiún Pleanála planning portal for applications submitted within the past 5 years in the vicinity of the Proposed Development (last reviewed 25 th September 2025). Table 2 lists the applications most relevant to the Proposed Development. The scope of the search was based on a 1km radius from the Proposed Development planning application [redline] boundary and limited to committed developments which have been approved by WCC or ACP within the last five years or are currently pending determination of planning decision. Two applications identified in Table 2 have not yet been constructed, with the consented residential care building (application reference PL27.309197) awaiting construction and the residential development (PL27.322912) pending planning consent. However, both applications are small-scale in nature and based on the construction mitigation measures that will be implemented for the Proposed Scheme, no significant cumulative effects are anticipated.
(c) The nature of any associated demolition works	
<i>Will the construction of the Proposed Development include any significant demolition works?</i>	No. There are minor [not significant] demolition works at the Drummin Lane exit of the N11 which will be closed to vehicular traffic. Works will include perforating and breaking-up the existing pavement layers. There will be a reduction of hard surface area at this location. The demolition works are not anticipated to cause significant environmental impacts.
(d) The use of natural resources, in particular land, soil, water, and biodiversity	
<i>Will construction or operation of the Proposed Development use natural resources above or below ground which are non-renewable or in short supply?</i>	No. The use of natural resources would be kept to a minimum; aggregates and soil would be re-used on site, where reasonably practicable. Minor vegetation clearance is required for the widening of the N11 hard shoulder to create the cycle lane located at the Drummin Lane exit onto Junction 10 of the N11. This would take place outside of the nesting season (typically regarded as March – August inclusive).

	Taking into consideration the size, scale and type of Proposed Scheme, the use of natural resources is not considered to be significant.
(e) The production of waste	
<i>Will the Proposed Development produce wastes during construction, or operation, or decommissioning?</i>	<p>Yes. A limited amount of construction waste would be created during the widening of the N11 to create the cycle lane. It would be disposed of responsibly and in accordance with a CEMP.</p> <p>During operation, waste will be limited to maintenance works carried out as needed.</p> <p>Given the type, size and scale of the Proposed Scheme, the volume of waste generated is anticipated to be low, with no likely significant impacts on waste management facilities.</p>
(f) Pollution and nuisances	
<i>Will the Proposed Development release any pollutants or any hazardous, toxic, or noxious substances to air?</i>	<p>No. Regional air quality in the vicinity of the Proposed Scheme is classified as '1-Good' according to the Air Quality Index for Health (AQIH) on the EPA's interactive air quality map, accessed via airquality.ie on 25th September 2025 (EPA, 2025).</p> <p>Dust and emissions of greenhouse gases (GHG) to the atmosphere from construction machinery will be temporary in nature, reversible upon completion of works, and likely to be minor given the scale of the works.</p> <p>Due to the nature and scale of the Proposed Scheme, it is anticipated that the construction works, and operation of the Proposed Development will not have a significant effect on air quality.</p> <p>Once operational, the volume of traffic using the L5046 through Kilpedder will decrease. As a result, the Proposed Development will deliver an environmental benefit by reducing vehicle emissions within Kilpedder.</p>
<i>Will the Proposed Development cause:</i>	
<ul style="list-style-type: none"> Noise and vibration, 	<p>No. Construction activities will generate noise and vibration which may produce an adverse impact on nearby sensitive receptors such as local residents. Construction activities will be short-term in duration and programmed to manage the potential noise impacts on these receptors.</p> <p>Once operational, the volume of traffic using the L5046 through Kilpedder will decrease. As a result, there will be slightly lower noise levels from vehicles passing through the village.</p> <p>Due to the nature and scale of the Proposed Development, it is anticipated that construction works will not have a significant effect with regard to noise and will reduce noise levels in Kilpedder once operational.</p>
<ul style="list-style-type: none"> Release of light, 	No. No new lighting is proposed as part of the Proposed Scheme apart from the new bus shelter lighting which will be part of its provision.
<ul style="list-style-type: none"> Heat, 	No. The Proposed Scheme will not cause release of heat.
<ul style="list-style-type: none"> Energy, 	No. The Proposed Scheme will not cause release of energy.
<ul style="list-style-type: none"> Electromagnetic radiation, 	No. The Proposed Scheme will not cause release of electromagnetic radiation.
<i>Will the Proposed Development lead to risks of contamination of land or water from releases of pollutants, including leachate, onto ground or into surface waters, groundwater, coastal waters or sea?</i>	<p>Yes. There is potential for water quality impacts during the construction phase, particularly near the exit from Junction 10 of the N11 onto Drummin Lane. Sediment runoff or accidental pollution could enter the Three Trout Stream, which lies within the Glen of the Downs SAC and is hydrologically connected to downstream Natura 2000 sites.</p> <p>These risks will be negligible due to the good practice measures outlined in a site-specific Construction Environmental Management Plan (CEMP), including pollution prevention protocols and sediment control.</p>

	Once operational, the Proposed Scheme will form part of the existing road network and is not expected to pose a risk of contamination to land or water.
<i>Will the Proposed Development lead to nuisances to the population?</i>	No. During construction there is potential for increased or diverted traffic, which would be temporary and reversible upon completion of the works. Once operational, the Proposed Scheme will reduce the volume of traffic bypassing the N11 and travelling through the village of Kilpedder. The Proposed Development will therefore reduce noise and air pollution along the L5046 and improve road safety in the area.
(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	
<i>Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation, or decommissioning?</i>	No. 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, however, is experienced throughout Ireland on a regular basis. A review of the Office of Public Works (OPW) Flood Mapping shows that the Proposed Scheme is not located within a Catchment Flood Risk Assessment and Management (CFRAM) river flood extent or coastal flood extent and there are no records of past flood events within or in proximity to the site (the nearest being 500m from the Proposed Scheme). An appropriate Sustainable Drainage System (SuDS) shall be used within the Proposed Development, where feasible. Overall, there will be an increase in grass and paving areas and a net reduction in hard surfacing. Due to the nature of the Proposed Development, no likely significant man-made disasters are likely to occur. The risk of accidents occurring during the construction phase will be avoided or managed through the implementation of industry best practice. Once operational, the Proposed Scheme would reduce the volume of traffic passing through Kilpedder with vehicles remaining on the N11, thus increasing road safety and reducing the risk of major accidents. Taking all of the above into consideration, the risk of major accidents or disasters is considered low.
<i>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 Proposed Development to present environmental problems?</i>	No. 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, however the site is not located within an area of flood risk.
(h) The risks to human health (for example, due to water contamination or air pollution)	
<i>Will the Proposed Development 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)</i>	No. Construction projects contain an element of human risk. During the construction phase, there would be potential for impacts relating to dust and noise generation from construction activities as well as on-site accidents. Given the nature of the Proposed Scheme, impacts on population during operation, from water contamination, noise and vibration or air quality and climate are not anticipated to be significant. Once operational, the Proposed Scheme will provide an environmental betterment to the population by improving road safety and reducing air pollution within Kilpedder.

In summary, it is considered that the characteristics of the Proposed Scheme indicate it would not constitute EIA development. Given the limited extent of the Proposed Scheme and the type of work required, the context of the surrounding environment, and the implementation of a CEMP during construction, it is unlikely that the Proposed Scheme will result in significant environmental effects or major accidents or disasters. Once operational, the Proposed Scheme will provide an environmental betterment for the local area by reducing the volume of traffic passing through Kilpedder, thus potentially reducing noise levels and air pollutant concentrations, and improving overall road safety.

6.4.2 Location of Proposed Development

Table 7: Location of the Proposed Development

Screening Criteria	Commentary
(a) The existing and approved land use	
<p><i>Are there existing or approved land uses or community facilities on or around the location which could be affected by the Proposed Development?</i></p>	<p>No. The Proposed Scheme is located in Kilpedder, along the L5046 and adjoining roads, between Junction 10 and Junction 11 of the N11, in County Wicklow. Along the L5046 and the route of the Proposed Scheme, there are existing residential and commercial properties, as well as hedgerows and trees. Within a wider context, the route of the Proposed Scheme is set within a LCA designated as a ‘corridor’ to the N11 and is surrounded by agricultural fields to the west and east beyond the N11.</p> <p>The construction of the Proposed Scheme could have a limited indirect adverse impact on the nearby residential properties. The Contractor will utilise best practice measures in accordance with safeguards included in a CEMP so that such impacts are reduced.</p> <p>The Proposed Scheme is located within the Kilpedder settlement boundary (level 7 villages) as defined in the Wicklow County Development Plan (CDP) (2022-2028).</p> <p>The Proposed Development is located adjacent to two areas zoned for employment uses under the Wicklow CDP (2022–2028): Kilpedder Interchange and Mountkennedy Demesne. These designations support industrial, warehousing, and data centre related uses. The Proposed Scheme is expected to enhance the functionality and accessibility of these employment zones by improving road safety in the local area.</p> <p>Delgany National School is located to the east of the N11 along the R762, approximately 1.5km east of Drummin Lane exit onto Junction 10 of the N11 and school children use the Glenview Park bus stop located along the L5046 (stop ID 4239). Overall, there are three bus stops along the L5406. The Proposed Scheme will improve road safety by reducing the volume of traffic on this road and providing a designated bus route.</p> <p>No existing or approved land uses for health, education, or community facilities in general or around the location will be adversely affected by the Proposed Scheme.</p>
(b) The relative abundance, availability, quality, and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	
<p><i>Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the Proposed Development?</i></p>	<p>No. Material would be imported for the works including in-fill and concrete. Minor vegetation clearance is necessary to widen the hard for the proposed cycle lane. This clearance will occur outside the nesting season (March to August inclusive). Taking into consideration the scale of the works and construction best practice measures, significant impacts on biodiversity due to habitat loss are not likely to occur.</p> <p>Given the limited scale of the works and the application of construction best practice measures, significant impacts on biodiversity due to habitat loss are not anticipated.</p> <p>There is a potential for atmospheric pollution during the construction phase, however, due to the short-term nature of the works and the implementation of the mitigation measures (which will be outlined in a CEMP) no significant atmospheric pollution impacts are anticipated.</p> <p>The Glen of the Downs geological site is located within the Proposed Scheme along the Drummin Lane exit from Junction 10 of the N11 where modifications are proposed to the cycle lane. It is anticipated that the</p>

	<p>Proposed Scheme will have no significant effect on the Glen of the Downs geological site.</p> <p>Approximately 1.2km west of the L5046 is the Northeast Mountain Lowlands, which is designated as an Area of High Amenity. The Proposed Scheme is not expected to give rise to significant landscape or visual effects and there is sufficient separation between the landscape designation and the Proposed Scheme.</p> <p>Considering the above, no significant effects are likely to occur from the use of the existing natural resources within or in close proximity to the Proposed Scheme.</p>
<p>(c) The absorption capacity of the natural environment, paying particular attention to the following areas:</p>	
<p>(i) <i>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?</i></p>	<p>Yes. There is a hydrological connection between the Proposed Scheme and designated European sites via the Three Trout Stream, which discharges into Killiney Bay. This area includes the Murrough Wetlands SAC and the Murrough SPA. However, given the separation distance to these sites and the dilution capacity within the Three Trout Stream, the potential for indirect impacts on these sensitive receptors, particularly through surface water pathways, is considered negligible. Nevertheless, appropriate good practice construction-phase pollution prevention measures will be implemented through a site-specific Construction Environmental Management Plan (CEMP).</p>
<p>(ii) <i>Has the Proposed Development the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?</i></p>	<p>No. The Proposed Scheme is located inland, approximately 4km west of the nearest coastal zone, which lies east of the N11. The intervening landscape consists of agricultural fields and residential properties, providing a physical and functional buffer. As such, it is not anticipated that the Proposed Scheme will have any significant effect on the absorption capacity of the coastal zone or marine environment.</p>
<p>(iii) <i>Has the Proposed Development the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?</i></p>	<p>No. The Wicklow Mountains National Park is approximately 6.36km west of the closest part of the planning application [redline] boundary, at the Drummin Lane exit from Junction 10 of the N11.</p> <p>There are no mountains in close proximity to the Proposed Scheme.</p> <p>The Proposed Scheme is located in proximity to the Glen of the Downs, which is designated as a Long-Established Woodland (Type I) under Ireland's Provisional Inventory of Ancient and Long-established woodland. While there is potential for atmospheric pollution during the construction phase, any dust deposition is expected to be minimal due to the short duration and limited scale of the works.</p> <p>Once operational, the Proposed Scheme will form part of the existing road network and it is not anticipated to generate significant environmental pressures.</p> <p>Due to the nature, scale and location of the works, no significant effects on mountain or forested areas are likely to occur.</p>
<p>(iv) <i>Has the Proposed Development the potential to impact on the absorption capacity of the natural environment, paying particular attention to nature reserves and parks?</i></p>	<p>No. Wicklow Mountains National Park is located approximately 6.36km west of the L5046 and is separated from the Proposed Scheme by residential properties and agricultural fields.</p> <p>Due to the distance from the Proposed Scheme and the nature of the works proposed, no significant effects on nature reserves and parks are likely to occur.</p>
<p>(v) <i>Has the Proposed Development the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas</i></p>	<p>No, An Appropriate Assessment (AA) Screening has been undertaken using the best available scientific information and applying a source-pathway-</p>

<p><i>classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive?</i></p>	<p>receptor model to identify potential significant effects on Natura 2000 sites within the vicinity of the Proposed Scheme.</p> <p>The closest designated sites to the Proposed Scheme include the Glen of the Downs SAC [000719], which lies within the redline boundary of the development site. Other nearby designated sites include Carriggower Bog SAC [000716] (approximately 3.28 km), Bray Head SAC [000714] (approx. 3.78 km), and The Murrough Wetlands SAC [002249] and The Murrough SPA [004186] (both approx. 3.86 km).</p> <p>The AA Screening Report concluded that the Proposed Scheme either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European Site.</p>
<p><i>(vi) Has the Proposed Development 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 legislation of the European Union and relevant to the Proposed Development, or in which it is considered that there is such a failure?</i></p>	<p>No. The Proposed Scheme is unlikely to result in significant effects to the connecting watercourses during construction or operational phases.</p> <p>The AA Screening concluded that the watercourses with hydrological connection to the Proposed Scheme are currently meeting WFD water quality standards and that due to small scale of the works involved, there will be no significant impacts from the Proposed Scheme.</p> <p>Potential effects are expected to be limited to short-term construction impacts, with no permanent operational impacts anticipated. Good practice measures will be outlined in a site-specific Construction Environmental Management Plan (CEMP) for the protection of the surrounding environment.</p>
<p><i>(vii) Has the Proposed Development the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?</i></p>	<p>No. There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas because of the Proposed Scheme. The Proposed Scheme will result in a beneficial impact in terms of facilitating safe active travel for the population and reducing the volume of traffic passing through Kilpedder.</p>
<p><i>(viii) Has the Proposed Development 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?</i></p>	<p>No.</p> <p>Landscape</p> <p>The Proposed Scheme is located within a 'Corridor Area' landscape character zone, as defined in the Wicklow County Development Plan (2016–2022), which remains valid under the current plan. This area serves as a key transport corridor along the N11 and is not within a designated Area of High Amenity or near sites of historical, cultural, or archaeological significance. Therefore, the Proposed Scheme is unlikely to significantly effect the absorption capacity of the natural environment in terms of sensitive landscapes.</p> <p>Heritage</p> <p>A review of the Historic Environment Viewer identifies several Protected Structures near Kilpedder, including Bromley House and Drummin Lodge, both separated from the Proposed Scheme by the existing N11. Archaeological features in the wider area include a <i>fulacht fia</i> site and a burial ground, located over 300m and 600m from the route of the Proposed Scheme respectively. Additionally, part of the L5046 is designated as having archaeological potential due to its association with a deserted Anglo-Norman borough. These features are noted, but the Proposed Scheme is not expected to directly impact on any known heritage assets.</p> <p>Therefore, no likely significant effects on landscape or sites of historical, cultural or archaeological assets have been identified.</p>

In summary, it is considered that the location and nature of the Proposed Scheme do not constitute EIA development. While the planning application [redline] boundary partially overlaps with the Glen of the Downs SAC and a site of geological importance, it is anticipated that the potential environmental impacts will be limited to the construction activities which will be temporary in nature.

The construction activities - comprising minor vegetation clearance, removal of hard surfaces, backfilling, reinstatement, and ancillary works such as road markings, topsoiling, and grassing - are considered minor in scale and temporary in duration.

Given the type, location, and limited extent of the works, the environmental sensitivities of the surrounding area are unlikely to be significantly affected. Risks of pollution and accidents will be effectively managed through appropriate control measures during construction, in accordance with best industry practices and as outlined in the Construction Environmental Management Plan (CEMP).

In parallel to this EIA Screening, an Appropriate Assessment (AA) Screening has been undertaken, which concluded that there would be no likely significant effects on any Natura 2000 site.

The Proposed Scheme has been assessed against the criteria set out in Schedule 7 of the Planning and Development Regulations and based on the location of the Proposed Scheme, a full EIA, culminating in the preparation of an EIAR is not deemed to be required.

Furthermore, the Proposed Scheme is anticipated to deliver environmental betterment by facilitating safer active travel and reducing traffic volumes through Kilpedder, thereby contributing positively to local air quality and community wellbeing.

6.4.3 Type and Characteristics of the Potential Impacts

Table 8: Types and Characteristics of Potential Impacts

Criteria	Commentary
(a) The magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	
<i>Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected).</i>	<p>The planning application (redline) boundary has an area of approximately 48,336.4m² however, the location of the works is much smaller, comprising 21,267.8m². The expected duration of the construction works is approximately 1-2 months.</p> <p>Direct adverse impacts associated with the construction phase are likely to be located within the environs of the construction site though are anticipated to be limited. The population which will be affected will include commercial and residential properties in close proximity to the proposed works.</p> <p>During the operational phase, beneficial impacts will extend to local residents and pedestrians in Kilpedder, cyclists and public transport users as well as road users on the N11 who will benefit from the enhanced safety of the roads.</p>
(b) The nature of the impact	
<i>Outline the nature of the impact.</i>	There could be potential adverse construction and operation impacts (such as increased noise levels of construction vehicle emissions) arising from

	<p>temporary disruption or disturbance associated with the Proposed Scheme. However, with implementation of control measures during construction outlined in a CEMP, it is unlikely that impacts would give rise to significant environmental effects.</p> <p>Once operational, the Proposed Scheme will provide significant environmental benefits including slightly reduced noise levels and air pollutant concentrations in Kilpedder and improve the road safety network.</p>
(c) The transboundary nature of the impact	
<i>Is the Proposed Development likely to lead to transboundary effects?</i>	No. Given the nature and scale of Proposed Scheme, as well as its distance to Northern Ireland (approximately 105km north), there are no likely transboundary effects.
(d) The intensity and complexity of the impact	
<i>Outline the intensity and complexity of the impact.</i>	No. There are no likely significant impacts associated with construction or operation of the Proposed Scheme expected to occur.
(e) The probability of the impact	
<i>Outline the probability of the impact.</i>	During construction, conventional construction methods and best environmental practice techniques will be implemented through a site-specific Construction Environmental Management Plan (CEMP), ensuring that potential environmental impacts are effectively managed and mitigated. There is no anticipated significant environmental impact during the operational phase. The Proposed Scheme will have an overall beneficial impact given the environmental benefits listed above and improved road safety.
(f) The expected onset, duration, frequency, and reversibility of the impact	
<i>Outline the expected onset, duration, frequency, and reversibility of the impact</i>	<p>Construction works are expected to last approximately 1-2 months, with standard working hours from 07:00 to 18:00 Monday to Friday, and 08:00 to 14:00 on Saturdays. Occasional out-of-hours work may be required but will be subject to prior approval from Wicklow County Council.</p> <p>Noise and air quality impacts during construction will be intermittent and activity dependent. However, once operational, the Proposed Scheme is expected to improve [reduce] local noise levels due to reduced traffic volumes through Kilpedder, with more vehicles remaining on the N11. The contractor will implement best practice construction methods to manage temporary environmental impacts.</p>
(g) The cumulation of the impact with the impact of other existing and/or development	
<i>Could this Proposed Development together with existing and/ or approved projects result in cumulation of impacts together during construction/ operation phase?</i>	No. Due to the nature and small scale of the Proposed Scheme and planning applications identified in the surrounding environment of the route of the Proposed Scheme, no likely cumulative impacts have been identified.
(h) The possibility of effectively reducing the impact	
<i>What measures can be adopted to avoid, reduce, repair or compensate the impact?</i>	<p>The Proposed Scheme is not likely to result in any significant environmental effects. However, the risk of pollution events, accidents, and/or nuisances during construction will be avoided or mitigated through the implementation of appropriate mitigation measures, which will be detailed and managed through a site-specific Construction Environmental Management Plan (CEMP), prepared in accordance with relevant national guidelines and codes of practice.</p> <p>It is not anticipated that there will be any significant environmental effects once operational.</p> <p>To avoid, reduce, repair, or compensate for potential environmental impacts, the Proposed Scheme will incorporate the following measures:</p>

	<ul style="list-style-type: none">• Best practice construction methods to reduce noise, dust, and emissions;• Restricted working hours to limit disturbance to nearby residents.• Traffic management to reduce congestion and maintain safety during works; and• Post-construction reinstatement of disturbed areas, including vegetation and surfaces. <p>These measures will mean that environmental effects are appropriately managed and mitigated throughout the construction and operational phases.</p>
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Based on an assessment of the types and characteristics of potential impacts arising from the Proposed Scheme, it is considered that the development does not constitute EIA development. With the implementation of best practice construction methods and mitigation measures outlined in a site-specific CEMP, few impacts are likely to arise. Any such impacts are expected to be confined to the construction site and its immediate surroundings, with no likely significant effects identified.

Certain impacts, such as construction noise and traffic delays, are expected to be minor, temporary and reversible. Post-construction, the Proposed Scheme will deliver permanent, positive benefits to road safety and pedestrian infrastructure within Kilpedder.

In addition, the Proposed Scheme is expected to reduce traffic volumes through Kilpedder by encouraging vehicles to remain on the N11, which will result in improved local air quality and reduced noise levels. The design avoids direct impacts on designated heritage assets and sensitive landscape areas, and no significant effects on the absorption capacity of the natural environment have been identified. The construction works will be carried out in accordance with relevant environmental and planning guidance, ensuring that any residual impacts are appropriately managed.

7. Screening Summary and Recommendations

This EIA Screening Report has been prepared in accordance with the Planning and Development Regulations (2001 – 2024) (as amended), which give effect to the provisions of EU Directive 2014/52/EU on the assessment of the effects of certain public and private projects on the environment. The EIA Screening process has followed the structured approach set out in Section 3 of this report and has considered the criteria outlined in Schedule 5, Schedule 7, and Schedule 7A of the Regulations.

The Proposed Scheme does not fall within the categories of development listed in Schedule 5 Part 1, nor does it meet or exceed the thresholds set out in Schedule 5 Part 2. Furthermore, it is not a type of development requiring mandatory EIA under the Roads Act 1993 (as amended). As such, the Proposed Scheme is classified as sub-threshold, and its potential for significant environmental effects has been assessed accordingly.

The screening has taken into account the scale, nature, and location of the Proposed Scheme, as well as the findings of the accompanying Appropriate Assessment (AA) Screening Report. The EIA Screening Report concludes that the Proposed Scheme is unlikely to give rise to significant environmental effects for the following reasons:

- While the planning application [redline] boundary partially overlaps with the Glen of the Downs SAC and a site of geological importance, the works are confined to the existing road footprint, with limited widening of the hard shoulder to accommodate the cycle route.
- The site is not located within a flood risk zone, and no historical flood events have been recorded in proximity to the site.
- Temporary construction impacts such as noise, dust, pollution and traffic disruption are expected to be localised, short-term, and reversible. These will be managed through best practice construction methods and mitigation measures outlined in the site-specific Environmental Management Plan (CEMP).
- The Appropriate Assessment (AA) Screening concluded that there would be no likely significant effects on any Natura 2000 site.
- The Proposed Scheme is near areas used by protected and sensitive species, but the nature and scale of the works, combined with mitigation measures, are expected to avoid significant impacts.
- No significant environmental impacts are anticipated during the operational phase, as the Proposed Scheme will integrate into the existing road network.
- The Proposed Scheme avoids direct impacts on designated heritage assets and protected landscapes.
- A review of committed developments in the surrounding area confirms that the Proposed Scheme will not result in significant cumulative impacts.
- Once operational, the Proposed Scheme will deliver beneficial environmental outcomes, including:
 - Reduced traffic volumes through Kilpedder.
 - Improved local air quality and noise levels.
 - Enhanced road safety and pedestrian infrastructure.
 - Support for active travel and sustainable mobility.

7.1. Conclusion

The Proposed Scheme is aligned with relevant planning and environmental policy objectives, and any residual impacts are considered to be minor and manageable.

Based on the findings of this EIA screening exercise, it is concluded that the Proposed Scheme does not qualify as EIA development under the Planning and Development Regulations 2001–2024. There is no likelihood of significant

environmental effects arising from the Proposed Scheme, either individually or cumulatively. Therefore, the preparation of an Environmental Impact Assessment Report (EIAR) is not required.

8. References

- DHLGH (2018). Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment.
- DHLGH (2020). Guidance for Consent Authorities Regarding Sub-Threshold Development.
- EPA (2022). Guidelines on the Information to be contained in Environmental Impact Assessment Reports.
- EPA (2024). *EPA Maps Online Mapper*. Available at: <https://qis.epa.ie/EPAMaps/>
- EC (2017). Environmental Impact Assessment of Projects: Guidance on Screening.
- OPR (2021). OPR Practice Note PN02 Environmental Impact Assessment Screening.
- Google Earth (2025).
- Wicklow County Council Planning website.
- An Coimisiún Pleanála planning portal.
- Roads Act 1993, as amended.
- Planning and Development Regulations 2001 (as amended).
- Transport Infrastructure Ireland (TII) (2022). *Strategic Noise Maps*.
- EPA (2025). *Air Quality Index for Health (AQIH)*. Accessed via airquality.ie in September 2025.

Appendix A: Screening Checklist

Questions to be Considered		Yes/No? - Briefly Describe	Is it likely to result in a Significant Effect? Yes/No/? - Why
1	Will construction, operation, decommissioning or demolition works of the Proposed Development involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes – Minor changes to land use and road layout	No - construction works are localised and limited in scale. Once operational, the Proposed Scheme is not anticipated to result in a likely significant effect given the proposed scheme is located entirely within the existing road network.
2	Will construction or the operation of the Proposed Development use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or are in short supply?	Yes – during construction the Proposed Scheme will use materials and energy. There will be no energy or materials required once operational other than lighting for the proposed new bus shelter which will be part of the facility.	No – standard materials used; no rare or scarce resources involved.
3	Will the Proposed Development involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	No - there are no hazardous substances anticipated during construction or operation.	No – best practice construction methods will be followed as set out in a site-specific CEMP.
4	Will the Proposed Development produce solid wastes during construction or operation or decommissioning?	Yes - limited waste will be generated during construction only.	No – waste will be managed and disposed of in accordance with latest guidance and environmental regulations. The production of large amounts of waste as a result of the Proposed Scheme are not anticipated.
5	Will the Proposed Development release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	Yes - limited temporary emissions from machinery during construction. There will be no release of pollutants once operational other than existing vehicles using the road network.	No – air pollutants are expected to be minimal during construction. During operation, the Proposed Development has the potential to reduce pollutant concentrations by encouraging active travel and reducing the volume of traffic passing through Kilpedder.
6	Will the Proposed Development cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes - temporary and limited construction noise and vibration. There will be no release of light (other than the new bus shelter), heat or electromagnetic radiation once operational.	No – noise impacts during construction will be short-term, localised and reversible. Once operational, the Proposed Scheme will slightly reduce the noise levels in Kilpedder by reducing volumes of traffic travelling along the L5406 Kilpedder Road. Sensitive lighting will be installed as part of the new bus stop however, it is not anticipated that this will cause significant adverse effects.
7	Will the Proposed Development lead to risks of contamination of land or water from releases of pollutants onto the ground or into	Yes - there is limited potential for contamination of land and possibly water during the construction phase only. It is anticipated that during	No - pollution prevention measures will be implemented during construction in accordance with a site-specific CEMP. With

	surface waters, groundwater, coastal waters or the sea?	operation, there will be no risk of contamination.	these measures, it is anticipated that there will be no significant effects.
8	Will there be any risk of accidents during construction or operation of the Proposed Development that could affect human health or the environment?	Yes - standard risks during the construction phase only. Once operational, the Proposed Scheme will improve the safety of the road network for vehicles, pedestrians and cyclists.	No - risks of accidents during construction will be mitigated through health and safety protocols. The Proposed Scheme will reduce the risks of accidents during operation.
9	Will the Proposed Development result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes - once operational the Proposed Scheme will improve pedestrian safety and reduce volumes of traffic through Kilpedder.	No - it is anticipated the Proposed Scheme will provide environmental benefits due to improving road safety and providing safer active travel routes for pedestrians and cyclists.
10	Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	No - Due to the nature and small scale of the Proposed Scheme and planning applications identified in the surrounding environment of the Proposed Scheme, no likely cumulative impacts have been identified.	No - it is anticipated the Proposed Scheme will not give rise to significant effects due to cumulative impacts with other existing or planned activities in the locality.
11	Is the Proposed Development located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Proposed Development?	Yes - the Proposed Scheme is located within the Glen of the Downs SAC and geological site. Approximately 1.2km west of the L5046 is the Northeast Mountain Lowlands, which is designated as an Area of High Amenity within the Local Character Assessment. Wicklow Mountains National Park is located approximately 6.36km west of the L5046 and is separated from the Proposed Scheme by residential properties and agricultural fields.	No - The Proposed Scheme is not anticipated to have any significant effect on the Glen of the Downs SAC and geological site during operation. There is a potential for construction impacts on nearby designations however, this is temporary in nature and will be mitigated by site specific CEMP and pollution prevention measures. The Proposed Scheme is sufficiently separated from designated landscape areas, and no significant landscape or visual effects are expected. Due to the distance from the Proposed Scheme and the limited nature of the proposed works, no significant effects are likely to occur on nearby nature reserves or parks.
12	Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Proposed Development?	Yes - the Proposed Scheme is located adjacent to a woodland area identified as a Fossitt habitat type indicative of native woodland of ecological value, which forms part of the Glen of the Downs SAC. This area is ecologically sensitive and may support protected flora and fauna species. Additionally, the Three Trout Stream, which connects hydrologically to downstream Natura 2000 sites including The Murrough Wetlands SAC [002249] and The Murrough SPA [004186], may serve as a corridor for aquatic and riparian species.	No – given the limited scale of the works and with implementation of appropriate good practice measures outlined in a site-specific CEMP, it is not anticipated that the Proposed Scheme will result in likely significant effects on this sensitive ecological area.

13	<p>Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Proposed Development?</p>	<p>Yes. The Proposed Scheme is located in proximity to the Glen of the Downs SAC [000719], which lies within the redline boundary and is designated for its oak woodland habitat and associated species. This area is classified as Long-Established Woodland (Type I) and may support protected and sensitive species of flora and fauna, including nesting birds, foraging mammals, and invertebrates.</p>	<p>No - Minor vegetation clearance will be carried out outside the bird nesting season (March–August) and managed under a site-specific Construction Environmental Management Plan (CEMP) to reduce ecological disturbance.</p> <p>The short-term nature of the works, combined with the implementation of best practice construction measures outlined in the Construction Environmental Management Plan (CEMP), is expected to reduce any potential impacts on sensitive species.</p> <p>The nearby Three Trout Stream connects to downstream Natura 2000 sites (The Murrough Wetlands SAC [002249] and The Murrough SPA [004186]) and may serve as a corridor for aquatic and riparian species. However, the AA Screening has concluded that there will be no likely significant effects on either of these Natura 2000 sites.</p>
14	<p>Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the Proposed Development?</p>	<p>Yes. The Proposed Scheme is located near the Three Trout Stream, which connects hydrologically to the south-western Irish Sea at Killiney Bay. The bay contains The Murrough Wetlands SAC [002249] and The Murrough SPA [004186].</p>	<p>No - While the Proposed Scheme is not located within coastal or marine waters, the hydrological connection means that inland water features could be indirectly affected during construction. However, given the limited scale and temporary nature of the works, and with appropriate good practice measures outlined in the site-specific Construction Environmental Management Plan (CEMP), significant effects are not anticipated. Moreover, considering the dilution capacity of the Three Trout Stream and the hydrological separation distance to Killiney Bay, there are no likely significant effects on Natura 2000 sites.</p>
15	<p>Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Proposed Development?</p>	<p>No - the construction works associated with the Proposed Scheme will not interfere with designated views or prospects in the surrounding area.</p> <p>The site is located within a landscape character area identified as a 'corridor area', which functions primarily as a transport link between major towns along Ireland's east coast.</p> <p>While the Northeast Mountain Lowlands, designated as an Area of High Amenity, adjoins the N11 to the west of the Proposed Scheme, both the Proposed Scheme and Kilpedder lie outside this designation.</p>	<p>No - given the separation distance, the nature and scale of the works, and the absence of direct impacts on designated scenic or landscape features, no significant landscape or visual effects are anticipated.</p>

16	Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Proposed Development?	Yes - The L5046 is currently used by pedestrians, cyclists, and public transport services, with three bus stops located along the route. It provides access to local amenities and serves as a key corridor for active travel and public transport.	No - the Proposed Scheme will improve public transport routes and provide safer active travel routes so that vehicles using the N11 will remain on the national road.
17	Are there any transport routes on or around the location that are susceptible to congestion or which cause environmental problems, which could be affected by the Proposed Development?	Yes - The N11 is a major transport corridor that experiences regular congestion. As a result, some vehicle users divert through Kilpedder and along the L5046 to bypass slow-moving traffic, which has led to road safety concerns and increased environmental pressures within the village.	No - the Proposed Scheme is designed to reduce traffic volumes through Kilpedder by encouraging vehicles to remain on the N11. This will improve the safety and efficiency of the local road network and contribute to reduced noise and air pollution in the village. Therefore, no significant adverse effects on transport routes are anticipated.
18	Is the Proposed Development in a location in which it is likely to be highly visible to many people?	Yes - The Proposed Scheme is located along a road network within a predominantly residential area, making it visible to local residents and road users.	No - Any visual impacts are expected to be temporary and confined to the construction phase. The scale and nature of the works are such that they will not result in long-term or significant visual intrusion.
19	Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Proposed Development?	Yes - Several Protected Structures (e.g. Bromley House, Drummin Lodge) and archaeological sites (e.g. fulacht fia, burial ground at Tinnapark Demesne) are located in the wider area. Part of the L5046 is also designated as an area of archaeological potential.	No - The Proposed Scheme avoids direct impacts on these features. Separation distances and best practice construction methods mean that no significant effects are anticipated.
20	Is the Proposed Development located in a previously undeveloped area where there will be loss of greenfield land?	No - the Proposed Scheme is located in a residential area on an existing road network.	N/A
21	Are there existing land uses within or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Proposed Development?	Yes - the Proposed Scheme is located within a predominantly residential area and along a local road (L5046) used for public transport, pedestrian access, and local connectivity.	No - The Proposed Scheme is designed to improve road safety and active travel infrastructure. No disruption to existing land uses is anticipated, and impacts will be temporary and confined to the construction phase.
22	Are there any plans for future land uses within or around the location that could be affected by the Proposed Development?	Yes - Lands to the south of Junction 11 and east of the N11 are zoned for employment use under the Wicklow County Development Plan (2022-2028).	No - The Proposed Scheme supports future land use by improving road safety and access. No adverse impacts in terms of future land uses are anticipated.
23	Are there areas within or around the location which are densely populated or built-up, that could be affected by the Proposed Development?	Yes - The Proposed Scheme is located within and adjacent to Kilpedder, a built-up residential area.	No - Impacts will be temporary and confined to the construction phase. The Proposed Scheme is expected to improve safety and reduce traffic through the village.

24	Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Proposed Development?	Yes - While there are no sensitive facilities in the immediate vicinity, several bus stops along the L5046 are regularly used by school children and residents commuting to schools and workplaces.	No - The Proposed Scheme will improve road safety and active travel infrastructure, with no adverse impacts on sensitive land uses anticipated.
25	Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Proposed Development?	Yes - The site is adjacent to native woodland of ecological value and the Glen of the Downs geological site.	No - The Proposed Scheme is limited in scale and will be carried out using best practice methods. No significant effects on natural resources are anticipated.
26	Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Proposed Development?	No - Three Trout Stream, located approximately 70m east of the Proposed Scheme and separated by the N11, currently holds 'Good' ecological status under the Water Framework Directive (WFD). This indicates that the water body is not currently subject to pollution or environmental damage exceeding legal standards. No water bodies in the immediate vicinity are identified as having 'poor' WFD status.	No – due to the proximity of the Proposed Scheme to the Three Trout Stream and its hydrological connectivity to the Murrough Wetlands SAC and the Murrough SPA, an AA Screening was undertaken which has concluded that there will be no likely significant effects on either of these Natura 2000 sites. It is anticipated that potential impacts will be limited to the construction phase and can be effectively managed through the implementation of a site-specific CEMP.
27	Is the Proposed Development location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the Proposed Development to present environmental problems?	No - Ireland is generally at low risk of natural disasters such as earthquakes, landslides, or extreme weather. Flooding is the most common hazard, but OPW Flood Mapping confirms the site is not within a CFRAM river or coastal flood extent and has no history of flood events nearby. A Sustainable Drainage System (SuDS) will be implemented where feasible, to manage surface water runoff.	No - The Proposed Scheme is not located in an area of known natural hazard risk, and appropriate drainage measures are proposed. The Proposed Scheme is unlikely to present environmental problems due to natural disasters or adverse climatic conditions.
28	Summary of features of Proposed Development and of its location indicating the need for EIA	<p>The Proposed Scheme is a sub-threshold development and does not fall within categories requiring mandatory Environmental Impact Assessment (EIA). EIA screening has confirmed that no likely significant environmental effects are expected.</p> <p>While the planning application [redline] boundary overlaps with the Glen of the Downs SAC and is near the Three Trout Stream, which connects to downstream Natura 2000 sites, the AA Screening has concluded there will be no likely significant effects. Potential impacts are limited to the construction phase and will be managed through a site-specific Construction Environmental Management Plan (CEMP).</p> <p>The operational phase is expected to deliver environmental benefits, including improved traffic flow, air quality, and road safety. Therefore, an Environmental Impact Assessment Report (EIAR) is not required.</p>	
<p><i>Source: European Commission's 'Environmental Impact Assessment of Projects: Guidance on Screening' (EC, 2017)</i></p>			

Appendix B: Drawings

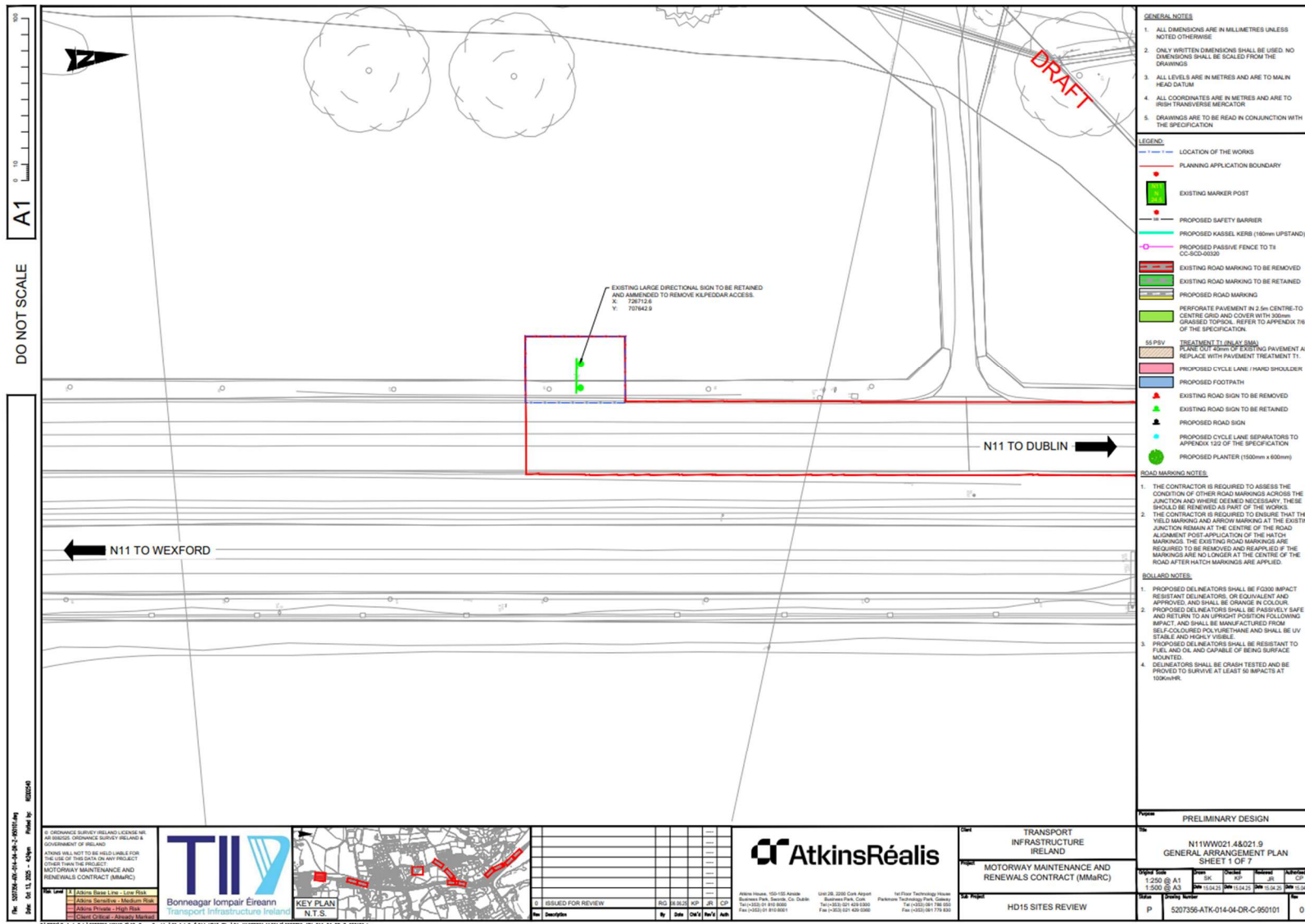


Figure B2: Detailed plan for Proposed Scheme. Drawing number: 5207356-ATK-014-04-DR-C-950101

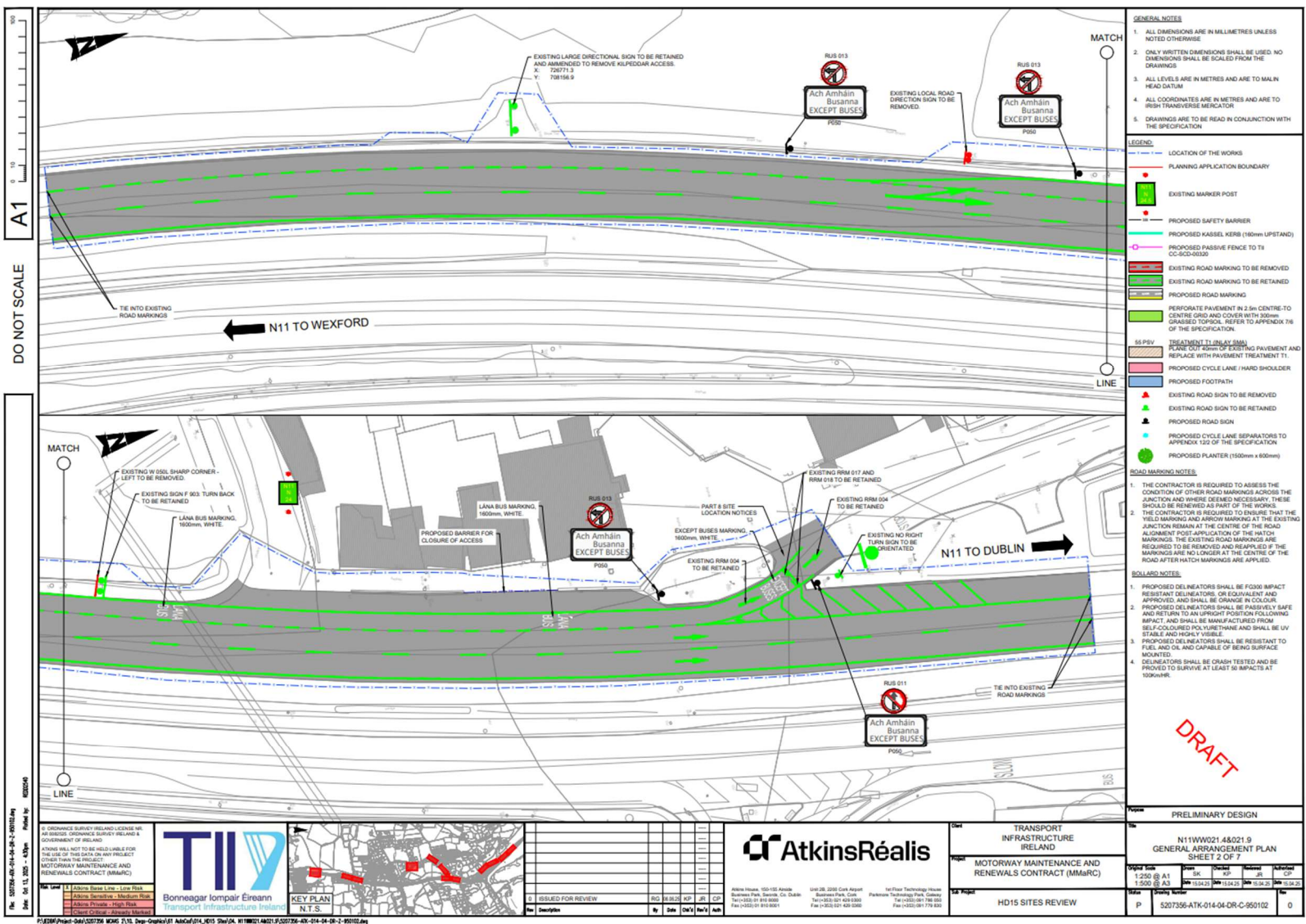


Figure B3: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950102

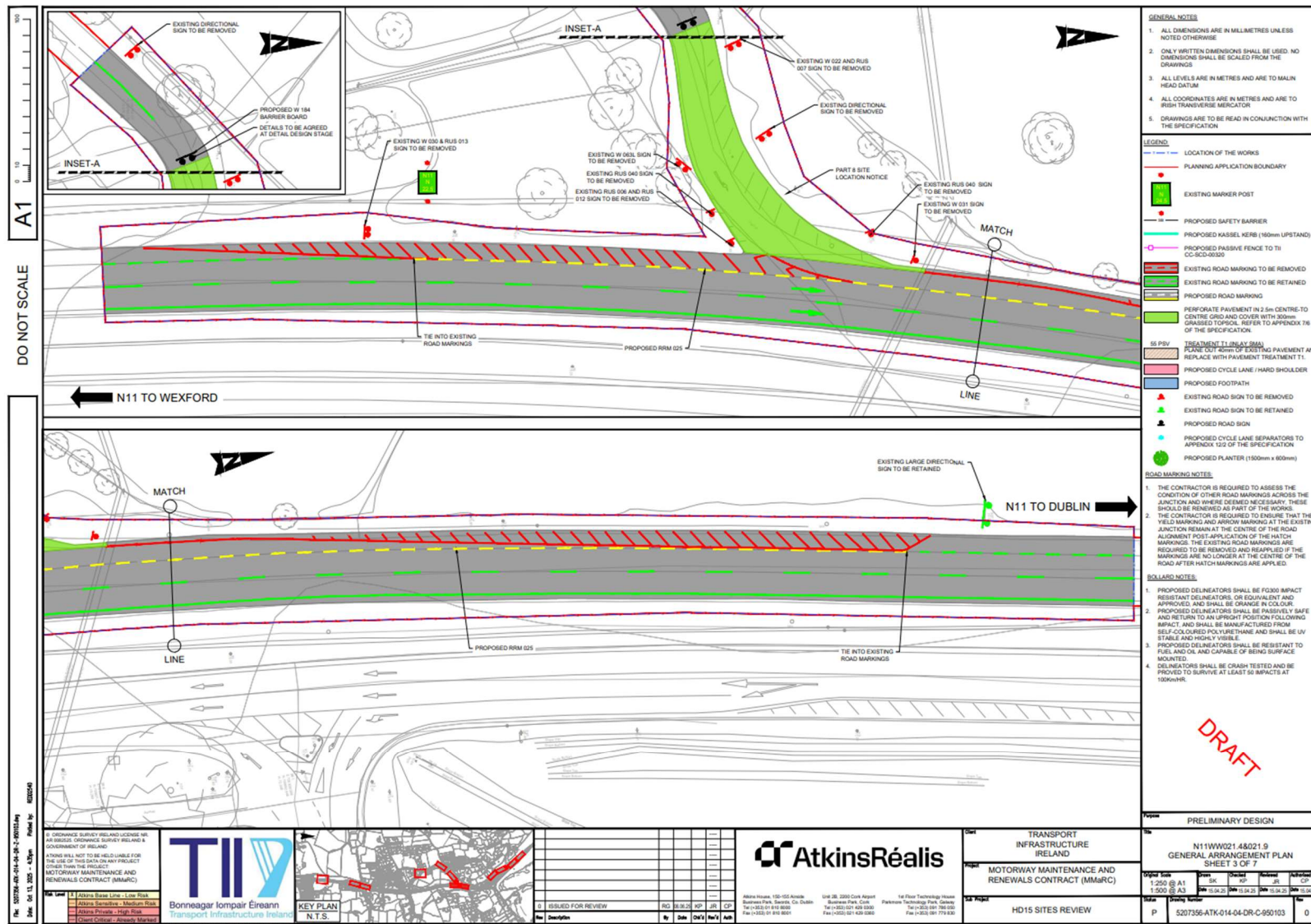


Figure B4: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950103

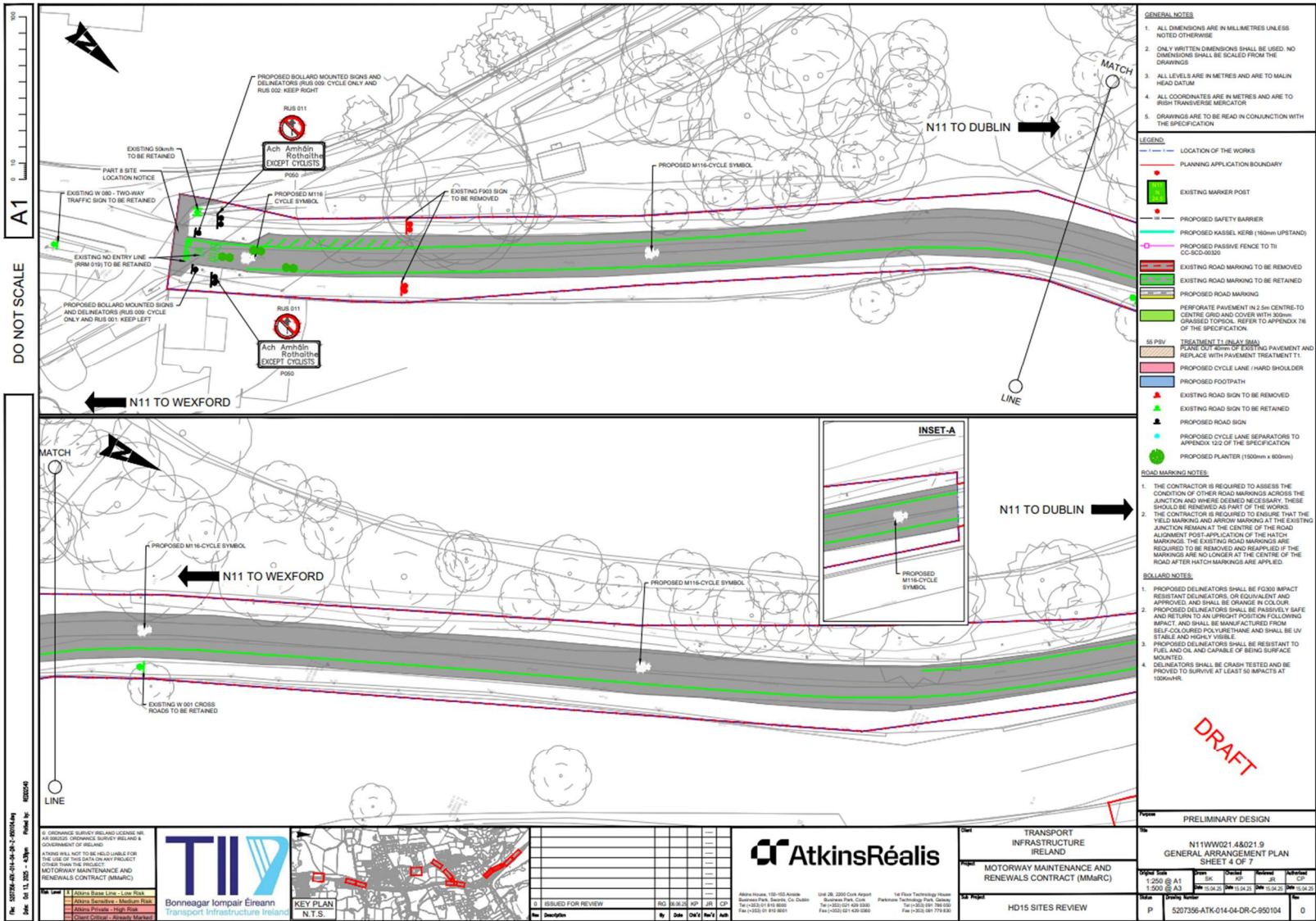


Figure B5: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950104

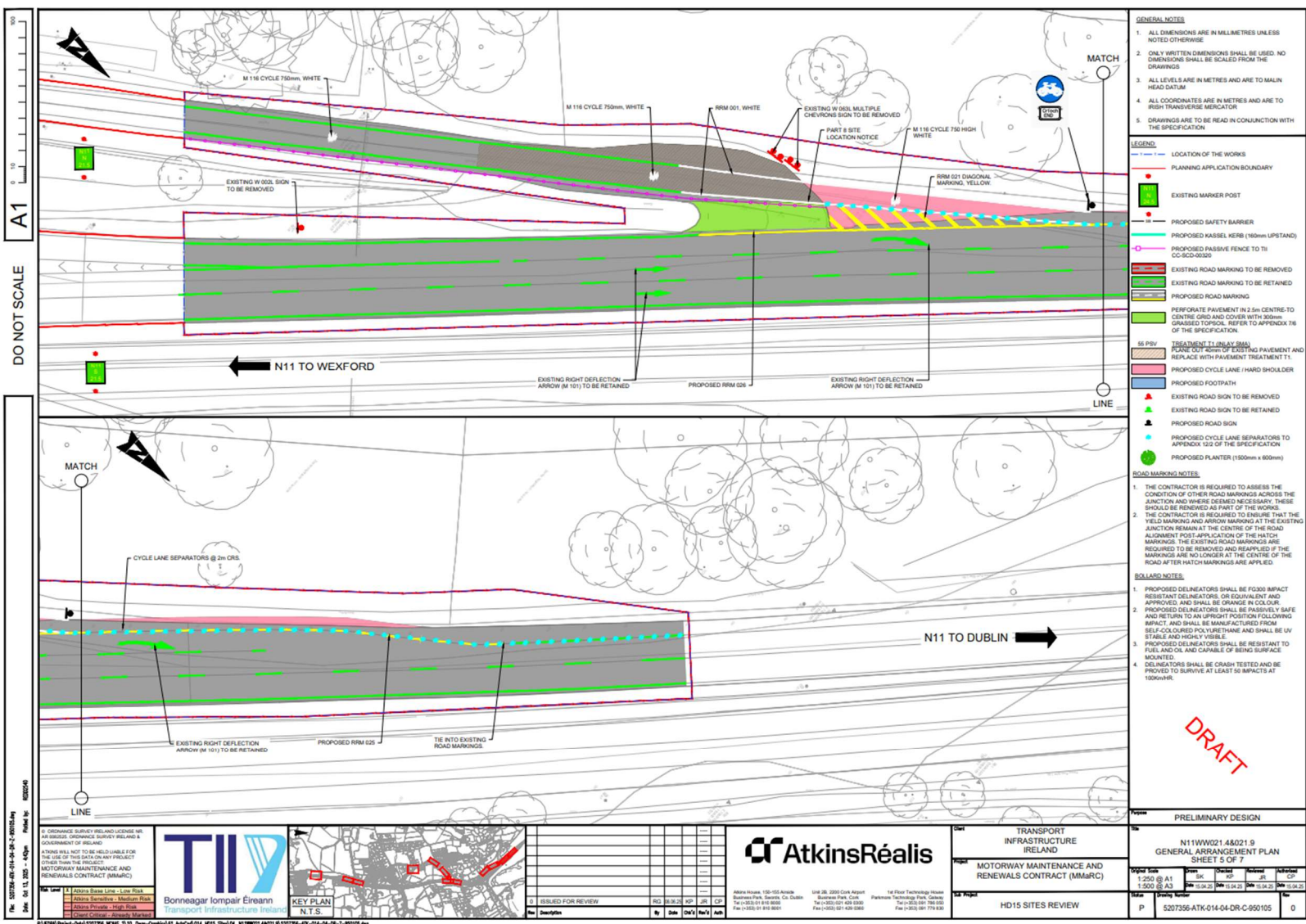


Figure B6: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950105

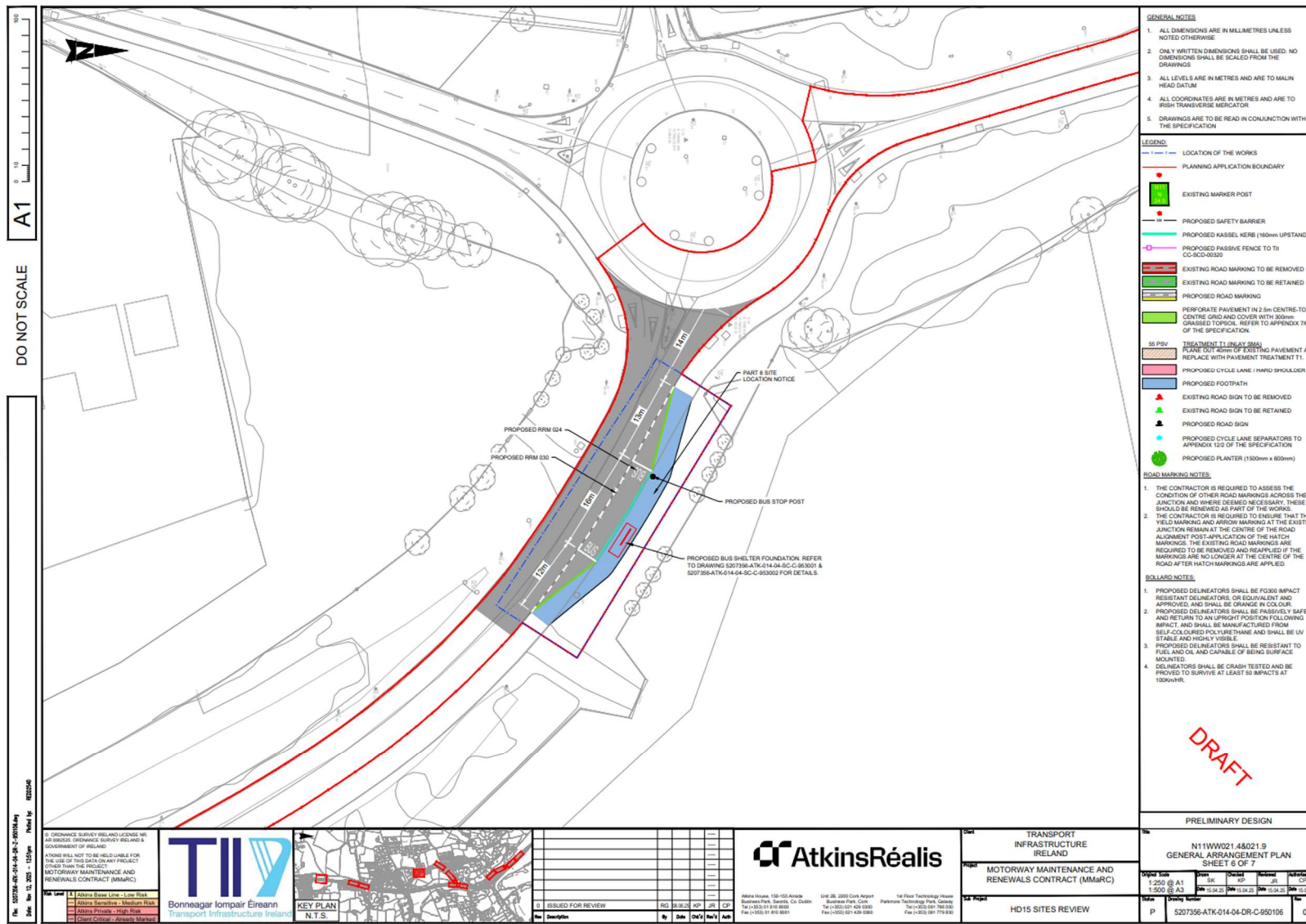


Figure B7: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950106

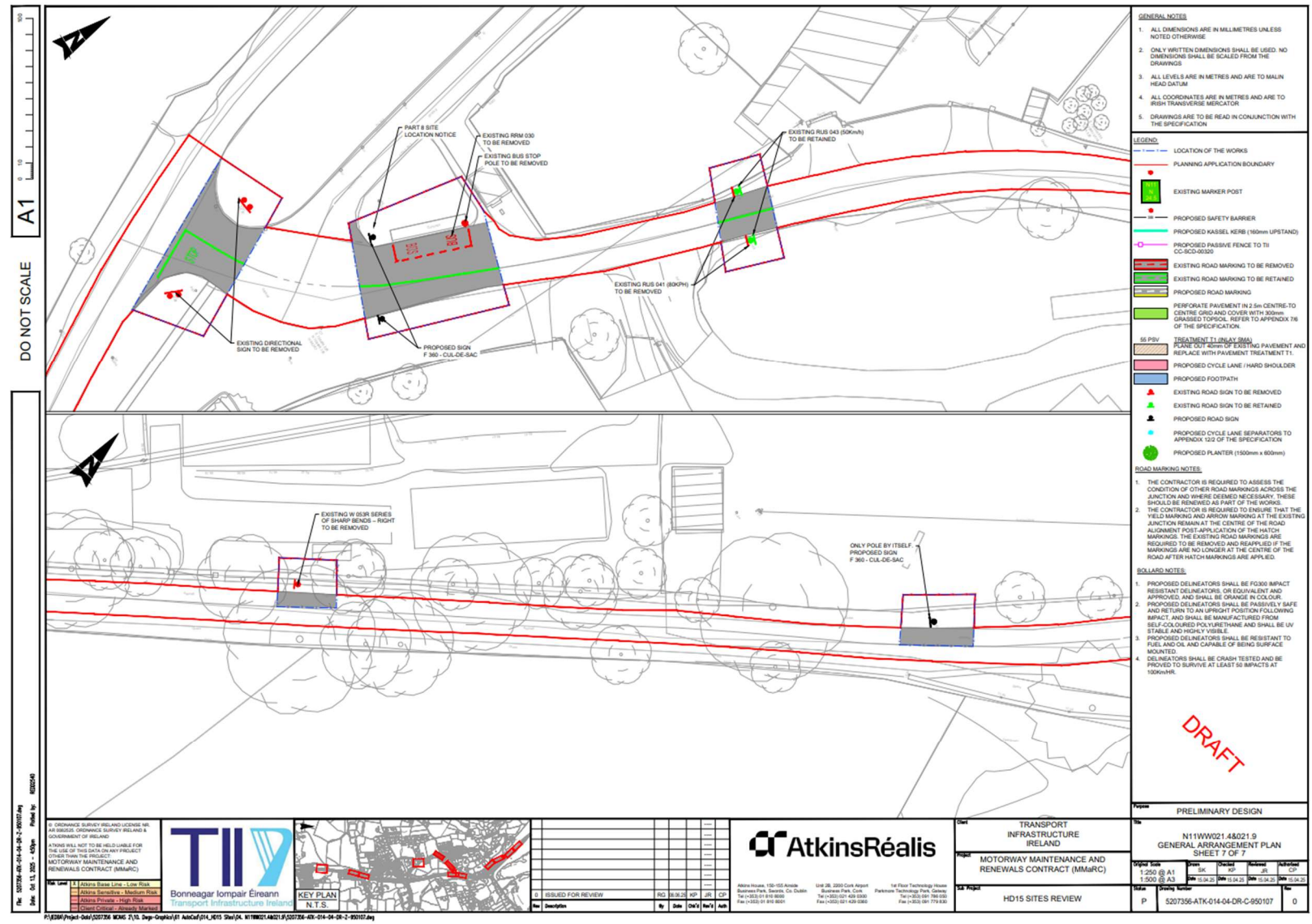


Figure B8: Detailed plan for Proposed Scheme. Drawing number 5207356-ATK-014-04-DR-C-950107

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