

21416-BTL-EN-ZZ-RP-EN-0001\_EIA\_SCREENING



# Convent Road Active Travel Scheme

## Environmental Impact Assessment Screening Report

05 November 2025



Formerly JB Barry Partners who became part of Egis in 2023

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## Document Information

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### GENERAL INFORMATION

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# 1 INTRODUCTION

Egis has prepared an Environmental Impact Assessment (EIA) Screening Report on behalf of Wicklow County Council (WCC) for the Convent Road Active Travel Scheme, here after referred to as the Proposed Project. This report has been prepared in accordance with the applicable provisions of the Environmental Impact Assessment Directive<sup>1</sup>.

This EIA Screening Report has been prepared to assist the relevant authorities in forming an opinion as to whether the Proposed Project should be subject to an Environmental Impact Assessment and, if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of the project. This document also sets out methodology employed to complete the screening exercise and sufficient information to enable the relevant authority, WCC, to undertake the EIA screening assessment in respect of the Proposed Project and to make an EIA Screening determination.

Certain projects, listed in Annex I to the EIA Directive require mandatory EIA, due to those projects always having the potential for significant environmental effects. Other projects which fall below the relevant thresholds for mandatory EIA (i.e., "sub-threshold development") may require EIA if it is considered that the development is likely to have a significant effect on the environment. Significant effects may arise due to the nature of the development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly, sensitive environments.

This screening report has been prepared in accordance with a methodology that is based on the following relevant legislation and guidance documents:

- Environmental Impact Assessment (EIA) - Guidance for Consent Authorities regarding Sub-threshold Development (Department of Environment, Heritage and Local Government (DoEHLG), 2003 – now the Department of Housing, Local Government and Heritage (DoHLGH), 2022);
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DoHLGH, 2018)
- Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA 2022);
- Environmental Impact Assessment of Projects - Guidance on Screening (European Commission, 2017).
- Environmental Impact Assessment Screening - OPR Practice Note PN02 (Office of the Planning Regulator (OPR), 2021);
- Implementation of the EIA Directive 2014/52/EU (European Commission 2018);
- Planning and Development Act 2000 (as amended)
- Planning and Development Regulations 2001 (as amended).
- Roads Act 1993 (as amended).

As set out in the Ministerial Guidelines (DoHLGH, 2018), screening is the initial stage in the EIA process and determines whether or not specified public or private developments are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a development consent application being made. A screening determination is a matter of professional judgement, based on objective information relating to the Proposed Project and its receiving environment. Environmental effects can, in principle, be either positive or negative. For the Proposed Project, the EIA Screening stage involved the review of the Proposed Project against the classes of project set out in Annex I of the EIA Directive. Annex I projects that meet or exceed the thresholds set out therein require mandatory EIA and, as such, there is no screening determination required.

The Proposed Project does not fall under the list of projects identified in Annex I of the EIA Directive. The detailed legislative requirements are presented in Section 3 of this report.

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<sup>1</sup> Directive (2011/92/EU) of the European Parliament and of the Council of 13 December 2011 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 16 April 2014 (hereafter, EIA Directive).

## 2 DESCRIPTION OF PROPOSED PROJECT

### 2.1 Site location and context

Wicklow County Council (WCC), in conjunction with the NTA, are currently working on a series of active travel schemes which aim to provide high quality pedestrian and cycle routes across County Wicklow. It should also be noted that through improvements in cycle routes; pedestrian infrastructure and connectivity is also improved, leading to an increase in Active Travel and the benefits that arise from same. The proposed Convent Road Active Travel Scheme is located in Delgany, County Wicklow, and will compliment road improvement works that are proposed under the Delgany Village Accessibility Scheme. The extents of the Convent Road Active Travel Scheme in relation to the Delgany Village Accessibility Scheme is shown in Figure 2.1.

The proposed site is centred within the village of Delgany and surrounded by urban housing. To the south of the scheme is woodland and the village is bounded by agricultural land. The Site is situated within the Three Trouts Stream\_010 river sub-basin (EU\_CD: IE\_EA\_10T030580). The Three Trouts Stream\_010, a 2nd order watercourse (10T03) is located c. 200m south of the southernmost part of the scheme, it flows eastwards. The watercourse goes east until it reaches the Irish Sea. Topography of the site comprises the highest point being at the northern end of the scheme and the lowest point at the southern.

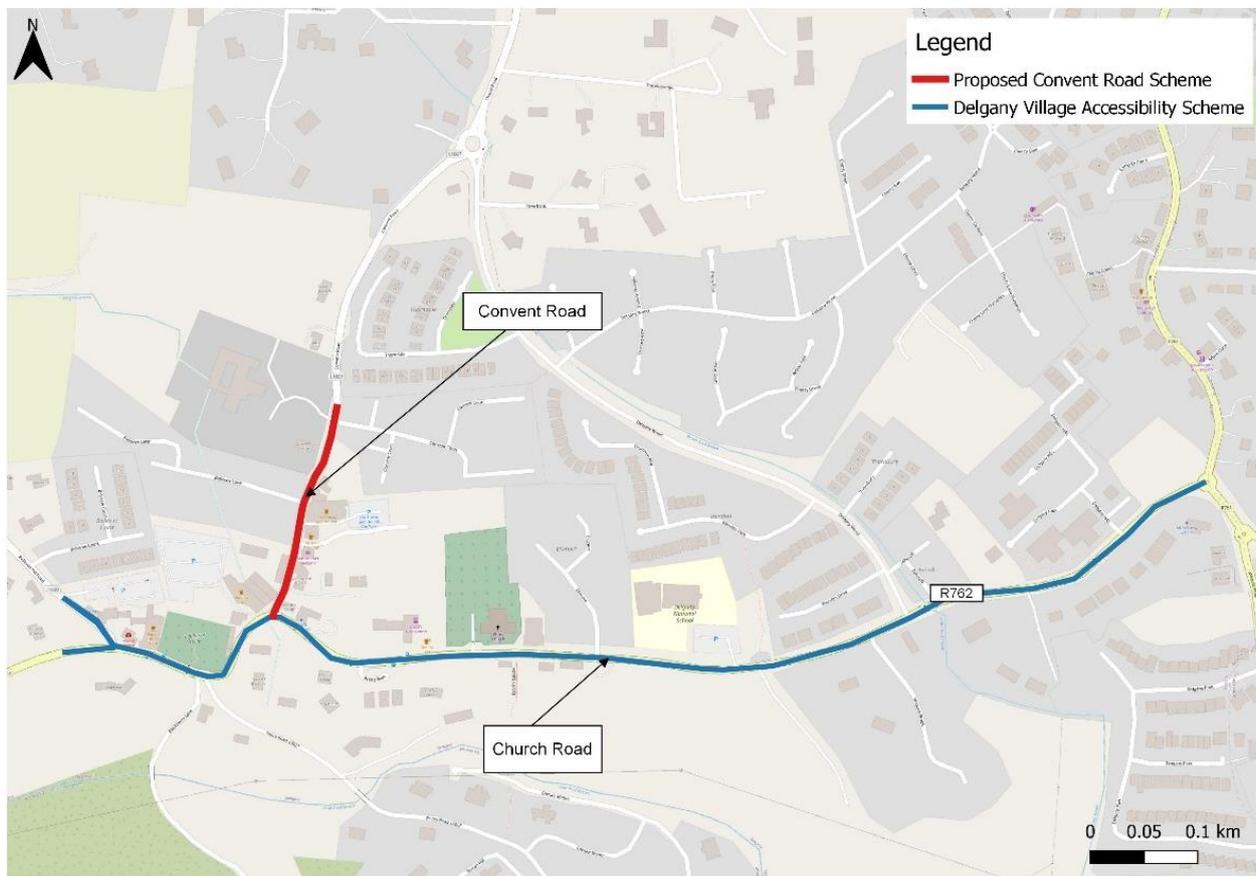


FIGURE 2-1 SCHEME EXTENTS

## 2.2 Policy Context

The Irish Government, National Transport Authority (NTA) and various state agencies are committed to support and enhance cycling as a mode of transport in Ireland and develop cycling infrastructure and networks to achieve these objectives. In January 2023, the Greater Dublin Area (GDA) Cycle Network Plan 2022, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the GDA (including Wicklow County Council) was adopted as part of the GDA Transport Strategy 2022-2042. Its core objective is to ensure investment into cycle infrastructure is made as efficiently as possible, and to help the NTA and Local Authorities within the GDA to better understand what bicycle facilities are currently available, what areas are missing sections, what condition the facilities are in and what improvement measures will be most advantageous to the public. The National Cycle Manual (NCM) defines a cycle network as,

*“a collection of connected routes. Routes are a set of connected links and junctions that follow logical corridors between zones or urban centres. The purpose of the cycle network is to connect the main zones of origin and destination within an urban area and should provide effective through-movement for cyclists. A well-planned cycle network will carry the vast majority of cycle journeys”.*

### 2.2.1 National Policy Context

#### Project Ireland - National Development Plan – 2021 - 2030

The National Development Plan –2021 – 2030 was published in October 2021 and is the most recent in the series of such capital plans adopted since 1988. The National Development Plan (NDP) will drive Ireland's long term economic, environmental, and social progress across all parts of the country over the next two decades and will underpin the successful implementation of the new National Planning Framework (NPF). It will guide national, regional and local planning investment decisions over the coming two decades. The NDP contains expenditure commitments for a range of strategic investment priorities which have been determined by the relevant Departments as central to the delivery of the NPF vision. Within this updated NDP, considerable investment is identified for Active Travel with prioritisation then focussed on Public Transport and finally Private Transport. The plan pledges €360 million a year to support 1,000 km of new and improved walking and cycling infrastructure by 2025, as well as additional investment in greenways. It sets a target of 500,000 extra daily walking, cycling and public transport journeys by 2030.

#### National Planning Framework – Project Ireland 2040

The National Planning Framework (NPF) – Project Ireland 2040 was published in 2018 and provides a framework to guide public and private investment, and to create and promote opportunities, while protecting and enhancing the environment. The NPF sets out the Government's high-level strategic plan for shaping the future growth and development of Ireland out to the year 2040. Its overarching visions are to:

- Develop a new region-focused strategy for managing growth;
- Linking this to a new 10-year investment plan, the Project Ireland 2040, National Development Plan 2018 – 2027 (subsequently superseded by the NDP 2021 – 2030);
- Using state lands for certain strategic purposes;
- Supporting this with strengthened, more environmentally focused planning at local level; and
- Backing the framework up in law with an Independent Office of the Planning Regulator.

The purpose of the NPF is to enable all parts of Ireland, whether rural or urban, to successfully accommodate growth and change, by facilitating a shift towards Ireland's regions and cities other than Dublin, while also recognising Dublin's ongoing key role. The NPF identifies 10 National Strategic Outcomes, as illustrated in Figure 2.2, which are the shared goals and benefits for every community across the country.



**FIGURE 2-2 NATIONAL STRATEGIC OUTCOMES**

Chapter 10 of the NPF establishes more detail on the 10 National Strategic Outcomes, including the following extract which the Scheme would help to achieve:

*That the achievement of Compact Growth is contingent on, inter alia, improving accessibility to and between centres of mass and scale and better integration with their surrounding areas and to ensure a transition to more sustainable modes of travel (walking, cycling, public transport) within an urban context.*

Improved road infrastructure combating urban congestion will support the National Strategic Outcomes as follows:

- Sustainable Mobility – NSO
- This is the provision of safe alternative active travel options such as segregated cycling and walking facilities which can help alleviate congestion and meet climate action objectives by providing viable alternatives and connectivity with existing public transport infrastructure.
- Enhanced Amenity and Heritage – NSO7
- This will ensure the town can offer a good quality of life through a well-designed public realm which includes public spaces, parks and streets, as well as sustainable transport networks.
- Transition to a Low-Carbon and Climate-Resilient Society – NSO8
- Encouraging a significant modal shift through greater levels of investment and further development of meaningful alternatives to private car uses through the provision of new urban cycling and walking routes which will provide additional sustainable travel options to complement increased capacity and faster, higher quality public transport in our main cities.

### 2.2.1.1 Climate Action Plan 2024 (CAP24)

The Climate Action Plan 2024 (CAP24) is the third annual update to Ireland's Climate Action Plan. The purpose of the Climate Action Plan is to lay out a roadmap of actions which will ultimately lead us to meeting our national climate objective of pursuing and achieving, by no later than the end of the year 2050, the transition to a climate resilient, biodiversity rich, environmentally sustainable and climate neutral economy. It aligns with the legally binding economy-wide carbon budgets and sectoral emissions ceilings that were

agreed by Government in July 2022. This plan is the first to be prepared under the Climate Action and Low Carbon Development (Amendment) Act 2021. It follows the introduction in 2022, of economy-wide carbon budgets and sectoral emissions ceilings. The Climate Action Plan 2024 will reduce transport emissions by adopting the Avoid-Shift-Improve approach: reducing or avoiding the need to travel, shifting to public transport, walking and cycling and improving the energy efficiency of vehicles.

The Convent Road Active Travel Scheme will support the objective by increasing the number of cyclists and pedestrians through a comprehensive cycling network.

### National Investment Framework for Transport in Ireland (NIFTI)

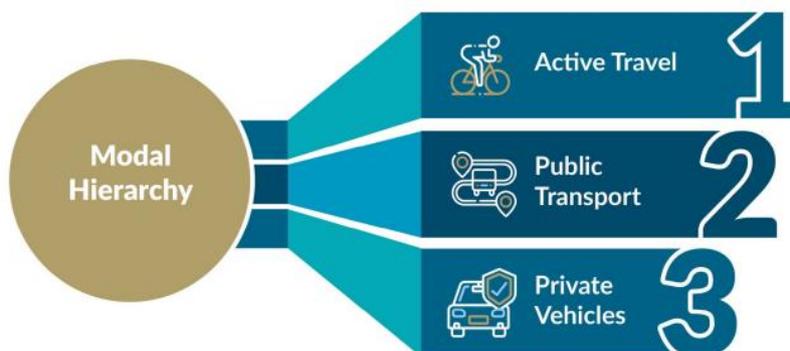
The Department of Transport’s National Investment Framework for Transport in Ireland (NIFTI) was published in December 2021. NIFTI sets out clear principles for the consideration of future transport investment and is closely aligned with key Government policy priorities and commitments, such as the Climate Action Plan and the National Development Plan. Transport investment is a significant driver of population and settlement patterns. NIFTI seeks to ensure that the transport sector is closely aligned with the development targets set out in the National Planning Framework, including more compact urban growth and balanced regional development.

This new framework replaces the previous Strategic Investment Framework for Land Transport (SIFLT), which was published by the Department of Transport in 2015. NIFTI establishes four strategic investment priorities to address the transport challenges ahead. These priorities, which have equal weighting in the framework, include Decarbonisation, Protection and Renewal, Mobility of People and Goods in Urban Areas, and Enhanced Regional and Rural Connectivity, as shown in Figure 2.3 below.



**FIGURE 2-3 NIFTI INVESTMENT PRIORITIES**

Decarbonising the transport sector is an urgent priority in the context of Ireland’s climate change targets and NIFTI recognises the importance of this challenge by setting out to prioritise sustainable modes of Active Travel and Public Transport over less sustainable modes such as the private car, see Figure 2.4.



**FIGURE 2-4 NIFTI MODAL HIERARCHY**

NIFTI has developed a hierarchy of four intervention types to make best use of the existing asset and to ensure that investment is proportionate to the problem identified, see Figure 2.5.



**FIGURE 2-5 NIFTI INTERVENTION HIERARCHY**

Maintaining the existing transport network will be given first priority, followed by maximising the value of the network through optimising its use. Infrastructural investments will only be considered after these two categories have been assessed as inappropriate for the identified problem, with upgrades to existing infrastructure to be considered before new infrastructure.

Based on the proposed outcomes of the framework, it is considered that the Convent Road Active Travel Scheme will align with and support the objectives of NIFTI. The proposed Scheme seeks to provide a high-quality infrastructural improvement to the existing network, which will improve accessibility and safety in the Study Area. In addition, the proposed Scheme seeks to support the economy, communities, sustainable low-carbon public transport, with the minimisation of environmental impacts.

### **Sustainable Mobility Policy**

The Sustainable Mobility Policy, published in April 2022, builds on and replaces the existing sectoral policy documents that were published in 2009: Smarter Travel – A Sustainable Transport Future 2009 – 2020, and the National Cycle Policy Framework. The core purpose of the forthcoming sustainable mobility policy is to get people out of private cars and to use public transport, bicycles or walk by focussing on making active travel or public transport the most attractive option for travel.

The sustainable mobility policy is centred around three guiding principles:

- **Safe and Green Mobility** which sets out actions to ensure mobility safety, expand on sustainable mobility in rural and regional areas and encourage people to choose sustainable mobility over the private car.
- **People Focused Mobility** which sets out how to make sustainable mobility options accessible to everyone, particularly people with reduced mobility.
- **Better Integrated Mobility** which looks at better integrated sustainable transport and land-use planning, as well as examining smart transport solutions.

It is considered that the Convent Road Active Travel Scheme will support the objectives of the Sustainable Mobility Policy by improving mobility safety and encouraging people to choose sustainable mobility over the private car.

### **Town Centre First Policy**

In February 2022, the Government published the 'Town Centre First' policy. Aligned with the NPF, this policy aims to tackle vacancy, dereliction and to revitalise town centres making them more attractive places to live, work, socialise and run a business. In relation to public realm and transport modes, the Town Centre First policy recognises that successful places:

- Are characterised by an attractive public realm (streets, spaces and parks) that is designed to invite people to meet, mingle and dwell.
- Are well connected and accessible to sustainable modes of transport, enabling a high proportion of journeys to be made by foot and /or bicycle from the immediate hinterland (e.g. the '10 minute town' concept);
- Manage traffic within central areas so that streets prioritise vulnerable users (pedestrians and cyclists), enabling them to move about safely and in comfort.

### **Road Safety Authority (RSA), Road Safety Strategy, 2021 - 2030**

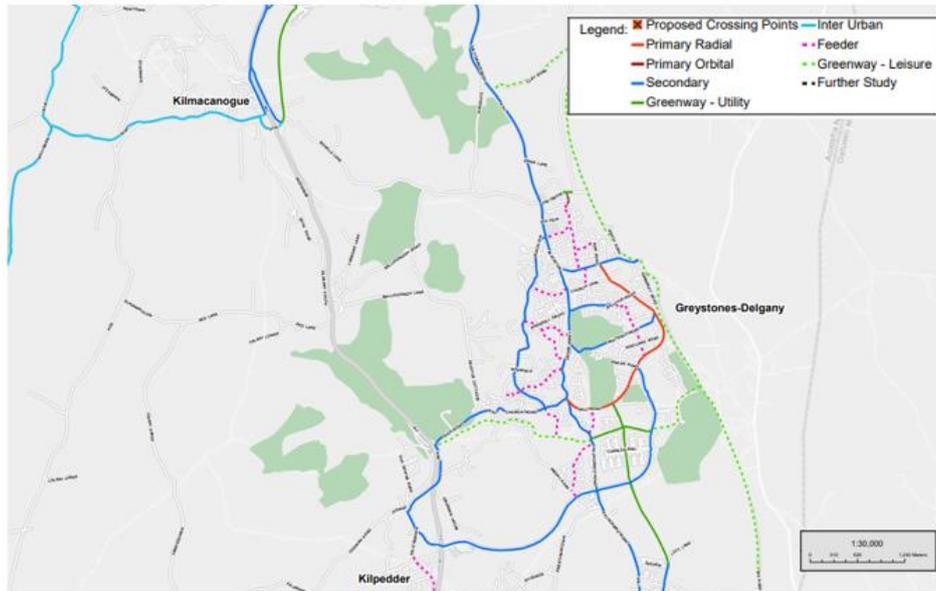
The Road Safety Strategy seeks to reduce the number of fatalities and injuries on our roads through a number of specific objectives covering the areas of road safety education, enforcement, and engineering. The primary target of the 2021 – 2030 Strategy is to "reduce deaths and serious injuries by 50% by 2030".

With regard to engineering, it acknowledges that there are frequent issues raised by road users in relation to unsatisfactory road design including cycle lane and junction design. The proposed development of the Convent Road Active Travel Scheme addresses this area of concern through the provision of high-quality, coherent off-road cycle facilities that provide a significantly improved level of segregation within the proposed development. The revised junction layouts provide an improved operating environment for vehicular traffic and the proposed design seeks to address the causes of previous road accidents that have taken place within the extents of the proposed development over years.

## **2.2.2 Regional Policy Context**

### **Greater Dublin Area Cycle Network Plan**

The Irish Government, National Transport Authority (NTA) and various state agencies are committed to support and enhance cycling as a mode of transport in Ireland and develop cycling infrastructure and networks to achieve these objectives. In January 2023, the Greater Dublin Area (GDA) Cycle Network Plan, consisting of the Urban Network, Inter-Urban Network and Green Route Network for each of the seven Local Authority areas comprising the GDA (including Wicklow County Council) was adopted as part of the GDA Transport Strategy 2022-2042. Its core objective is to ensure investment into cycle infrastructure is made as efficiently as possible, and to help the NTA and Local Authorities within the GDA to better understand what bicycle facilities are currently available, what areas are missing sections, what condition the facilities are in and what improvement measures will be most advantageous to the public. The National Cycle Manual (NCM) defines a cycle network as "a collection of connected routes. Routes are a set of connected links and junctions that follow logical corridors between zones or urban centres. The purpose of the cycle network is to connect the main zones of origin and destination within an urban area and should provide effective through-movement for cyclists. A well-planned cycle network will carry the vast majority of cycle journeys". Wicklow County Council, in conjunction with the NTA are currently working on a number of cycle routes through the area, these works form part of the NTA's GDA Cycle Network Plan.



**FIGURE 2-6 GDA CYCLE NETWORK PLAN**

The Proposed Scheme supports two objectives of the Strategy: An Enhanced Natural and Built Environment; and Connected Communities and Better Quality of Life. The Proposed Scheme will aid in creating a better environment by enabling reduced car dependency and increasing opportunities for walking and cycling and thus enhancing quality of life.

**The National Cycle Network Plan**

The National Cycle Network Plan was published by TII 10 January 2024. Greystones-Delgany is identified in the plan as a node as seen in Figure 2.7. The plan includes various links, and notes that the corridor would support an enhancement of accessibility to services and facilities by active travel modes, promoting social inclusion and the quality of life of residents and supporting health and wellbeing, and that the corridor also has the potential to bring benefits for the visitor economy along the corridor and support community vitality.



**FIGURE 2-7 EXCERPT FROM NATIONAL CYCLE NETWORK PLAN**

## Safe Routes to School Programme (SRTS)

The SRTS Programme was developed in partnership with the NTA and Green-Schools in 2020 as a response to the need to support schools to increase walking and cycling to school. The programme is underpinned by National Design Standards and Guidance such as DMURS, the NCM, Traffic Management Guidelines and Designing Streets for Kids documents.

The fundamental aims of the program are the following:

- Improve safety at the school gate by providing 'front of school' treatments to alleviate congestion and improve access.
- Improve access routes to school by improving walking and cycling infrastructure; and
- Increase the number of students who cycle to school by expanding the amount of cycle parking.

The four core justifications for the programme include the following:

- **Road Safety:** 37% of cases of child mortality are as a result of road traffic collisions.
- **Air Quality:** An estimate 1300 premature deaths per annum can be caused by air pollution in Ireland.
- **Mode Share:** 60% of children are driven to school. 3 times the amount when compared to the previous generation.
- **Inactivity and Obesity:** 1 in 5 children in Ireland are identified as overweight or obese.

### 2.2.3 Local Policy Context

#### Wicklow County Development Plan 2022-2028

The Wicklow County Development Plan 2022-2028 sets out the overall strategy for the proper planning and sustainable development of County Wicklow for the plan period and beyond. The Development Plan includes a number of objectives to improve existing and provide additional cycling facilities within the county. The objectives relevant to the Proposed Scheme are listed below:

*"CPO 12.11 - To improve existing or provide new pedestrian and cycling infrastructure of the highest standards on existing public roads, as funding and site constraints allow."*

*"CPO 12.13 - To facilitate the development of pedestrian and cycle linkages through and between new and existing developments to improve permeability and provide shorter, more direct routes to schools, public transport, local services and amenities while ensuring that personal safety, particularly at night time, is of the utmost priority."*

*"CPO 12.14 - To facilitate the implementation of local projects which support pedestrian and cyclist permeability, safety and access to schools and public transport."*

*"CPO 12.15 To support the improvement / development of the inter-urban, strategic pedestrian and cycle route projects as may be identified in Wicklow County Council's Sustainable Transport Plan, as may be amended and updated during the life of the plan."*

*"CPO 12.16 - To facilitate and drive the significant improvement of the County's cycle network as set out in the National Cycle Plan, the NTA Greater Dublin Area Cycle Network Plan, and Wicklow County Council's Sustainable Transport Plan and strive to implement existing and prepare further, local cycle network plans."*

*"CPO 12.21 - ...To encourage the improvement of bicycle parking facilities at all transport interchanges..."*

#### Greystone-Delgany and Kilcoole Local Area Plan 2013-2019

The Greystones-Delgany & Kilcoole Local Area Plan 2013 - 2019 is the existing plan for the local area. The Local Area Plan includes a number of objectives to improve existing and provide additional cycling facilities within the district.

*TOUR3: To support and facilitate, in co-operation with the relevant bodies, the formalisation of a coastal walkway between Greystones-Delgany and Kilcoole and the development of a coastal cycle route. Any such proposal would be subject to appropriate assessment requirements in accordance with the Habitats Directive. No development shall be permitted that would have adverse impacts (directly, indirectly or cumulatively) on the conservation objectives of Natura 2000 sites.*

*TS8(iii): the improvement/upgrading of existing roads, including for example new footpaths/cycleways, public lighting, road realignments/ widening, re-surfacing etc., within the lifetime of the plan*

*TS11: To provide for the development of sustainable modes of transportation within the plan area including public transport, walking and cycling, in particular to provide high quality pedestrian and bicycle links between residential areas and retail, recreational and educational facilities.*

## **2.3 Overview of the Proposed Scheme**

The aim of this scheme is to improve accessibility on Convent Road with a particular focus on pedestrians, vulnerable road users and cyclists along Convent Road in Delgany Co Wicklow. The provision of new and improved cycle and pedestrian facilities will reduce journey times and provide safer facilities. This will encourage a modal shift to more sustainable modes of transport.

The proposed layout will make Convent Road access only for general traffic by introducing a modal filter at the northern end of the scheme, just north of the junction with Convent Court. This will prevent through traffic from using Convent Road and reduce traffic volumes by approx. 90%. Cyclists and pedestrians will be able to pass through the modal filter and can continue to use Convent Rd as a through route. Widened footpaths will be provided along both edges of the road and kerb lines will be amended as required. There will be one parking space allocated for disabled parking, along with four regular car parking spaces, located along the western edge of the road. A 12m loading bay will be provided at the southern end of the scheme. Raised table pedestrian crossings have been included at various points and across side roads. Landscaped areas have been detailed at points where space allows. Typical widths in this layout allow for 1.8m wide footpaths either side of a 5m wide 2-way carriageway, which is in line with standards. However note there are short sections where the footpaths are reduced to a minimum of 1.5m where there are particular space constraints, these are present for less than 20m total length throughout the scheme. The entire scheme will be constructed within the existing public area, meaning that no additional land will be acquired for the construction, and existing trees will be retained. There is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Existing road gullies will be decommissioned where they are no longer aligned with kerbs where required. New gullies and connections will be required in areas where the alignment has changed. The existing public lighting will remain in place.

The construction methodology for the Proposed Scheme is described in further detail in Section 5.1.

## 3 LEGISLATIVE CONTEXT

### 3.1 Introduction

Environmental Impact Assessment is the process for anticipating the effects (both positive and negative) from a proposed scheme or project on various environmental receptors. If the anticipated effects are unacceptable, design measures or other relevant mitigation measures can be taken to reduce or avoid those effects. The Environmental Impact Assessment Report is the output which records the details of this assessment.

One of the earliest phases in planning a project such as the Convent Road Active Travel Scheme is to determine whether the Proposed Project should be subject to Environmental Impact Assessment (EIA). This phase is called 'Screening'. The overriding consideration in determining whether a project should be subject to EIA is the likelihood of significant environmental effects. Significant effects may arise by virtue of the type of project, the scale or extent of the project and the location of the project in relation to sensitive environments.

In screening a project or development for EIA, the process will take place within a legislative framework, as set out by the EIA Directive and National Legislation.

The first step in the EIA Screening process is to determine if an EIA needs to be undertaken or not. An initial determination establishes whether the proposal is a 'project' as understood by the Directive, i.e., does it comprise development, works or activity, as defined in the relevant Irish legislation. The relevant classes of developments that require an EIA are set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended). The requirements for EIA are derived from the EIA Directive and the national legislative framework for EIA, as discussed further.

### 3.2 EIA Directive

EIA requirements derive from EU Directive 2014/52/EU, known as the EIA Directive, it amends the previous directive (2011/92/EU) on the assessment of the effects of certain public and private projects on the environment. It is defined under Article 1(2)(g) as follows:

*"Environmental impact assessment means a process consisting of:*

- i) the preparation of an environmental impact assessment report by the developer, as referred to in Article 5(1) and (2);*
- ii) the carrying out of consultations as referred to in Article 6 and, where relevant, Article 7;*
- iii) the examination by the competent authority of the information presented in the environmental impact assessment report and any supplementary information provided, where necessary, by the developer in accordance with Article 5(3), and any relevant information received through the consultations under Articles 6 and 7;*
- iv) the reasoned conclusion by the competent authority on the significant effects of the project on the environment, taking into account the results of the examination referred to in point (iii) and, where appropriate, its own supplementary examination; and*
- the integration of the competent authority's reasoned conclusion into any of the decisions referred to in Article 8a."*

Article 4(1) and Annex I of the EIA Directive lists projects for which an EIA is mandatory, whereas Article 4(2) and Annex II lists project types for which EIA may be required. For Annex II projects, Member States may set national thresholds and/or examine such projects on a case-by-case basis.

For road schemes in Ireland, the list of projects is set out in Planning and Development Act 2000 (as amended) and Roads Act 1993 (as amended), as discussed in Section 3.3 and 3.4.

Criteria to determine whether projects listed in Annex II should be subject to an EIA are set out in Article 4(3) and Annex III of the directive and include the characteristics of projects, the location of projects, and the type and characteristics of the potential impact.

The EIA Directive in Article 4(4) strengthened screening procedures to determine whether an EIA is required in respect of development consent proposals. In this regard, there are new requirements on the information to be provided by the developer to the competent authority for the purposes of a screening determination (Annex IIA of the Directive) and expanded selection criteria to be used by the competent authority in making a screening determination (Annex III). Where a structured screening determination on the foregoing basis is not required, it will be necessary, in the case of each planning application or appeal, for the competent authority to conclude, based on a preliminary examination, that there is no real likelihood of significant effects on the environment arising from the Proposed Project.

### 3.3 Planning and Development Act and Planning and Development Regulations

The EIA Directive has been transposed into Irish law under the Planning and Development Act, 2000, as amended and the associated Planning and Development Regulations 2001, as amended and European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

Section 172 of the Planning and Development Act 2000, as amended, sets out the requirement for EIA. The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are transposed from Annex I and II of the Directive and set out in Schedule 5 of the Planning and Development Regulations 2001, as amended. Under the legislation, all projects can be placed into one of the following categories with regard to the EIA process:

- Those that exceed the thresholds set out in the legislation and therefore have a mandatory requirement to prepare an EIAR.
- Those projects that are sub-threshold must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the environment; and
- Projects that fall under Annex II (13) (a) of the EIA Directive where any change or extension of projects listed in Annex I or Annex II, already authorised, executed or in the process of being executed.

The information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA is set out in Schedules 7 and 7A of the Planning and Development Regulations 2001, as amended.

### 3.4 National Legislative Framework for EIA

The EIA Directive has been transposed into Irish legislation by the Planning and Development Act 2000 (as amended) (hereafter referred to as 'the Act') and Planning and Development Regulations 2001 (as amended) (hereafter referred to as 'the Regulations'). Section 172(1) of the Act sets out the statutory basis for the requirements for Environmental Impact Assessment. It provides as follows:

*"An environmental impact assessment shall be carried out by the planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either—*

*(a) the proposed development would be of a class specified in—*

*(i) Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either—*

*(I) such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or*

*(II) no quantity, area or other limit is specified in that Part in respect of the development concerned,*

or

- (ii) Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either—
- (I) such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified in that Part, or
  - (II) no quantity, area or other limit is specified in that Part in respect of the development concerned,

or

(b)(i) the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not equal or exceed, as the case may be, the relevant quantity, area or other limit specified in that Part, and

(ii) it is concluded, determined or decided, as the case may be, —

- (I) by a planning authority, in exercise of the powers conferred on it by this Act or the Planning and Development Regulations 2001 (S.I. No. 600 of 2001),
- (II) by the Board, in exercise of the powers conferred on it by this Act or those regulations,
- (III) by a local authority in exercise of the powers conferred on it by regulation 120 of those regulations,
- (IV) by a State authority, in exercise of the powers conferred on it by regulation 123A of those regulations,
- (V) in accordance with section 13A of the Foreshore Act, by the appropriate Minister (within the meaning of that Act), or
- (VI) by the Minister for Communications, Climate Action and Environment, in exercise of the powers conferred on him or her by section 8A of the Minerals Development Act 1940,

that the proposed development is likely to have a significant effect on the environment.”

The EIA Directive is transposed into Irish Legislation, in the context of road schemes, through the enactment of the European Union (Planning and Development) (Roads Act 1993) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) (hereafter referred to as the EIA Regulations 2018), which came into effect from 1st September 2018. Projects for which an EIA is mandatory under Annex I of the Directive have been listed under Part 1 of Schedule 5 to the Planning and Development Regulations. Similarly, Part 2 of Schedule 5 outlines thresholds for other projects which also require EIA, as per Annex II of the Directive.

Projects requiring Environmental Impact Assessment are transposed from the EIA Directive into Irish Legislation through Section 172 of the Act. An initial determination is to be undertaken to examine whether the proposal is a project as understood by this transposition of the directive. If a Proposed Scheme is not of a type covered, there is no statutory requirement for it to be subject to Environmental Impact Assessment. In determining if the Proposed Project is of a ‘type’ it is also necessary to go beyond the general description of the project and to consider the component parts of the project and/or any processes arising from it.

Furthermore, the current requirements for EIA are set out in Part IV of the Roads Act, 1993 (as amended), and Part V of the Roads Regulations, 1994 - 2019 (S.I. No. 119 of 1994). In particular, sections 50 and 51 of the Act (as amended) deal with EIA. These sections have been amended through the European Communities (EIA) Regulations, the Planning and Development Acts, and the Roads Act. Consequently, the project should be screened to determine whether the project falls within the scope of or exceeds the thresholds set out in the legislation.

### 3.5 Mandatory EIA

For road schemes, the legislative process of ascertaining whether a project or development requires an EIA is determined by reference to mandatory and discretionary provisions set out in the Roads Act 1993; Roads Regulations 1994; EIA (Amendment) Regulations 1999; Planning and Development Act 2000 (as amended); Planning and Development Regulations 2001 (as amended); Planning and Development (Strategic Infrastructure) Act 2006; Roads Act 1993 (as amended); and European Communities (Birds and Natural Habitats) Regulations 2011 (as amended).

The following table summarises the legislative context where an Environmental Impact Assessment is mandatory for a road scheme.

**TABLE 3-1: SUMMARY OF LEGISLATIVE REQUIREMENTS FOR EIA SCREENING**

Road Projects where an EIA is Mandatory		Regulatory Reference
(1) Construction of a motorway.		S. 50(1)(a)(i) of the Roads Act, 1993 (as amended)
(2) Construction of a busway.		S. 50(1)(a)(ii) of the Roads Act, 1993 (as amended)
(3) Construction of a service area.		S. 50(1)(a)(iii) of the Roads Act, 1993 (as amended)
(4) Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, namely:	The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
	The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Part V Environmental Impact Assessment)
(5) If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.		S. 50(1)(b) of the Roads Act, 1993 (as amended)
(6) Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.		S. 50(1)(c) of the Roads Act, 1993 (as amended)

7) Where a proposed development (other than development to which paragraph (a) applies, 1 to 4 above) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)	S. 50(1)(d) of the Roads Act, 1993 (as amended) as amended by the European Union (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011), reg. 56(7)(a) and reg. 56(7)(b)
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act, 1976 (No. 39 of 1976)	
	(vi) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act, 1976 (No. 39 of 1976)	
	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000.	
If the road authority considers that significant environmental effects are likely, it shall inform ABP in accordance with section 50(1)(c).		

The Proposed Scheme is not considered to have a mandatory requirement for an EIA as it does not satisfy the criteria described in Table 3.1 above, and it does not meet any of the criteria listed under Part 1 or 2 of Schedule 5 of the Regulations. These regulations have been amended to set out the updated criteria in accordance with the requirements of the EIA Directive.

The Proposed Scheme is a sub-threshold development since it falls below the relevant thresholds for mandatory EIA. It should be noted that the overriding consideration in determining whether a project should be subject to EIA is the likelihood of significant environmental effects.

Sub-threshold projects in Schedule 5 Part 2 of the Planning and Development Regulations 2001, as amended, require screening for EIA, except in cases where the likelihood of significant effects can be readily excluded. As a result of this, under the precautionary principle the proposed project is subject to screening herein. Section 50(1)(c) of the Roads Act and Schedule 7 of the Regulations sets out the screening criteria for determining whether development listed on Part 2 of Schedule 5 should be subject to an EIA.

The term “sub-threshold development” means development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development. Sub-threshold development should be screened with regard to the requirements set out in Schedule 7A of the Regulations.

The requirement for “sub-threshold” EIA Screening is addressed below.

### 3.6 EIA Screening Criteria for Sub-Threshold Development

Section 120 of the Planning & Development Regulations (as amended) sets out the obligation of the Local Authority to determine the requirements for a subthreshold development EIAR. This report also satisfies the requirements of Section 120 of the Regulations with regard to the requirements for the provision of the information as specified in Schedule 7A for the purposes of a screening determination.

Schedule 7 and 7A of the Planning and Development Regulations 2001, as amended, sets out the information to be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment. This comprises:

1. *“A description of the proposed development, including in particular—*
  - (a) *a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and*

- (b) a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.*
2. *A description of the aspects of the environment likely to be significantly affected by the proposed development.*
  3. *A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—*
    - (a) the expected residues and emissions and the production of waste, where relevant, and*
    - (b) the use of natural resources, in particular soil, land, water and biodiversity.*
  4. *The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7."*

The information as set out above shall take into account the criteria set out in Schedule 7 which provides a list of criteria for determining whether developments listed in Part 2 of Schedule 5 should be subject to an environmental impact assessment.

The assessment of the criteria set out in Schedule 7 provides the description and assessment of any likely significant effects from the Proposed Project. The Schedule 7 criteria are grouped under three headings as follows:

- 1) Characteristics of the Proposed Project
- 2) Location of Proposed Project
- 3) Characteristics of Potential Impacts

Each of the above groupings includes a number of criteria for consideration. The assessment of the likelihood of significant environmental effects is based on the overall consideration of all criteria and requires clear and rational judgment. The DoEHLG Guidance Document 'Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development' states that: 'those responsible for making the decision must exercise their best professional judgment, taking account of considerations such as the nature and size of the Proposed Project, the environmental sensitivity of the area and the nature of the potential effects of the development. In general, it is not intended that special studies or technical evaluations will be necessary for the purpose of making a decision.' The Schedule 7 criteria to be reviewed are discussed in more detail, with reference to the Proposed Project, in the following subsections. The screening questions are based on the criteria listed under each grouped heading in Schedule 7.

Annex III includes:

### ***"1. Characteristics of projects***

*The characteristics of projects must be considered, with particular regard to:*

- (a) the size and design of the whole project;*
- (b) cumulation with other existing and/or approved projects;*
- (c) the use of natural resources, in particular land, soil, water and biodiversity;*
- (d) the production of waste;*
- (e) pollution and nuisances;*
- (f) 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;*
- (g) the risks to human health (for example due to water contamination or air pollution).*

### ***2. Location of Projects***

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

- (a) the existing and approved land use;
- (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
- (c) the absorption capacity of the natural environment, paying particular attention to the following areas:
- (i) wetlands, riparian areas, river mouths;
  - (ii) coastal zones and the marine environment;
  - (iii) mountain and forest areas;
  - (iv) nature reserves and parks;
  - (v) areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;
  - (vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;
  - (vii) densely populated areas;
  - (viii) landscapes and sites of historical, cultural or archaeological significance.

### **3. Type and characteristics of the potential impact**

The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account:

- (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);
- (b) the nature of the impact;
- (c) the transboundary nature of the impact;
- (d) the intensity and complexity of the impact;
- (e) the probability of the impact;
- (f) the expected onset, duration, frequency and reversibility of the impact;
- (g) the cumulation of the impact with the impact of other existing and/or approved projects;
- (h) the possibility of effectively reducing the impact."

### **3.7 Guidance**

Certain projects, listed in Annex I of the EIA Directive require mandatory EIA, due to those projects always having the potential for significant environmental effects. Other projects which fall below the relevant thresholds for mandatory EIA (i.e., "sub-threshold development") may require EIA if it is considered that the development is likely to have a significant effect on the environment. Significant effects may arise due to the nature of the development, its scale or extent and its location in relation to the characteristics of the receiving area, particularly, sensitive environments. This report documents the methodology employed to prepare this EIA Screening Report, having regard to and applying the relevant legislation and guidance documents, including:

- Environmental Impact Assessment (EIA) - Guidance for Consent Authorities regarding Sub-threshold Development (Department of Environment, Heritage and Local Government (DoEHLG), 2003 – now the Department of Housing, Local Government and Heritage (DoHLGH));
- Ministerial Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DoHLGH, 2018);
- Implementation of the EIA Directive 2014/52/EU (European Commission 2018);
- Environmental Impact Assessment of Projects - Guidance on Screening (European Commission, 2017).
- Environmental Impact Assessment Screening - OPR Practice Note PN02 (Office of the Planning Regulator (OPR), 2021);
- Guidelines on the information to be contained in Environmental Impact Assessment Report (Environmental Protection Agency (EPA), 2022);

- Environmental Impact Assessment of National Road Schemes – A Practical Guide (Transport Infrastructure Ireland (NRA/TII), 2008);
- Planning and Development Act 2000 (as amended);
- Planning and Development Regulations 2001 (as amended);
- Roads Act 1993 (as amended).

### 3.7.1 OPR Practice Note PN02 Environmental Impact Assessment Screening 2021

The Office of the Planning Regulator (OPR) published document 'Practice Note PN02 Environmental Impact Assessment Screening' in 2021. The Practice Note advocates a step-by-step approach to EIA screening, as outlined below:

#### Step 1. Understanding the Proposal

##### A. Is the proposal a 'project' within the meaning of the EIA Directive?

Determine whether a proposal is a 'project' described in the EIA Directive and thus whether the EIA Directive applies.

##### B. Is the project a 'sub-threshold development'?

i.e. If the project is not of a class of development in Schedule 5, Parts 1 and 2, it is not 'subthreshold development', no EIA or EIA screening is required.

ii. If the Proposed Project is of a class set out in Schedule 5, Part 1 or Part 2 and does meet or exceed the relevant threshold, or where no threshold applies, a mandatory EIAR is required.

iii. If the Proposed Project is of a class set out in Schedule 5, Part 2 but does not meet or exceed the relevant threshold, it is a 'sub-threshold development' and must be screened for EIA.

#### Step 2. Preliminary Examination

Where a development is 'sub-threshold', a preliminary examination, of, at least, the nature, size or location of the development to conclude if there is a likelihood of significant effects on the environment, must be carried out.

Following the Preliminary Examination, it must be concluded:

- that an **EIA is not required** based on the preliminary examination that there is no real likelihood of significant effects on the environment.
- there is **significant and realistic doubt** in regard to the likelihood of significant effects on the environment, and require the applicant to submit the information specified in Schedule 7A for the purposes of a screening determination,
- there is a **real likelihood of significant effects** on the environment arising from the Proposed Project and require the applicant to submit an EIAR.

#### Step 3. EIA Screening Determination

Where the requirement to carry out EIA is not excluded at preliminary examination stage, a screening determination can only be carried out on the basis of the Schedule 7A information.

## 3.8 Assumptions

The EIA screening undertaken assumes construction of the Proposed Development would comply with best practice and incorporate inherent environmental controls, such as an approved Construction Environmental Management Plan (CEMP). It is assumed the CEMP would include regulatory pollution control measures as per best management practices such as the following:

- Noise, vibration and dust controls.

- An emergency response procedure for any spills that may occur during the construction phase.
- A Waste Management Plan (WMP).
- Procedures for dealing with unexpected archaeological discoveries.
- Health and safety provisions.

The CEMP will include details of any environmental monitoring requirements, communication protocols, or particular measures as required by conditions associated with planning approval (if granted).

It has been assumed re-use of materials on-site as far as is practicable would be implemented to reduce the production of waste associated with the Proposed Development. Where waste materials are required to be taken off-site for segregation or disposal, it has been assumed the contractor would ensure this is undertaken by a licensed haulier under chain of custody procedures to an appropriately licensed waste facility as per the WMP that would be included within the approved contractor's CEMP for the Proposed Development. The waste hierarchy will also be considered as part of the WMP.

The Applicant and appointed contractor have a duty of care to the environment. Inherent environmental controls have therefore been assumed when determining potential environmental impacts during the EIA screening process

## 4 EIA SCREENING METHODOLOGY

The screening methodology applied in this EIA Screening report follows the structured approach provided for in the OPR Practice note as set out in Section 3.7.1. The OPR have established three steps to follow within EIAR screening which are responded to in the sections below.

It should be noted that the OPR Guidance is centred around EIA Screening under the Planning and Development Act 2000, as amended, and the Planning and Development Regulations, as amended.

The methodology employed in this screening exercise had regard to the Guidelines for Planning Authorities on carrying out Environmental Impact Assessment published in August 2018 by the DoHPLG, together with the criteria set out in Schedule 7 and the requirements of Schedule 7A, both of the Planning and Development Regulations 2018.

### 4.1 Step 1 Understanding the Proposal

#### 4.1.1 Is the proposal a 'project' within the meaning of the EIA Directive?

The EIA Directive 2014/52/EU defines the term 'project' as meaning: "the execution of construction works or of other installations or schemes, - other interventions in the natural surroundings and landscape including those involving the extraction of mineral resources."

As outlined in section 2.1 **Error! Reference source not found.**, the Proposed Project aims to provide high-quality pedestrian and cycle routes across County Wicklow. Thus, the Proposed Project is considered to constitute a 'project' under the meaning of the EIA Directive. The EIA Directive does apply to the Proposed Project.

#### 4.1.2 Is the project a 'sub-threshold development'?

This step requires an evaluation of both the Planning and Development Regulations 2001, as amended, and the Roads Act, 1993, as amended, to determine if mandatory EIA is required, or whether the proposed development needs to be screened for EIA.

##### **Planning and Development Regulations 2001, as amended**

The prescribed classes of development and thresholds that trigger a mandatory Environmental Impact Assessment are set out in Part 1 and Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended. A review of the project types listed in the Schedule 5 has been carried out.

##### **Schedule 5 Part 1**

The Proposed Project is not a project type/class listed in Part 1 of Schedule 5 of the Planning and Development Regulations 2001, as amended. Thus, this report suggests that a mandatory EIA is not required under this class.

##### **Schedule 5 Part 2**

The proposed development is not a project type/class listed in Part 2 of Schedule 5 of the Planning and Development Regulations 2001, as amended, however, Part 2(15) of the Regulations states that,

*"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."*

Part 2(15) of the Regulations ultimately requires the competent authority to determine, in the case where a project is considered 'sub-threshold' to the projects listed in Part 2 of Schedule 5, whether the project would likely give rise to significant effects on the environment.

The information provided in this report provides details on the characteristics of the proposed development and its likely significant effects (if any) on the environment. It provides the relevant details under each of the criteria set out in Schedule 7A of the Planning and Development Regulations 2001, as amended.

This information will assist the competent authority, WCC, to make a screening determination under Section 103 of the Planning and Development Regulations 2001, as amended.

Thus, as the Proposed Project can be considered to constitute 'sub-threshold' development with regards to Part 2(10)(iv) of the Regulations, an assessment is required to be carried out to determine if the proposed development has the potential to give rise to significant effects on the environment.

The Proposed Project is not in a class listed in section 50 (1) of the Roads Act (1993), as amended, and it does not equal or exceed the thresholds set down in articles (8a) or (8b) of Roads Regulations 1994, as amended. Consequently, a mandatory EIA is not required as concluded in Section 4.1.2.

EIA screening is required to determine the potential for the project to have significant effects on the environment, as a sub-threshold development.

## 4.2 Step 2. Preliminary Examination

The OPR Practice Note, Form 2 allows the preliminary examination to be recorded. Table 4.1 and Table 4.2 Preliminary Examination based on Form 2 of the Practice Note, summarises the preliminary examination based on the information provided in Section 5 and Section 6 of this report, on the nature, size and location of the Proposed Project.

**TABLE 4-1: PRELIMINARY EXAMINATION**

<b>Preliminary Examination:</b> The planning authority shall carry out a preliminary examination of, at the least, <b>the nature, size or location of the development.</b>		
	<b>Comment:</b>	<b>Yes/No/Uncertain:</b>
<p><b>Nature of the development:</b> <i>Is the nature of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Will the development result in the production of any significant waste, or result in significant emissions or pollutants?</i></p>	<p>The nature of the development is not exceptional in the context of the existing environment. The proposed scheme aims provide high quality pedestrian and cycle routes along the Convent Road.</p> <p>Given the size and small nature of works of the proposed development, significant waste, emissions of pollutants are not expected to arise as a result of the works.</p>	No
<p><b>Size of the development:</b> <i>Is the size of the proposed development exceptional in the context of the existing environment?</i></p> <p><i>Are there cumulative considerations having regard to other existing and/or permitted projects?</i></p>	<p>The size of the development is not exceptional in the context of the existing environment. The proposed development is approximately of c. 210m length.</p> <p>There are no significant negative cumulative effects given the scale and distance of the Scheme from these projects.</p>	No  No

<p><b>Location:</b></p> <p><i>Is the proposed development located on, in, adjoining or does it have the potential to impact on an ecologically sensitive site or location?<sup>2</sup></i></p> <p><i>Does the proposed development have the potential to affect other significant environmental sensitivities in the area?</i></p>	<p>The site of the proposed development is not within the boundary of any Natura 2000 sites. The nearest designated site is Glen of the Downs SAC approx. 700m east of the proposed scheme.</p>	Yes
	<p>There are 12 no. National Inventory of Architectural Heritage (NIAH) and 4 no. National Monuments within 100m radius of the proposed scheme. There is 6 no. Record of Protected Structures located within the same radii listed in the Wicklow County Development Plan 2022-2028. The proposed scheme also crosses the Delgany Architectural Conservation Area. The proposed development is located adjacent to the zone of Notification for these National Monuments. It is uncertain as to whether the proposed construction methodology will have any significant impact on this monument.</p>	Uncertain
	<p>The nearest waterbody to the Proposed Scheme is the Three Trouts's Stream approx. 180m south of the proposed scheme. It is uncertain as to whether the proposed construction methodology will have any significant impact on this waterbody.</p>	Uncertain

**TABLE 4-2: CONCLUSION OF PRELIMINARY EXAMINATION**

Preliminary Examination Conclusion:		
Based on a preliminary examination of the <b>nature, size or location</b> of the development. (Tick as appropriate)		
<p><b>There is no real likelihood of significant effects on the environment. EIA is not required.</b></p>	<p><b>There is real likelihood of significant effects on the environment. An EIAR is required.</b></p>	<p><b>There is significant and realistic doubt regarding the likelihood of significant effects on the environment. Request the applicant to submit the information specified in Schedule 7A for the purposes of a screening determination. Proceed to Screening Determination.</b></p>
		✓

As noted in Table 4.2 the conclusion of preliminary examination is that the nature, scale and location of the proposed development is such that there is significant and realistic doubt regarding the likelihood of significant effects on the environment arising from the Proposed Project. Thus, the requirement to proceed to a full EIA Screening is warranted.

<sup>2</sup> Sensitive locations or features includes European sites, NHA/pNHA, Designated Nature Reserves, land designated as a refuge for flora and fauna, and any other ecological site which is the objective of a CDP/LAP (including draft plans).

As outlined in Section 3.3, the information to be provided for the purposes of screening sub-threshold development for EIA, under the Planning and Development Regulations 2001, as amended, is set out in Schedule 7A of the same Regulations.

As outlined in Section 3.2, the Road Regulations 1994, as amended, states that the road authority shall take into account the relevant selection criteria specified in Annex III (of the EIA Directive) in making its EIA Screening determination.

### **4.3 Step 3: Formal Final Determination**

Following the results of Step 1 and Step 2 outlined in Section 4.1 and 4.2, a formal screening determination must take place. Sections 3.6 provides the relevant details under each of the criteria set out in Schedule 7 and Schedule 7A information of the Planning and Development Regulations 2001 to 2018 for urban developments. These sections also provide the relevant details under each of the criteria set out in Annex III in the EIA Directive for roads developments. This information will assist the competent authority, Wicklow County Council to make a screening determination under Section 103 of the Planning and Development Regulations 2001 to 2018.

The final determination on EIA screening will be made by WCC, as the competent authority.

## 5 CHARACTERISTIC OF PROJECT

Paragraph 1 of Annex III of the EIA Directive sets out the criteria with regard to the characteristics of the Proposed Scheme to be taken into account in determining whether an EIA is required. This section discusses the existing environment of the Proposed Scheme including sites of major concern.

### 5.1 The size and design of the whole project

The aim of this scheme is to improve accessibility on Convent Road with a particular focus on pedestrians, vulnerable road users and cyclists along Convent Road in Delgany Co Wicklow. The provision of new and improved cycle and pedestrian facilities will reduce journey times and provide safer facilities. This will encourage a modal shift to more sustainable modes of transport.

The proposed layout will make Convent Road access only for general traffic by introducing a modal filter at the northern end of the scheme, just north of the junction with Convent Court. This will prevent through traffic from using Convent Road and reduce traffic volumes by approx. 90%. Cyclists and pedestrians will be able to pass through the modal filter and can continue to use Convent Rd as a through route. This will be done along with widened footpaths along both edges of the road and changing kerb lines. There will be space allocated for disabled parking, and a 12m loading bay, located along the western edge of the road. Raised table pedestrian crossings have been included at various points and across side roads. Landscaped areas have been detailed at points where space allows. Typical widths in this layout allow for 1.8m wide footpaths either side of a 5m wide 2-way carriageway, which is in line with standards. However note there are short sections where the footpaths are reduced to a minimum of 1.5m where there are particular space constraints. The entire scheme will be constructed within the existing public area meaning that no additional land will be acquired for the construction and existing trees will be retained. There is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Existing road gullies will be decommissioned where they are no longer aligned with kerbs where required. New gullies and connections will be required in areas where the alignment has changed. The existing public lighting will remain in place.

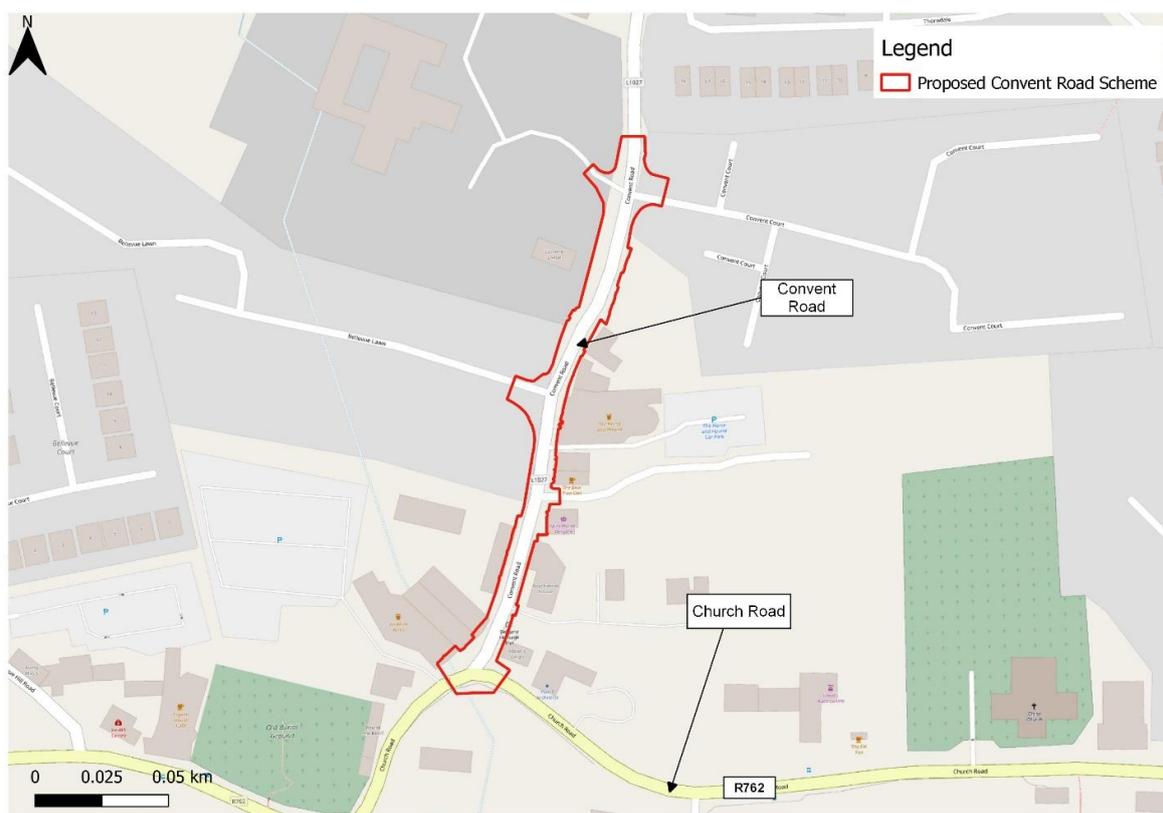


FIGURE 5-1 SIZE AND DESIGN OF PROPOSED SCHEME

## 5.2 Cumulation with other existing and/or approved projects

The following sources were reviewed in August 2024 to identify potential projects in the vicinity of the Proposed Scheme that may give rise to cumulative effects.

- Wicklow County Council Planning Application Viewer for local planning applications  
<https://wicklow.maps.arcgis.com/apps/webappviewer/index.html?id=57b22c27e7c049fbac54117da1a20f60>;
- National Planning Application Database for downloadable list of planning applications sent from Local Authorities  
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>;
- An Bord Pleanála website for details of strategic infrastructure developments and strategic housing developments  
<https://www.pleanala.ie/en-ie/lists>; and
- The EIA Portal maintained by the Department of Housing, Local Government and Heritage – for applications for development consent accompanied by an EIAR  
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.

The planning applications relevant to the Scheme are listed below.

- ABP Reference: TC27.307045: It is proposed to build 232 homes on the site. The 19th century chapel and house would be retained and extended for use as a creche of 330m<sup>2</sup> and a community centre of 294m<sup>2</sup>. A modern extension to the convent buildings would be demolished. 84 of the apartments would be provided in two blocks in the centre of the site, one 3 storeys high and the other 4 storeys high both over basement car parks, with another 52 provided in five duplex blocks. There would be new vehicular accesses from Bellevue Hill and Convent Road. The existing access to the convent would be retained. The roads from these entrances would be cul-de-sacs and would not meet each other. Pedestrian links through the site and to the authorised housing to the north are proposed. 420 car parking spaces are proposed, of which 210 would serve the apartments, 192 the houses and 18 the creche/community centre. This application was lodged in April 2020 and as of August 2020 it requires further consideration/amendment.
- ABP Reference: PL27.248401: Construct 93 Houses, crèche, roads, public open space (amended permission under PL27.248401 PA reg.ref 15/1307) at Richview House, Bellevue Hill, Delgany, County Wicklow. This planning application received conditional decision in May, 2022.
- WCC Reference: 24341 – Proposal to build 14 no. residential units comprising of alterations & extensions to Beechwood House in order to provide 3 no. residential units, alterations & extensions to the existing Coach House to provide 1 no. residential unit, alterations & extensions to the Beechwood Lodge to provide 1 no. residential unit and associated garage/store, the construction of 9 no. additional new residential units in the Architectural Conservation Area of Delgany, the demolition of existing shed, all together with associated site works. This application was lodged in August, 2024 and decision due date is October 2024.
- WCC Reference: 211488: (1) Provision of a new rear 2-storey extension, comprising 17 bedrooms to rear of existing building. (2) Conversion of existing 1st floor kitchen/dining room to 2 en-suite bedrooms 5A and 6A. (3) Retention permission for existing first floor en-suite bedrooms 2A to 4A. (4) Provision also sought for new traffic management system and pedestrian access off the current car park entrance. (5)

All necessary foul, mains and surface water connections and all public services. (6) All ancillary works to facilitate the above-mentioned proposals. The development site is in the Horse & Hound Public House, Convent Road, Delgany, Co. Wicklow. This planning application received conditional decision in July 2022.

- WCC Reference: 21960: The development will consist of: A total of 56 No. residential units in the following composition. The application also proposes the following: - New vehicular access from Bellevue Hill - Provision of pedestrian and cycle connections. - The development includes site clearance, private, communal and public open space, landscaping including enhancement of stream, removal of walls, new boundary treatments, 107 parking spaces, ESB kiosk, lighting, play areas, cycle spaces, site drainage works, and all ancillary site development works above and below ground. This planning application received conditional decision in December 2021.
- WCC Reference: 21959: The proposed development consists of a mixed-use development including: 99 No. residential units in the following composition: - 59 no. Houses with heights of two storey (53 No.) and bungalows (6. No.) in a mixture of 2 No. Detached, 20 No. Semi-detached and 37 No. terraced. - 36 No. duplex apartments are proposed in 4 No. three storey blocks. The development includes site clearance, private, communal, and public open space, landscaping including enhancement of stream, removal of walls, new boundary treatments, 212 parking spaces, ESB kiosk, lighting, play areas, cycle spaces, site drainage works, and all ancillary site development works above and below ground. This planning application received a conditional decision on December,2021.

### **5.3 The use of natural resources in particular land, soil, water and biodiversity**

The Construction Phase of the Proposed Scheme will require the use of natural resources like soil, land and water. There will be a need for resources and materials (e.g., aggregate, concrete etc.) to be imported for the construction and maintenance of the Proposed Scheme. However, it is proposed that minimal construction works will be involved.

Space will be created and repurposed as part of this scheme through the widening of the footpaths and tightening of corner radii. The scheme will be constructed within the existing public area meaning that no additional land will be acquired for the construction.

Landscaped areas have been detailed at points where space allows.

### **5.4 The production of waste**

The Scheme will not require any significant earthworks or excavation along the Convent Road. Minor quantities of waste will be generated from the topsoil stripping during the laying down of footpaths and cycle lanes and new gullies. The proposed arrangement will follow the existing road alignment for majority of the route and as such subbase road materials will be reused where possible. The existing wearing course will be planed off and disposed of at a suitable licenced landfill.

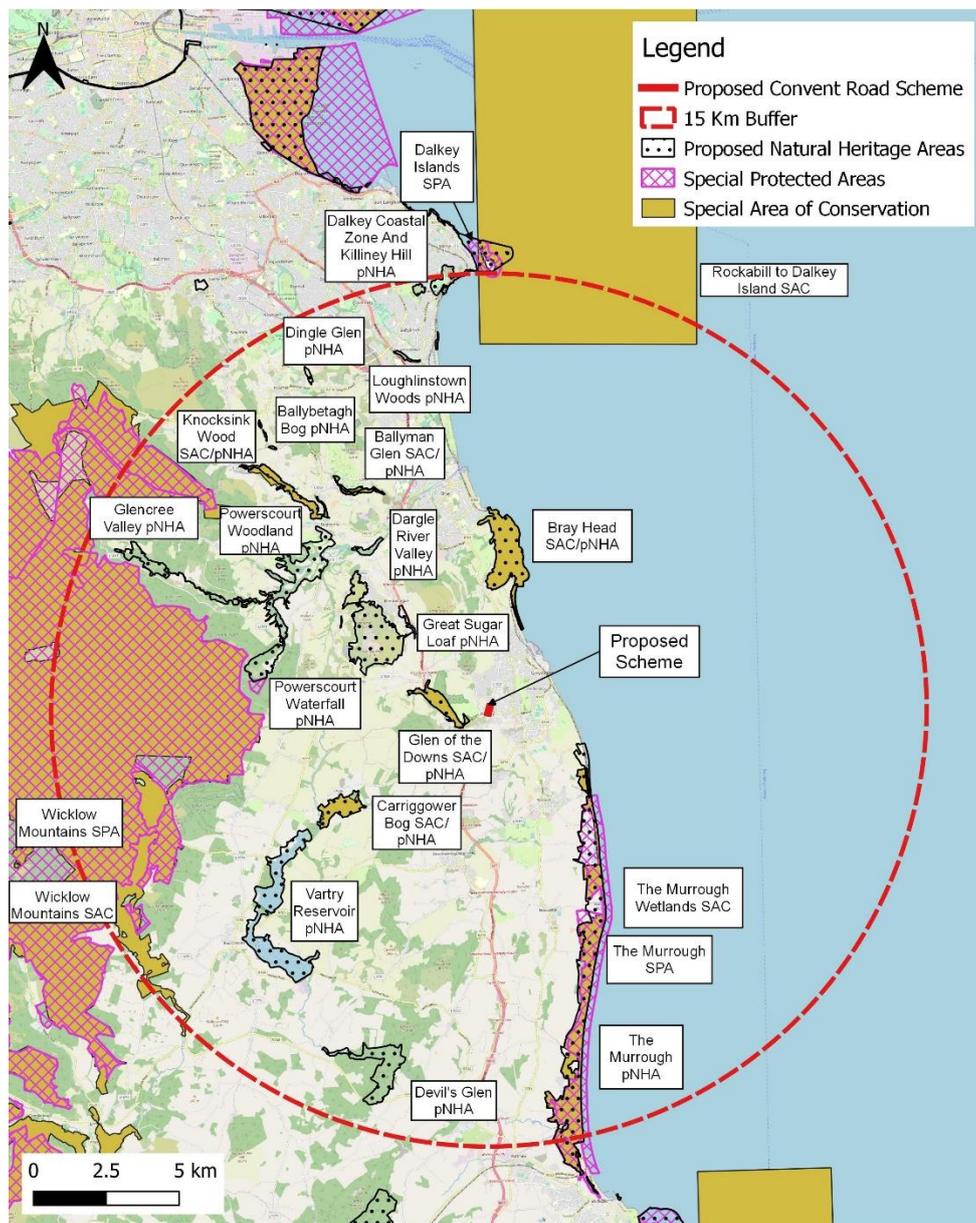
### **5.5 Pollution and nuisances**

There is potential for pollution and disturbances during the Construction Phase of the Proposed Scheme. These may include effects on sites of ecological interest, the local water environment (i.e., as a result of runoff), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust. The local environment in terms of ecological sites and hydrological features is discussed below and the potential of impacts are presented in Section 6.

There will be a temporary increase in noise during the proposed works. However, levels will not exceed noise levels typical of construction works and are short-term in nature. There will be a slight increase in traffic disturbance during the construction activities. However, this disturbance will be short term in duration. Some dust will likely be generated during the works; however, this nuisance will be managed in line with best practice. There will be no pollution or nuisance after following the completion of works.

The local environment in terms of ecological sites and hydrological features is discussed below and the potential of impacts are presented in Section 6.

The Protected Sites in Ireland constitute Special Areas of Conservation (SAC), Special Protection Areas (SPA), Natural Heritage Areas (NHA) and Proposed Natural Heritage Areas (pNHA). SACs and SPAs are designated as Natura 2000 Sites which is a European network of ecologically important sites. All Protected Sites within the surrounding area of the Proposed Scheme are listed in Table 5.1, 5.2 and 5.3 below and shown in Figure 5.2.



**FIGURE 5-2 NPWS PROTECTED SITES WITHIN THE SURROUNDING AREA OF THE PROPOSED SCHEME**

**TABLE 5-1 SPECIAL PROTECTION AREAS (SPA) IN THE SURROUNDING AREA OF PROPOSED SCHEME**

Site Code	Site Name	Approx. Distance from the Proposed Scheme
004040	Wicklow Mountains SPA	7.7km
004186	The Murrough SPA	4.5km
004172	Dalkey Islands SPA	14.8km

**TABLE 5-2 SPECIAL AREAS OF CONSERVATION (SAC) IN THE SURROUNDING AREA OF PROPOSED SCHEME**

Site Code	Site Name	Approx. Distance from the Proposed Scheme
000719	Glen of the Downs SAC	700m
000714	Bray Head SAC	3km
000716	Carriggower Bog SAC	5.2km
002249	The Murrough Wetlands SAC	3.6km
000713	Ballyman Glen SAC	8.2km
000725	Knocksink Wood SAC	8.5km
002122	Wicklow Mountains SAC	7.7km
003000	Rockabill to Dalkey Island SAC	12.5km

**TABLE 5-3 PROPOSED NATURAL HERITAGE AREAS (PNHA) IN SURROUNDING AREA OF PROPOSED SCHEME**

Site Code	Site Name	Approx. Distance from the Proposed Scheme
000719	Glen of the Downs pNHA	700m
000714	Bray Head SAC pNHA	2.8km
000730	The Murrough pNHA	3.2km
000724	Kilmacanoge Marsh pNHA	3.5km
001769	Great Sugar Loaf pNHA	3.5km
001754	Dargle River Valley pNHA	6.6km
001768	Powerscourt Woodland pNHA	7.3km
001767	Powerscourt Waterfall pNHA	7.3km
001755	Glencree Valley pNHA	8.4km
000725	Knocksink Wood pNHA	8.5km
001202	Ballybetagh Bog pNHA	11.5km
000713	Ballyman Glen pNHA	8.2km
001207	Dingle Glen pNHA	12.7km
001206	Dalkey Coastal Zone And Killiney Hill pNHA	12.5km
001211	Loughlinstown Woods pNHA	12.1km
000716	Carriggower Bog pNHA	5.2km
001771	Vartry Reservoir pNHA	7.4km
000718	Devil's Glen pNHA	11.8km
000730	The Murrough pNHA	3.2km

### 5.5.1 Zone of Influence

The Proposed Scheme is not likely to result in effects beyond the extents of the Site due to the nature of works, the existing land use of the Site and the likely effects of the proposed development. While effects will be localised to the Site and the immediate surroundings, a conservative approach to selecting the zone of influence has been adopted in the Appropriate Assessment (AA) Screening Report.

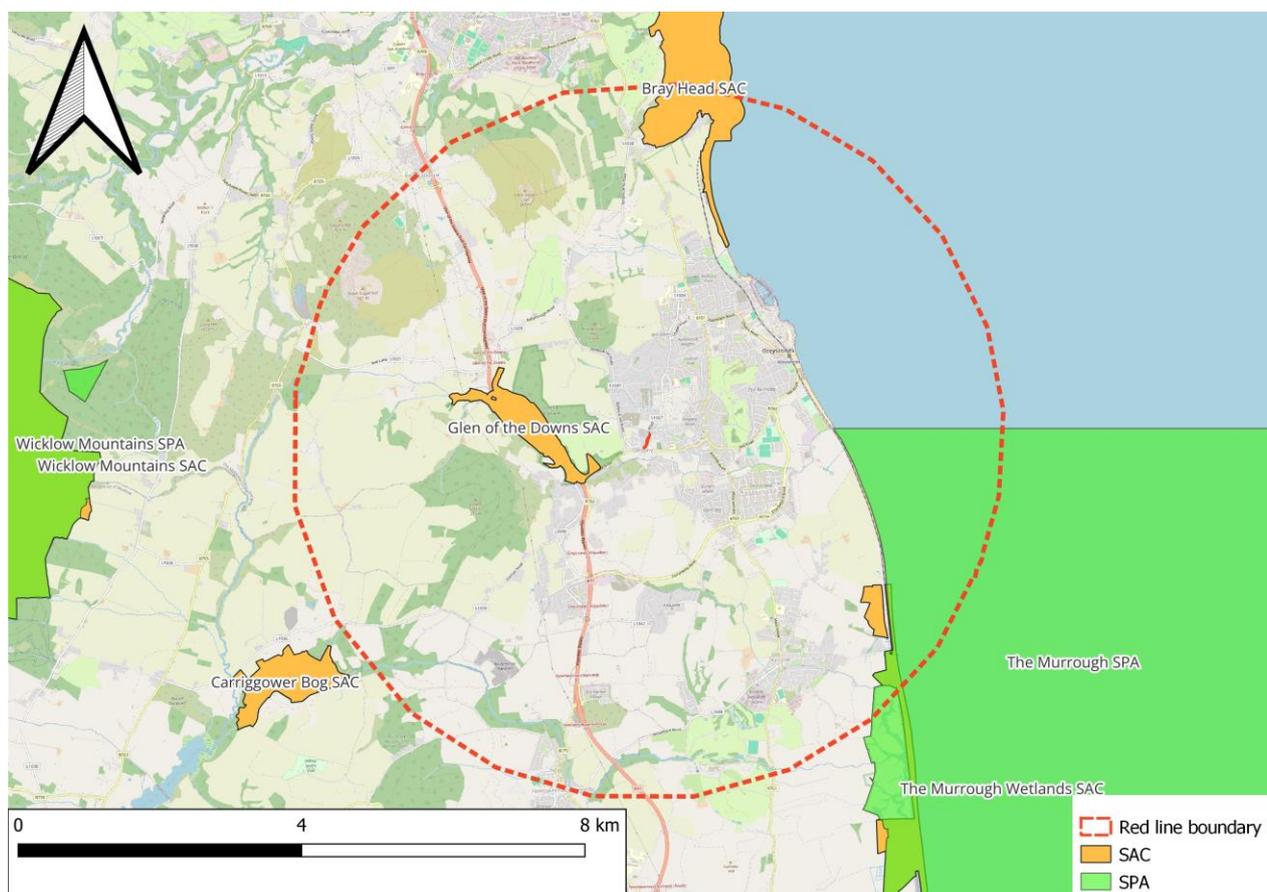
The zone of influence (ZoI) for the project was identified through a review of the nature of the project, the type of impacts and effects that could arise as a result, the distance between the project and Natura 2000 sites, and the qualifying interests of the Natura 2000 sites (AA Screening, EGIS 2024).

It was determined that the following Natura 2000 sites are within the ZoI as shown in Figure 5.3.

- Glen Of The Downs SAC
- Bray Head SAC
- The Murrough Wetlands SAC
- The Murrough SPA

When the ZoI of the project has been determined, Natura 2000 sites within this area can be identified and the potential for these sites to be affected can be evaluated by considering;

- Scale and type of the project.
- Proximity to the project.
- Qualifying interests.
- Ecological and Landscape connectivity.



**FIGURE 5-3 NPWS PROTECTED SITES WITHIN ZONE OF INFLUENCE OF PROPOSED SCHEME**

The NBDC data search returned several records for mammals from the two 2km grid squares within which the Scheme is located. These include four record of Eurasian badger *Meles meles*, one record of European Otter *Lutra lutra*, one record of Pipistrelle *Pipistrellus pipistrellus sensu lato*, one record of Lesser Noctule *Nyctalus leisleri*, one record of Natterer’s Bat *Myotis nattereri*, one record of Brown Long-eared Bat *Plecotus auritus*, one record of Soprano Pipistrellus pygmaeus, three records of the Eurasian red squirrel *Sciurus vulgaris*, one record of the Pine marten *Martes martes* and two records of west European hedgehog *Erinaceus europaeus*.

The NBDC data search also returned records for amber listed bird species from the two 2km grid squares. These include Barn swallow *Hirundo rustica*, Common Linnet *Carduelis cannabina*, Common Starling *Sturnus vulgaris*, House Martin *Delichon urbicum*, House Sparrow *Passer domesticus*, Spotted Flycatcher *Muscicapa striata*, and Stock Pigeon *Columba oenas*.

Butterfly bush *Buddleja davidii* was identified on site during a site visit to inform the AA screening assessment (20/08/2024). While this is not a third schedule listed species, it is considered invasive in Ireland and care will be taken not to spread or otherwise propagate Butterfly bush.

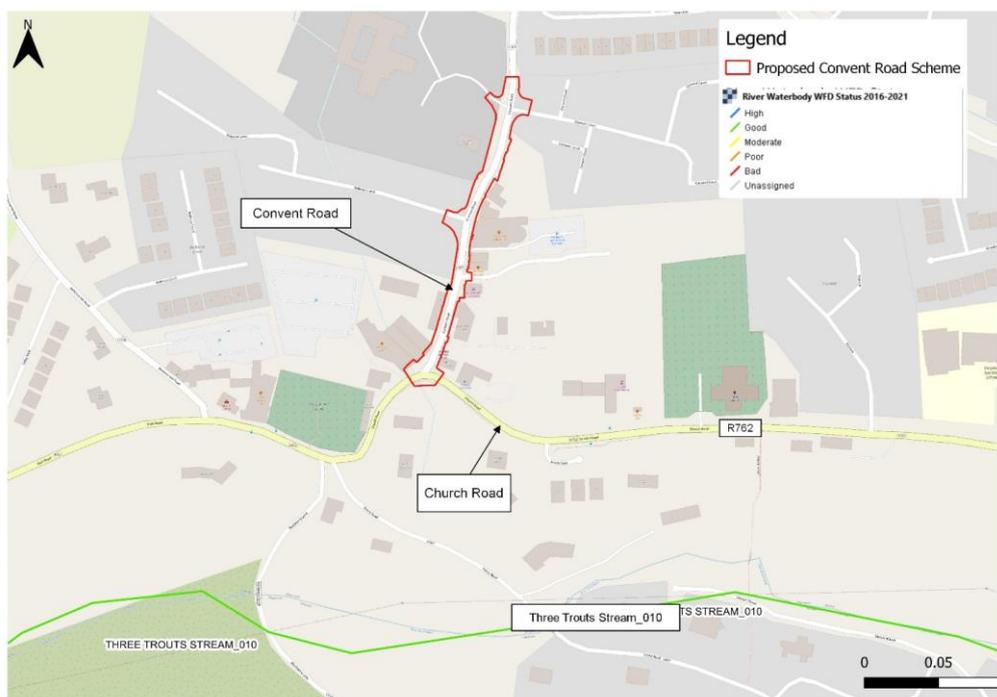
There are invasive species listed under Part (1) of Third Schedule of the Habitats Regulations were recorded from the two 2km grid squares within which the Scheme is located. These includes Japanese Knotweed *Fallopia japonica*, Three-corned Garlic *Allium triquetrum*, and Eastern Grey Squirrel *Sciurus carolinensis*.

The site is situated within the Ovoca-Vartry WFD Catchment (Catchment ID 10) and Newcastle (Wicklow)\_SC\_010 sub-catchment (Sub catchment ID 10\_1) as defined by the EU Water Framework Directive (2000/60/EC) and the Three Trouts Stream\_010 river sub-basin (EU\_CD: IE\_EA\_10T030580).

The Three Trouts Stream\_010 is located c. 200m of the southernmost part of the scheme that flows in the easterly direction and flows into the Irish sea. The stream is ‘Not At risk’ of achieving its Water Framework Directive (WFD) objectives by 2027. The River Waterbody WFD Status 2016-2021 for was ‘Good’.

The Wicklow ground water body underlies the Proposed Scheme and is currently ‘At Risk’ of achieving its WFD objectives for 2027 although the Ground Waterbody WFD Status 2016-2021 was ‘Good’.

The details of WFD status and Q values for all waterbodies are shown in Figure 5.4 and presented in Table 5.4.



**FIGURE 5-4 WATERBODY STATUS AND WATER QUALITY IN VICINITY OF THE PROPOSED SCHEME**

**TABLE 5-4 WATERBODY STATUS AND WATER QUALITY IN VICINITY OF THE PROPOSED SCHEME**

Type of Waterbody	EPA Waterbody Name	EPA Waterbody Code	WFD Risk (2016-2021)	Waterbody WFD Status (2016-2021)
River	Three Trouts's Stream	IE_EA_10T030580	Not at Risk	Good
Ground Waterbody	Wicklow	IE_EA_G_076	At Risk	Good

## 5.6 The risk of major accidents having regard in particular to substances or technologies used and/ or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge

The EIA Directive introduced the requirement to assess the 'expected effects deriving from the vulnerability of the project to risks of major accidents and/or disasters that are relevant to the project concerned'.

There is currently no clear definition of the term 'major accident and / or disaster' has been outlined in the context of the EIA Directive. The *Major Accidents and Disasters in EIA: A Primer* published by Institute of Environmental Management and Assessment (IEMA) in 2020 includes the following definitions:

- Disaster – a natural hazard (e.g., earthquake) or a man-made / external hazard (e.g., act of terrorism) with the potential to cause an event or situation that meets the definition of a major accident;
- Major Accident – events that threaten immediate or delayed serious environmental effects to human health, welfare and / or the environment and require the use of resources beyond those of the client or its appointed representatives to manage. Whilst malicious intent is not accidental, the outcome (e.g., train derailment) may be the same and therefore many mitigation measures will apply to both deliberate and accidental events; and
- Significant environmental effect (in relation to a major accident and / or disaster assessment) – includes the loss of life, permanent injury and temporary or permanent destruction of an environmental receptor which cannot be restored through minor clean-up and restoration.

Construction activities to be undertaken are well understood and are commonly practiced in the Greater Dublin /Wicklow region. During operation, the Scheme will incentivise modal shift in public transport decision making through increased cycle and walking facilities along with improved public transport services. It is highly unlikely that any major accidents and / or disasters risk events would occur that present a sufficient combination of risk and consequence that would lead to significant residual environmental effects.

The Proposed Scheme does not fall within the consultation zone for any Seveso site (i.e., a site subject to Directive 2012/18/EU of the European Parliament and of the Council of 4 July 2012 on the control of major accident hazards).

The potential risk of flooding on the Site was reviewed with regard to incidences of historical, regional and local flooding relevant to the area of the subject site. Flood maps and CFRAM maps provided by Floodinfo.ie were consulted to assess the potential risk of flooding on the site.

The Proposed Scheme does not fall within CFRAM river flood extents, as shown in Office of Public Works' (OPW) website. The record of historic flood events in the vicinity of the proposed site was extracted from the National Flood Hazard Mapping Website [www.floodmaps.ie](http://www.floodmaps.ie). It is observed from OPW Flood Map Report for the Area that there have been no recorded historic flood events within the Proposed Scheme extents. The nearest past flood event ID- 3702, a recurring flood is approx. 200m south of the southernmost part of the proposed Convent Scheme.

Therefore, no flood risks associated with the proposed development are expected.

During the Construction Phase, there will be appropriate management plans implemented to manage and minimise risk, for example a Construction Environmental Management Plan, a Construction Traffic Management Plan and an Incident Response Plan.

Therefore, in the context of major accidents and disasters, significant environmental effects are considered unlikely at EIA Screening Stage and not considered further in Section 6.

### **5.7 The risks to human health (for example due to water contamination or air pollution)**

The EIA Directive has introduced the requirement to consider the 'direct and indirect significant effects of a project on...population and human health'. The Proposed Scheme is not expected to give rise to adverse risks to human health. The Proposed Scheme will result in modal shift by promoting safe and convenient alternatives to private vehicles. It will enhance use of walking and cycling facilities and ensure integration of physical activity facilities, improve air quality, and help prevent people being exposed to unacceptable levels of pollution in urban and rural areas. Therefore, it is expected that the implementation of the proposed scheme will result in a reduction of risk to human health.

## 6 LOCATION OF PROJECT

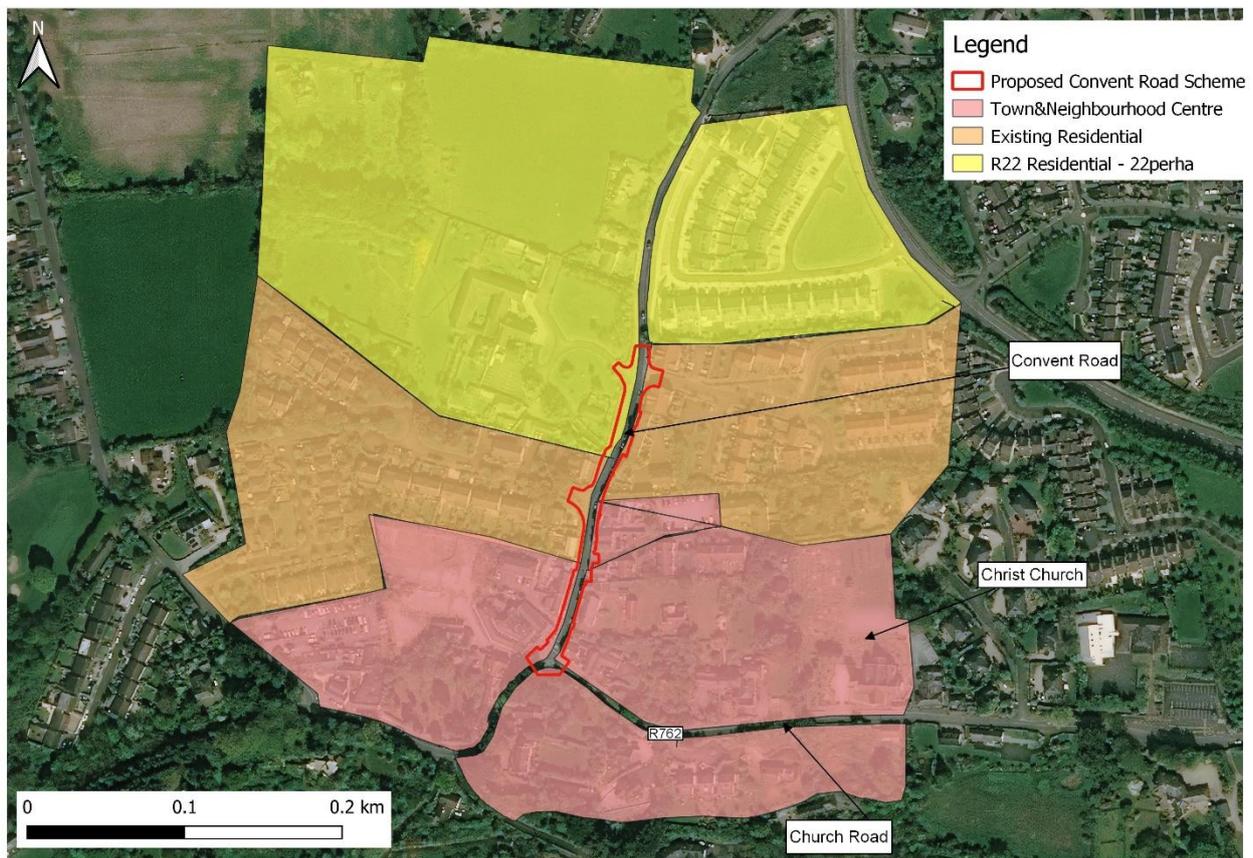
Paragraph 2 of Annex III of the EIA Directive sets out the criteria with regard to the location of the Proposed Scheme to be taken into account in determining whether an EIA is required. This section considers the environmental sensitivity of geographical areas likely to be affected by the Proposed Scheme.

### 6.1 The existing and approved land use

The Corine Land Cover 2018 (EPA, 2018) identifies the land use within and around the Proposed Scheme extents as urban fabric all around the site.

The proposed scheme is within road space and there was no land take. The predominant land use adjacent to the Proposed Scheme is existing residential and R22 Residential (density 22units per hec). The southern portion of the Proposed Scheme is lined with commercial premises like pubs, restaurant, shops on both sides of the Convent road.

The Proposed Scheme is in close proximity to a number of receptors, namely residential and commercial premises as shown in Figure 6.1.



**FIGURE 6-1 LAND USE ALONG PROPOSED SCHEME**

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

The Proposed Scheme is located beside a regional road R762 with predominantly residential and commercial land use along the length of the Scheme. Natural resources are considered to include soil, land, water and biodiversity. The proposed works are located along the existing road which is currently connected with natural resources via existing infrastructure.

There is no requirement to upgrade the existing drainage network or outfalls within the scheme extents. Change in kerb lines and existing road gullies will be decommissioned where they are no longer aligned with kerbs where required. New gullies and connections will be required in areas where the alignment has changed. Most of the existing footpaths will be broken out and replaced with new as it is poor condition. The existing road pavement will be resurfaced at a minimum and full depth construction will be required in some locations where the alignment changes slightly. The existing area is almost all hardstanding so there will be no increase in the runoff from the site. If there is an increase, the flow will be attenuated.

The Proposed Scheme is underlain by 'Bray Head Formation', greywacke & quartzite, and Poor Aquifer which is generally unproductive except for local zones. The soils within the Scheme extents are predominantly 'made ground' with pockets of sandstone and shale till.

The nearest areas that are considered to be of significant value for habitats and species are listed in Table 5.4. The Proposed Scheme is in proximity of a river Three Trouts Stream (IE\_EA\_10T030580). Details of the status of these waterbodies is provided in Section 5.5 which shows the river Three Trouts Stream is 'Good' for Water Framework Directive (WFD) status 2013-2018.

## **6.3 The absorption capacity of the natural environment, paying particular attention to the following areas**

### **6.3.1 Wetlands, riparian areas, and river mouths**

The proposed Scheme is in close proximity to Three Trouts Stream approx. 180m south of the scheme and flows in the easternly direction into the Irish sea.

The Proposed Scheme is within the Ovoca-Vartry (ID: 10) Catchment and Newcastle (Wicklow)\_SC\_010 WFD Sub-Catchment (ID: 10\_1).

There is the potential for pollution incidents during the Construction Phase of the project from sediment runoff and hydrocarbon spills from machinery movements. Measures will be put in place to ensure that the water quality of associated waterbodies is maintained or improved during the Construction and Operational Phases of the development. The majority of the works for the Proposed Scheme are to take place on existing hardstanding areas.

### **6.3.2 Coastal zones and the marine environment**

None affected by the Proposed Scheme

### **6.3.3 Mountain and forest areas**

None affected by the Proposed Scheme

### **6.3.4 Nature and reserve parks**

There is one nature reserve – Glen of the Downs approx. 700m from the proposed Scheme.

However, it is not directly affected by the proposed scheme.

In accordance with Article 6(3) of the EU Habitats Directive (92/43/EEC), a screening for Appropriate Assessment was prepared for the project (EGIS, 2024) with a conclusive finding that the Proposed Scheme along the existing Convent Road Co. Wicklow, individually or in combination with other plans or projects, will not have a significant effect on any other Natura 2000 Site and hence, Appropriate Assessment is not required.

### **6.3.5 Areas classified or protected under national legislation, including areas classified or protected under national legislation; Natura 2000 areas designated by member states pursuant to directive 92/43/EEC and directive 2009/147/EC; Special Protection Areas designated pursuant to directives 2009/147/EC and 92/43/EEC**

None directly affected by the Proposed Scheme.

The designated sites located within the zone of influence of the Proposed Scheme are listed in Tables 5.1, 5.2 and 5.3. In accordance with Article 6(3) of the EU Habitats Directive (92/43/EEC), a screening for Appropriate Assessment was prepared for the project (EGIS, 2024) with a conclusive finding that the Proposed Scheme along the existing Convent Road Co. Wicklow, individually or in combination with other plans or projects, will not have a significant effect on any other Natura 2000 Site and hence, Appropriate Assessment is not required.

### **6.3.6 Areas in which there has already been a failure to meet the environmental quality standards, laid down in union legislation and relevant to the project, or in which it is considered there is such a failure**

The Three Trouts's Stream (IE\_EA\_10T030580) is 'Not at Risk' of achieving its WFD objectives by 2027.

### **6.3.7 Densely populated areas**

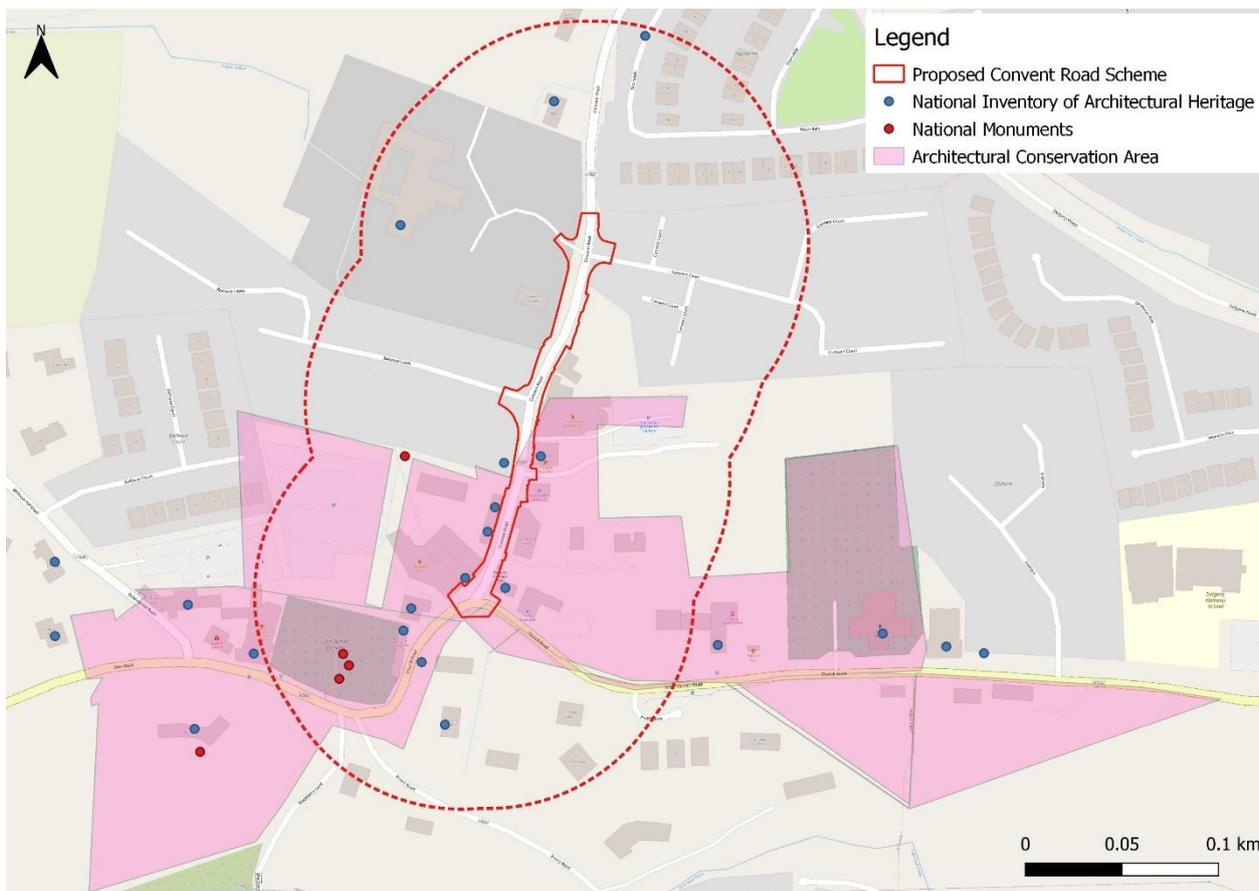
This does not apply.

### **6.3.8 Landscapes and sites of historical, cultural or archaeological significance**

The Wicklow County Development Plan 2022-2028 includes Landscape Category Map for the county which designates the location of Proposed Scheme as 'Urban Areas'.

The National Monuments Service 'Historic Environment Viewer' was utilised as part of this desk-based study to identify features of archaeological, architectural or cultural heritage in proximity to the proposed development site. There are several no. of National Inventory of Architectural Heritage (NIAH) and National Monuments in the vicinity of the Proposed Scheme (refer to Figure 6.2) There is six NIAH located immediately adjacent to the proposed scheme extent, within 10m radius. The details of these investigations (refer to Table 6.1 **Error! Reference source not found.**) are derived from the National Monuments Service Archaeological Survey Database (<http://maps.archaeology.ie/historicenvironment/>) and National Inventory of Architectural Heritage <https://www.buildingsofireland.ie>.

The Scheme crosses the Delgany Architectural Conservation Area which comprises the larger part of the existing village core, from the old water pump on the western end to Christchurch on the eastern end. The village of Delgany predates Greystones as an urban centre. (Greystones-Delgany & Kilcoole Local Area Plan 2013 - 2019) The Delany Heritage Village Walking trail passes through the proposed site route. There are no Tree Preservation Orders in the vicinity of the Proposed Scheme.



**FIGURE 6-2 ARCHITECTURAL HERITAGE AND MONUMENTS WITHIN 100M OF PROPOSED SCHEME**

**TABLE 6-1: NIAH SITES IN PROXIMITY TO THE PROPOSED SCHEME**

NIAH Ref.	Name	Location	Description	Distance from site
16305002	The Old Post Office	The Old Post Office, Convent Road, DELGANY, Delgany, WICKLOW	Detached three-bay two-storey shop, built c.1850, with double-gabled front. The façade is finished in plain render and painted whilst the pitched roof is slated and has rendered chimneystacks. To the west front is a broad shopfront. This comprises a central timber and glazed double door with panelled pilaster jambs, flanked by large but separate mullioned and transomed timber windows with similar jambs. The whole ensemble linked by a timber signboard. Other windows are flat-headed with timber sash frames and painted stone sills. Cast-iron rainwater goods	located c. 10m west of the proposed Convent site extents
16305001	Lisieux	Convent Road, DELGANY, Delgany, WICKLOW	Detached three-bay two-storey house, built c.1840. The façade is finished in painted roughcast whilst the gable-ended pitched roof is slated and the chimneystacks rendered. The windows are flat-headed with timber sash frames and painted stone sills. The entrance has a panelled timber door with decorative brackets to the jambs, and a semi-circular fanlight and moulded archivolt. Cast-iron rainwater goods. To the front is a small garden enclosed with a roughcast rendered wall with wrought-iron railings and gate. To the north gable there is a tall elliptical-headed carriage archway with brick voussoirs and c.1970s corrugated-iron double door.	located c. 8m west of the proposed Convent site extents
16305003	shop/retail outlet	Convent Road, DELGANY, Delgany, WICKLOW	Semi-detached four-bay two-storey house and shop, built c.1850 probably as a symmetrical three-bay house but later extended to the north side. The façade is finished in plain unpainted render at ground level, with the upper storey in unpainted roughcast. The pitched gable-ended roof is covered in artificial slate and has rendered chimneystacks with prominent plinths and cornice courses. The entrance consists of a panelled timber door and semi-circular fanlight, whilst the windows are flat-headed with both uPVC and timber sash frames, and painted stone sills. One window, to the north side of the first floor, has a pointed arch head and is set within a small gable. The shop is located to the north side and has a c.1970s timber shopfront. uPVC rainwater goods.	located c. 8m west of the proposed Convent site extents
16305004	Hill View House	Convent Road, DELGANY, Delgany, WICKLOW	Semi-detached three-bay two-storey house, built c.1850, with later shop insertion. The façade is finished in unpainted lined render. The gable-ended pitched roof is slated and has rendered chimneystacks with pronounced plinths and corbelled courses. The entrance consists of a panelled door with a semi-circular fanlight all set within a rendered and painted reveal with simple edge moulding. The windows are flat-headed with replacement timber top-hung windows and stone sills. The shopfront is to the north and has a replacement timber window, replacement timber panelled door and roller shutter housing, all encased by the original shopfront timber jambs with decorative brackets and timber signboard. Projecting sign above shopfront. Cast-iron rainwater goods.	located c. 8m west of the proposed Convent site extents
16305005	Public house	6 Church Road, DELGANY, Delgany, WICKLOW	Terraced two-bay two-storey picturesque public house, built in 1856, and renovated c.2000. The façade is in painted roughcast with plain-rendered quoins and base course, whilst the overhanging pitched roof is covered in artificial slate with clay ridge tiles, decorative fascia and bargeboards, and tall rendered chimneystacks with pronounced plinths and corbelled courses. To the ground floor is a	located c. 10m west of the proposed Convent site extents

			<p>timber pubfront with a partly glazed double door and a two light window with arched heads to each light. To the north of this is another partly glazed timber door with both this and the pubfront encased by timber pilaster jambs with decorative brackets and a long timber signboard. To the first floor are two flat-headed windows both set within half dormer gables with decorative bargeboards and finials. Both windows have replacement timber top hung frames and painted stone sills. Between the windows is a large panel with the date '1856' in replacement raised numerals. Projecting pub sign and lighting to the first floor. Replacement aluminium rainwater goods. To the south and set back from the street line of the pub, is a large three-bay two storey mid 20th-century extension, also renovated c.2000. The façade and window detailing of this section have been designed to match the original pub, but with a mainly flat roof hidden behind a parapet and a full-length projecting roof-like canopy with artificial slate, gablets and decorative bargeboards and finials, above the first floor windows. To north of the pub is a three-bay two storey shop, c.1860 and extensively renovated c.2000. This is also set back from the street line of the pub but has similar detailing, with full-length replacement timber shopfront and timber sash windows.</p>	
16305006	Abbott's Leigh	Church Road, Convent Road, DELGANY, Delgany, WICKLOW	<p>Detached three-bay two-storey hipped roof house, built c.1840 and renovated c.2000. The façade is finished in painted lined render with a slated hipped roof and rendered chimneystacks with prominent corbelling. The entrance has a replacement uPVC door and rectangular fanlight, whilst the flat-headed windows have replacement uPVC frames and painted stone sills. To rear is a full-height lean-to section, whilst to the east elevation is a single-storey lean-to extension which was added c.1970. To the front is a small garden with a rendered and painted boundary wall, wrought-iron railings and gate and pyramidal capped piers.</p>	located c. 10m east of the proposed Convent site extents

## 7 TYPE AND CHARACTERISTICS OF POTENTIAL IMPACT

Paragraph 3 of Annex III of the EIA Directive sets out the criteria to assess likely significant effects of a project on the environment with regard to the factors specified in Article 3(1) of the EIA Directive. This section presents the likely significant effects of the Proposed Scheme on different environmental factors.

### 7.1 Traffic and Transport

The Proposed Scheme is designed to improve the accessibility on Convent Road with particular focus on vulnerable road users such as pedestrians and cyclists along Convent road in Delgany, Co Wicklow. The scheme aims to provide pedestrian and cycle links with the Delgany Village Accessibility Scheme on the R762 which is being progressed alongside the proposed scheme. The provision of new and improved pedestrian and cycle infrastructure will provide safer facilities. This will encourage a modal shift to more sustainable modes of transport. Therefore, the proposed scheme will contribute to broader environmental positive impacts as the share of active travel modes (walking and cycling) increases.

The proposed layout will make Convent Road local access only for vehicular traffic by introducing a modal filter just north of the junction with Convent Court, and thereby reduce traffic volumes on Convent Road by approx. 90%. The updated layout is to provide enhanced facilities for vulnerable road users such as cyclists and pedestrians.

The Construction Phase of the Proposed Scheme has the potential to impact people's day-to-day travel activities. Temporary traffic diversions, and in some instances temporary lane or road closures, may be required to undertake construction activities necessary to complete the Proposed Scheme. Construction may also result in temporary footpath diversions and closures which may have a temporary negative impact on access to local amenities such as private dwellings and business.

During the Operational Phase, due to the changing traffic system, vehicular traffic would have to use an alternative route through the village and along Delgany Wood Avenue. However, the Proposed Scheme will result in improvements in terms of cycling and walking. Pedestrians, vulnerable road users and cyclists will experience a significant long term positive impact from the safer travel environment.

### 7.2 Air Quality

Emissions to air during the Construction and Operational Phases have the potential to affect sensitive receptors (human and ecological receptors) both within the immediate vicinity and wider distances from the Proposed Scheme. Sensitive air quality receptors include buildings (residential and commercial) and road users in the immediate vicinity of the existing road boundary.

There is potential for air quality effects during the construction phase which have the potential to cause short-term disturbance to nearby receivers.

Air emissions from the exhausts of construction plant, machinery and haulage trucks have potential to be elevated during construction but are not expected to be significant, given the scale of the proposed development and the existing traffic volumes.

During the operational phase, the proposed scheme is likely to have a long-term beneficial on air and climatic factor as a consequence of facilitating sustainable modes of transport (cycling and walking). Therefore, likely to result in permanent significant positive effects.

### 7.3 Noise and Vibration

Noise and vibration can be a source of disturbance at sensitive receptors. Given the urban context of the Proposed Scheme, sensitive noise and vibration receptors include buildings (residential and commercial) and road users in the immediate vicinity of the existing road boundary.

However, there is minimum potential for noise and vibration emissions from construction plants considering the type of works required. Construction activities are considered to be temporary, and the Proposed Scheme has the potential for temporary minor negative effects, during works such as road pavement resurfacing.

It is noted in Section **Error! Reference source not found.** above that the proposed development is located in immediate proximity to the Monuments subject to statutory protection under Section 12 of the National Monuments (Amendment) Act 1994. However, the level of vibration caused during the construction phase is unlikely to generate any significant impacts on surrounding structures. Thus, significant impacts to protected structures within the vicinity of the proposed development are unlikely.

No significant noise and vibration will arise during operation of the proposed development, other than vehicular noise which will be insignificant in the context of the existing traffic in the area.

## 7.4 Population and Human Health

The Proposed Scheme represents a continuation in use of an existing transport corridor. Sensitive human receptors include residential, community and recreational facilities, along the Proposed Scheme.

During the Construction Phase there may be disruption to traffic along the Convent Road in Delgany. Considering the extent of works, the increase in traffic during the Construction Phase is likely to result in temporary moderate negative effects on vulnerable road users and members of the public living, working, or commuting through the area, due to increased levels of stress and disruption.

The Operational Phase of the Proposed Scheme will facilitate improved facilities for the vulnerable road users such as pedestrians and cyclists. These operational benefits have the potential to have a permanent significant positive effect on the local community through improved access to walking and cycling and increased safety for vulnerable road users.

## 7.5 Biodiversity

The nearest EU Designated Site is Glen of the Downs SAC (000719) approximately 700m east of the Proposed Scheme. It is also a pNHA, Glen of the Downs pNHA (000719). There is no landscape or ecological connectivity of the Proposed Scheme to the Glen of the Downs SPA/ pNHA . The proposed works are ca. 700m west measured in a straight line from the Natura 2000 Sites at the closest point. There is no risk of habitat damage, loss or fragmentation within the Glen of the Downs SAC as the Proposed Scheme is restricted to the existing footprint of the Convent Road and do not require any land take or works within any Natura 2000 Site.

The removal of existing footpaths and road could lead to a change in nature of site run-off and dust emissions, along with soiled water content releasing nutrients and increasing the sediment load of surface water run-off. The surface water runoff will be diverted to the existing drainage infrastructure which will be maintained, and the proposed development will not increase or alter the quantum of surface water discharging to watercourses.

Construction phase impacts will be of temporary to short-term duration. Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged. Any spillages that may arise would be minor in nature and would be considerably diluted and dispersed within the surface water drainage network before entering the Three Trouts Stream\_010. As such, the construction phase of the proposed development is not predicted to result in a significant negative effect on surface water quality

Although the Glen Of The Downs SAC is hydrologically connected to the Three Trouts Stream\_010, it is located c. 850m upstream of the nearest possible impact location from the Site, therefore, there is no pathway for significant effects on the SAC (AA Screening, EGIS 2024).

Bray Head SAC the Three Trouts Stream\_010 flows east for c. 3.3km until reaching the Irish Sea. Due to the nature, scale and short duration of the proposed project and the mixing capacity of the Irish sea, it is very unlikely that any potential emissions from the Site will reach the Bray Head SAC, the Murrough Wetlands SAC

and the Murrough SPA (c. 3km north, 2.4km and 3.4km south of the river mouth to the sea respectively). Any emissions released by the site will be localised to the site and at worst, the Three Trouts Stream\_010, therefore, no potential for significant effects on the Natura 2000 sites via hydrological link (AA Screening, EGIS 2024).

The Site is of sufficient distance from the Glen Of The Downs SAC, Bray Head SAC, The Murrough Wetlands SAC and The Murrough SPA that there is no risk of visual or noise disturbance of the QI habitats/ species. There is, therefore, no pathway for significant effects on the QI species of the listed Natura 2000 sites (AA Screening, EGIS 2024).

The proposed works will not result in any impacts, such as emissions to air or noise during construction and excavation, that could extend beyond the immediate area of the works due to the small scale and localised nature of the works being carried out and therefore, will not affect the qualifying interests of the Natura 2000 sites.

There are no habitats within the Site on which any of the mobile QI species of the Natura 2000 sites would be dependant for feeding and/or roosting/nesting. Although birds can generally experience disturbance impacts if disturbance incidences occur within 500m of foraging, nesting, or roosting areas, these are unlikely to occur for the QI species of the Murrough SPA as the SPA is beyond the 500m disturbance distance and there have been no previous records of the QI species present within the 2km grid quare O21Q, which encompasses the Site (AA Screening, EGIS 2024).

There are no scheduled invasive species recorded on Site, however, they are recorded in the wider area. Butterfly bush *Buddleja davidii* was identified on site during a site visit to inform the AA screening assessment (20/08/2024). While this is not a third schedule listed species, it is considered invasive in Ireland and care will be taken not to spread or otherwise propagate Butterfly bush.

Butterfly bush identified on site visit 20/0/2024. There is potential for these species to be spread to the Site during the Construction Phase. Species such as Japanese knotweed can be spread via contaminated equipment being used on the Site. It is proposed that all machinery and equipment shall be clear from contamination of seed and plant fragments prior to commencement of works and site personnel should carry out best practice biosecurity. These measures will ensure there is no spread of invasive species to the Site during Construction Phase and hence, the residual effect of the spread of invasive species will not be significant.

## 7.6 Water

The nearest waterbody to the Proposed Scheme is the Three Trouts's Stream approx. 180m south of the proposed scheme flows easterly direction into the Irish Sea - Killiney Bay.

During Construction Phase, the removal of existing footpaths and road could lead to a change in nature of site run-off and dust emissions, along with soiled water content releasing nutrients and increasing the sediment load of surface water run-off. The surface water runoff will be diverted to the existing drainage infrastructure which-will be maintained, and the proposed development will not increase or alter the quantum of surface water discharging to watercourses.

Construction phase impacts will be of temporary to short-term duration. Given the temporary and small nature of the works proposed and low levels of construction staff and vehicles, significant pollution effects are not envisaged. Any spillages that may arise would be minor in nature and would be considerably diluted and dispersed within the surface water drainage network before entering the Three Trouts Stream\_010. As such, the construction phase of the proposed development is not predicted to result in a significant negative effect on surface water quality. Therefore, there is no risk of water pollution or increased sediment load of the Three Trout's Stream as the proposed works are restricted to the existing footprint of the proposed scheme.

In addition, the appointed contractor will be required to prepare a site-specific Construction Environmental Management Plan (CEMP) which will clearly detail all necessary environmental control measures.

During Operational Phase, the proposed development will connect to the existing drainage infrastructure and increase in surface water run-off will be attenuated. Given the temporary and small nature of the works proposed significant effects on water quality are not envisaged.

## 7.7 Land, Soils, Geology and Hydrogeology

The 'Bray Head Formation', greywacke & quartzite, is the bedrock underlying the Proposed Scheme, and groundwater vulnerability is predominantly low throughout the Scheme extents. The groundwater vulnerability of the site is classified as 'Low' vulnerability along the scheme extent. The Proposed Scheme is underlain by a Poor Aquifer which is generally unproductive except for local zones. The majority of soils within the Scheme extents are classified as 'made ground' with pockets of sandstone and shale till. Considering its urban nature, there may be sources of contamination within the made ground.

There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. Having regard to the depth of the proposed excavations (max 1m), dewatering is not envisaged to be required during the works. The proposed development is not expected to give rise to any impacts on hydrogeology. During the Operational Phase, the Proposed Scheme may lead to pollution of soils and geology from accidental spillages on the road which have the potential for both temporary and permanent significant negative effects. The CEMP will clearly detail all necessary environmental control measures in the event of spillages.

## 7.8 Archaeology, Architectural and Cultural Heritage

The National Monuments Service 'Historic Environment Viewer' was utilised as part of this desk-based study to identify features of archaeological, architectural or cultural heritage in proximity to the proposed development site.

The Scheme crosses the Delgany Architectural Conservation Area which comprises the larger part of the existing village core, from the old water pump on the western end to Christchurch on the eastern end. The proposed development is also within the vicinity of several recorded archaeological monuments. There are twelve NIAH and four National Monument sites within 100m of the Proposed Scheme. The proposed site is located adjacent to a 'Zone of Notification' that extends towards the southern boundary of the proposed site. The zone does not define the exact extent of the monuments but is intended to identify the monuments for the purpose of notification under Section 12 of the National Monuments Act (1930-2004).

Therefore, there is potential to disturb and/or damage unknown archaeological assets while working within the roadbed in this location. It is recommended that a licensed programme of targeted archaeological testing and/ archaeological monitoring under licence from the National Monument Service (NMS) be undertaken in this location by a suitably qualified archaeologist prior to commencement of development. Therefore, with suitable mitigation and/or monitoring these effects are not likely to be significant.

## 7.9 Landscape and Visual

The Proposed Scheme is located within an existing built-up area which includes various land uses from residential, commercial and recreational amenities land uses.

It is likely that there will be temporary negative effects on the surrounding landscape during the construction phase of the proposed development. During the construction phase, the presence of construction vehicles, signage, machinery etc. will likely result in a minor temporary negative effect to the landscape and visual setting.

During the Operational Phase, the Proposed Scheme may alter townscape and visual amenity due to the inclusion of additional green areas, footpaths, trees and street furniture. These are expected to be permanent moderate positive impacts.

## 7.10 Waste and Resources

During Construction Phase solid waste will be generated, however volumes requiring off-site management will not be significant. Given the nature of the proposed development, it is anticipated that demolition waste materials will comprise mainly of pavements, concrete kerbs, asphalt roadway and soil.

All waste materials arising during the construction phase of the proposed development will be segregated at source and placed in dedicated skips such as general waste, wood, mixed ferrous and concrete rubble on site to maximise the opportunity for reuse/recycling/recovery of materials.

All waste arisings will be transported off site by an approved Waste Contractor holding a current waste collection permit. Materials to be removed off site in skips or using haulage trucks and using the construction traffic egress points. All waste arisings requiring re-use, recycling, recovery or disposal off site will be brought to facilities holding the appropriate certificate of registration, licence or permit, as required.

A minor, negative and temporary effect on resource and waste is predicted during the construction phase of the proposed development. No wastes will be produced during the operational phase of the proposed development.

## 7.11 Material Assets

There are a number of utilities in place along and crossing the existing road along the Proposed Scheme, the majority of which are buried within and roadways, footpaths, and verge space.

During the construction phase of the proposed development, some temporary disruption to local services and utilities may be experienced. A slight negative temporary effect on utilities is therefore predicted during the construction phase.

During the operational phase, the Proposed Scheme is unlikely to have a significant effect on material assets such as major public utilities.

## 7.12 Cumulative Effects

All developments mentioned previously in Section 5.2 are situated adjacent to the proposed development. These future projects' construction phases may overlap with the construction period of the of the proposed scheme which may lead to in-combination construction traffic. However, due to the limited scale of the proposed scheme, and the temporary and short-term construction activities there will be no significant effects.

During operational phase, the proposed scheme's improvements to local Active Travel facilities will encourage local pedestrian and cyclist activity.

Therefore, there are no significant negative cumulative effects given the scale and distance of the scheme from these projects. Cumulatively, the proposed scheme will improve the sustainable transport network in Delgany, resulting in a positive impact on the environment by promoting a modal shift from private car.

## 8 CONCLUSION

It is concluded that impacts associated with the Construction and Operational Phases of the Proposed Project are not considered significant in the context of Schedule 7 of the Planning and Development Regulations 2001, as amended, to the extent that an EIA is required. This conclusion is based on the findings of the analysis provided in the preceding sections in relation to:

Characteristics of Project

Location of Project

Type and Characteristics of Potential Impact

Egis has prepared this EIA Screening Report on behalf of Wicklow County Council (WCC) to assist its determination as to whether an EIA is required for the Proposed Project. The information provided in this report provides details on the characteristics of the Proposed Project and its likely significant effects (if any) on the environment. The screening has followed the relevant legislation and has had regard to the relevant guidance.

This information will assist the competent authority, WCC, to undertake the EIA screening as required under the Planning and Development Regulations, 2001, as amended.

Based on the information provided in this report, it is considered that there is no real likelihood of significant effects on the environment arising from the Proposed Project and that an EIA is not required. However, the determination on EIA screening will be made by WCC.

## 9 REFERENCES:

- Department of Arts, Heritage, Regional, Rural and Gaeltacht Affairs, Online Mapping, <https://www.archaeology.ie/>.
- Department of Environment, Community & Local Government, Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, 2018 (Updated 2019).
- Environmental Impact Assessment (EIA) - Guidance for Consent Authorities regarding Sub-threshold Development (Department of Environment, Heritage and Local Government (DoEHLG), 2003 – now the Department of Housing, Local Government and Heritage (DoHLGH), 2022).
- Environmental Protection Agency (EPA), Guidelines on the Information to be contained in Environmental Impact Assessment Reports, 2022.
- Environmental Protection Agency (EPA), Online Mapping, <https://gis.epa.ie> , 2024.
- Environmental Impact Assessment of Projects - Guidance on Screening (European Commission, 2017).
- Environmental Impact Assessment Screening - OPR Practice Note PN02 (Office of the Planning Regulator (OPR), 2021).
- European Commission (EC), Environmental Impact Assessment of Projects, Guidance on Screening, 2017.
- European Union (EU), Council Directive 2014/52/EU of 16 April 2014 amending Directive 2011/92/EU assessment of the effects of certain public and private projects on the environment, 2014.
- Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DoHLGH, 2018).
- Implementation of the EIA Directive 2014/52/EU (European Commission 2018).
- Inland Fisheries Ireland (IFI), Guidelines on Protection of Fisheries During Construction Works in and Adjacent to Waters 2016.
- The Planning and Development Regulations, 2001-2023.
- The Planning & Development Acts, 2000-2023 (as amended).
- Wicklow County Development Plan 2022-2028
- Greystone-Delgany and Kilcoole Local Area Plan 2013-2019
- Wicklow County Council Planning Application Viewer for local planning applications <https://wicklow.maps.arcgis.com/apps/webappviewer/index.html?id=57b22c27e7c049fbac54117da1a20f60>;
- National Planning Application Database for downloadable list of planning applications sent from Local Authorities. <https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=9cf2a09799d74d8e9316a3d3a4d3a8de>
- An Bord Pleanála website for details of strategic infrastructure developments and strategic housing developments <https://www.pleanala.ie/en-ie/lists>.
- The EIA Portal maintained by the Department of Housing, Local Government and Heritage – for applications for development consent accompanied by an EIAR <https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1>.



## APPENDIX A: OPR SCREENING CHECKLIST

Screening Determination:		
A. Case Details:		
<b>Planning Register Reference:</b>		
<b>Development Summary:</b>	Convent Road Active Travel Scheme	
	<b>Yes / No / N/A:</b>	<b>Comment (if relevant):</b>
Does the application include information specified in Schedule 7A?	Yes	
Other relevant information submitted:	N/A	
Does the application include a NIS and/or other reports to enable AA screening?	Yes	Report for the purposes of AA Screening
Is an IED/IPC/Waste Licence or Waste Water Discharge Authorisation (or review of licence/authorisation) required from the EPA for the subject development?	No	
If <b>YES</b> has the EPA been consulted?	N/A	
Have any other relevant <sup>3</sup> assessments of the effects on the environment been carried out pursuant to other relevant Directives –for example SEA or AA?	AA	Report for the purposes of AA Screening prepared
B. Examination:		
1. Characteristics of proposed development (including demolition, construction, operation, or decommissioning):		
	<b>If relevant, briefly describe the characteristics of the development</b> (i.e., the nature and extent):	
(a) The size and design of the whole of the proposed development (including any demolition works):	The length of the proposed scheme extent is c. 210m. The proposed design will involve changing kerb lines, footways and road pavement to improve accessibility on Convent Road.	
(b) Other existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects:	The WCC Planning website was consulted in order to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the proposed development. Projects of note are identified in Section 4.2 of this report. Given that there are no likely significant effects identified as a result of the proposed development, no cumulative effects are identified.	
(c) Use of natural resources, in particular land, soil, water and biodiversity: <i>Will construction or the operation of the proposal use natural resources such as land, soil, water, materials or energy, especially any resources which are non-renewable or are in short supply?</i>	The proposed development involves the use of minimal construction work which will lead to reduction in the use of natural resources. During construction, natural resources like soil, land and water will be required.	

<sup>3</sup> Relevant assessments are those which have a significant bearing on the project.

<p>(d) Production of waste: <i>Will the proposal produce solid wastes during construction, operation, or decommissioning?</i></p>	<p>Since the scheme requires no significant earthworks or excavation, subbase road materials will be reused where possible. The existing wearing course will be planed off and disposed of at a suitable landfill.</p>
<p>(e) Pollution and nuisances: <i>Will the proposal release pollutants to ground or surface water, or air (including noise and vibrations) or water, or lead to exceeding environmental standards set out in other Directives?</i></p>	<p>The construction phase of the proposed scheme has the potential to cause pollution and disturbance to sites of ecological interest, the local water environment (i.e., as a result of run-off), air quality, traffic and disruption, and nuisances caused by construction such as noise, vibration and dust.</p>
<p>(f) Major accidents and disasters: <i>In accordance with scientific knowledge, is there a risk of major accidents and/or disasters which are relevant to the project, including those caused by climate change?</i></p>	<p>The Proposed Scheme does not fall within the consultation zone for any Seveso site. The Proposed Scheme does not fall within CFRAM river flood extents. During the Construction Phase, there will be appropriate management plans implemented to manage and minimize risk. Therefore, the probability of a major accident or disaster is insignificant.</p>
<p>(g) Risks to human health, for example due to water contamination or air pollution:</p>	<p>The Proposed Scheme is not expected to give rise to adverse risks to human health.</p>
<p><b>2. Location of proposed development:</b></p>	
<p><b>The environmental sensitivity of geographical areas likely to be affected by the proposed development:</b></p>	<p><b>If relevant, briefly describe the characteristics of the location.</b> (with particular regard to the (a) existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources, and (c) the absorption capacity of the environment):</p>
<p>(a) Generally, describe the location of the site and its surroundings:</p>	<p>The proposed site is centred within the village of Delgany and surrounded by urban housing. To the south of the scheme is woodland and the village is bounded by agricultural land. The Site is situated within the three Trouts Stream_010 river sub-basin (EU_CD: IE_EA_10T030580). The three Trouts Stream_010, a 2nd order watercourse (10T03) is located c. 200m south of the southernmost part of the scheme, it flows eastwards. The watercourse goes east until it reaches the Irish Sea. Topography of the site comprises the highest point being at the northern end of the scheme and the lowest point at the southern.</p>
<p>(b) Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations:</p> <ul style="list-style-type: none"> <li>- European site</li> <li>- NHA/pNHA</li> <li>- Designated Nature Reserve</li> <li>- Designated refuge for flora or fauna</li> <li>- Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan.</li> </ul>	<p>The nearest EU Designated Site is Glen of the Downs SAC (000719) approximately 700m east of the Proposed Scheme. It is also a pNHA, Glen of the Downs pNHA (000719). There is no landscape or ecological connectivity of the Proposed Scheme to the Glen of the Downs SPA/ pNHA. The proposed works are ca. 700m west measured in a straight line from the Natura 2000 Sites at the closest point. There is no risk of habitat damage, loss or fragmentation within the Glen of the Downs SAC as the Proposed Scheme is restricted to the existing footprint of the Convent Road and do not require any land take or works within any Natura 2000 Site.</p>

<p>(c) 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 (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?</p>	<p>The site of the proposed development is located within a commercial area. As such, it is not considered that there are any species of rich biodiversity value on the site, and there are no other areas on or around the site that are considered important or sensitive for reasons of their ecology. There is a potential for pollution during construction from runoff of sediments and hydrocarbon spills, but with appropriate measures no significant negative impact will be observed.</p>
<p>(d) Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?</p>	<p>The Proposed Scheme is located within an existing built-up area which includes various land uses from residential, commercial, and recreational amenities land uses. Due to the presence of construction vehicles, machinery, can result in minor temporary negative effect. However, the changes to the landscape during operations by inclusion of additional green areas, footpaths, trees and street furniture are expected to have a permanent moderate positive impact.</p>
<p>(e) Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?</p>	<p>There are twelve NIAH and four National Monument sites within 100m of the Proposed Scheme. The proposed site is located adjacent to a 'Zone of Notification' that extends towards the southern boundary of the proposed site. The site sits on the middle section of the Delgany ACA.</p>
<p>(f) Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g., hospitals, schools, places of worship, community facilities that could be affected by the proposal?</p>	<p>The proposed scheme is located within a built-up, urbanised area. However, there are no sensitive land uses within proximity to the proximity to the proposed development.</p>
<p>(g) 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 proposal?</p>	<p>The site of the proposed work does not contain important, high quality or scarce resources that could be affected by the proposed scheme. The site of the proposed scheme is within proximity to Glens of the Down SAC which is 700m away from the proposed scheme extents.</p>
<p>(h) Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?</p>	<p>There are no features in and around the proposed scheme that have already been polluted or unable to achieve its WFD. Nature Reserve: Glen of Downs which is 700m east of the proposed scheme.</p>
<p>(i) Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?</p>	<p>The Proposed Scheme does not fall within the consultation zone for any Seveso site. The Proposed Scheme falls within CFRAM3 river flood extents, but no past floods have been recorded within the proposed scheme extents. The study site is not susceptible to subsidence, landslides and erosion that can lead to environmental problems.</p>
<p>(j) Are there any additional considerations that are specific to this location?</p>	<p>No additional considerations in addition to those previously identified above are specific to this location.</p>
<p><b>3. Types and characteristics of potential impacts:</b></p>	

<p><b>If relevant, briefly describe the characteristics of the potential impacts under the headings below.</b></p> <p>(including where relevant the magnitude and spatial extent of the impact (e.g. geographical areas and size of population likely to be affected), nature of impact, intensity and complexity of impact, probability of impact, and duration, frequency and reversibility of the impact):</p>	<p><b>If relevant, briefly describe any mitigation measures proposed to avoid or prevent a significant effect.</b></p>	<p><b>Is this likely to result in significant effects on the environment?</b></p>
<p><i>Population and human health:</i></p>		
<p>The proposed scheme will help through improvements in cycle routes, pedestrian infrastructure, and connectivity. The scheme will not require any significant excavation and earthworks and will be using subbase road materials wherever possible.</p> <p>The proposed layout will make Convent Road access only for general traffic. This is achieved by introducing a modal filter just north of Convent Court.</p> <p>The construction phase will lead to temporary disruption of traffic along the Convent Road in Delgany. This will lead to temporary moderate negative impacts.</p> <p>The Operational Phase of the Proposed Scheme will facilitate improved facilities for the vulnerable road users such as pedestrians and cyclists. Therefore, will have permanent significant positive effect.</p>	<p>Due to preventing through traffic on Convent Road, the traffic going in the opposite direction would have to use an alternative route through the village and along Delgany Wood Avenue.</p>	<p>No</p>
<p><i>Biodiversity, with particular attention to species and habitats protected under the Habitats Directive and the Birds Directive.<sup>4</sup> *</i></p>		
<p>Entire works of the scheme are confined to the existing road networks with no direct impacts to the European sites.</p> <p>The Site is of sufficient distance from the Glen Of The Downs SAC, Bray Head SAC, The Murrough Wetlands SAC and The Murrough SPA that there is no risk of visual or noise disturbance of the QI habitats/ species. There is, therefore, no pathway for significant effects on the QI species of the listed Natura 2000 sites (AA Screening, APEM 2022).</p>	<p>None Required</p>	<p>No</p>
<p><i>Land, soil, water, air and climate:</i></p>		
<p>There is minimum potential for construction activities to create pathways between contaminants and groundwater resources. During the Operational Phase, the Proposed Scheme may lead to pollution of soils and geology from accidental spillages on the road which have the potential for both temporary and permanent significant negative effects.</p> <p>During removal of existing footpaths and road could lead to a change in nature of site run-off and dust emissions, along with soiled water content releasing nutrients and increasing the sediment</p>	<p>All construction machinery will be stored in a bunded construction compound on site. No fuels will be stored on site. Best practice construction practises will be implemented throughout the duration of the construction phase.</p> <p>A site-specific Construction Environmental Management Plan (CEMP) will be prepared by the appointed contractor which will clearly</p>	<p>No</p>

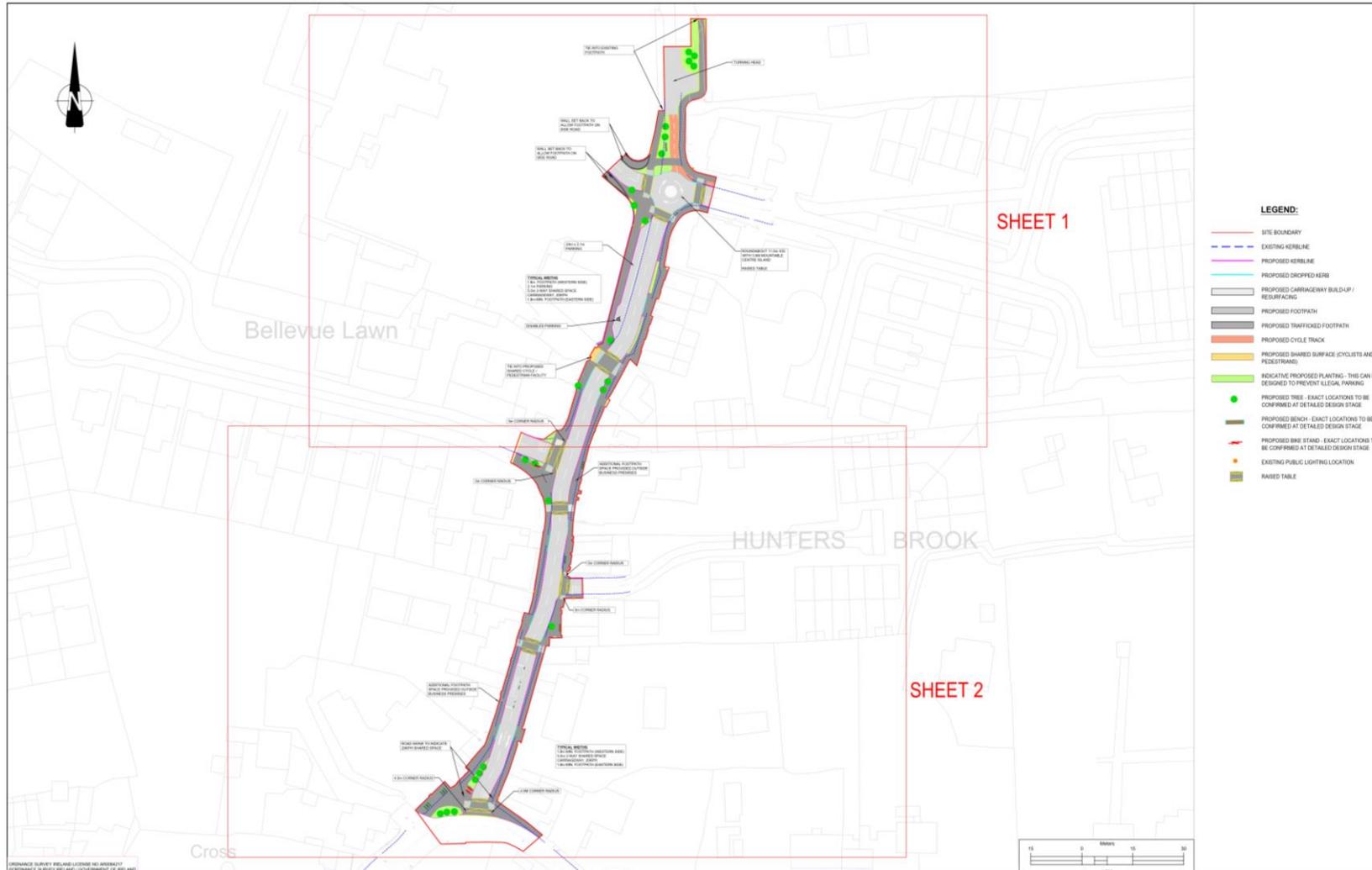
<sup>4</sup> And with particular regard to areas specified in Article 103(3)(a)(v) of the Regulations.

<p>load of surface water run-off, potentially impacting water quality. However, works are confined to the existing road and footpath network and the existing drainage network will be utilised during the construction phase of the project.</p> <p>Due to the small scale of the scheme the dust and associated air quality impacts will not be significant, but traffic related emissions can be significant but are likely to decrease after the completion of the project. The operation phase of the scheme will have a permanent positive impact due to reduced CO2 and particulate emissions.</p>	<p>detail all necessary environmental control measures.</p>	
<p><i>Material assets, cultural heritage and the landscape:*</i></p>		
<p>The proposed scheme lies in an urbanised area with a number of utilities and various land uses. Moderate temporary effects on the surrounding landscape and assets could be observed during the construction phase. However, completion of the proposed works will result in altered townscape and visual amenity due to the inclusion of additional green areas, footpaths, trees and street furniture. Therefore, having a permanent moderate positive impact.</p> <p>There are twelve NIAH and four National Monument sites within 100m of the Proposed Scheme. The proposed site is located adjacent to a 'Zone of Notification' that extends towards the southern boundary of the proposed site. The proposed site is also contained within Delgany (Greystones/Delgany Lap 2006-2012) Architectural Conservation Area (ACA).</p>	<p>Therefore, there is potential to disturb and/or damage unknown archaeological assets while working within the roadbed in this location. It is recommended that a licensed programme of targeted archaeological testing and/ archaeological monitoring under licence from the National Monument Service (NMS) be undertaken in this location by a suitably qualified archaeologist prior to commencement of development. Therefore, with suitable mitigation and/or monitoring these effects are not likely to be significant.</p>	<p>No</p>
<p><i>Cumulative effects:</i></p>		
<p>The WCC Planning website, ABP website, National Planning Application Database and EIA Portal were consulted to ascertain if there are any other existing or permitted projects that could give rise to cumulative effects, when considered alongside the proposed development. Existing or permitted projects of significance which have the potential to give rise to cumulative effects were identified (refer to Section 5.2).</p> <p>Considering the identified projects and potential projects in the area surrounding the proposed development site 7.12, none are anticipated to have a significant effect on the baseline environment. Therefore, these projects are unlikely to give rise to significant cumulative effects with the proposed development.</p>	<p>None Required</p>	<p>No</p>
<p><i>Transboundary effects:</i></p>		
<p>The proposed development will be minor in nature and scale. Thus, there is no potential for transboundary effects to occur as a result of the proposed development.</p>	<p>None Required</p>	<p>No</p>
<p><b>4. Additional Considerations:</b></p>		

Further relevant information, if any, relating to how the results of any other relevant assessments of the effects on the environment have been taken into account (e.g. SEA, AA screening, AA):	The conclusions of the AA Screening Report have been considered in the preparation of this report.	
<b>Other</b> relevant information/ <b>considerations of note</b> :		
<b>C. Determination:</b>		
<b>No real likelihood</b> of significant effects on the environment.	✓	<b>EIAR is not required</b>
<b>Real likelihood</b> of significant effects on the environment.		<b>EIAR is required</b>

<b>D. Main Reasons and Considerations:</b>
<p><b>Having regard to the criteria in Schedule 7, the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following:</b></p> <ul style="list-style-type: none"> <li>(a) Set out the main reasons and considerations specific to the nature, size, or location of the proposed development, and the types and characteristics of potential impacts:</li> <li>(b) Where relevant, reference any key mitigation measures of significance to the screening determination:</li> <li>(c) Where relevant, reference the results of any other relevant assessments of the effects on the environment (e.g. SEA, AA screening, AA):</li> <li>(d) Any other relevant information:</li> </ul> <p><b>It is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an environmental impact report is not therefore required.</b></p>

# APPENDIX B: PROPOSED SCHEME DESIGN



**NOTE:**  
 500 MET SCALE. Use figured dimensions only.  
 All levels are referred to Ordnance Survey Datum, Mean  
 High.  
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Rev	Issue for Review and Comment	CC	RC	05/11/25
P01	ISSUES FOR REVIEW AND COMMENT	CC <td>RC <td>05/11/25</td> </td>	RC <td>05/11/25</td>	05/11/25
Rev	Description	CHK'd	App'd	Date

Project Title:	21416 - Convent Road Pedestrian and Cyclist Infrastructure Improvement Scheme	Status:	S3
Drawing Title:	Convent Road Cut-to-size Option with New Carriageway and Widened Footpaths OVERVIEW SHEET	Rev:	P01
Drawn:	CC	Drawing No:	21416-BTL-ZZ-ZZ-OR-CE-60010
Checked:	CC	Scale at A1:	1:500
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