



EIA Screening Report

Killincarrig Village Enhancement Scheme

Killincarrig Village,
Greystones,
Co. Wicklow

September 2022



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LIMITATIONS

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EXECUTIVE SUMMARY

Verdé Environmental Consultants (Verdé) has been commissioned by Wicklow County Council to complete an Environmental Impact Assessment (EIA) Screening Report in accordance with the EIA Directive seeking Part 8 Planning Approval for a proposed village enhancement scheme at Killincarrig Village along the R761 and Castle Villas/Carrig Villas Road in County Wicklow. The enhancement scheme includes for signalised junction, new footpaths, new zebra crossing, improved junction layouts, improved footpaths, cycle climbing lane and a standard road carriageway width.

The purpose of this report is to assist a determination as to whether an Environmental Impact Assessment Report (EIAR) is required for the proposed Killincarrig Village Enhancement Scheme. An Appropriate Assessment Screening Report was completed by Neo Environmental (September 2022) as part of this application and has been reviewed during the screening exercise and is referred to in this report.

This EIA Screening exercise was completed to determine the potential for the proposed activity to have significant environmental effects or not. The exercise has been informed by a desk study of the site, based on best available information provided by the client. The following summary applies:

- The proposed scheme does not constitute development for which EIA is mandatory or required.
- In terms of scale, development and operations proposed for the Killincarrig Village Enhancement Scheme does not fall under those projects requiring a mandatory EIA as prescribed in Annex I of the EIA Directive (Schedule 5, Part 1 of the Planning and Development Regulations 2001, as amended), Section 50 of the Roads Act 1993 or Article 8 of the Road Regulations 2001 but has been assessed as a 'sub-threshold' type project. Given the status of the proposed scheme activity, the requirement for EIA must be determined on a specific case basis.

No significant negative effects on any of the environmental factors to be considered under the EIA Directive are anticipated as a result of the proposed development scheme. This report concludes that the proposed Killincarrig Village Improvement Scheme is not likely to have a significant effect on the environment, either by itself or in combination with other plans or projects and considers that an Environmental Impact Assessment (EIA) is not required in this instance.

1 INTRODUCTION

1.1 Project Details

Verde Environmental Consultants (Verde) has been commissioned by Wicklow County Council to complete an Environmental Impact Assessment (EIA) Screening Report in accordance with the EIA Directive seeking Part 8 Planning Approval for a proposed enhancement scheme at Killincarrig Village in Greystones County Wicklow along the R761 Lower Kindlestown Road and Carrig/Castle Villas Road. The enhancement scheme includes for signalised junction, new footpaths, new zebra crossing, improved junction layouts, improved footpaths, cycle climbing lane and a standard road carriageway width.

The purpose of the Report is to determine if an Environmental Impact Assessment (EIA) is required for the proposed development as set out in the mandatory and discretionary provisions of the Planning and Development Act, 2000, as amended, Schedule 5 of the Planning and Development Regulations (S.I. 600/2001), 2001, as amended (2018) and European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019. The requirement for a 'sub-threshold' development to be subject to EIA is determined by the likelihood that the development would result in significant environmental effects which may arise due to the location of the development or the characteristics of the development. The EIA screening exercise outlined below have examined the project with reference to the relevant thresholds and criteria.

1.2 Overview of the proposed development

The proposed scheme involves the following enhancement works at Killincarrig Village:

- A signalised junction at intersection of the R761 Lower Kindlestown Road with the L5222 Castle Villas and related pedestrian crossing facilities.
- A new footpath along the east side of the R761 Lower Kindlestown Road to link the isolated properties on the northwest end of the village.
- A new zebra crossing on the R761 Lower Kindlestown Road at the northern side of the village to provide a crossing point near to the pedestrian route to Greystones town centre.
- Improved junction layouts to existing junctions along the R761 as well as the Castle Villas/Carrig Villas junction.
- Improved footpath facilities.
- A cycle climbing lane on the R761 Lower Kindlestown Road northbound from the Killincarrig Cross roundabouts.
- A standard road carriageway width along the R761 Lower Kindlestown Road.

Figure 1 below refers to the proposed improvement scheme layout plan and Figure 2 shows a typical cross section of a road layout plan.

1.3 Objectives and Work Brief

This EIA screening report is being submitted as part of the planning application process for the proposed development referenced above and has been prepared to assist in the decision as to whether an EIA is required. The question of whether an EIA is required arises only in relation to the projects that fall within the scope of one or more of the project classes listed in Annex I or II of the EIA Directive 2011/92/EU and/or corresponding classes or projects listed in Schedule 5, Parts 1 and 2 of the Planning and Development Regulations 2001, as amended. Projects which do not fall within the scope of the listed projects are not subject to any requirements for EIA or screening EIA under EIA Directive 2011/92/EU as amended 2014/52/EU. The European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019, Section 50 lists projects that are subject to an EIA. Likewise, projects which do not fall within the scope of the listed projects are not subject to any requirements for EIA or screening EIA.

This EIA Screening report will be accompanied by an Appropriate Assessment Screening report prepared by Neo Environmental in September 2022.

In order to meet project objectives, Verde's work brief included the following:

- A review of existing site details and proposed development plans;
- A review of EIA requirements under Planning and EIA regulations, including site specific requirements;
- A review of available reports and figures;
- Desk study assessment of environmental sensitivity of the site location; and
- Review of development plans for lands adjacent to the proposed development.

2 EXISTING SITE DETAILS

2.1 Site Location and Setting

The improvement scheme is located in Killincarrig Village along the R761 Lower Kindlestown Road (approx. 400m in length) between the Killincarrig Cross Roundabout and Delgany Wood Road and along the L5222 Carrig/Castle Villas Road (approx. 215m in length). The total length of the scheme is approx. 615m and will result in construction of cycle track, footpaths, pedestrian crossing facilities, improved junction layouts, boundary wall set back and road carriageway widths changes to facilitate the footpaths and cycle tracks.

The Ordnance Survey of Ireland (OSI) X, Y ITM coordinates for the centre of the improvement scheme at the R761 and Carrig/Castle Villas junction are 728510, 711181. The adjacent land uses are listed in Table 2.1 below.

The area is covered by *Level 3 – Self Sustaining Growth Town* in accordance with the Wicklow County Development Plan 2021 to 2027. Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.

Table 2.1 – Adjacent Land Uses

Boundary	Land Use
North	To the north of the proposed scheme are multiple housing estate. St. Laurence National School is situated to the northwest of the subject area and Burnaby Estate part of Greystone Golf Club is situated to the northeast of the area.
West	To the immediate west of the proposed scheme are residential dwellings, Marks Village Store, Carraig Bar and Lounge are located along the R761. Further west the lands are comprised of more housing estates including Delgany Hills, Delgany Wood Ave.
East	Directly to the east of Carrig/Castle Villas Road are a row of semi-detached dwellings perpendicular to the road followed by Greystones Golf Club which is further followed by a row of single residential dwellings along Burnaby Park.
South	To the south, the R761 is linked to the Killincarrig Cross roundabout that links with Delgany Village to the southwest, Kilcoole Road that heads south to Kilcoole and to Mill Road that veers to the east towards Greystones. Further south of the roundabout are residential dwellings and Delgany Park housing estate.

2.2 Site History & Planning Records

Primary sources used to research the history of the site included available extracts from historical Ordnance Survey Ireland (OSI) maps, aerial photographs and planning information from Myplan.ie. The maps consulted include the OSI 6-inch historic maps from 1837 to 1842, the OSI 25-inch historical maps surveyed between 1888 and 1913 and the OSI 6-inch Cassini map surveyed in early 20th century.

The historic 6Inch Black and White First Edition shows the proposed scheme within the Killincarrig townland on the existing road R761 however the Carrig/Castle Villas Road has not been built yet. There are residential dwellings along the R761 road on the western side. To the east of the R761 are fields. The 6Inch Black and White Last Edition shows more residential dwellings along the east of the R761 road. The Carrig/Castle Villas Road is present and Killincarrig Castle ruin is identified on the map. The surrounding land remains as fields likely for agricultural purposes. The 25Inch maps shows similar. The 1999 aerial imagery shows the area has been substantial built with residential housings and housing estates to the south and north. Greystones Golf Course is shown on the map. Throughout the years from 1999 to current date construction of more housing estates to the north, west and south of the subject area.

The Wicklow Council Planning Records have also been consulted (on the 21st September 2022) for the purposes of this study and the results are summarised in Table 2.2. There are numerous applications along the improvement scheme roads associated with residential dwellings extensions. For the purpose of this screening exercise, Table 2.2 refers to the relevant planning applications that may have cumulative impacts with the proposed scheme.

The EIA Portal, an online map-based website that provides users with access to applications for development consent accompanied by and Environmental Impact Assessment Report made since 16 May 2017, was consulted on the 21st September 2022 for the area within 2km of the proposed development site and the results are summarised below in Table 2.3. The information on the EIA Portal is limited for the purposes of providing initial and early notification of proposed projects requiring EIA across the country.

Table 2.2 Details of Relevant Planning Applications (Wicklow County Council)

PLANNING REF. #	APPLICATION DESCRIPTION	SITE LOCATION	APPLICATION/ NOTICE DATE	CURRENT UPDATE
19952	a) widen existing road serving Adare Close and existing commercial premises and provide access road to lands to rear of "Clonbur" and "Derrymore"; (b) provision of 3 no. car parking spaces to serve existing commercial premises; (c)	Subject Site along the R761 southern end of	28/08/2019	Permission Granted with Conditions. Commencement Date 01/10/2021

PLANNING REF. #	APPLICATION DESCRIPTION	SITE LOCATION	APPLICATION/ NOTICE DATE	CURRENT UPDATE
	removal of 2 no sheds;(d) provision of 5 no (3 bedroom, 102 sqm) dormer bungalows and associated car parking, on lands to the rear of "Clonbur" and "Derrymore"; (e) Provision of 1 (3 bedroom, 102 sqm) dormer bungalows with new vehicular access directly off R761 public road (f) set back existing western boundary wall to facilitate the widening of the existing public footpath; (g) revised the boundaries of "Clonbur"/"Derrymore" (h) provide new pedestrian access in new western boundary wall (l) connection to all public services (j) all necessary ancillary works to facilitate the above.	Kindlestown Lower		
22116	The construction of new single storey extensions (totalling circa 50.33m2) to front and rear of an existing 111.40m2 two storey dwelling. The works will also include alterations and modifications to the existing layout and elevations of the existing dwelling and the construction of a new entrance canopy to the side of the dwelling and all associated site works.	Subject Site along the R761. Carhill	09/02/2022	Permission Granted with Conditions Decision Date 04/04/2022
22653	1. construction of new 87sqm 2 bedroom bungalow to rear of existing dwelling, 2. new entrance arrangements, 3. connection to all public services	Subject Site along Carrig/Castle Villas Rd. 11 Castle Villas, Killincarrig, Co. Wicklow	13/06/2022	Permission Granted with Conditions Decision Date 12/09/2022
211463	Demolition of a single storey extension to the side and rear of the existing dwelling	Subject Site along	07/12/2021	Permission Granted with Conditions

PLANNING REF. #	APPLICATION DESCRIPTION	SITE LOCATION	APPLICATION/ NOTICE DATE	CURRENT UPDATE
	and replacing it with a new, single storey extension; construction of a new, part single, part two storey dwelling at the rear of the site, new driveway to rear and new connection to public services; together with all necessary ancillary site works to facilitate this development.	Carrig/Castle Villas Rd. 8 Castle Villas, Killincarrig, Co. Wicklow		Decision Date 20/06/2022
22631	Raising the roof ridge, modifying the roof arrangement to accommodate second floor habitable rooms in both no. 4 and no. 5, extending no. 5 to the south side/front along with associated site works including a replacement shed, widening both existing vehicular accesses to the front onto R761 with the realignment of the boundary wall at the corner of R761 and Castle/Carrig Villas to improve sightlines	Subject Site along R761 4 & 5 Castle Villas, Killincarrig, Co. Wicklow	08/06/2022	Permission Granted with Conditions Decision Date 08/06/2022
22419	Construction of a new detached one and a half storey 3-bedroom dwelling (121.8m ²) in back garden of the existing dwelling 2. Subdivision of existing 1070m ² site into 2 separate individual sites 3. provision for two separate driveway entrances and a new 3.5m wide private driveway to serve new dwelling with two parking spaces. 4. New boundary treatment for the existing dwelling. 5. All the above with connection to existing services, associated ancillary site works and facilities.	Subject Site along R761 Back Garden of No. 2 Castle Villas, Killincarrig, Co. Wicklow	21/04/2022	Permission Granted with Conditions Decision Date 10/08/2022
22919	Revisions to the residential development which was granted under pl. reg. no. 20/1299 and which is currently under construction, which shall consist of the	West along R761	22/08/2022	New Application Decision Due Date 16/10/2022

PLANNING REF. #	APPLICATION DESCRIPTION	SITE LOCATION	APPLICATION/ NOTICE DATE	CURRENT UPDATE
	following: (a) The omission of 7no. two storey terraced dwellings described as house types A1 and A2 at unit/site numbers 1-7 and their omission from the development, (b) The construction of 10no. four bedroom terraced two storey dwellings in place of the omitted units as described at (a) above, (c) Ancillary alterations to the internal roads, footpaths, services and utility connection provisions, (d) The connection of the dwellings to the public services through the permitted internal site services and utility infrastructure as granted under pl. reg. No. 20/1299 and/or subsequently amended or newly proposed methods of connection, (e) Ancillary hard and soft landscaping proposals and boundary treatments, (f) Ancillary alterations to proposed site levels and retaining structures as required to integrate the revised proposals with the dwellings described as unit/site numbers 8-17 in the drawings and documents submitted under pl. reg. no. 20/1299 and which are now under construction, (g) Revised public lighting design, (h) Ancillary works	Delgany, Killincarrig Village and Delgany, Co. Wicklow		

Table 2.3 Details of Relevant EIA Locations (EIA Web Portal)

PORTAL ID #	APPLICATION DESCRIPTION	SITE LOCATION	DATE UPLOADED TO PORTAL	COMPETENT AUTHORITY	CURRENT UPDATE
2019153	The development will consist of the construction of a residential development of 426 no. dwellings, a creche (c. 599 sq. m),	South of subject area (c. 600m)	19/9/2019	An Bord Pleanála	Granted and under development

PORTAL ID #	APPLICATION DESCRIPTION	SITE LOCATION	DATE UPLOADED TO PORTAL	COMPETENT AUTHORITY	CURRENT UPDATE
	residential amenity building (c. 325 sq. m), active open space of 4.5 hectares, greenway of c. 2.4 hectares.				
2020095 (Plan Ref: 20620)	10-year permission for construction of 73,511sq.m of film studio, production, workshop, media, office and all ancillary services landscaping"	West of subject area (c. 1.0km) "Lands comprising 18.53Ha at Killincarrig within the IDA Business and Technology Park, Greystones County Wicklow"	26/6/2020	Wicklow County Council	Decision made 16/12/2020 Permission Granted under Conditions According to Wicklow Co Co. Planning there is no commenced date.
2019179 (Planning Ref: sh201904)	Mixed use SHD development comprises of 354 no. residential units, 2 employment buildings, a permanent bus layby along with car parking and all associated works, car parking, drainage, and boundary treatments.	Southeast of subject area (c. 1.5km)	24/10/2019	An Bord Pleanála	Permission Granted 15/01/2020 According to Wicklow Co Co. Planning there is no commenced date. However, google maps shows the area under development.
2022041 (ABP-313229-22)	The development will consist of the construction of a strategic housing development comprising 586 residential units, a community building, a crèche, a sport field, a MUGA, a distributor road and all associated ancillary development works.	Northwest of subject area (c. 1.7km)	24/03/2022	An Bord Pleanála	New Application Decision yet to be made

2.3 Site Physical Setting

Information on the site location, hydrology, geology hydrogeology and ecology of the area has been obtained from records held by the Geological Survey of Ireland (GSI), Environmental Protection Agency (EPA), Ordnance Survey of

Ireland (OSI), Water Framework Directive Maps, National Parks and Wildlife Service (NPWS) databases and on-line resources of Department of Environment, Community and Local Government (myplan.ie).

Details of the site physical setting are outlined in Table 2.4 which includes desk study findings.

Table 2.4 – Site Physical Setting

FEATURE	DETAILS & COMMENTS
Topography	Topography is flat along the R761 and Carrig/Castle Villas Road.
Geology	<p><u>Overburden:</u> The EPA national soil database classifies the topsoil as Urban Made Ground. The subsoil permeability has a rating of High.</p> <p><u>Solid Geology:</u> The GSI Bedrock Geology information shows the site is underlain by greywacke and quartzite from the Bray Head Formation.</p>
Hydrogeology	<p><u>Regional Classification:</u> According to GSI data, the bedrock aquifer beneath of the site is classified as Poor Aquifer (PI) – bedrock which is generally unproductive except for local zones.</p> <p><u>Vulnerability:</u> The GSI vulnerability map for the area describes the aquifer as having a High vulnerability rating across the area. Depth to bedrock is >10mBGL.</p> <p><u>Well & Spring Search:</u> There are no wells or springs within the subject area according to the GSI database. There is a domestic use well to the east of the site that has a 1km radius accuracy location but does not intersect the subject area. Depth to bedrock was recoded at 24.4mBGL. Likewise, to the west there are 3no. domestic use wells with a 1km radius accuracy bit does not intersect the subject area. Depth to bedrock was recorded at 5.5mBGL.</p>
Hydrology/Ecology	<p><u>Surface Water Courses</u> There are no watercourses within the subject area. The Three Trouts Stream (IE_EA_10T030580) flows west to east entering the sea along Greystones beach. It is situated approx. 440m to the south of the site. The Three Trout Stream is “Not At Risk” and has a “Good” ecological status from the River Water Bodies (RWB) 2013-2018 data.</p> <p><u>Groundwater</u> The proposed development site is located within the Wicklow Waterbody (IE_EA_G_076) and has an overall groundwater status “Good” from the Groundwater Body WFD Status 2013-2018.</p> <p><u>Protected Areas:</u></p>

	<p>Within 15km of the Application Site there are eight Special Areas of Conservation ('SACs'); Glen of the Downs SAC, Bray Head SAC, The Murrough Wetlands SAC, Carriggower Bog SAC, Ballyman Glen SAC, Knocksink Wood SAC, Wicklow Mountains SAC and Rockabill to Dalkey Island SAC.</p> <p>There are three Special Protection Areas (SPAs); The Murrough SPA and Wicklow Mountains SPA and Dalkey Islands SPA.</p> <p>The Appropriate Assessment Screening report states there is no ecological, ornithological and/or hydrological connectivity exists between the Application Site and any of the Natura 2000 sites. The proposed development will occur along artificial surface. Artificial surface is not suitable habitat to support the foraging and nesting requirements of the qualifying species of both Murrough SPA, Wicklow Mountains SPA and Dalkey Islands SPA. Its therefore considered that the Proposed Development will have negligible effect on qualifying species. Overall, there is no pathway for potential impacts on the Natura 2000 designated sites from the Proposed Development. It has been concluded that the Proposed Development will not lead to significant adverse impacts upon any Natura 2000 sites. No likely significant effect is foreseen upon these Natura 2000 sites as a result of the proposals, either alone or in combination with any other development.</p> <p><u>Flooding:</u></p> <p>The OPW Flood Maps show no Low, Medium or High probability flood extents associated with the subject area. However, at the Killincarrig Roundabout and along Mill Road and Church Road Medium and High flood extents are shown on the maps that are associated with the Three Trout Stream but they do not intrude the subject area.</p> <p>The GSI Groundwater Flooding Probability Maps show no groundwater flooding in the area. There are no recorded past flood events associated with the site area. The CFRAM maps show no low, Medium or High probability of rainfall flooding in the area.</p>
Radon	<p>According to the GSI Radon Map of Ireland, the estimated percentage of homes/businesses in the region of the site above the reference level of 200Bq/m³ for radon is between 5-10% making this a Medium Radon Area as per May 2022 map.</p>
Licences/Permits	<p>According to the EPA Licensing and Permitting data available online there are no waste licences or permits within the surrounding area. There is a Section 4 Discharge Licence (WPL/21) at 1 Riverfield Delgany c. 700m to the west of the site.</p>

3 EIA SCREENING LEGISLATION AND GUIDANCE

3.1 EIA Legislation

The EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU (together, the EIA Directive) on the assessment of the effects of certain public and private projects on the environment is designed to ensure that projects likely to have significant effects on the environment are subject to a comprehensive assessment of environmental effects prior to development consent being granted. The objective of the Directive (2014/52/EU) is to *“ensure a high level of protection of the environment and human health, through the establishment of minimum requirements for Environmental Impact Assessment (EIA), prior to development consent being given, of public and private development that are likely to have significant effects on the environment”*.

The environmental assessment must identify, describe and assess the direct and indirect significant impacts of the project on specified environmental factors (Article 3 (1) of the Directive and 171a(b) and 172 of the Planning and Development Act 2000).

The requirements of the EIA Directives apply only in relation to projects listed in Annex I and II of the EIA Directive which is clear from Article 2, paragraph 1 of the Directive which provides that *“before consent is given, projects likely to have significant effects on the environment by virtue of their nature, size or location are made subject to a requirement for development consent and an assessment with regard to their effects on the environment (EIA). Those projects are defined in Article 4”*. Article 4 provides that projects listed in Annex I shall be subject to a mandatory EIA and projects listed in Annex II shall be subject to determination as to whether an EIA is required through (a) case-by-case examination or (b) subject to thresholds or criteria set by the Member State.

In Ireland, EIA provisions relating to planning permissions are contained in the Planning and Development Act, 2000, as amended (Part X) (hereafter referred to as *“the Planning Act”*), and in the Planning and Development Regulations, 2001, as amended (Part 10) (*“the Regulations”*). Projects requiring an EIA are listed in Schedule 5 (Parts 1 and 2) of the Regulations. Where a project is listed in Part 2 of Schedule 5 but is classed as *“sub-threshold development”*, planning authorities under article 103 of the Regulations may request an EIAR where it considers the proposed development is likely to have a significant effect on the environment. Schedule 7 and 7A of the Regulations must be considered in the decision as to whether a proposed development is likely to have a significant effect on the environment. *“Sub-threshold development” means development of a type set out in Schedule 5 which does not exceed a quantity, area or other limit specified in that Schedule in respect of the relevant class of development*. The prescribed classes of development for the purpose of section 176 of the Act are set out in Schedule 5.

The European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations, 2019 (S.I. 279/2019) and the European Union Roads Regulations, 1994, as amended, (S.I. 119/1994) are to be considered where

road developments may be subject to an EIA. Section 50 of the Roads Act 1993 and Part V Article 8 of the Roads Regulations 1994 specifies the types of roads projects that automatically require EIA and sets out criteria for determining whether or not other roads projects should be subject to EIA.

The outcome of the EIA process does not, in itself, determine the outcome of an application for development consent for a project. The Planning Authority and An Bord Pleanála must consider each application for development consent on its own merits, taking into account all material considered, including conclusions in respect of EIA, before making its decision to grant with or without conditions, or to refuse consent.

3.2 EIA Guidelines

The Department of Housing, Planning and Local Government (DHPLG) revised the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, in August 2018¹. These updated Guidelines deal with the legislative provisions resulting from the 2014 EIA Directive and the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) and how they are to be addressed in practice.

Recently the EPA published draft Guidelines on the Information to be Contained in Environmental Impact Assessment Reports² (May 2022), which includes guidance on preparing an EIAR and the screening process. In addition, both the European Commission³ and the Institute of Environmental Management and Assessment⁴ (IEMA) have published guidance on various aspects of the EIA process which includes guidance on screening. This report has been prepared with reference to each of the above documents.

The Office of the Planning Regulator (OPR) has issued guidance in the form of the Environmental Impact Assessment Screening, Practice Note (PN02)⁵ in June 2021 which aids Planning Authorities as the Competent Authority in this area. The practice does not duplicate or replace any existing guidance or advice but focuses on the EIA screening exercise. It provides a step-by-step (3 step) approach to the process of screening for EIA.

¹ Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment, prepared by the Department of Housing, Planning and Local Government, August 2018

² Guidelines on the information to be contained in Environmental Impact Assessment Reports, Environmental Protection Agency, May 2022

³ Environmental Impact Assessment of Projects Guidance on Screening, European Commission (2017) Luxembourg: Office for Official Publications of the European Communities.

⁴ Environmental Impact Assessment Guide to: Delivering Quality Development, IEMA (2016) Lincoln, UK

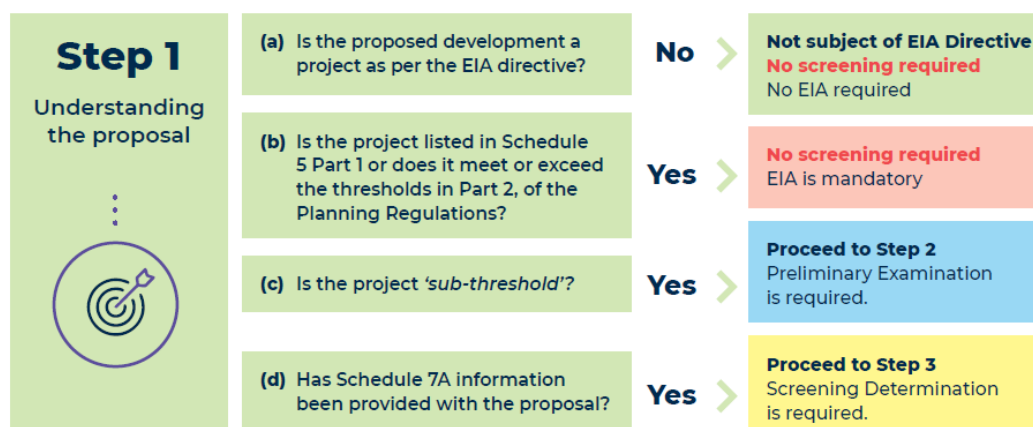
⁵ Environmental Impact Assessment Screening OPE Practice Note PN02, Office of the Planning Regulator, June 2021

4 EIA SCREENING

4.1 Screening Methodology

The proposed development is evaluated to determine potential EIA requirements based on the characteristics of the development, site location sensitivity and characteristics of potential impacts. The first step is to determine whether the proposed project exceeds thresholds requiring a mandatory EIA as set out in Annex I or II of the EIA Directive. These classes have been broadly transposed into Schedule 5 (Part 1 and 2) of the Planning and Development Regulations 2001-2018 with national thresholds included for many of the Annex II classes. If the project is not subject to a mandatory EIA, EIA may still be required to determine the likelihood of a sub-threshold projects having significant effects on the environment. Criteria are included in Annex III of the EIA Directive (transposed into Irish Law in Schedule 7 of the Regulations) to determine whether a sub-threshold development should be subject to an EIA. Figure 3 is Step 1 understanding the proposal of the EIA Screening exercise extracted from the PN02 Practice Note. Step 1 will determine if no screening is required/no EIA required, an EIA is mandatory or to move on to Step 2 if the project is 'sub-threshold'.

Figure 3 – Step 1 approach to EIA Screening for Development Proposals (extract from the OPR Practice Note)



If Schedule 7A information has been provided for the proposed development, it is required to proceed to Step 3 Screening Determination. The screening determination completed by the competent authority must be based on the information provided by the developer and considered in light of the precautionary principle. Criteria to determine whether projects by virtue, inter alia, of their nature, size or location should be subject to EIA, are set out in Schedule 7 to the Regulations, as amended (Annex III of the 2014 Directive). The determination made by the competent authority must include reasons with reference to Schedule 7 criteria and make reference to any mitigation features or design factors influential to the making of the determination. Particular attention should be given to potential significant impacts on sensitive areas (e.g. areas identified as important to nature conservation and/or areas of particular archaeological interest in the relevant Development Plan), and also to cumulative effects with relevant existing and/or approved projects.

For all sub-threshold developments listed in Schedule 5 Part 2, under Article 103(1) of the Regulations, where EIAR is submitted or EIA determination is requested, a screening determination exercise is required to be undertaken by the competent authority unless, on preliminary examination it can be concluded that there is no real likelihood of significant effects on the environment. Article 103(1)(b)(i) - (iii) and 109(2)(b)(i) – (iii) of the Regulations⁶ states:

(a) Where planning applications for sub-threshold development is not accompanied by an EIAR, the planning authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.

(b) Where the planning authority concludes, based in such preliminary examinations, that—

*(i) “there is **no real likelihood of significant effects** on the environment arising from the proposed development, it shall conclude that an **EIA is not required**,*

*(ii) there is **significant and realistic doubt in regard to the likelihood of significant effects** on the environment arising from the proposed development, it shall, by notice in writing served on the applicant, require the applicant to submit to the authority the information specified in **Schedule 7A** for the purposes of a screening determination unless the applicant has already provided such information, or*

*(iii) there is a **real likelihood of significant effects** on the environment arising from the proposed development, it shall—*

(I) conclude that the development would be likely to have such effects, and

*(II) by notice in writing served on the applicant, require the applicant to submit to the authority an **EIAR** and to comply with the requirements of article 105”.*

4.2 Understanding The Proposal (STEP 1)

4.2.2 Mandatory EIA Thresholds (Schedule 5 Criteria)

Section 172 of the Planning & Development Act 2000, as amended, provides the legislative basis for mandatory EIA. It states that an environmental impact assessment shall be carried out by a planning authority or the Bord, 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 exceed 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 exceed 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,

⁶ European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 S.I. No. 296 of 2018

(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 exceed the relevant quantity, area or other limit specified in that Part;*

and,

(ii) *the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.*

There is no class set out under Part 1 of Schedule 5 (or Annex I of the EIA Directive) in relation to the proposed Killincarrig Village Enhancement Scheme along the R761 Lower Kindlestown Road and Carrig/Castle Villas Road and therefore an EIA is not mandatory in accordance with Schedule 5. Part 2 of Schedule 5 is considered below in Table 4.1. The improvement scheme includes for signalised junction, new footpaths, new zebra crossing, improved junction layouts, improved footpaths, cycle climbing lane and a standard road carriageway width.

The project types prescribed for EIA purposes in the Roads Act, the Roads Regulation and the Planning and Development Regulations are listed in Table 4.1 with commentaries of their applicability to the proposed scheme. Criteria prescribed in the legislation and regulations for determining whether or not projects which do not clearly fall into any prescribed project type are also listed and commented upon. Section 50(1) of the Roads Act 1993 states:

(b) If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.

or

(c) 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) 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.

Table 4.1 – Screening for Mandatory EIA

Project Type / Criteria	Comment	Is EIA required?	
<p>Roads Act 1993 S.I. No. 279/2019 The Principal Act is amended by the substitution of the following section for Section 50:</p>			
<p><i>(1) (a) A road development that is proposed that comprises any of the following shall be subject to an environmental impact assessment:</i></p>	<p><i>(i) the construction of a motorway;</i></p>	<p>The proposed scheme does not include for construction of a motorway</p>	<p>No</p>
	<p><i>(ii) the construction of a busway;</i></p>	<p>The proposed scheme does not include for construction of a busway</p>	<p>No</p>
	<p><i>(iii) the construction of a service area;</i></p>	<p>The proposed scheme does not include for construction of a service area</p>	<p>No</p>
	<p><i>(iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.</i></p>	<p>The proposed scheme does not include for construction of a public road. The Scheme does include for improvements of the existing R761 and Carrig/Castle Villas public roads.</p> <p>Stated in Section 50(1)(c) above - In the event that the NTA considers that the Proposed Scheme is likely to have significant effects, it is required to inform An Bord Pleanála in writing prior to making any application to the Board for approval under section 51 of the Roads Act in respect of the Proposed Scheme.</p>	<p>No</p>
<p>Roads Regulation S.I. No. 119/1994 The Principal Regulation is amended by the substitution of the following section for Part V:</p>			

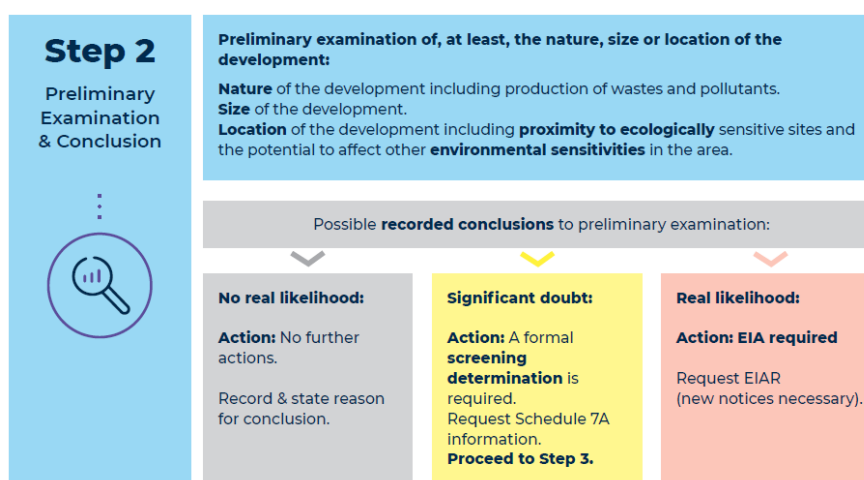
<p><i>Article 8. The prescribed types of proposed road development for the purpose of subsection (1)(a)(iii) of section 50 of the Act shall be—</i></p>	<p><i>(a) the construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area;</i></p>	<p>The development scheme does not include construction of four or more lanes or realignment or widening of existing road to provide four or more lanes.</p>	<p>No</p>
	<p><i>(b) the construction of a new bridge or tunnel which would be 100 metres or more in length.</i></p>	<p>The proposed scheme does not include for construction of a new bridge or tunnel.</p>	<p>No</p>
<p>Planning and Development Regulations (S.I. 600/2001) Schedule 5 Part 2</p>			
<p><i>Project Type 10. Infrastructure projects</i></p>	<p><i>(b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i> <i>(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)</i></p>	<p>The proposed development is located in a small village that is not considered a business district. The overall area proposed for the improvement scheme is considerably less than 10 hectares in the case of built-up areas.</p> <p>Therefore, the proposed development does not meet the prescribed criteria for project Type 10.</p>	<p>No</p>
<p><i>Project Type 13. Changes, extensions, development and testing</i></p>	<p><i>a) Any change or extension of development already authorised, executed or in the process of being executed (not being a change or extension referred to in Part 1) which would:-</i></p>	<p>The changes covered by the proposed improvement scheme will not result in the affected area being of a listed class.</p> <p>Therefore, the proposed development does not meet the</p>	<p>No</p>

	<p><i>(i) result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and</i></p> <p><i>(ii) result in an increase in size greater than –</i></p> <ul style="list-style-type: none"> - 25 per cent, or - an amount equal to 50 per cent of the appropriate threshold, <p><i>whichever is the greater</i></p>	<p>prescribed criteria for project Type 13.</p>	
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The proposed village improvement scheme is not a type of development listed in Schedule 5 Part 1 or Part 2 of the Planning and Development Regulations or of a class described under Section 50 of the Roads Act 1993 or Article 8 of the Roads Regulations 1994 and therefore does not trigger the requirement for mandatory EIA.

Sections (1) (b) to (d) of the Roads Act 1993 require that any road development or road improvement project which would be likely to have significant effects on the environment, including projects located on European Sites and ecologically protected sites, shall be subject to EIA. This effectively introduces EIA Screening for any proposed road development. Schedule 7 of the Planning and Development Regulations specifies the criteria for determining whether or not a sub-threshold development is required to be subject to EIA. Even if the relevant thresholds for mandatory EIA are not exceeded, the development will be assessed as a ‘sub-threshold’ project. The key issue in the context of the possible need for EIA of sub-threshold development is whether or not such development is likely to have significant effects on the environment by virtue of factors such as its nature, size and location. Therefore, the next stage is Step 2 of the OPR step-by-step approach to complete a Preliminary Examination (Figure 4 for reference).

Figure 4 – Step 2 approach to EIA Screening for Development Proposals (extract from the OPR Practice Note)



4.3 Preliminary Examination (STEP 2)

Preliminary examinations must consider at least the following;

- The **nature** of the development including the production of waste and pollutants
- The **size** of the development; or
- The **location** of the development including the potential to impact on certain ecologically sensitive sites and the potential to affect other environmentally sensitive sites in the area.

A preliminary examination should have regard to the Source-Pathway-Receptor model and regard to the criteria set out in Schedule 7 of the Regulations. The OPR PN02 guidance states a number of questions to assist the preliminary examination which have been considered in the following sections.

4.3.2 Nature of the Development

Is the nature of the proposed development exceptional in the context of the existing environment?

The nature of the development is not exceptional to the existing environment. The land is zoned as *Level 3 – Self Sustaining Growth Town* in accordance with the Wicklow County Development Plan 2021 to 2027. Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.

The Killincarrig Village Improvements Scheme is consistent with the following Development Plans:

- **Chapter 9 – Infrastructure, of the Wicklow County Development Plan 2016-2022**
 - **Cycling and Walking Objectives – TR9** – *To improve existing or provide new foot and cycleways on existing public roads, as funding allows.*
 - **Cycling and Walking Objectives – TR13** – *To facilitate the development of a cycling and walking amenity routes throughout the County*
 - **General Road Objectives – TR14** – *To improve public roads in the County as necessary, including associated bridges and other ancillary structures, as funding allows, having due regard to both the transportation needs of the County and the protection of natural habitats.*
- **Chapter 12 – Sustainable Transportation, of the Draft Wicklow County Development Plan 2021-2027**
 - **Cycling and Walking Objectives – CPO 12.11** – *To improve existing or provide new pedestrian and cycling infrastructure of the highest standards on existing public roads, as funding and constraints allow.*
- **Chapter 8 – Transportation & Service Infrastructure, of the Greystones – Delgany and Kilcoole Local Area Plan 2013-2019.**
 - *Improve the accessibility and safety of roads in the plan area.*
 - *Promote walking and cycling throughout the plan area.*

- **TS7** – *Promote the development of safe and accessible pedestrian and traffic routes.*
- **RO3** – *Road improvements to facilitate the development of AP5: Killincarrig Action Plan*
- The Scheme is consistent with the vision of the **Transport Strategy for the Greater Dublin Area 2016-2035**
 - **4. Development of the Strategy – 4.1 Appraisal for Options Common to all Corridors** – *Walking and cycling improvements are required at the local level to cater for short trips to neighbourhood and district centre facilities, such as schools, convenience shopping and social services.*
- The scheme is also consistent with the **Draft Greater Dublin Area Transport Strategy 2022-2042**
 - **10. Walking, Accessibility and Public Realm - 10.4 Improved Footpaths** - *Good quality footpaths should be of sufficient width to accommodate peak demand and should be well finished with even surfaces and a legible palette of materials. Width should be in accordance with the predicted demand and should be informed by high-level pedestrian network planning.*
- **Wicklow County Council Corporate Plan 2019-2014**
 - **Key Strategy Objective 3 - Economic Development, Planning and Infrastructure** - *To develop infrastructure and measures that will support economic activity which will sustain the best quality of life for our citizens in a strong economic competitive environment of the highest quality; support interagency collaboration and capitalise on County Wicklow's unique attributes, harnessing efficiently the entire resources of the County to develop employment opportunities.*
 - **TWES4** – *To promote walking and cycling to suit the varying needs of our communities and the continued provision of public transport options within the County.*
- **Wicklow County Council Climate Change and Adaptation Strategy Theme 2: Infrastructure and Built Environment. Objective:** *To ensure and increase the resilience of infrastructure assets and inform investment decisions.*
 - **2.3 Integrate climate considerations into the design, planning and construction of all roads, footpaths, bridges, roundabouts, amenity areas, recreational trails, public realm and other construction projects.** *Make provision to incorporate green infrastructure as a mechanism for carbon offset.*

Therefore, the proposed enhancement to include new and improved pedestrian and cycle facilities, junction layouts and carriageway width are not exceptional in the context of the existing environment and are within the Objectives and Themes of County Development Plans.

Will the development result in the production of any significant waste, or result in significant emissions or pollutants?

The nature of the proposed development is to improve footpath facilities, new footpaths, new zebra crossing, improved junction layouts and signalised junction, new cycle lane and to include a standard road carriageway width. A boundary wall along the R761 near the Carrig/Castle Villas Road will be set back to facilitate the 2m wide footpath as shown on the proposed drawing. The image below shows the proposed works (Plate 4.1). The proposed carriageway width is 6m, the

proposed cycle path with is 2m and the typical footpath width will be 2m but will vary as understood from the typical road section as shown in Figure 2. The construction works involved will be minor and short-term. Construction works will comprise of excavation either side of the R761 road and Carrig/Castle Villas Road to facilitate the proposed development. It is anticipated that the volume of waste material will not be significant due to the nature of the development and the majority of the road/footpaths already there. However, it is recommended that a Traffic Management Plan and Construction Environmental Waste Management Plan to be prepared prior to start of works.

There is potential for dust pollution/nuisance – dust generation from plant and machinery and construction traffic or from stockpiled soil material. This will be minor and short term. Noise pollution/nuisance – temporary increase in background noise as a result of the operation of plant machinery. Standard practice construction techniques and methods should be implemented to ensure construction noise levels remain within acceptable limits. The works should be carried out in accordance with the requirements of BS 5228-1:2009+A1:2014, Code of practice for noise and vibration control on construction and open sites. A Construction Environmental Management Plan (CEMP) is recommended prior to works and should outline best practices and mitigation measures to avoid and minimise potential emissions or pollutions. Traffic nuisance – there is potential for increased traffic along the R761 during the construction phase however this will be temporary and short term. A Traffic Management Plan is recommended as part of the development to manage and avoid/reduce traffic congestion along the R761 during the construction phase.

There are no water courses within the site boundary or surrounding area and therefore the potential for water pollution during the construction phase due to potential release of sediment or accidental spillages is negligible and insignificant. However standard best practices should be implemented as part of the CEMP.

The operational phase of the scheme will not produce waste or result in significant emissions or pollutions. The scheme will rather do the opposite and reduce air emissions and pollutions by reducing motorised forms of transport and encouraging walking, running or cycling etc. and promoting and encouraging a healthy living and wellness lifestyle with the improved facilities.

Overall, the development is not likely to produce significant waste or result in significant emissions or pollutions. However, it is recommended that a Construction Environmental Management Plan and Traffic Management Plan are prepared prior to works commencing and should outline mitigation measures and best practices to avoid and reduce any potential impacts in relation to emissions or pollutions.

Plate 4.1 – proposed works along the R761



4.3.3 Size of the Development

Is the size of the proposed development exceptional in the context of the existing environment?

The overall size of the proposed Village Enhancement Scheme comprises of proposed works of approx. 400m along the R761 and approx. 215m along Carrig/Castle Villas Road of the following:

- A signalised junction at intersection of the R761 Lower Kindlestown Road with the L5222 Castle Villas and related pedestrian crossing facilities.
- A new footpath along the east side of the R761 Lower Kindlestown Road to link the isolated properties on the northwest end of the village.
- A new zebra crossing on the R761 Lower Kindlestown Road at the northern side of the village to provide a crossing point near to the pedestrian route to Greystones town centre.
- Improved junction layouts to existing junctions along the R761 as well as the Castle Villas/Carrig Villas junction.
- Improved footpath facilities.
- A cycle climbing lane on the R761 Lower Kindlestown Road northbound from the Killincarrig Cross roundabouts.
- A standard road carriageway width along the R761 Lower Kindlestown Road.

The proposed development will not change or transform the existing land. The scheme will provide an improved level of service including a safer linkage for pedestrians and cyclists to the Killincarrig Village from the surrounding villages and towns such as Delgany, Greystones and the surrounding housing estate.

Are there cumulative considerations having regard to other existing and/or permitted projects?

The Wicklow County Council online planning search and the EIA Portal were consulted on the 21st September 2022 for the townland of Killincarrig Co. Wicklow. Table 2.2 in Section 2 lists planning applications in the immediate surroundings of the subject proposed development. The relevant planning submissions are described below.

Planning Ref. 19952 – along the R761 at the southern end of the Kindlestown Lower Road. Permission was granted with conditions and commencement date was 01/10/2021 according to Wicklow Co. Co. online planning. Google Street view dated August 2022 shows the development under construction with the building built with walls, roof and windows. It is likely that this development will be near completion prior to the proposed enhancement works and is considered to not have cumulative impacts.

Planning Ref. 22116 – along the R761 Carhill. Permission was granted with conditions in April 2022 for the construction of new single storey extensions (totalling circa 50.33m²) to front and rear of an existing 111.40m² two storey dwelling. The works will also include alterations and modifications to the existing layout and elevations of the existing dwelling and the construction of a new entrance canopy to the side of the dwelling and all associated site works. It is unclear if works have commenced however works include an extension and cumulatively is unlikely to have significant impacts if works were completed during the same time as the proposed development scheme. A Traffic Management Plan should incorporate any potential works to manage the amount of traffic on the R761. However, the extension development will not be associated with a large volume of plant machinery/vehicles and therefore is unlikely to have significant cumulative effects.

Planning Ref. 22653 – has just been granted (September 2022) along the Carrig/Castle Villas Road (11 Castle Villas) for construction of new 87sqm 2-bedroom bungalow to rear of existing dwelling, new entrance arrangements and connection to all public services. The size of the development is small. It is unlikely that works have commenced, and it is unclear when they propose to start works. The proposed development is not large in scale and is unlikely to create cumulative impacts if works were to be completed during the same timescale as the subject proposed enhancement scheme.

Planning Ref. 211463 – was granted in June 2022 along the Carrig/Castle Villas Road (8 Castle Villas) for demolition of a single storey extension to the side and rear of the existing dwelling and replacing it with a new, single storey extension; construction of a new, part single, part two storey dwelling at the rear of the site, new driveway to rear and new

connection to public services; together with all necessary ancillary site works to facilitate this development. It is unclear if works has commenced. However, works are not large in scale and is unlikely to create cumulative impacts if works were to be completed during the same timescale as the subject proposed enhancement scheme.

Planning Ref. 22631 – permission was granted in June 2022 at 4 & 5 Castle Villas for modifications to the roof to accommodate second floor habitable rooms, widening vehicle access to the front onto R761. From Google Satellite Street view dated August 2022 it appears that works have not commenced. These granted modifications are considered minor in scale and are unlikely to create cumulative impacts.

Planning Ref. 22419 – permission was recently granted in August 2022 at the back garden of 2 Castle Villas for construction of a new detached one and a half storey 3-bedroom dwelling with separate driveways. Proposed location is set back from the road and is unlikely to create cumulative impacts.

EIA Web Portal ID. 2019153 –residential development of 426 no. dwellings, a creche (c. 599 sq. m), residential amenity building (c. 325 sq. m), active open space of 4.5 hectares, greenway of c. 2.4 hectares was granted and is under development c. 600m to the south of the subject site. This development is not likely to create significant cumulative impacts due to the distance to the proposed enhancement scheme.

Considering the cumulative assessment, environmental setting and available reports, the potential for adverse environmental effects in combination with projects in the surrounding area has been considered insignificant. The AA Screening report confirmed that no likely significant cumulative effects will occur upon any Natura 2000 sites as a result of the Proposed Development due to a lack of any ecological, hydrological or ornithological connectivity. No likely significant effect is foreseen upon these Natura 2000 sites as a result of the proposals, either alone or in combination with any other development.

4.3.4 Location of the Development

Is the proposed development located on, in, adjoining or does it have the potential to impact on ecologically sensitive site or location?

The subject site is not located within any Designated Natura 2000 site. Within 15km of the site there are eight Special Area of Conservation (SACs) and three Special Protection Areas (SPAs). The AA Screening report states there is no direct ecological, ornithological and/or hydrological connectivity between the Application Site and any of the Natura 2000 sites. The proposed Killincarrig Village Enhancement works will occur along artificial surface, this habitat is considered to be of negligible ecological value to all qualifying species of the eight SACs. These artificial surfaces are not a suitable habitat to support the foraging and nesting requirements of the qualifying species of the Murrough SPA, Wicklow Mountains SPA and Dalkey SPA. The AA Screening report concluded that the Proposed Development will not lead to significant adverse

impacts upon any Natura 2000 sites. No likely significant effect is foreseen upon these Natura 2000 sites as a result of the proposals, either alone or in combination with any other development.

Does the proposed development have the potential to affect other significant environmental sensitivities in the area?

With the use of the online Historic Environment Viewer, there are seven houses and one shop/retail that are listed as Architectural Special Interest along the western side of the R761 within the subject site ranging in dates from 1810 to 1870. Along Carrig/Castle Villas Road set back from the road, remains of a 16th/17th century house probably built for Henry Walsh (Ref. No. WI013-005) and is considered a National Monument and Protected Structure. These historical structures will not be affected during the proposed development scheme. The proposed works are confined within the site boundary to the road and footpaths as outlined in the drawing and will not breach these historical sites. Works do not involve demolition, alteration etc. to these buildings. Therefore, the proposed development does not have the potential to affect these sensitive areas.

4.3.5 Preliminary Examination Conclusion

Following completion of the preliminary examination (Step 2) and as the development will be assessed as a 'sub-threshold' project the next step is to proceed to a Screening Determination (Step 3). It has been recommended that a Construction Environmental Management Plan and Traffic Management Plan are prepared prior to works commencing.

5 SCREENING DETERMINATION (STEP 3)

5.1 Sub -Threshold Screening Determination (Schedule 7 Criteria)

Potentially, a sub-threshold EIA may be required and “sub-threshold development” is defined as *development of a type set out in Schedule 5 which does not exceed a quantity, area or other limit specified in that Schedule in respect of the relevant class of development*. To determine whether the project described in Section 2 above should be subject to an EIA, Annex III of the EIA Directive details the criteria to be used to determine whether a project should be subject to EIA and Schedule 7 of the Regulations implements this Directive in Ireland. The following assessment is completed on the basis of the Criteria in Schedule 7 of the Regulations and utilises the Screening Checklist provided in the ‘Environmental Impact Assessment of Projects, Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU)’ (EC, 2017). Information to be provided by the applicant or developer for the purposes of screening sub-threshold development for EIA comprises of the following (Schedule 7A):

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 Schedule 7 criteria are grouped under the following three headings:

- *Characteristics of the Proposed Development*
- *Location of Proposed Development*
- *Characteristics of Potential Impacts*

Each group includes a number of criteria for consideration. The assessment of the likelihood of significant environmental effects requires professional judgment. The DoEHLG Guidance Document ‘Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development’ states that *“it is not intended that special studies or technical evaluations will be necessary for the purpose of making a decision”*. In this context, this screening exercise has relied on available information. The Schedule 7 screening criteria to be reviewed are discussed in Tables 5.1 and 5.2 below, with reference to the proposed development.

Where there are doubts to the likelihood of significant effects on the environment arising from the proposed development following from the Preliminary Examination (Step 2 of the OPR PN02), the next step is to proceed to Step 3 to complete the formal Screening Determination (Figure 4).

Figure 4 – Step 3 approach to EIA Screening for Development Proposals (extract from the OPR Practice Note)

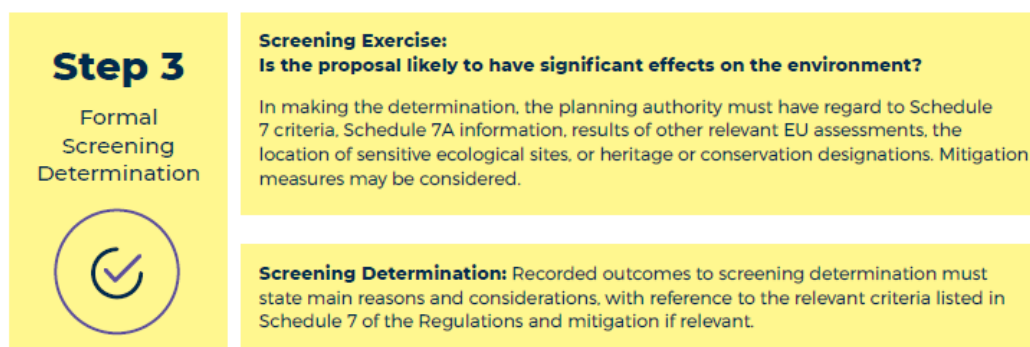


Table 5.1 presents a description of the projects likely impacts on the environment.

Table 5.1: Screening Determination

SCREENING QUESTIONS	
1. Characteristics of the Proposed Development	Comment
Is the scale of the project considered to be significant?	The overall size of the proposed Village Enhancement scheme comprises of proposed works of approx. 400m along the R761 and approx. 215m along Carrig/Castle Villas. The proposed development will not change or transform the existing land. The scheme will provide an improved level of service including a safer linkage for pedestrians and cyclists to the Killincarrig Village from the surrounding villages such as Delgany, Greystones and the surrounding housing estate. The scale of the development can be considered to be insignificant.
Is the size of the project considered significant when considered cumulatively with existing or permitted projects (including under other legislation that is subject to EIA) that could give rise to cumulative effects?	The Wicklow County Council Planning online search was consulted on the 21 st of September 2022. No cumulative factors have been identified. See section 4.3.3 that identifies relevant applications for the assessment of cumulative effects. Considering the cumulative assessment, rural setting and available reports, the potential for adverse environmental effects in combination with projects in the surrounding area has been considered insignificant.
Will the project utilise a significant quantity of natural resources, in particular land, soil, water or biodiversity?	No. The proposed development scheme will not require a significant quantity of natural resources.
Will the project produce a significant quantity of waste?	No significant quantities of waste will be generated from the proposed development as discussed in Section 4.3.2. No demolition works are associated with the scheme. The completed scheme will result in the construction of a cycle track, new and improved pedestrian footpaths, improved junction layouts and a carriageway. The road carriageway proposed width is 6m, proposed 2m width cycle track and footpath width varies. There are no construction plans available as part of this screening however it is anticipated that the construction works involved will be minor and short-term. The volume of waste material will be minor as the road is already there and proposal works

	<p>are for widening to improve footpaths and cycle lane. Any potential waste material generated will be removed off site to a suitable waste facility.</p> <p>The operational phase of the scheme will not produce waste or result in significant emissions or pollutions. The scheme will rather do the opposite and reduce air emissions and pollutions by reducing motorised forms of transport and encouraging walking, running or cycling etc. and promoting and encouraging a healthy living and wellness lifestyle.</p> <p>Overall, the development is not of a project to produce significant quantities of waste or result in significant emissions or pollutions. However, it is recommended that a Construction Environmental Management Plan and Traffic Management Plan are prepared prior to works commencing and should outline mitigation measures and best practices to avoid or reduce any potential impacts in relation to emissions or pollutions.</p>
<p>Will the project create a significant amount or type of pollution and nuisance?</p>	<p>As with the majority of construction works there is potential for pollution and nuisance. There is potential for dust pollution/nuisance – dust generation from plant and machinery and construction traffic or from stockpiled soil material. This will be minor and short term.</p> <p>Noise pollution/nuisance – temporary increase in background noise as a result of the operation of plant machinery. Standard practice construction techniques and methods should be implemented to ensure construction noise levels remain within acceptable limits. The works should be carried out in accordance with the requirements of BS 5228-1:2009+A1:2014, Code of practice for noise and vibration control on construction and open sites. A Construction Environmental Management Plan (CEMP) is recommended prior to works and should outline best practices and mitigation measures to avoid and minimise potential emissions or pollutions. Works should be completed within working hours and not outside of the times agreed in the CEMP.</p> <p>Traffic nuisance – there is potential for increased traffic along the R761 during the construction works however this will be temporary and short term. A Traffic Management Plan is recommended as part of the development to manage and avoid/reduce traffic congestion along the R761 and Carrig/Castle Villas junction during the construction phase.</p>
<p>Will there be a risk of major accidents?</p>	<p>No. During construction phase utmost care will be taken by the contractors to prevent accidental spillages whether on land or directly into water courses through the adoption of strict best practices. The proposed development is not of a type that poses a risk of major accidents. The development site area is not regulated or connected to or close to any site regulated under the Control of Major Accident Hazards Involving Dangerous Substances Regulations (COMAH) (SEVESO sites).</p> <p>The proposed development scheme is for pedestrian footpaths, cycle lane, improved junction layouts, zebra crossing and is not at risk of major accidents nor is the development as designed likely to increase the risk of major accident in this location. Flexible traffic bollards are proposed along a small section where the proposed cycle lane ceases and is shared pedestrian space to the road. The scheme will likely reduce the number of vehicles on the R761 and will provide improved and separated facilities for both cyclists and pedestrians and will reduce risk of major accidents in the area.</p>
<p>Will there be a risk of natural disasters, including those caused by climate change?</p>	<p>No the proposed development scheme is not a type that will cause a risk of natural disaster including those caused by climate change.</p> <p>The site is not located within an area susceptible to subsidence, landslide, erosion, or flooding which would cause the proposal to present environmental problems.</p>
<p>Will there be a risk to human health, for example due to water contamination or</p>	<p>No. However, there is short-term limited potential for negative effects on human health during the construction phase as a result of potential emissions to air from dust</p>

<p>air pollution?</p>	<p>pollution to the public and site workers, or from small quantities of wastewater, chemical or hazardous substance residues being handled on site by the site workers are managed by appropriate risk mitigation measures (Standard Operating Procedures, bunded storage and robust H&S systems) which should be set out in the CEMP. As such the nature of the proposed development is not likely to lead to significant human health impacts. There are no water courses within the surrounding area of the scheme.</p>
<p>Is the combination of the above factors likely to have significant effects on the environment?</p>	<p>Unlikely. Given the nature of the proposed development the above factors are not likely to have significant effects on the environment. A CEMP and Traffic management Plan should be implemented and mitigation measures / best practices should be followed to avoid and significant effects on the environment.</p>
<p>2. Location of the Proposed Development</p>	<p>Comment</p>
<p>General description of the site location and its surroundings:</p>	<p>The scheme is located in Killincarrig Village along the R761 Lower Kindlestown Road (approx. 400m in length) between the Killincarrig Cross Roundabout and Delgany Wood Road and along the L5222 Carrig/Castle Villas Road (approx. 215m in length). The total length of the scheme is approx. 615m and will result in construction of cycle track, footpaths, pedestrian crossing facilities, improved junction layouts, boundary wall set back and road carriageway widths changes to facilitate the footpaths and cycle tracks.</p> <p>The area is covered by Level 3 – Self Sustaining Growth Town in accordance with the Wicklow County Development Plan 2021 to 2027. Self-Sustaining Growth Towns with a moderate level of jobs and services – includes sub-county market towns and commuter towns with good transport links and capacity for continued commensurate growth to become more self-sustaining.</p> <p>As discussed in Section 4.3.2 the proposed Scheme is consistent with various Development Plans for Wicklow and specifically for Cycle and Walking objectives to improve existing and provide new pedestrian and cycling infrastructure, improved footpaths to accommodate demand, and to promote cycling and walking to the public.</p> <ul style="list-style-type: none"> • Chapter 9 – Infrastructure, of the Wicklow County Development Plan 2016-2022 • Chapter 12 – Sustainable Transportation, of the Draft Wicklow County Development Plan 2021-2027. • Chapter 8 – Transportation & Service Infrastructure, of the Greystones – Delgany and Kilcoole Local Area Plan 2013-2019. • Transport Strategy for the Greater Dublin Area 2016-2035 • Greater Dublin Area Transport Strategy 2022-2042 Draft • Wicklow County Council Corporate Plan 2019-2014 • Wicklow County Council Climate Change and Adaptation Strategy. Theme 2: Infrastructure and Built Environment
<p>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"> - European site - NHA/pNHA - Designated Nature Reserve - Designated refuge for flora or fauna - Birds Directive - Habitat Directive - Wildlife Act - Place, site or feature of ecological interest, the preservation, 	<p>The applicant site is not located within a Natura 2000 designated site. Within 15km of the proposed development area, the AA Screening report found eight SAC's; Glen of the Downs SAC, Bray Head SAC, The Murrough Wetlands SAC, Carriggower Bog SAC, Ballyman Glen SAC, Knocksink Wood SAC, Wicklow Mountains SAC and Rockabill to Dalkey Island SAC and three Special Protection Areas (SPAs); The Murrough SPA and Wicklow Mountains SPA and Dalkey Islands SPA.</p> <p>No direct ecological, ornithological and/or hydrological connectivity exists between the Application Site and the aforementioned designated sites, therefore no pathway for potential impacts. Given the nature and design of the Proposed Development, and the lack of direct connectivity between the Application Site and any Natura 2000 site, it is considered that any potential impacts on the qualifying features of any Natura 2000 site will be Negligible. Therefore, no likely significant effect is foreseen upon any Natura 2000 site as a result of the proposals, either alone or in combination with any other</p>

<p>conservation, protection of which is an objective of a development plan/local area plan/draft plan or variation of a plan</p>	<p>development. The AA screening report concluded that Proposed Development will not affect the integrity of any Natura 2000 designated site.</p> <p>The development area is not located near any surface water courses. The closest surface water course – the Three Trouts Stream is approx. 440m to the south and flows from the west to the east entering the sea at Greystone Beach. The Three Trout Stream is “Not At Risk” and has a “Good” ecological status from the River Water Bodies (RWB) 2013-2018 data.</p> <p>There are no designated Nature Reserves within the surrounding area of the proposed development scheme according to the NPWS. The closest is the Glen of the Downs Nature Reserve located approx. 2km to the west of the R761.</p> <p>The proposed development will unlikely impact directly or indirectly on any site specified in Article 103.</p>
<p>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, coastal zones, mountains, marine environment, forests or woodlands that could be affected by the project?</p>	<p>The site is not located within or near wetlands, mountains, woodlands, forests, coastal zones or marine environments that could be affected by the development.</p> <ul style="list-style-type: none"> - The closest water course is the Three Trouts stream. - The closest wetlands are Kilcoole Golf Club Ponds (1.6km to the southeast) and Glen of the Downs wet woodland (2.4km to the west) - The closest forest is Glen of the Downs c. 2.0km to the west - The Great Sugarloaf is situated c. 5km to the northwest - The coast is situated c. 1km to the east at Greystones South Beach - Greystones Marine is c. 1.8km to the northeast <p>Given the distance to any important or sensitive environment, it is unlikely that the proposed development during the construction phase will affect these areas. Operational phase will result in no impacts to sensitive areas.</p>
<p>Is the proposed development likely to be highly visible by 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 would be affected by the proposal?</p>	<p>No. The Scheme will be on either side of the R761 and Carrig/Castle Villas Road and will be constructed at road level and therefore not visible by people.</p>
<p>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>(Protected structures or Recorded Monuments and Places of Archaeological Interest)</p>	<p>With the use of the online Historic Environment Viewer, there are seven houses and one shop/retail that are listed as Architectural Special Interest along the western side of the R761 within the subject site ranging in dates from 1810 to 1870. Along Carrig/Castle Villas Road set back from the road, remains of a 16th/17th century house probably built for Henry Walsh (Ref. No. WI013-005) and is considered a National Monument and Protected Structure. These historical structures will not be affected during the proposed development scheme. The proposed works are confined within the site boundary as outlined in the drawing and will not breach these sites. Works do not involve demolition, alteration etc. to these buildings.</p> <p>Therefore, the proposed development does not have the potential to impact directly or indirectly on any protected structures of monuments and places of archaeological interest.</p>
<p>Are there areas within or around the location are densely populated or built-up or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be</p>	<p>The proposed Scheme is situated in a small village on the outskirts of the well-established Greystones town. There are housing estates surrounding the R761 and Carrig/Castle Villas Road.</p> <p>Hospitals – the HSE Newcastle Hospital is the closest hospital c. 5.9km to the south of</p>

<p>affected by the proposal?</p>	<p>the Scheme. Greystones Medical Centre is c. 1.3km to the west.</p> <p>Schools – Delgany National School is c. 500m to the southwest. Footprints Montessori Preschool is located at end of the Carrig/Castle Villas Road at the eastern junction.</p> <p>Place of worships – Nazarene Community Church is situated c. 550m to the southeast of the site area and Christ Church Delgany is c. 680m to the southwest.</p> <p>Community facility – Dr Ryans Community Centre is located c. 500m to the northwest but according to Google Maps it is temporarily closed. Charlesland Community Centre also temporarily closed and is c. 1.33km to the southeast.</p> <p>The locations of the sensitive land uses are unlikely to be affected by the proposal due to their distance from the proposed development.</p>
<p>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>No.</p>
<p>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>The WFD status for the Three Trouts Stream is “Not At Risk” and has a “Good” ecological status from the River Water Bodies (RWB) 2013-2018 data.</p> <p>The WFD Wicklow groundwater quality status is ‘Good’, and the risk is under ‘Review’.</p>
<p>Is the site location in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environment problems?</p>	<p>No, the site is not located in an area susceptible to subsidence, landslides, erosion or flooding. Nor is the site within a flood zone in accordance with the OPW flood maps. The GSI Groundwater Flooding Probability Maps show no groundwater flooding in the area. There are no recorded past flood events associated with the site area. The CFRAM maps show no low, Medium or High probability of rainfall flooding in the area.</p>
<p>Are there any additional considerations that are specific to this location?</p>	<p>No significant effects have been identified. The majority of potential impacts / adverse impacts that may arise from the proposed development are associated with the construction stage and these effects will be temporary and short-term, reversible and “once-off”.</p>
<p>3. Type and Characteristics of Potential Impacts</p>	<p>Comment</p>
<p>Population and Human Health:</p>	<p>The potential impacts of the construction phase on human beings are not considered to be significant. During the construction phase, there is the potential for short-term nuisances to human beings from noise and dust. These are not likely to be at such quantity or such significance that would warrant the completion of an EIAR. Noise and dust will be subject to standard mitigation measures and best practices as per typical construction projects.</p> <p>Construction sites pose risk to the health and safety of the public. Within the CEMP, safety, health and environmental issues are a primary consideration the in the construction methods adopted. The construction team will develop detailed health and safety plans to suit the construction sequence of the development. A site-specific safety Statement and a detailed Construction Stage Safety & Health Plan will be compiled prior to works in accordance with the HSE and Local Authority guidelines. Control measures to be employed during the construction stage include storage of fuels/chemicals in designated areas, bunding of tanks, correct PPE and spillage kits.</p>

	<p>The are no operational impacts associated with the proposed development that would likely to cause significant negative effects in terms of population and human health. There will be positive benefits associated with the proposal to the population and human health in providing a pedestrian footpath and cycling lane facilities providing a safer linkage to the wider community and safer walking conditions for recreational walkers on this populated route. The proposed scheme will also promote and encourage healthy living, and wellness through cycling and walking and getting the population more active.</p>
<p>Biodiversity / Species and Habitats: (Habitats Directive and Birds Directive)</p>	<p>The AA screening report concludes that the development will not lead to significant adverse impacts upon Natura 2000 sites and there will be no significant effects on any Natura 2000 sites form the proposed development alone or in combination with other projects. There is no ecological, ornithological and/or hydrological connectivity exits between the applicant site and any of the Natura 2000 sites within 15km of the development. There is no pathway for potential impacts on Natura Sites. The proposed development will occur along artificial surface. Artificial surface is not suitable habitat to support the foraging and nesting requirements of the qualifying species of both Murrough SPA, Wicklow Mountains SPA and Dalkey Islands SPA.</p> <p>Best practices during the construction phase will need to be adhered to avoid any potential impact.</p>
<p>Land, Soil, Water, Air and Climate:</p>	<p><u>Land and Soil</u></p> <p>The soils within the proposed area are comprised of Urban Made Ground. The Proposed Scheme is underlain by a poor aquifer which is generally unproductive for local zones. The ‘Bray Head Formation’ forms the bedrock and groundwater vulnerability is rated as high. Considering its urban nature, there may be sources of contamination within the made ground however the magnitude and spatial extent of potential impacts to land and soil will be minor and limited to the immediate receiving environment of the proposed Scheme. There will be minor excavations to facilitate the new footpaths and cycle lane however this will be shallow and groundwater is very unlikely to be encountered during the construction. Therefore, no impact is envisaged to the deeper aquifer. Due to the scale and nature of the proposed development, impacts on the land and soil are not deemed significant. The operational phase has no potential for land, soil and geology related impacts. If contamination is encountered during the construction phase, this material will be segregated and tested prior to removed off-site to a suitable facility. This should be considered in the CEMP.</p> <p><u>Water</u></p> <p>There are no water courses within the proposed Scheme aera. Therefore, the intensity and complexity of impacts on water arising from the construction phase are minimal and are not deemed significant due the scale and nature of the proposed development.</p> <p>The operational phase has minimal potential water related impacts. The surface of the area is already comprised of tarmacadam/concrete and therefore will not increase the rate of runoff from these surfaces.</p> <p><u>Air and Climate</u></p> <p>Potential short-term low probability impact on air quality due to dust generated from the construction phase from machinery and vehicles. However, this will be managed through best practice measures. The proposed development is not a recognised greenhouse gas emitter with the potential to effect climate change. It is quite the opposite. The pedestrian footpath and cycle lane will encourage a modal shift from motorised forms of transport and promote and encourage walking and cycling, therefore reducing air emissions.</p> <p>The proposed development scheme is not expected to give rise to likely significant</p>

	effect on land, soil, water, air or climate.
Material Assets (Built Environment and Transportation), cultural heritage and the landscape:	<p><u>Built Environment</u> There are a number of utilities in place along R761 and Carrig/Castle Villas Road, with the majority buried within the roadway/footpaths. These include gas, telecommunications, electricity, water and associated infrastructure. The proposed Scheme is unlikely to interfere with such utilities and will not modify or divert these public utilities and therefore unlikely to have significant effects. The operational phase will not have significant effects on these material assets.</p> <p><u>Traffic and Transport</u> During the construction phase, potential temporary short-term low probability impacts in relation to traffic increase in the area, however this will be managed throughout the phase and a Traffic Management Plan is recommended to manage this. All restrictions will be carried out in accordance with traffic management measures set out by Wicklow County Council prior to commencement of works. These impacts have potential to cause delays and inconvenience to local road users. However, the impacts will be temporary and confined to normal working hours.</p> <p>During operational phase, the Scheme will create positive impacts to the traffic and transport network within the area with improved junction layout, improved and new pedestrian footpaths and cycle lane.</p> <p>Residual impacts during the construction or operation phase are not considered to be significant.</p> <p><u>Cultural Heritage and Landscape</u> The proposed development will not give rise to any significant impacts on cultural heritage, protected structures or archaeological features. The landscape is not considered to give rise to significant effects.</p>
Cumulative Effects	No cumulative factors have been identified. See section 4.3.3 that identifies relevant applications for the assessment of cumulative effects. Together, the proposed development and the other permitted developments are not likely to give rise to significant effects.
Transboundary effects:	No. The proposed development scheme is not likely to result in transboundary effects.

6 CONCLUSION AND RECOMMENDATION

Having regard to the proposed development which is below the thresholds set out in Schedule 5 Part 1 or 2 of the Planning and Development Regulations, Section 50(1) of the Roads Act 1993 as amended, the criteria in Schedule 7 and the information provided in accordance with Schedule 7A of the Planning and Development Regulations 2001, as amended, and the following (OPR Practice Note PN02):

- the context and character of the site and the receiving environment
- the nature, extent and character of the proposed development
- the potential impacts and proposed mitigation measures
- the results of other relevant assessments of the effects on the environment

It is considered that the proposed Killincarrig Village Enhancement Scheme is not a mandatory EIA type project, as it does not constitute a class of development in accordance with Schedule 5 or give rise to any potential for significant effects as set out in Section 50 of the Roads Act 1993 but has been assessed as a 'sub-threshold' type project. The proposal is not likely to have a significant effect on the environment, either by itself or in combination with other plans or projects, and that an Environmental Impact Assessment (EIA) Report is not required in this instance. The conclusions are made under the assumption that good construction site practices and mitigation measure are implemented and will mitigate any risk of pollution to the receiving environment. It is recommended that a Construction Environmental Management Plan and a Traffic Management Plan are prepared prior to works commencing.

The information provided in this EIA Screening Report can be used by the competent authority, Wicklow County Council, to conclude and determine that an EIA is not required as there will be no significant effects associated with the proposed Killincarrig Village Enhancement Scheme. It is considered that the proposed development would not be likely to have significant effects on the environment alone or in combination with other projects and that the preparation and submission of an Environmental Impact Assessment Report is not therefore required.

7 REFERENCES

- Planning and Development Act, S.I. No. 30 of 2000
- Planning and Development Regulations S.I. No. 600 of 2001
- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 S.I. No. 296 of 2018
- Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development, DoEHLG, December 2020
- European Union (Environmental Impact Assessment) (Planning and Development) Regulations 2014
- EIA Directive 2014/52/EU
- European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulations 2019 (S.I. 279/2019)
- European Union Roads Regulations 1994, as amended, (S.I. 119/1994)
- Environmental Protection Agency, Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Draft August 2018)
- European Communities (Birds and Natural Habitats) Regulations 2011 S.I. No. 477 of 2011
- Environmental Impact Assessment Screening OPR Practice Note PN02, OPR, June 2021
- EIA Web Portal
<https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1> [online]
- Wicklow County Council Planning Applications
<https://wicklow.maps.arcgis.com/apps/webappviewer/index.html?id=57b22c27e7c049fbac54117da1a20f60> [online]
- OPW Flood Maps <https://www.floodinfo.ie/map/floodmaps/> [online]
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