MWP

Screening for Environmental Impact Assessment Report

Glencarrig, Celbridge, Co. Kildare

Garyaron Homes Ltd

August 2022

Contents

1. Introduction 1
1.1 Scope 1
2. Description of the Proposed Development 2
2.1 Summary 2
2.2 Background 4
2.3 Site Location and Description 4
2.4 Environmental Setting 7
2.5 Construction Phase 8
2.6 Operational Phase 9
3. EIA Screening Legislation and Guidance 9
3.1 Legislation 9
3.1.1 EU EIA Directive 9
3.1.2 Environmental Impact Assessment Regulations 2018 10
3.1.2.1 Mandatory and Sub-threshold EIA- Schedule 5/Annex I & II 11
3.1.2.2 Likely Significant Effects- Schedule 7/Annex III 12
3.1.3 Appropriate Assessment 12
3.2 Relevant Guidance 13
4. Screening Assessment 13
4.1 Mandatory EIA - Annex I and II/Schedule 5 13
4.2 Sub-threshold Assessment 14
4.2.1 Likely Significant Effects - Schedule 7 16
5. Conclusion 32
6. References 32

Tables

Table 4-1 Summary of the Mandatory Legislative Requirements for Environmental Impact Assessment Impact Screening 14
Table 4-2 Summary of the Mandatory Legislative Requirements for Environmental Impact Assessment Impact Screening under the Roads Act (as amended) 14
Table 4-3 Summary of the Sub-threshold Legislative Requirements for Environmental Impact Assessment Screening 15
Table 4-4 Schedule 7 Criteria Assessment 17
Table 4-5 EU Guidance EIA Screening Checklist 27

Figures

Figure 2-1 Site Layout Plan 3
Figure 2-2 Site Location Map 5
Figure 2-3 Red Line Boundary 6
Figure 2-4 Location of Key Development Area (KDA) No. 5 at Simmonstown 7

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MWP, Engineering and Environmental Consultants
Address: Reen Point, Blennerville, Tralee, Co. Kerry, V92 X2TK, Ireland
www.mwp.ie

1. Introduction

A 5 year planning permission for a 'Large-scale Residential Development' (LRD) application is being lodged to Kildare County Council under the appointment of the applicant Garyaron Homes Ltd, on lands at Glencarrig House, Simmonstown, Celbridge, Co. Kildare (hereafter referred to as the 'proposed development site'). Permission is being sought for the construction of 137 No. residential units with childcare facility, landscaped spaces and associated works and services (hereafter referred to as the 'proposed development').

Malachy Walsh and Partners Engineering and Environmental consultants (MWP) has been engaged by John Fleming Architects (JFA) to prepare a Screening for Environmental Impact Assessment (EIA) Report of the proposed development to accompany the LRD application. MWP has also prepared a Screening for Appropriate Assessment (AA) report to assist Kildare County Council on the determination on the requirement for AA.

1.1 Scope

Under EU and Irish legislation (detailed in Section 3), an EIA is required for certain prescribed projects and is required for others which are likely to have significant effects on the environment, by reason of their nature, extent or location.

The purpose of this Screening for EIA is to provide a sufficient level of information to Kildare County Council on which to base the EIA Screening for the proposed development. It presents the findings of an assessment undertaken using mandatory provisions and discretionary (or sub-threshold) requirements based on an assessment of the likely significant environmental effects of the proposed development, which would also trigger the requirement to complete EIA.

As per the EPA's draft guidance, a significant effect can be defined as "*An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment*" (EPA, 2017).

2. Description of the Proposed Development

2.1 Summary

The proposed development site covers an area of circa 2.1 Ha.

The proposed development will consist of:

a) the demolition (total area approximately 800 m^2) of the existing buildings on site and the existing front boundary treatment; and

b) the construction of a new residential and creche scheme of 137 no. units in a mixture of houses and apartment units ranging from 2 to 5 storeys in height as follows:

- Block A (3-5 storey apartment block) comprising 39 no. apartments (19 no. 1 bed and 20 no. 2 bed units);
- Block B (4-5 storey apartment block) comprising 51 no. apartments (24 no. 1 bed and 27 no. 2 bed units);
- Block C (3-4 storey apartment block) comprising 25 no. apartments (11 no. 1 bed and 14 no. 2 bed units); and
- Houses (2 -3 storeys) comprising 22 no. house units (5 no. 4-bed semi-detached, 4 no. 3 bed semi-detached, 4 no. 3-bed terraced and 9 no. 3-bed end of terrace).

A separate building will accommodate a Childcare Facility/Creche of approximately 248 m^2 with outdoor play area of 460 m^2. A Bike Store building (86 m^2) and a Plant Room/ESB-Sub-station building (66.9 m^2) are also proposed.

Each residential unit will be afforded with private open space in the form of a balcony or terrace in the case of the apartment units and a rear garden in the case of the housing units. Public open space is proposed in the form of play areas, outdoor seating and planting and pedestrian and cyclist links (approximately 4,380 m^2).

A total of 129 no. car parking spaces are provided at surface level (44 housing/81 apartments/4 creche), including 7 no. Accessible spaces; 80 no. bicycle spaces (for Visitors and Residents, in bike stands) together with 124 no. secure bicycle spaces within 5 no. bike stores.

See Figure 2-1 for site layout plan.

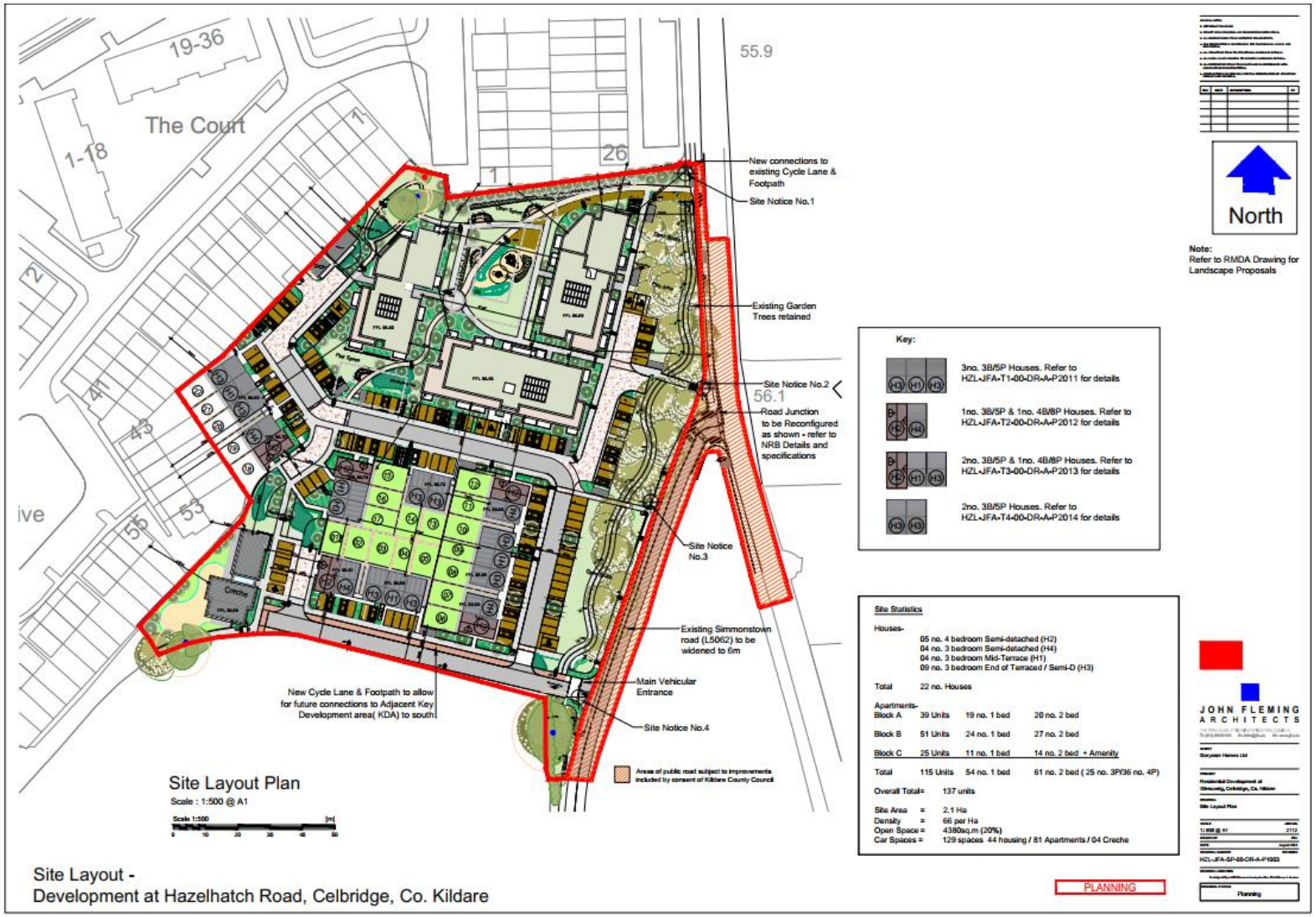

Figure 2-1 Site Layout Plan

Providing green spaces is key to the overall objective of the proposed development. The design of the green spaces is intended to enable easy pedestrian links, connecting people to each other and to the town. A standalone Creche Is located on the south-west corner of the proposed development site, with access to a private enclosed play space. It is envisaged that the creche will be managed by a third party creche operator.

The proposed development also makes provision for a connection to the future development area (KDA 5 Simmonstown) to the south. Particular consideration has been given to connectivity to these lands and the location of the estate road to the south will allow flexibility for pedestrian, cycle and vehicle connections for any future development.

The proposed development shall be served via a new vehicular access point from the L5062. Upgrade works are proposed to the vehicular access point from the R405 onto the L5062 to facilitate the proposed development and to provide for improved access and egress for the overall development. New pedestrian and cyclist access points will be provided on to the R405 from the proposed development site.

The associated site and infrastructural works include provision for water services; foul and surface water drainage and connections; attenuation proposals; permeable paving; all landscaping works; boundary treatment; internal roads and footpaths; waste storage areas and electrical services and all associated site development works.

2.2 Background

The proposed development will assist in addressing the current housing need in the country. The proposal balances the need to provide increased density while being conscious of the existing residentially amenity.

2.3 Site Location and Description

The proposed development site is located on the south east edge of the village of Celbridge, Co. Kildare, within 1.5 km of Celbridge town centre, within a semi-urban area. The proposed development site is bounded to north and west by Hazelhatch park, Simmonstown Stud Farm to the south and Simmonstown Road (L502) and Hazelhatch Road (R405) to the east. Celbridge GAA is located to the east of the south, across the R405.

The proposed development site is relatively flat. Structures onsite included a two-story house, with a shed, barn building and stables to its north. The proposed development site borders consist of mature treelines and small woodlands.

The proposed development site is located within the townlands of Commons and Simmonstown.

Figure 2-2 Site Location Map

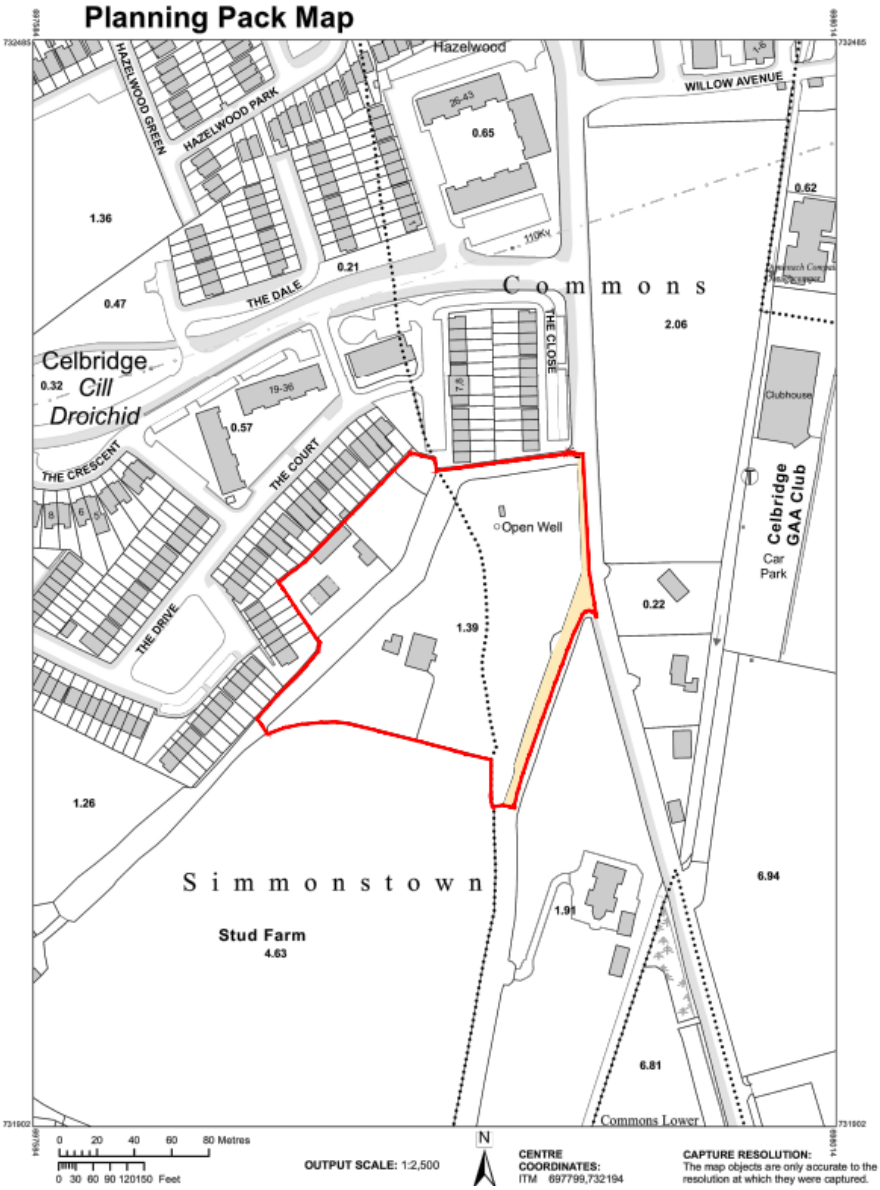

Figure 2-3 Red Line Boundary

As per Celbridge Local Area Plan (LAP) 2017-2023, the majority if the proposed development site is zoned as 'B Existing Residential and Infill'. The land use objectives of these zoning categories are as follows:

- B- "*To protect and enhance the amenity of established residential communities and promote sustainable intensification*".

The Zoning Matrix within the LAP illustrates a range of land uses together with an indication of their broad acceptability in each of the land use zones. 'Dwellings' have been identified as being acceptable in the B land use zoning.

There have been no recent planning applications on the current application site. The Key Development Area (KDA) No. 5 at Simmonstown is located to the south of the proposed development site between Hazelhatch Park and Temple Manor residential estates to the northeast and southwest respectively. The lands measure approximately 35 ha in area and are currently in agricultural use[1].

[1] Celbridge Local Area Plan Accessed 06/08/2021

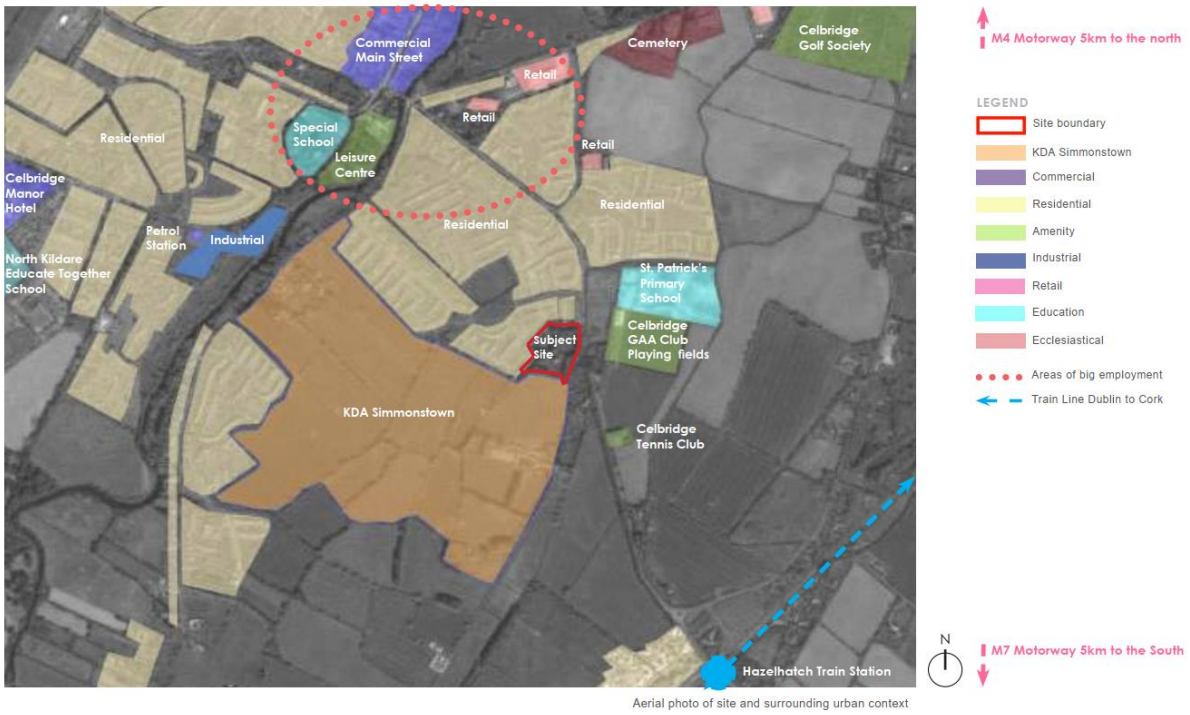

Figure 2-4 Location of Key Development Area (KDA) No. 5 at Simmonstown

2.4 Environmental Setting

The proposed development site is flat. The elevation of the proposed development site is 60 m above sea level. The predominant CORINE (2018)[2] landcover at the proposed development site is classed as 'Artificial Surfaces/Urban fabric'.

According to the Geological Survey Ireland (GSI) online mapper[3], the proposed development site is underlain by Dark limestone & shale (`calp) from Lucan Formation. Soil at the proposed development site is categorised as poorly deep well drained mineral (mainly basic). Suboils are classed as 'Limestone till (Carboniferous)'. The acquirer is designated as a 'Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones'.

The underlying aquifer is categorised as Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones'. The groundwater vulnerability of the aquifer is stated as 'moderate'. The GSI define groundwater vulnerability as *"…a term used to represent the intrinsic geological and hydrogeological characteristics that determine the ease with which groundwater may be contaminated by human activities"*[3].

All data relating to water features was obtained from Environmental Protection Agency (EPA) interactive Map viewer[4]. The proposed development site is located within the 'Liffey and Dublin Bay' Water Framework Directive (WFD) catchment (Code: 09) and the Liffey_SC_070 sub-catchment (Code: 09). This catchment includes the area drained by the River Liffey and by all streams entering tidal water between Sea Mount and Sorrento Point, Co. Dublin, draining a total area of 1,616 km².

The River Liffey (flowing in a northeast direction) is located approximately 750 m to the northwest of the proposed development site. Loughlinstown river (flowing in a southwest direction) is located approximately 200 m to the southwest of the proposed development site. The EPA has classed the water quality of the River Liffey as 'Good'

[2] Co-ORdinated INformation on the Environment – dataseries established by the European Community
[3] GSI Mapper Accessed 06/08/2021
[4] https://gis.epa.ie/EPAMaps/ Accessed 06/08/2021

from a monitoring station located near Primrose Hill bridge, and 'Not at Risk' of failing to meet its WFD objectives. The Shinkeen and Hazelhatch Streams flow from the south east through the Commons and Simmonstown areas of the town respectively. The Hazelhatch Stream is located 80 m east from the proposed development site. Its source is just south of the Grand Canal and it flows through fields until it reaches the R405, of which it is culverted under. It flows through the residential estate, Willow Park, and is culverted under the main Dublin Road (R403) before it joins the River Liffey. Two local drains run along east and west side of the Hazelhatch Road. Both of these drains discharge into the Hazelhatch Stream.

A Flood Risk Assessment (FRA) was undertaken for the site (JBA Consulting, 2022. The proposed development site is identified as being partially within Flood Zone B[5] in the Hazelhatch Further Study (HFS) (JBA, 2022) and is identified as being at risk of flooding during the 0.1% Annual Exceedance Probability (AEP) event.

The Rye Water Valley/Carton Special Area of Conservation (SAC) is located 5 km to the southeast of the proposed development site.

The proposed development site is located within the 'Northern Lowlands' Landscape Character Area (LCA) (low sensitivity landscape). Low sensitivity landscapes are described as:

"*Areas with the capacity to generally accommodate a wide range of uses without significant adverse effects on the appearance or character of the area*"[6].

Housing developments has been identified as a having a 'High' compatibility with the 'Northern Lowlands' LCA.

The proposed development site is located within the Electoral Division (ED) of Donaghcumper. The Central Statistics Office (CSO) data indicates that in 2016 this ED[7] had a total population of 6,257. Of these, 5,151 people occupy a house or bungalow with the remaining population of the ED residing in flats/apartments/caravan. Land use at the proposed development site is of a residential nature, with areas of improved grassland, and the principal industries operating within the ED are commerce and trade, manufacturing industries, professional services, and transport and communications.

As outlined in the National Monuments Service Historic Environment Viewer, there are two 'Recorded Monuments' are located close to the site: an 'Enclosure' (KD011-030----) which is located approximately 100 m to the west of the proposed development site and a 'Castle-unclassified' (KD011-016----), which is located approximately 100 m to the southwest of the proposed development site. The closest Protected Structures are located within Celbridge town.

2.5 Construction Phase

The construction elements of the project include;

- Existing buildings will be demolished.
- Existing trees and woodlands will be felled and cleared.
- Roads, carparking and footpaths/cycle paths will be constructed.
- 137 no. residential units and a creche will be constructed.
- The adjoining Hazelhatch road will be widened and the junction between Simmonstown Road and Hazelhatch Road will be reconfigured

[5] Moderate probability of flooding, between 1% and 0.1% from rivers and between 0.5% and 0.1% from coastal/ tidal.
[6] Chapter 14. Kildare County Development Plan (2017-2023)
[7] Census 2016 Sapmap Area: Electoral Division Donaghcumper Accessed 06/08/2021

- New storm water and foul water systems with attenuation and pumping infrastructure will be established. These will connect to the existing municipal network.
- A construction compound will be located within the red line boundary, to the southwest of the proposed development site (area: 958 m^2).

Construction will take place over 24 months.

2.6 Operational Phase

During the operational phase, water supply will be provided through a new 200ø watermain connection to the existing watermain located in Shinkeen Road approx. 400m to the north of the proposed development site.

Surface water runoff generated from the proposed development will be routed through a series of Sustainable Urban Drainage System (SuDS) elements. The use of accepted SUDS measures which are built into the design of the proposed development, including attenuation proposals, green roofs and significant amounts of green public open space and green routes, will ensure negative effects to water quality do not arise from surface water run-off when the proposed development is established. These elements will promote runoff interception, detention and infiltration at source before runoff reaches the underground attenuation system. Surface water from the proposed development site will be discharged to an existing surface water outfall pipe located to the north of the proposed development site.

A proposed foul sewer, which will be fully separated from the proposed storm water drainage, will discharge to the proposed foul pumping station. The effluent from the foul pumping station will then be pumped to a new discharge manhole constructed in Simmonstown Park from where it will discharge by gravity to the existing foul sewer network in Simmonstown Park (This sewer is a part of Irish Water assets), estate approximately 450m to the north of the proposed development site. The existing foul sewer network is linked to Leixlip WWTP.

A bulk water meter will be provided on the new watermain connection. A number of hydrants for firefighting and loop flushing purposes are proposed on-site on the new watermain.

3. EIA Screening Legislation and Guidance

This section of the report outlines the legislative basis for EIA 'Screening'.

3.1 Legislation

3.1.1 EU EIA Directive

EIA requirements derive from Council Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and as codified and replaced by Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment. EIA Directive 2014/52/EU, amends Directive 2011/92/EU (hereafter referred to as the 'EIA Directive').

The EIA Directive requires an environmental assessment to be carried out prior to development consent being granted for projects considered likely to have a significant effect on the environment.

The EIA Directive lists those projects that require a mandatory EIA (Annex I), and those projects for which an assessment must be undertaken to determine if they are probable to result in likely significant effects (Annex II). For Annex II projects, individual Member States can choose to institute specific thresholds or project specific

considerations, or a combination of both approaches to arrive at a decision regarding the requirement to undertake an EIA.

Annex II developments that do not exceed the thresholds for the mandatory requirement to prepare an EIA are categorised as sub-threshold and must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the existing environment. The likelihood of a significant environmental effect is the principle matter around which consideration of the requirement for an EIA is based. Annex III, of the EIA Directive, sets out the criteria to be examined when carrying out a sub-threshold assessment. These criteria include the characteristics of projects, location of projects, and type and characteristics of the potential impact.

Therefore, in order for a project to be subjected to an assessment of its environmental effects, in accordance with the procedural requirements of the EIA Directive it must be:

1. A project of a type listed in Annex I; or
2. A project of a type listed in Annex II which either meets thresholds or criteria set by the Member State; or
3. A project of a type listed in Annex II which is under the threshold, but following case by case examination, is likely to have significant effects on the environment.

3.1.2 Environmental Impact Assessment Regulations 2018

The EIA Directive had direct effect in Ireland from 16 May 2017 and was transposed into Irish planning law on 1 September 2018 in the form of the European Union (EU) (Planning and Development) (Environmental Impact Assessment) Regulations 2018.

In Ireland, generally the process of ascertaining whether a development requires an EIA is determined by the Planning and Development Act 2000 (as amended) which takes into consideration the Planning and Development Regulations 2001 (as amended). The Planning and Development Act 2000 (as amended) and the Planning and Development Regulations 2001 (as amended) have been amended by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) to take account of the requirements of the EIA Directive.

The proposed development will also involve upgrading the junction between Simmonstown Road and Hazelhatch Road to enable a safe pedestrian access to the proposed development; therefore, for road developments, the requirements are outlined within the Roads Act 1993 (as amended).

A 'road' is defined under the Roads Act 1993 (as amended) to include;

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

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

(c) any weighbridge or other facility for the weighing or inspection of vehicles, toll plaza or other facility for the collection of tolls, service area, emergency telephone, first aid post, culvert, arch, gulley, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve, channelliser, roundabout, gantry, pole, ramp, bollard, pipe, wire, cable, sign, signal or lighting forming part of the road, and

(d) any other structure or thing forming part of the road and—

(i) necessary for the safety, convenience or amenity of road users or for the construction, maintenance, operation or management of the road or for the protection of the environment, or

(ii) prescribed by the Minister

In respect of the above definition under Section 68 of the Roads Act 1993 (as amended), parts of the the proposed development are considered to be a public road; therefore, this EIA screening will be assessed under Section 50 of the Roads Act 1993 (as amended), as well as the Planning and Development Regulations (as amended).

The Roads Act 1993 (as amended), has been amended by the European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. No. 296 of 2018) to take account of the requirements of the 2014 EIA Directive.

3.1.2.1 Mandatory and Sub-threshold EIA- Schedule 5/Annex I & II

Section 172 of the Planning & Development Act 2000 (as amended) provides the legislative basis for mandatory EIA. It states the following:

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

1. 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,

or

2. (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

3. (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."

Schedule 5 of the Planning & Development Regulations 2001 (as amended) sets out a number of classes and scales of development that require EIA. Schedule 5 transposes Annex I and Annex II of the EIA Directive into Irish law under Parts 1 and 2 of the Schedule, respectively.

EIA is mandatory for development of a class set out in Schedule 5 of the Planning and Development Regulations 2001 (as amended), which exceeds a limit, quantity or threshold set for that class of development. Sub-threshold development is defined in Part 10 of the Planning and Development Regulations 2001 (as amended) 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*"; however, the planning authority may consider that the development would be likely to have significant effects on the environment and therefore would require EIA. As such, the possibility that the proposed development might fall within this definition is considered.

Ascertaining whether a road project, or projects involving works to existing public road, requires an EIA is a determined by reference to mandatory and discretionary provisions set out in the Roads Act, 1993, as amended.

A new Annex IIA has been inserted to the 2014 EIA Directive requiring certain additional information be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment:

"*1. A description of the project, including in particular:*

(a) a description of the physical characteristics of the whole project and, where relevant, of demolition works;

(b) a description of the location of the project, 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 project.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the project on the environment resulting from:

(a) the expected residues and emissions and the production of waste, where relevant;

(b) the use of natural resources, in particular soil, land, water and biodiversity.

4. The criteria of Annex III shall be taken into account, where relevant, when compiling the information in accordance with points 1 to 3."

This is transposed into Irish Law as Schedule 7A of the Planning and Development Regulations 2001 (as amended).

3.1.2.2 Likely Significant Effects- Schedule 7/Annex III

Schedule 7 of the Planning and Development Regulations 2001 (as amended), sets out the criteria for assessing whether or not a development would or would not be likely to have 'significant' effects on the environment. Schedule 7 transposes Annex III of the EIA Directive.

The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment.

3.1.3 Appropriate Assessment

Council Directive 92/43/EEC of 21 May 1992 on the conservation of natural habitats and of wild fauna and flora, which is more commonly known as 'the Habitats Directive', requires Member States of the European Union (EU) to take measures to maintain or restore, at favourable conservation status, natural habitats and wild species of fauna and flora of Community interest. The provisions of the Habitats Directive require that Member States designate Special Areas of Conservation for habitats listed on Annex I and for species listed on Annex II. Similarly, Directive 2009/147/EC on the conservation of wild birds (more commonly known as 'the Birds Directive') provides a framework for the conservation and management of wild birds. It also requires Member States to identify and classify SPAs for rare or vulnerable species listed on Annex I of the Directive, as well as for all regularly occurring migratory species. The complete network of European sites is referred to as 'Natura 2000'.

Under article 6(3) of the Habitats Directive, any plan or project which is not directly connected with or necessary to the management of a European site but would be likely to have a significant effect on such a site, either individually or in combination with other plans or projects, must be subject to an 'Appropriate Assessment' (AA) of its implications for the SAC / SPA and its nature conservation objectives.

In Ireland, the requirements of Article 6(3) are transposed into national law by Part 5 of the European Communities (Birds and Natural Habitats Regulations) 2011 (S.I. No. 477 of 2011)) (more commonly referred to as the 'Habitats Regulations') and Part XAB of the Planning and Development Act 2000 (as amended).

As set out in the NPWS guidance (DoEHLG, 2009), the task of establishing whether a plan or project is likely to have an effect on a Natura 2000 Site is based on a preliminary impact assessment using available information and data, including that outlined above, and other available environmental information, supplemented as necessary by local site information and ecological surveys. This is followed by a determination of whether there is a risk that the effects identified could be significant.

The purpose of the AA screening assessment is to record in a transparent and reasoned manner the likely effects, on relevant Natura 2000 Sites, of the proposed works. The Screening for AA report, which was prepared for the proposed development, concluded that the proposed development beyond reasonable scientific doubt, based on objective information, and considering the conservation objectives of the relevant European sites, that significant impacts from the project, individually or in combination with other plans and projects, on the following Natura 2000 sites can be excluded.

The assessment results were used to inform this Screening for EIA report.

3.2 Relevant Guidance

This Screening for EIA report was prepared in accordance with the relevant guidelines including:

- EPA's 'Guidelines on the Information to be Contained in Environmental Impact Assessment Reports' (2022);
- European Commission (EC), 'Environmental Impact Assessment of Projects, Guidance on the preparation of Environmental Impact Assessment Reports' (Directive 2011/92/EU as amended by 2014/52/EU) (2017);
- EC's 'Interpretation of definitions of project categories of annex I and II of the EIA Directive' (2015);
- European Commission (2017) Environmental Impact Assessment of Projects. Guidance on Screening.
- Government of Ireland's 'Guidelines for Planning Authorities and An Board Pleanála on carrying out Environmental Impact Assessment, (2018);
- Department of Housing Planning and Local Government's (DHPLG) 'Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment' (2018); and
- Office of the Planning Regulator (OPR)'s 'Environmental Impact Assessment Screening Practice Note' (2021).

4. Screening Assessment

Ascertaining whether the proposed development requires an EIA (EIA screening) is determined by reference to mandatory and discretionary provisions set out in Irish legislation. These are outlined in the following subsections.

It is important to note that this report report has been prepared in order to provide a sufficient level of information to the competent authority, in this case Kildare County Council on which to base the EIA Screening for the proposed development.

4.1 Mandatory EIA - Annex I and II/Schedule 5

Developments which require an EIA for the purposes of Part 10 of the Planning and Development Regulations 2001 (as amended) are outlined under two separate sections, Part 1 and Part 2. The schedule of projects listed in Part 1 and Part 2 of Schedule 5 was consulted to determine whether the new development required EIA.

It was determined that the proposed development does not fall under any class of development listed in Part 1 of Schedule 5. Part 2, Infrastructure Projects, item 10 (b) (i) and (iv), of the Planning and Development Regulations 2001 (as amended) pertains to the proposed development (Table 4-1).

Table 4-1 Summary of the Mandatory Legislative Requirements for Environmental Impact Assessment Impact Screening

Requirement	Screening Assessment	Mandatory Criteria Met?
Part 2 of Schedule 5 (10)(b)(i) Construction of more than 500 dwelling units.	The proposed development does not exceed the specified thresholds.	No
Part 2 (10) (b) (iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	The proposed development does not exceed the specified thresholds.	No

Based on the size and design, the proposed development does not meet the thresholds requiring a mandatory EIA under the Planning and Development Regulations 2001 (as amended). The proposed development site is a total of approximately 2.1 ha in area and will comprise 137 no. residential units, thus an EIA is not a mandatory requirement as the proposed development site does not fall under the criteria set on in Schedule 5 of the Planning and Development Regulations 2001 (as amended).

In addition, the mandatory EIA requirement for a road project is outlined in Section 50 of the Roads Act 1993 (as amended) and in Article 8 of the Roads Regulations, 1994. An overview of these legislative requirements and their applicability to the proposed development are outlined Table 4-2 below.

Table 4-2 Summary of the Mandatory Legislative Requirements for Environmental Impact Assessment Impact Screening under the Roads Act (as amended)

Requirement	Regulatory Reference	Screening Assessment	Mandatory Criteria Met
Construction of a Motorway	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007	The proposed development is not a Motorway.	No
Construction of a Busway	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007	The proposed development is not a Busway.	No
Construction of a Service Area	S. 50(1)(a) of the Roads Act, 1993, as substituted by S. 9(1)(d)(i) of the Roads Act, 2007	The proposed development is not a Service Area.	No
Prescribed type of proposed road development • The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area • The construction of a new bridge or tunnel which would be 100 metres or more in length	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993	The proposed development does not involve the construction of a road with four or more lanes or any other criteria.	No

Based on the size and design, the proposed development does not meet the thresholds requiring a mandatory EIA under Section 50 of the Roads Act 1993 (as amended).

4.2 Sub-threshold Assessment

Where the proposed development does not meet, or exceed, the applicable threshold, the likelihood of the proposed development having significant effects on the environment may need to be considered. The

discretionary (or sub-threshold) requirements are based on an assessment of the likely significant environmental effects of the proposed development.

The Planning and Development Regulations 2001 (as amended) under Schedule 5 Part 2 Category 15 therefore also includes a requirement for EIA for:

"*Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.*"

Therefore, given the nature and type of proposed development, albeit below the threshold, it is considered prudent to undertake a sub-threshold assessment, to support Kildare County Council's determination of whether the proposed development screens in for EIA.

The Roads Act 1993 (as amended) outlines further requirements for EIA screening, this legislation is included in Table 4-3.

Table 4-3 Summary of the Sub-threshold Legislative Requirements for Environmental Impact Assessment Screening

Sub-threshold Requirements		Regulatory Reference
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.		S. 50(1)(b) of the Roads Act, 1993 (as amended)
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.		S. 50(1)(c) of the Roads Act, 1993 (as amended)
In particular, where a proposed development (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be located on —	(i) a European Site within the meaning of Regulation 2 of the European Communities (Birds and Natural Habitats) Regulations 2011 (S.I. No. 477 of 2011)	S. 50(1)(d)(i-vi) of the Roads 1993 (as amended)
	(ii) land established or recognised as a nature reserve within the meaning of section 15 or 16 of the Wildlife Act 1976 (No. 39 of 1976)	
	(iii) land designated as a refuge for fauna or flora under section 17 of the Wildlife Act 1976 (No. 39 of 1976)	
	(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000	
	(v) A Nature Reserve within the meaning of sections 15 or 16 of the Wildlife Act, 1976. (vi) Refuge for Fauna	
	(vi) Refuge for Fauna under section 17 of the Wildlife Act, 1976.	
The road authority or the Authority, as the case may be, proposing the development shall decide whether or not the proposed development would be likely to have significant effects on the environment.		
Where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road		S. 50(1)(e) of the Roads Act, 1993 (as amended)

Sub-threshold Requirements		Regulatory Reference
authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.		
Where a road authority or the Authority, as the case may be, makes a decision under paragraph (d) it shall —	(i) make the decision available for inspection by members of the public, and (ii) make an electronic version of the decision available on its website.	S. 50(1)(f) of the Roads Act, 1993 (as amended)

As per Section 50(1)(d) of the Roads Act 1993 (as amended) given the proximity of the proposed development to the Rye Water Valley/Carton SAC (located 5 km to the southeast of the proposed development site), there is potential for significant effects on water quality and biodiversity. Therefore, in considering whether a project is likely to have significant environmental effects, and as stated in Section 50(1)(e) of the Roads Act 1993 (as amended) the criteria set out in Annex III of the EIA Directive, must be assessed.

4.2.1 Likely Significant Effects - Schedule 7

The Screening for EIA report was completed by reviewing the proposed development against the criteria included in Schedule 7 of the Planning and Development Regulations (as amended) (Table 4-4). The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment:

1. Characteristics of Proposed Development;
2. Location of Proposed Development; and
3. Type and Characteristics of Potential Impacts.

Authorities must have regard to the criteria under these headings when forming an opinion as to whether or not a sub-threshold development is likely to have significant effects on the environment.

The proposed development was further appraised using the EIA Screening Checklist taken from the European Commission's Guidance on EIA Screening (EC, 2017). This Screening Checklist provides a list of questions about the project and its environment which can be used to help answer the question whether the project likely to have a significant effect on the environment (Table 4-5).

Table 4-4 Schedule 7 Criteria Assessment

Characteristics of proposed development The characteristics of proposed development, in particular—		Appraisal
(a)	The size and design of the whole of the proposed development	The proposed development site is a total of approximately 2.1 ha in area and will comprise 137 no. residential units.
(b)	The cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment	A desktop search of proposed and existing planning applications was undertaken on the 06/08/2021 and 18/08/2022[8]. The initial search flagged planning applications within a period dating back to 2018; any refused, invalid or withdrawn applications were omitted. Furthermore, any small-scale residential type developments, such as extensions and modifications, minor amendments to existing dwellings and changes of use developments were omitted from the search. The most recent (<5 years) grants of planning for the townlands adjacent to the proposed development predominantly include small scale single and two storey dwellings. Details of developments located adjacent to the proposed development site which have been considered in the cumulative assessment are given below: • STRATEGIC HOUSING DEVELOPMENT (Granted 2020) (File number: 20306504): The demolition of an existing agricultural structure on site and the provision of a new vehicular access onto the R405 Regional Road (Celbridge-Maynooth) to serve the proposed residential development that consists of 372 no. new residential units. A total of 633 no. car parking spaces and 340 no. bicycle parking spaces are proposed. The proposed development also includes the provision of 2 no. ESB sub-stations, site and infrastructural works including foul and surface water drainage, attenuation areas, open space, boundary walls and fences, landscaping, lighting, internal roads, cycle paths, footpaths, and cycle and pedestrian connections to the R405 and the R449 Regional Roads; • STRATEGIC HOUSING DEVELOPMENT (Granted 2018) (File number: 18300606): consisting of 450 no. new residential units; a childcare facility (538sqm); a new roundabout on the Celbridge Road (R404) and associated road realignment to facilitate vehicular access to the application site with revised entrance arrangement to the Wonderful Barn Complex (a Protected Structure), and incorporating landscape features and signage to the Wonderful Barn Complex (a Protected Structure); associated internal roads, pedestrian and cycle paths and linkages; open space; and, all associated site and development works A total of 929 no. car parking spaces, including 875 no. spaces serving the residential units and 54 no. visitor spaces dispersed throughout the scheme (of which 13 no. spaces are designated for use by the childcare facility), are proposed. The associated site and infrastructural works include foul and surface water drainage, attenuation areas, open space, landscaping buffer with the Wonderful Barn parkland, boundary walls and fences, internal roads, cycle paths and footpaths including linkages towards the Wonderful Barn Complex (a Protected Structure) and to established residential areas to the north of the site. An Environmental Impact Assessment Report has been prepared in respect of the proposed development; and • STRATEGIC HOUSING DEVELOPMENT (Granted 2018) (File number: 18303295)- (a) the construction of 251 no. residential units to include 167 no. dwelling houses (comprising a mix of 2, 3 & 4 bed detached, semi-detached and end & mid terrace houses); and 84 no. apartments (comprising a mix of 1, 2 & 3 bed apartments/duplexes) which range in height from two to three storeys; (b) 1 no. crèche; (c) the erection of two new ESB pylons to intercept existing overhead wires and the diversion and undergrounding of two existing 38kV overhead cables; (d) the upgrading of existing junction at the corner of Shackleton Road and Oldtown Road to accommodate a new filter lane and crossing point; and provision of new vehicular entrance onto Shackleton Road and two new vehicular entrances onto Oldtown Road; (e) all associated ancillary site development works including drainage, footpaths, cycle lanes and pedestrian access, landscaping and amenity areas, bicycle and car parking, public lighting and all other ancillary development; and A residential development of 57 dwellings, as follows;- 12 no. 3-storey, 4-bedroom semidetached houses; 9 no. 3-storey 3-bedroom terraced houses; 6 no. 3-storey, 3-bedroom end of terrace houses; 3 no. 1-bedroom 2-Storey units in converted stone barn, 15 no. 2-Bed apartments and 12 no. 1-Bed Apartments in 2 no. 3-storey apartment blocks; with bicycle and refuse stores; site and infrastructural works including foul and

[8] http://webgeo.kildarecoco.ie/planningenquiry Accessed 06/08/2021

Characteristics of proposed development The characteristics of proposed development, in particular—		Appraisal
		surface water drainage, water services, landscaping, planting, boundary walls, roads, carparking, bicycle stands and pathways; new pedestrian access from Station Road and new road entrance from Knockaulin estate (Request for further information, 2021). • The Celbridge Local Area Plan (2017-2023) lists a number of 'Key Development Areas' (KDA) in Celbridge. Of relevance to this proposed development is 'KDA no. 5 Simmonstown: New Residential Area', which is located adjacent to the proposed development site. The lands measure approximately 35 ha in area and are currently in agricultural use. The vision for the KDA is described as "*A residential area including a primary school that consolidates the southern environs of Celbridge, establishes an attractive edge to the town and provides for improved access to the Hazelhatch Road and train station*". Any future development in KDA 5 Simmonstown shall be subject to a Masterplan, prepared prior to the commencement of any development.
(c)	the nature of any associated demolition works	It is proposed to demolish the existing buildings (one residential property and out-buildings mainly (corrugated shed, stables)).
(d)	the use of natural resources, in particular land, soil, water and biodiversity.	Construction materials will be required onsite. The construction materials will be sourced from local quarries/licenced suppliers, where possible, and transported to the proposed development site compound. Belgard Quarry, located in Tallaght is the closest quarry, and is located approximately 10 km to the southeast of the proposed development site. A temporary connection to the existing water supply will be required during the construction phase. At no point will water be abstracted from rivers, streams or the lake during the construction works. Temporary land take will be required for the location of the temporary compound (approximately 958 m^2). Permanent land take of approximately 1.4 ha of greenfield land and 0.7 ha of residential land will be required to accommodate the proposed development. In addition, permanent land take will be required where the existing Hazelhatch road and Simmontstown road will be widened (approximately 2,136 m^2). This is not considered significant.
(e)	the production of waste	There will be waste produced during the construction and operational phase of the proposed development, including demolition waste; however, exact quantities are unknown at this stage. Operational waste for the residential development will be controlled by each household and dealt with by municipal services. Estate management will control pollution of public areas. A Waste Management Plan (WMP) has been prepared to ensure that the management of waste during the operational phase of the proposed development is undertaken in accordance with current legal and industry standards, including Kildare County Council Waste Presentation Bye-Laws, and in accordance with policy Refs WM-7 and WM-15 of the County Development Plan.
(f)	pollution and nuisances	There may be temporary disturbances and nuisance to residential properties located close to the proposed development site. Potential pollution pathways and nuisances for consideration include increases in exhaust emissions to air as a result of construction machinery; noise and vibration from equipment use; social effects as a result of temporary traffic diversions; leaks and spills of hydrocarbon containing materials used, and runoff of material to nearby watercourses. Good construction management practices and standard environmental management during the construction works will be employed for the duration of construction and will serve to minimise the risk of pollution and nuisances. The proposed development would not cause unusual or significant levels of pollution or nuisance of a type that would require an EIA. During the operational phase, it is anticipated that there will be no significant increase in traffic. The Traffic Assessment undertaken concluded that the proposed development will have a negligible impact upon the established local traffic conditions and can easily be accommodated on the road network without any capacity concerns arising (NRB, 2022). The proposed development would not cause unusual or significant levels of pollution or nuisance of a type that would require an EIA
(g)	the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge	Important considerations are the potential risks of the proposed development causing a major accident and/or disaster during the construction and operational phases, and the vulnerability of the proposed development to potential man-made and natural disasters. Potential major accidents and/or disasters include flood events and fires.

Characteristics of proposed development The characteristics of proposed development, in particular—		Appraisal
		The size of the proposed development is not of a sufficient size or scale to cause a major accident[9] or disaster. During the construction phase, normal construction mitigation measures (such as the contractors Health and Safety plan, an appointed Contractor's CEMP and approved methods of work) will be adhered to onsite. The implementation of appropriate control measures (including an emergency spill response plan) and best management practices will reduce the risk of accidents from polluting substances entering soil and groundwater. In addition, given the short-term nature of the construction works, the risk of disasters (typically considered to be natural catastrophes e.g., very severe weather event) or accidents (e.g., fuel spill, traffic accident) is considered low. The FRA concluded that the impacts as a result of the proposed development are negligible in the wider floodplain (JBA, 2022); therefore, the risk of the proposed development causing a major accident/and or flood disaster is low. The proposed development site is identified as being partially within Flood Zone B from an overland flow route along the local access road from the south; however, the FRA concluded that the overland flow route will be maintained but will be contained to the main access road to the proposed development site and also the green space along the eastern boundary. In addition, the flood risk to the properties to the north of the proposed development site is removed due to the proposed landscaping within the site boundary. The proposed development itself will be protected from the 0.1% AEP event and the 1% AEP Medium Range Future Scenario (MRFS) and High End Future Scenario (HEFS) climate change flood events due to the proposed floor levels. The residual risk of drainage system design exceedance or the impacts of future climate change on groundwater flood risk will also be lessened due to the freeboard of the developments (JBA, 2022). Therefore, the vulnerability of the proposed development to a flood event is considered low. In terms of fire risk, the proposed development will comply with all relevant health & safety legislation; therefore, the risk of a major accident from fires is low during the operational phase. The potential impacts of climate change have been considered for this proposed development. A number of measures, including attenuation systems and green roofs have been implemented in design to ensure suitability for climatic conditions.
(h)	the risks to human health (for example, due to water contamination or air pollution).	There will be minor temporary nuisances associated with the proposed development during the construction phase. For example, construction works will generate noise from machinery onsite (short duration). With the implementation of best practice measures during the construction phase (including an emergency spill response plan), the risks to human health; for example, due to water contamination or air pollution is considered low. During the operational phase, this type of development is not a recognised source of pollution and is not an activity that falls within any thresholds requiring Environmental Protection Agency licensing. On this basis, the potential for negative health effects associated with the proposed development is negligible.

Location of Proposed Development: The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to		Appraisal
(a)	the existing and approved land use	The predominant CORINE (2018)[10] landcover at the proposed development site is classed as 'Artificial Surfaces/Urban fabric'. There is one residential property within the proposed development site, with parts of sites made up of unused grassland. The receiving environment is one of an appropriately zoned ('B -Existing Residential and Infill') and serviced development sites located within an established and accessible residential suburban location.

[9] A major accident, in the context of this assessment is defined as: "*Events that threaten immediate or delayed serious environmental effects to human health, welfare and/or the environment and the use of resources beyond those of the client or its appointed representatives to manage. Whilst malicious intent is not accidental, the outcome (e.g. train derailment) may be the same and therefore many mitigation measures will apply to both deliberate and accidental events*." (IEMA, 2020).

10 Co-ORdinated INformation on the Environment – dataseries established by the European Community

Location of Proposed Development: The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to		Appraisal
(b)	the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	The proposed development will require potable water and construction materials for use during the construction phase, which will be imported from outside the area. There will be no requirement to abstract water from the lake during the construction phase. All imported materials will be sourced from licensed suppliers. Temporary land take (958 m^2) will be required for the location of the temporary compound; however, this will only be for the duration of the construction works (24 months). Permanent land take of approximately 1.4 ha of greenfield land and approximately 0.7 ha of residential land will be required to facilitate the location of the proposed development and widening of the existing Hazelhatch Road. In addition, permanent land take will be required where the existing Hazelhatch road and Simmontstown road will be widened (approximately 2,136 m^2). None of the above resources have been identified as being in short supply in the area.
(c)	the absorption capacity of the natural environment, paying particular attention to the following areas	
(i)	wetlands, riparian areas, river mouths;	The River Liffey (flowing in a northeast direction) is located approximately 750 m to the northwest of the proposed development site. Loughlinstown river (flowing in a southwest direction) is located approximately 200 m to the southwest of the proposed development site[11].
(ii)	coastal zones and the marine environment	N/A
(iii)	mountain and forest parks	N/A
(iv)	nature parks and reserves	N/A
(v)	areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive	There are no Natura sites within or close to the proposed development site. Rye Water Valley/Carton SAC, the closest Natura site is located 5 km to the southeast of the proposed development site.
(vi)	areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure.	No- No areas, including waterbodies located close to the proposed development site and existing air quality conditions (reported as '1-Good'[12]), have exceeded existing legal environmental standards.
(vii)	densely populated areas	The proposed development site is located within a built-up area and there are a number of residential dwellings (Hazelhatch Park) adjacent to the northwest boundary of the proposed development site. The proposed development site is located within 1.5 km of Celbridge town centre. The proposed development site is within a developing urban area and is consistent with the existing and planned land use pattern in the general area.

[11] EPA Mapper Accessed 02/08/2021
[12] AirQuality.ie Accessed 15/09/2021

Location of Proposed Development: The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to		Appraisal
(viii)	landscapes and sites of historical, cultural or archaeological significance.	There are no cultural heritage assets within the proposed development site. Two 'Recorded Monuments' are located close to the site: an 'Enclosure[13]', which is located approximately 100 m to the west of the proposed development site and a 'Castle-unclassified14', which is located approximately 100 m to the southwest of the proposed development site. The closest Protected Structures are located within Celbridge town.

Types and characteristics of potential impacts:		Appraisal
(a)	the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	Any likely potential impacts will be limited to the proposed development site and sensitive receptors, including watercourses and properties and the Celbridge area surrounding the proposed development site. During the operational phase, the magnitude and spatial extent will include the local population and users of the proposed development.
(b)	the nature of the impact	**Population and Human Health** It is likely that there will be potential negative impacts such as noise and dust arising from construction activities, workers and traffic during construction phase. Increased air emissions and noise generated during construction phase not likely to have negative impacts on human health; however, significant effects are unlikely as best practice measures, which are outlined in the CMP submitted as part of this application, will be implemented during the construction phase. There will be some moderate, negative, temporary to short term visual effects as a result of construction for residents located close to or adjoining the construction boundary. Specific mitigation measures include the provision of hoarding around construction compounds during the construction phase for properties particularly impacted by the works. (Ronan MacDiarmada & Associates Ltd, 2022). One residential property will be demolished to facilitate the construction of the proposed development. This will result in a permanent, negative effect on existing land use and its user; however, the loss of one property when compared to the number of residential properties to the north of the proposed development site and in the surrounding area, in addition to the additional residential properties will be create in the area by this proposed development, is not considered significant. Compensation to be agreed as part of the land acquisition are outside the scope of the EIA process. During the operational phase, the proposed development will result in a permanent change in land use and a population increase. The proposed development site is within a developing urban area and is consistent with the existing and planned land use pattern in the general area. Due to the scale of the proposed development, significant effects on the local population are unlikely to occur. Results from the Traffic Assessment indicated that the proposed development would have a negligible impact upon the established local traffic conditions and can easily be accommodated on the road network without any capacity concerns arising. Overall, it will likely have a positive effect on the local population. For example, a new cycle lane and footpath is proposed to allow for future developments to a KDA's to the south of the proposed development site; this will result in a positive effect on population and human health by encouraging more people to access the area by foot or by bicycle which potentially resulting in increased physical activity of the local population. In addition, given the size, nature and duration of the proposed development, it has potential to create some temporary employment in the surrounding area; therefore, resulting in a to positive effect on employment.

[13] "An area defined by an enclosing element (e.g. bank, wall, fosse, scarp), or indicated as such cartographically, and occurring in a variety of shapes and sizes, possessing no diagnostic features which would allow classification within another monument category. These may date to any period from prehistory onwards. Enclosures with a diameter greater than 70m should be classed as Large Enclosure." (NMS)
[14] "A castle that cannot be more precisely classified. They can date from the late 12th to the 16th century AD. See also Castle - Anglo-Norman masonry castle; Castle - hall-house; Castle - motte; Castle - motte and bailey; Castle - ringwork; Castle - ringwork and bailey; Castle - tower house." (NMS)

Types and characteristics of potential impacts:	Appraisal
	Results from the Landscape and Visual Impact Assessment concluded landscape and visual effects will be negative and moderate in the short term due to the removal of the mature trees (Ronan MacDiarmada & Associates Ltd, 2022). Overall, the proposed development will result in a positive landscape and visual effect in the long term due to maturing landscape, the retention of existing habitat and trees, as well as emerging patters of development in the area. **Biodiversity** Changes to the existing buildings will cause temporary disturbance and permanent change for onsite bat populations. A bat assessment was undertaken by FGE Consulting and concluded that subject to a number of mitigation measures; for example, a bat derogation licence needs to be obtained before any works can take place onsite, the proposed development would not negatively affect bat populations (FGE, 2021). The Ecological Impact Assessment (EcIA) undertaken by MWP, which accompanies this application, concluded that residual impacts on biodiversity including impacts to designated sites, habitats, flora, fauna and water quality are not considered significant provided best practice methodologies and mitigation measures are employed during the construction and operational phases. **Water** There are several elements of the proposed development which could potentially give rise to negative water quality impacts during the construction phase: for example, potential pollution in surface water run-off from the proposed development site reaching receiving watercourses, including the Hazelhatch Stream, which is located 80 m east from the proposed development site. Significant effects from the proposed development are not envisaged due to scale of development, the contained nature of site and works, and duration of the works. In addition, best practice standards, environmental guidelines and control measures will be defined in the appointed Contractor's CEMP and adhered to in order to reduce the likelihood of potential impacts on the water environment; for example, all plant is to be refuelled in this compound and a drip tray fitted to any stationary plant working in proximity to the waterbody. During the operational phase, water supply will be provided through a new 200ø watermain connection to the existing watermain located in Shinkeen Road approximatley 400m to the north of the proposed development site. Surface water runoff generated from the proposed development will be routed through a series of Sustainable Urban Drainage System (SuDS) elements, which are built into the design of the proposed development, including attenuation proposals, green roofs and significant amounts of green public open space and green routes. The use of accepted SUDS measures will ensure negative effects to water quality do not arise from surface water run-off when the proposed development as they will promote runoff interception, detention and infiltration at source before runoff reaches the underground attenuation system. A proprietary Petrol Interceptor and Silt Trap will be provided on the inlet to the proposed attenuation to improve the quality of the discharge by capturing all possible debris and hydrocarbons pollution from the proposed development. A proposed foul sewer, which will be fully separated from the proposed storm water drainage, will discharge to the proposed foul pumping station. The effluent from the foul pumping station will then be pumped to a new discharge manhole constructed in Simmonstown Park from where it will discharge by gravity to the existing foul sewer network in Simmonstown Park (this sewer is a part of Irish Water assets), estate approximately 450m to the north of the proposed development site. The existing foul sewer network is directed to Leixlip WWTP before discharging to the Liffey River, c. 1km downstream of its confluence with the Rye Water River. No significant water quality effects from foul sewerage are anticipated. A flow control device will be installed on the outfall of the proposed site drainage system designed to drain and attenuate 1 in 100 year storm event of any duration (+30% climate change factor); therefore, no flooding on or off the site will be caused by the runoff originating from the development in the event of storm up to 1in100 year return (Kavanagh Burke, 2022). The FRA results indicated that the impacts as a result of the proposed development are negligible in the wider floodplain (JBA, 2022).

Types and characteristics of potential impacts:	Appraisal
	Land and Soils During the construction phase, construction works will include excavation and earthworks; land reshaping; re-use / removal of excavated soil and land take. It is proposed that construction material, which will be imported to the proposed development site, will be sourced from licensed suppliers/quarries and situated locally, where possible. The closest quarry is located north in Tallaght, approximately 10 km to the southeast of the proposed development site. Construction materials including concrete components and stone are natural non-renewable resources and their use results in depletion of the national stock of these resources; however, given the scale of the development, significant effects from the use of natural resources in the area are not anticipated. Potential negative effects on the existing land and soils environment include (in the absence of adequate management) weathering and erosion of the surface soils, increased silt levels or pollutants from the construction processes, and accidental spills and impacted runoff. Best practice standards, environmental guidelines and mitigation measures will be defined in the appointed Contractor's CEMP and adhered to in order to avoid impacts on soil quality; therefore, overall, significant effects from pollution impacts on the existing land and soils environmental are not anticipated during the construction phase. The proposed development will result in permanent land take of land zoned as 'Existing residential/Infill' (approximately 0.7 ha) which is currently in residential use, with areas of unused grassland (approximately 1.4 ha). Given the scale of the greenfield land being lost, when compared to the amount of greenfield land available in the wider area, the reduction of land available is not considered significant. Permanent land take will be required where the existing Hazelhatch road and Simmontstown road will be widened (approximately 2,136 m^2). No productive land will be lost. Temporary land take will be required for the construction compound (approximately 958 m^2); however, this will only be for the duration of the construction phase. No potential impacts on land, soils, geology or groundwater during the operational phase of the proposed development are envisaged. **Air and Climate** The main air quality impacts will be associated with dust generation during site preparation and construction works. The implementation of best management practices which will be outlined in the appointed Contractor's CEMP will minimise the generation of dust during the construction phase. Due to the scale of the works and with the adoption of best practice measures, it is anticipated that the dust produced would not cause a significant effect on the environment. Climatic impacts are expected to be minor emissions of greenhouse gases to the atmosphere from truck movements and the operation of site construction equipment; however, a significant effect is not considered likely given the scale and size of the proposed development. During the operational phase, no significant effects on existing air and climate conditions are anticipated; for example, from additional traffic using accessing the proposed development site, given the type of residential development. During the operational phase, the main air emission will be from additional road traffic accessing the proposed development. Road traffic is currently traversing through the area on the existing road network and the proposed development is not anticipated to significantly affect this. The Traffic Assessment demonstrates that the proposed development will have a negligible impact upon the established local traffic conditions (NRB, 2022). **Noise and Vibration** The construction phase of the proposed development has the potential to increase noise levels at noise sensitive locations surrounding the proposed development site. There is potential for ground vibration due to the construction phase works which will mainly be derived from groundworks associated with excavations and demolition works. Impact from the construction phase will depend on the number and type of equipment employed during the works. The proposed development will be carried out in accordance with the (CMP), submitted with this application. A number of noise control measures are outlined within Section 3.4.3 of the CMP. Noise and vibration limits will also be outlined within the noise and vibration management section of the CEMP that will be produced by the appointed Contractor for the proposed development and agreed with KCC prior to the commencement of construction. These

Types and characteristics of potential impacts:	Appraisal
	limits will be adhered to at all times during the construction phase of the proposed development. With these measures in place, no significant effects on sensitive receptors are anticipated. The Noise Impact Assessment prepared by iAcoustics for the proposed development concluded that the proposed development will not be exposed to noise levels giving rise to significant adverse impacts or other adverse impacts during its operation. Therefore, there is no requirement for mitigating noise measures (iAcoustics, 2022). **Landscape and Visual** There are no sensitive landscape designations or protected views pertaining to the proposed development site. Potential negative visual impacts during the construction phase are anticipated as a result of temporary works, vegetation clearance, site activity, and vehicular movement within and around the proposed development site. The predicted visual impact during construction shall be negative in the temporary to short-term; however, as the views are restricted by the existing vegetated boundaries and existing built form, the visual effect shall be moderate in the short to long term (Ronan MacDiarmada & Associates Ltd, 2022). The proposed development site is located within the Northern Lowlands Landscape Character Area (LCA). Housing developments has been identified as a having a 'High' compatibility with this LCA. During its operation, the proposed development will have a permanent, visual effect on surrounding properties and from receptors using the Simmonstown and Hazelhath roads. Results from the Landscape and Visual Impact Assessment concluded that the proposed development is unlikely to adversely alter the landscape character of this area as there are existing developments directly adjacent (to the north) of the proposed development site. The landscape and visual effect will be moderate in the short term due to the removal of the mature trees. Overall, the proposed development is sympathetic to the surrounding landscape and will present a positive landscape and visual effect in the long term due to maturing landscape, the retention of existing habitat and trees, as well as emerging patters of development in the area (Ronan MacDiarmada & Associates Ltd, 2022). **Cultural Heritage** There are heritage assets within the 500 m study area which have been designated. While these assets would not be physically impacted by the proposed development, there is the possibility of adverse effects to the setting of the designated assets by noise, dust and vibration from construction related traffic which could diminish the importance of these assets; however, effects will be short-term and with the implementation of best practice control measures which will be outlined in the appointed Contractor's CEMP, significant effects are not anticipated. The proposed development will be partly located on previously undisturbed greenfield land. As the surrounding area has a number of archaeological and cultural heritage sites, the proposed development site has potential to contain small-scale previously unrecorded subsurface archaeological features. Therefore, there is potential for construction works to have an adverse impact on previously unrecorded archaeological remains within the proposed development site; for example, groundworks associated with the construction of the proposed development could impact upon any such subsurface archaeological remains should they exist and would alter the special interests or qualities of an asset. However, substantial excavations are not anticipated for this proposed development. If deemed to be required, mitigation measures such as, archaeological monitoring of topsoil stripping will be undertaken. **Material Assets** During the construction phase there will be additional traffic on the existing road network. Possible negative effects include additional traffic volumes on the local road network, introduction of construction traffic movements on the local and national road network, impacts on residential amenity by both construction traffic vehicles and future residents. Possible negative effects on utilities networks during the construction phase include short term interruption to existing services and/or damage to existing systems during connection works or for relocation or diversions to existing services that may be required. For example, some realignment, or replacement of utilities could be required in conjunction with or to accommodate the proposed widening works on the existing road network or during the connection

Types and characteristics of potential impacts:		Appraisal
		works to the public water supply system. However, significant effects are unlikely to occur as prior to any connection/diversion works, the appointed Contractor would be supplied with accurate service drawings and additional site investigations would be carried out if necessary to ensure services are not damaged during construction works. The Contractor would be obliged to put measures in place during the construction phase to ensure that there are no interruptions to existing services and all services and utilities are maintained unless this has been agreed in advance with the relevant service provider and local authority. During the operational phase, the proposed development will connect to existing public services (foul, watermains and electricity networks). Impacts to the existing supply include additional pressure on utilities and services such as electricity supply and water resource; however, there is sufficient resources available. In addition, given the scale of the and type of development, the additional power demands on the existing network is not anticipated to cause significant effects on existing supply. NRB Consulting Engineers Ltd were appointed to address the Traffic/Transportation associated with proposed development (NRB, 2022). The Transportation Assessment confirms that the established existing road network and the access junctions are more than adequate to accommodate the worst-case traffic associated with the proposed development (NRB, 2022). The assessment also confirms that the construction and full occupation of the residential development will have a negligible impact upon the operation of the adjacent road network. The proposed development site is zoned for residential development. The operational phase will provide an important material asset for the area in terms of residential units, green space, as well as residential communal facilities.
(c)	the transboundary nature of the impact	N/A
(d)	the intensity and complexity of the impact	The majority of the impacts are associated with the construction phase of the proposed development. However, with the implementation of appropriate best practice measures, such as the implementation of an appointed Contractor's CEMP, it is not anticipated that potential impacts from the construction and operation of the proposed development will be intense or complex.; therefore, significant effects to the existing environment during the construction phase are not anticipated. Intense and complex impacts are unlikely to occur during the operational phase; therefore, significant effects to the existing environment are not anticipated.
(e)	the probability of the impact	Owing to the relatively straight forward nature of the proposed development, coupled with the potential impacts stated and the sensitive receptors present at the proposed development site, there is a high degree of certainty in the magnitude, intensity, duration or consequences of any impact associated with the proposed development; however, as discussed, the likelihood of significant negative effects on the receiving environment is extremely low due to the planned implementation of such best practice construction and maintenance methods. No long-term negative, significant effects are predicted as likely.
(f)	the expected onset, duration, frequency and reversibility of the impact,	The majority of the impacts are associated with the construction phase of the proposed development. With the appropriate mitigation measures potential impacts, including noise and dust impacts, will be short-term (24 months) and transient in nature during the construction phase and will be reversible over time. The positive effect from the proposed development to population and human health during the operational phase would likely be long term. The additional demands on utilities networks will be permanent and irreversible; however, significant effects unlikely to occur. The landscape and visual effects, as well as permanent land acquisition/change in land use during the operational phase, will be permanent and irreversible.
(g)	the cumulation of the impact with the impact of other existing and/or development the subject of a consent for proposed development for the purposes of section 172(1A)(b) of the Act and/or development the subject of any development consent for the purposes	As discussed, the proposed development is unlikely to result in significant effects on the environment. Should the development of medium-large developments, including three SHD projects in Leixlip and Celbridge, as identified within the planning search, occur at the same time, then there is potential for negative effects on the existing environment. However, these would likely be temporary-short term in duration, occurring primarily during the construction phase only; therefore, no significant effects are anticipated. In addition, given the nature of the majority of developments i.e., the construction

Types and characteristics of potential impacts:		Appraisal
	of the Environmental Impact Assessment Directive by or under any other enactment,	of residential properties, the potential for ongoing environmental effects and associated potential cumulative effects with the proposed development are considered unlikely. Consequently, there is likely to be a positive, long term, slight to moderate cumulative effect for the local community and locals from the proposed development with other housing developments in the area, including any proposed future developments associated with the Simmontstown KDA.
(h)	the possibility of effectively reducing the impact.	The proposed development is not anticipated to result in any significant effects on the existing environment. However, where temporary/short-term, negative and transient impacts are likely to occur, the implementation of appropriate best practice measures will reduce the duration and intensity of the impact.

Table 4-5 EU Guidance EIA Screening Checklist

	Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
1	Will construction, operation, decommissioning or demolition works of the Project involve actions that will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.	Yes- The proposed development site currently has one residential property, with areas of unused grassland. The proposed development site will result in permanent land take of approximately 1.4 ha of greenfield land and approximately 0.7 ha of residential land to facilitate the proposed development. In addition, permanent land take will be required where the existing Hazelhatch road and Simmontstown road will be widened (approximately 2,136 m^2). During operation, the entire proposed development site will be used for recreational, residential and amenity purposes. It is proposed to remove 249 of the 334 trees, one shrub border and nine hedges to accommodate the proposed development (Aborists Associates Ltd. 2021).	No- Parts, of the proposed development site are currently in use for residential purposes. Given the scale and types of land use changes as a result of proposed development, significant effects on existing land uses are not anticipated. No productive land will be lost. The loss of the trees and hedge vegetation is to be mitigated against within the landscaping of this completed development with the use of trees, shrubs, hedging, herbaceous and bulb planting. A Tree Impact Assessment Plan has been created by Arborists Associates Ltd. which will be implemented during the construction phase of the proposed development.
2	Will construction or the operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or are in short supply?	Yes – It is assumed that some cut and fill will be required along the proposed development. It is also assumed a water supply will be required during the construction phase. Land take of sections of greenfield land will be required to facilitate the proposed development (1.4 ha). In addition, permanent land take will be required where the existing Hazelhatch road will be widened. Temporary land take will be required for the construction compound (958 m^2).	No- All imported materials will be sourced from licensed suppliers. There will be no requirement for water abstraction for the proposed works. Loss of greenfield land when compared to the availability of land in the wider area is not considered significant. No productive lands will be lost.
3	Will the Project involve the use, storage, transport, handling or production of substances or materials which could be harmful to human health, to the environment or raise concerns about actual or perceived risks to human health?	Yes- During construction only.	No – A Health and Safety Plan will be in place and all site staff will be briefed on the Health and Safety Plan prior to commencing works.
4	Will the Project produce solid wastes during construction or operation or decommissioning?	Yes- Waste will be generated from site clearance and excavations, as well as from demolition works. Debris and rubbish will be created at the construction site compounds. Waste will also be generated during the operational phase.	No- Debris and rubbish created at the construction site compounds will be disposed of at a licensed facility. In addition, any excess construction materials will be returned to supplier. Waste management shall form part of the overall CEMP produced by the appointment Contractor for the construction phase and contain a number of control measures for the management of waste generated on the proposed development site. Operational waste for the residential development will be controlled by each household and dealt with by municipal services. Estate management will control pollution of public areas. A standalone Waste Management Plan (WMP) has been prepared to ensure that the management of waste during the operational phase of the proposed development is undertaken in accordance with current legal and industry standards, including Kildare County Council Waste Presentation Bye-Laws, and in accordance with policy Refs WM-7 and WM-15 of the County Development Plan.

	Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
5	Will the Project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC)?	Yes- The construction phase will produce limited air pollutants. Climatic impacts are expected to be minor emissions of greenhouse gases to the atmosphere from truck movements and the operation of site construction equipment. During the operational phase, there will be no emissions to air given the type of development.	No- Construction phase will give rise to additional air emissions from construction vehicles, plant and machinery. However, this will be short-term and considering the scale of the project, will not be significant and levels are not anticipated to create air pollution that will exceed permitted thresholds. Best practice construction management techniques and guidance will be followed during the construction of the proposed development.
6	Will the Project cause noise and vibration or the releasing of light, heat energy or electromagnetic radiation?	Yes- During construction phase only.	No - With appropriate mitigation measures in place, no significant effects on sensitive rereports are anticipated.
7	Will the Project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal wasters or the sea?	Yes- During construction phase only.	No - With appropriate mitigation measures in place, no significant effects are anticipated.
8	Will there be any risk of accidents during construction or operation of the Project that could affect human health or the environment?	Yes- During construction phase only.	No – Health and Safety Plan will be in place during the construction phase. It is anticipated this will be communicated to all site staff through communication pathways such as site inductions and toolbox talks.
9	Will the Project result in environmentally related social changes, for example, in demography, traditional lifestyles, employment?	Yes- Construction phase will create jobs during the construction phase. In addition, during operation, the proposed development will result in a permanent change in land use and a population increase	No- Given the scale and duration of the works, significant effects are not anticipated.
10	Are there any other factors that should be considered such as consequential development which could lead to environmental impacts or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes- There will be short-term and transient impacts from noise, traffic and dust associated with construction of the proposed development in combination with the surrounding developments, if these were to occur at the same time. During operation, there is likely to be a positive, long term, slight to moderate cumulative effect for the local community and locals from the proposed development with other housing developments in the area, including any proposed future developments associated with the Simmontstown KDA.	No- Potential effects are considered to be not significant and short-term.
11	Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the Project?	Yes- The Rye Water Valley/Carton SAC is located 5 km to the southeast of the proposed development site. There are two 'Recorded Monuments' located within 200 m of the proposed development site.	No- The AA Screening report concluded that there would be no significant impacts on Natura Sites within 15 km of the proposed development site. The cultural heritage assets would not be physically impacted by the proposed development. There is the possibility of adverse effects to the setting of the designated assets by noise, dust and vibration from construction related traffic which could diminish the importance of these assets; however, effects will be short-term and with the implementation of best practice control measures which will be outlined in the appointed Contractor's CEMP, significant effects are not anticipated.

	Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
12	Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, that could be affected by the Project?	See above.	See above.
13	Are there any areas on or around the location that are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the Project?	Yes - The proposed development site is locally important for bats. There was evidence of terrestrial mammal foraging and commuting activity within the site, including fox runs and badger snuffle holes identified during the ecological walkover (MWP, 2022).	No - It is considered that, following completion of the proposed works, with mitigation, the bat colonies present will persist, and the numbers of bats onsite will probably increase (FGE, 2021). Significant effects on these species are not anticipated.
14	Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the Project?	Yes- In the absence of mitigation measures. Hazelhatch Stream is located 80 m east from the proposed development site. The groundwater vulnerability of the aquifer underlying the proposed development site is categorised as 'moderate'.	No- Pollution prevention measures will be put in place to reduce the risk of contaminants polluting the ground waterbody underlying the proposed development site.
15	Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the Project?	No - The proposed development site and surrounding environs are located within the 'Northern Lowlands' LCA (low sensitivity landscape).	No- The sensitivity of this landscape categorisation is identified as 'Low'. Results from the Landscape and Visual Impact Assessment concluded that the proposed development is unlikely to adversely alter the landscape character of this area as there are existing developments directly adjacent (to the north) of the proposed development site (Ronan MacDiarmada & Associates Ltd, 2022).
16	Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the Project?	No	NA
17	Are there any transport routes on or around the location that are susceptible to congestion, or which cause environmental problems, which could be affected by the Project?	No	NA
18	Is the Project in a location in which it is likely to be highly visible to many people?	Yes- The most sensitive receptors are residential properties surrounding the proposed development site and from the local road network.	No – Moderate, negative, temporary to short-term landscape and visual impacts will arise as a result of construction works. At completion of construction works, the landscape and visual effect will be moderate in the short term due to the removal of the mature trees and will present a positive landscape and visual effect in the long term due to maturing landscape, the retention of existing habitat and trees, as well as emerging patters of development in the area (Ronan MacDiarmada & Associates Ltd, 2022).

	Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
19	Are there any areas or features of historic or cultural importance on or around the location that could be affected by the Project?	Yes- Potential impacts on the local archaeological resource (consisting of recorded and as yet previously undiscovered archaeological sites and features) would be relatively slight and would consist of potential destruction of sites, features or deposits during construction or impacts to the setting of Recorded Monuments within 500 m of the proposed development site.	No – Due to the short term duration of the works and the implementation of best practice control measures for dust, noise and vibration, which will be outlined in the appointed Contractor's CEMP, significant effects on the setting of cultural heritage assets are not anticipated. Substantial excavations are not anticipated for this proposed development. If deemed to be required, mitigation measures such as archaeological monitoring of topsoil stripping will be undertaken.
20	Is the Project located in a previously undeveloped area where there will be loss of greenfield land?	Yes- There will be approximately 1.4 ha of land taken, comprising of amenity improved grassland.	No- As previously outlined, given the scale of the greenfield land being lost, when compared to the amount of greenfield land available in the wider area, the reduction of land available is not considered significant.
21	Are there existing land uses within or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying that could be affected by the Project?	Yes- The proposed development will result in the loss of amenity improved grassland and the demolition of a residential property.	See above. No – The loss of one residential property is not considered significant in the long term given the number of residential properties to the north of the proposed development site and the number of additional properties that will be created by the proposed development.
22	Are there any plans for future land uses within or around the location that could be affected by the Project?	No- The planning applications within proximity to the proposed development are predominantly small-scale residential extensions.	NA
23	Are there areas within or around the location which are densely populated or built-up, that could be affected by the Project?	Yes- The proposed development is located adjacent to Hazelhatch Park.	No- During the construction phase, it is anticipated that there may be potential noise, vibration and traffic impacts; however, associated effects will be short-term and therefore are not likely to cause significant effects to sensitive receptors in the area. In addition, best practice control measures will be outlined within the appointed Contractor's CEMP. During the operation, it is anticipated that the proposed development will likely result in a positive and long-term effect to the population.
24	Are there any areas within or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, that could be affected by the Project?	Yes- During the construction phase, it is anticipated that there may be potential negative noise, vibration, visual and traffic impacts to sensitive receptors (including a school, GAA pitch and residential properties) in the area; however, effects will be short-term. It is anticipated that the proposed development will likely result in a positive and long-term effect to communities in the area during the operational phase.	No- Given the scale of the works, in addition to the implementation of appropriate mitigation measures, the proposed development is not likely to cause significant effects to sensitive receptors in the area.
25	Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the Project?	No – No areas within or around the location contain important, high quality of scarce resources.	NA

	Questions to be considered	Yes/No/? Briefly Describe	Is this likely to result in a significant effect? Yes/No/? – Why?
26	Are there any areas within or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, that could be affected by the Project?	No- No areas, including waterbodies located close to the proposed development site and existing air quality conditions, have exceeded existing legal environmental standards.	NA
27	Is the Project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the Project to present environmental problems?	Yes- A The proposed development site is identified as being partially within Flood Zone B and is identified as being at risk of flooding during the 0.1% AEP event.	No- The FRA results indicated that the impacts as a result of the proposed development are negligible in the wider floodplain (JBA, 2022). The proposed development will be protected due to the proposed minimum floor level which places the developments above the 0.1% Annual Exceedance Probability (AEP) event plus an additional 690mm freeboard, and the 1% AEP Medium Range Future Scenario (MRFS) and High End Future Scenario (HEFS) climate change flood events.

5. Conclusion

Having considered the proposed development in the context of mandatory EIA under the regulations, it is MWP's view that there is no requirement for an EIA. The proposed development was also further assessed in accordance with the regulated criteria for determining whether or not a development would or would not be Likely to have Significant Effects on the Environment as specified in Annex III of the EIA Directive 2011/92/EU (as amended by 2014/52/EU).

Having regard to the characteristics of the proposal in consideration of the size, nature, location and characteristic of the potential impacts, it is considered that the proposed development would not introduce any new or additional effects of a significant or adverse nature such as to have a significant effect on the environment or warrant an EIA.

It is noted that this is a recommendation to support the final determination by the competent authority.

6. References

Arborists Associates Limited. (2021). An Arboricultural Impact Assessment for the SHD Application on the Site Area at 'Glencarrig House', Simmonstown, Celbridge, Co. Kildare.

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