

AtkinsRéalis



# EIA Screening Report

Kildare County Council

May 2026

0091652DG0019

# CELBRIDGE ROAD ACTIVE TRAVEL SCHEME, MAYNOOTH

# Notice

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## Client signoff

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# 1. Introduction

Kildare County Council (The Client/KCC) as the Contracting Authority and National Transport Authority (NTA), appointed AtkinsRéalis (the Consultant) to provide Engineering-led Multi-disciplinary Consultancy and Design services for the NTA Project Appraisal Guidelines Phase 3 (Preliminary Design) and Phase 4 (Statutory Processes) of active travel provisions and associated works on the Celbridge Road Maynooth Active Travel Scheme.

The project is located in Maynooth, situated northeast of County Kildare. It involves approximately 1.2 km of active travel facilities, which includes works along Celbridge Road, Straffan Road, Rail Park, Laurence Avenue, and Maynooth Park. Figure 1-1 illustrates the location and the extents of the route.



Figure 1-1 – Site Location

## 1.1 Project Overview

The overall purpose of the Celbridge Road Active Travel Scheme is to provide upgraded pedestrian and cycling facilities in addition to facilitating any necessary infrastructure provisions to cater for future public transport upgrades.

The main aims of the proposed scheme are to:

- Design new/upgrade existing cycleways/pedestrian footpaths, permeability links and shared streets in order to reduce public dependence on private vehicles as a primary mode of travel, using best practice standards and complementing the surrounding environment;
- Meet and accommodate Kildare County Council and stakeholder requirements; and,
- Meet planning, statutory and procurement requirements.

The overall objectives of the proposed scheme are to:

- Reduce public dependence on private vehicles as the primary mode of travel;
- Integrate safe and convenient alternatives;
- Enhance the area and contribute to a more attractive location;
- Provide safe pedestrian and cyclist facilities for school children and students to travel to and from school or college;
- Create opportunities for physical activity and reduce the negative impacts of car-based commuting (e.g., environmental impacts, traffic accidents);
- Provide sustainable travel options; and,
- Enhanced safety of Vulnerable Road Users.

## 1.2 Purpose of this Report

This report has been prepared to support the Part 8 proposal in relation to the Celbridge Road Active Travel Scheme. The purpose of this report is to determine whether the proposed scheme requires the preparation of an Environmental Impact Assessment Report (EIAR). The proposed scheme has been screened to form an overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

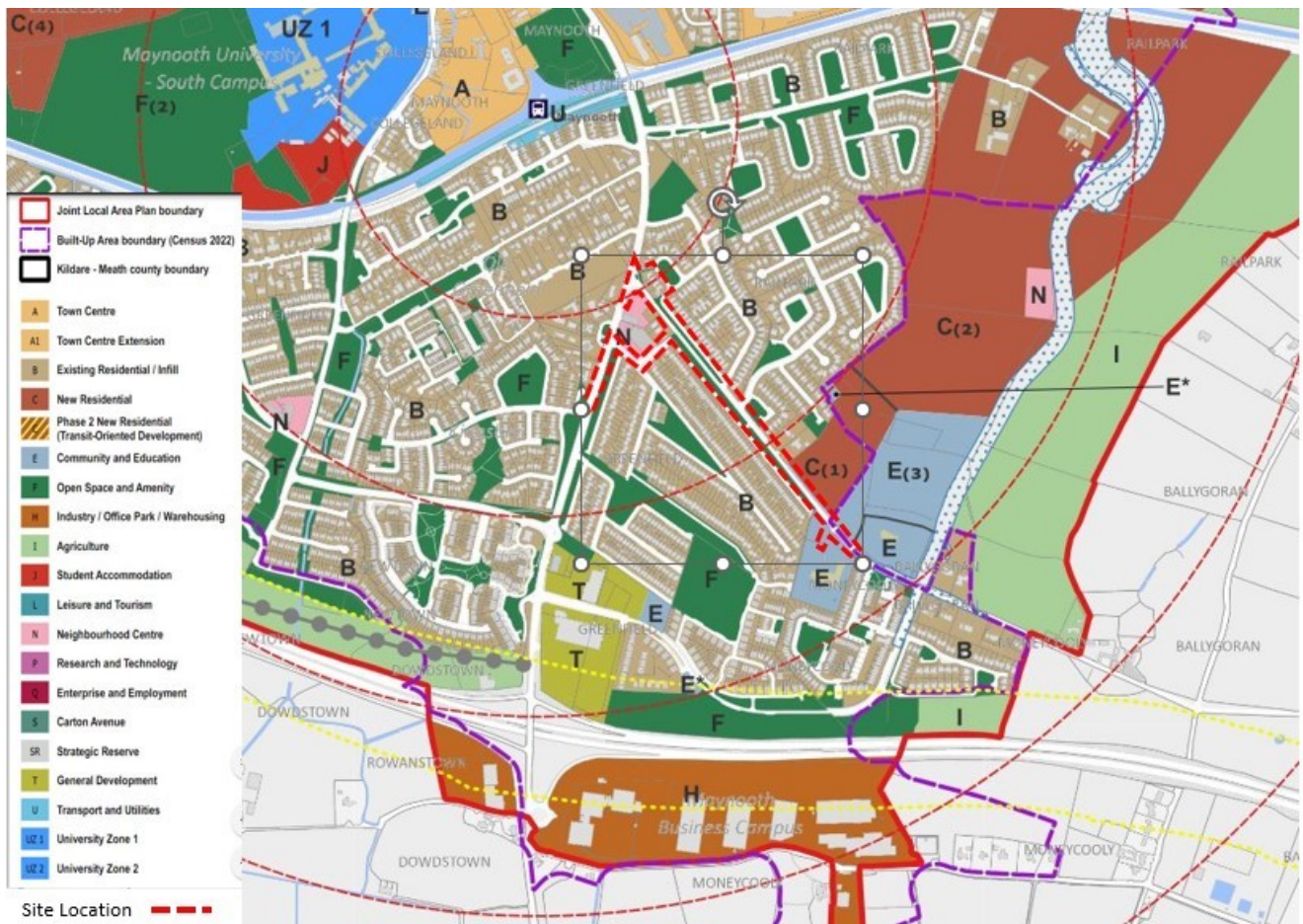
A Stage 1 Screening for Appropriate Assessment has been prepared by AtkinsRéalis (2026) for the proposed scheme which concludes that 'with the absence of any mitigation measures the proposed scheme, either alone or in-combination with other plans or projects, will not result in likely significant effects on Rye Water Valley/Cartron SAC or any other European site. Thus, it is recommended that it is not necessary for the proposed scheme to proceed to Stage 2 Appropriate Assessment.

## 1.3 Site Zoning

The site of the proposed scheme is located within a residential area, with a number of small 'open space and amenity areas' alongside the site boundary. There is also a portion of land classed as 'community and educational', bordering the R405; Maynooth Educate Together National School and 'Gaelscoil Uí Fhiaich' are located within these lands. Greenfield Shopping Centre is recognised as the 'Neighbourhood Centre'; situated



in the northeastern region of the site. Figure 1-2 shows the site zoning map taken from the Maynooth and Environs Joint Local Area Plan 2025-2031.<sup>1</sup>



**Figure 1-2 –Maynooth and Environs Joint Local Area Plan 2025-2031 (KCC, 2025; MCC, 2025)**

The Kildare County Development Plan 2023-2029 confirms that 64% of people living in Maynooth travel to work by car.<sup>2</sup> Sustainable movement and accessibility objectives listed in the Maynooth and Environs Joint Local Area Plan 2025-2031, include:

- **MATO 1.1.** *Prioritise and promote the development of high-quality, interconnected, safe and sustainable active travel infrastructure and public transport services, to achieve the modal share target as set out in Section 7.3.3 of this Plan, to enable a shift from private vehicle use to sustainable modes of transport in order to decarbonise transport in Maynooth and to enhance the health of the community*
- **MATO 1.2.** *Adopt a ‘whole journey approach’ to delivering transport infrastructure in Maynooth, to ensure universal accessibility is integrated into all stages of a person’s journey from starting point to destination. This includes making all footpaths, tactile paving, cycle paths, roads, pedestrian crossing points, greenways and bus stops / shelters fully accessible to older people, people with disabilities and people with young children.*

<sup>1</sup> <https://consult.maynooth.ie/en/consultation/draft-maynooth-and-environs-joint-local-area-plan-2025-2031>

<sup>2</sup> <https://kildarecoco.ie/AllServices/Planning/DevelopmentPlans/KildareCountyDevelopmentPlan2023-2029/Volume1Chapters1-17/>

- **MATO 1.3.** Support the implementation of the actions and outputs arising from any future Walkability Audit Report for Maynooth.
- **MATO 2.1** Support and promote the use of sustainable active transport modes in Maynooth and seek to implement a connected network of active travel infrastructure in the town, in conjunction with the National Transport Authority, and other relevant stakeholders including Transport Infrastructure Ireland where interactions with the national road network occur. The indicative measures will form the basis for individual projects. Each project will be subjected to a detailed design process, including environmental and/or ecological assessment, where applicable. All measures shall incorporate nature-based surface water management drainage solutions.
- **MATO 2.2** Ensure that all development allows for universally accessible connectivity for active travel modes to adjacent lands in accordance with the National Transport Authority's Permeability Best Practice Guide (2015) or any updated version of same.
- **MATO 2.3** Collaborate with local communities including residents' associations on planned permeability measures. For developments within Maynooth (County Kildare), Kildare County Council will ensure that permeability measures are subject to an onsite benefits assessment as per Kildare County Council's Permeability Guidelines (2024), that all measures are of a high-quality design up to and including gates, bollards and railings where appropriate, that public safety and passive surveillance is prioritised in the layout or any measure, and public lighting be incorporated into measures wherever deemed appropriate.
- **MATO 2.4** Work with the National Transport Authority (NTA) to implement the updated Greater Dublin Area Cycle Network Plan (2022) proposals for Maynooth and with Transport Infrastructure Ireland to implement the National Cycle Network (2024), subject to detailed engineering design and any mitigation measures presented in the Strategic Environmental Assessment (SEA) and Appropriate Assessment (AA) accompanying the NTA Plan.
- **MATO 2.8** Facilitate and prioritise the upgrade of cycling infrastructure on Celbridge Road.



## 2. Receiving Environment

The site of the proposed scheme is located in Maynooth Town, Co. Kildare, ca. 350 m north of the M4 (see Figure 2-1). Apart from an area of agricultural land outside the southeastern boundary, the vast area of land bordering the site is 'residential' in nature.

### 2.1 Ecology

An AA Screening Report (AtkinsRéalis, 2026) confirms there is 1no. European site within the potential Zone of Influence (Zoi) of the proposed scheme; Rye Water Valley/Carton Special Area of Conservation (SAC) located ca. 1.6 km south of the site (see Figure 2-2). According to the AA Screening Report, given the distance to this SAC, there is no potential connectivity to Rye Water Valley/Carton SAC, or any European site further afield, via groundwater pathways. There are no Special Protection Areas (SPA) within a 15 km radius of the site; the closest is South Dublin Bay and River Tolka SPA, situated ca. 26 km east of the site. Royal Canal proposed National Heritage Area (pNHA) is located ca. 0.6km from the site.

Invasive plant species surveys were undertaken on 4<sup>th</sup> of September 2024 by AtkinsRéalis ecologists which found that no legally restricted invasive species were found within the site.

Site surveys also noted the project scheme consists of hardstanding surfaces, grass verges and road side treelines, hedges and specimen trees. Roadside tree species include rowan, sycamore, beech, ash, yew, willow, laurel, and cypress species. An Arboricultural Impact Statement was released in 2026 to assess the impact that the proposed development may have on existing trees. Trees felling will take place on site however, the Arboricultural method statement will be adopted to ensure that unnecessary damage does not take place. There are no watercourses or Annex 1 habitats located within or adjacent to the site.



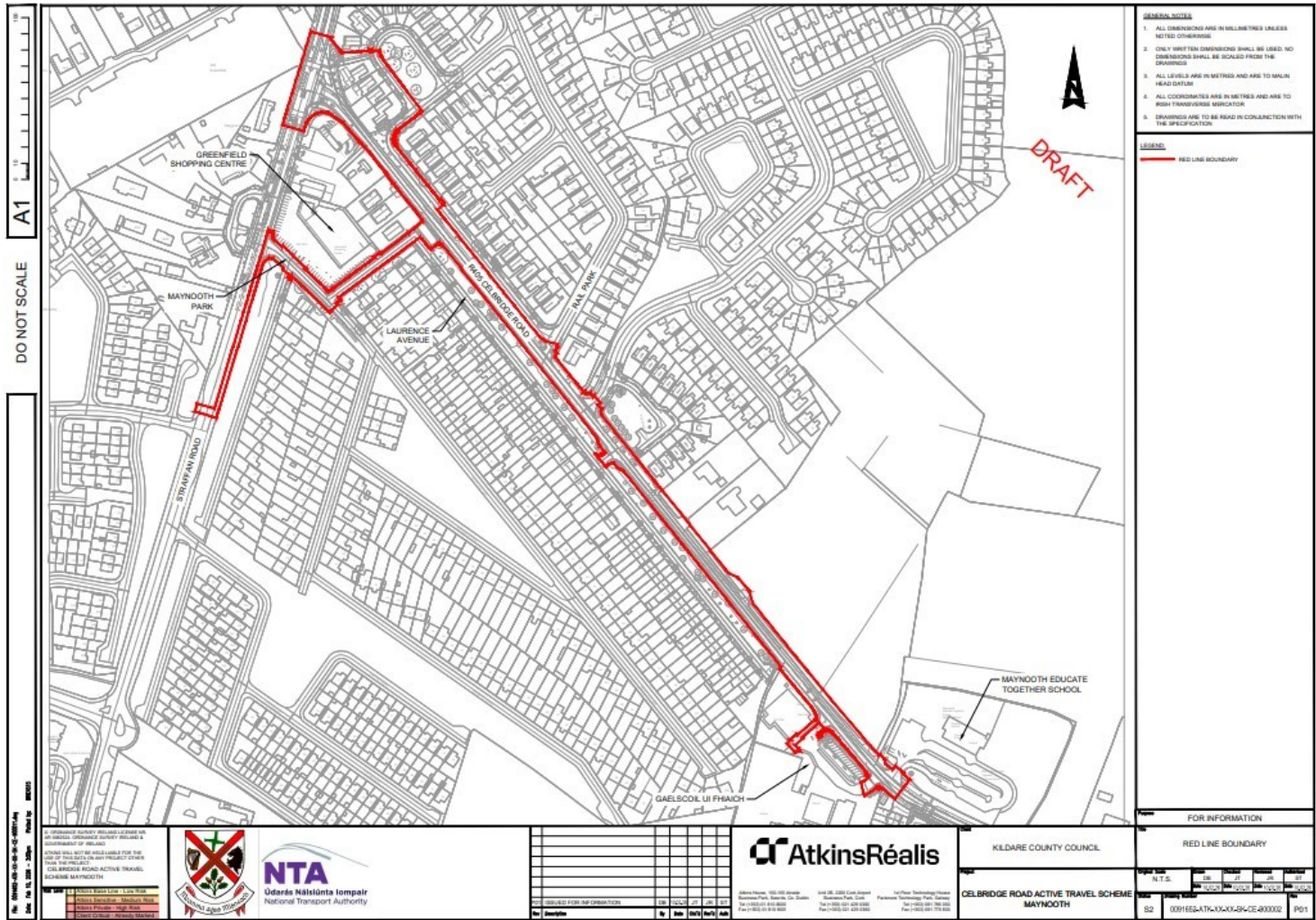


Figure 2-1 Redline boundary of proposed site

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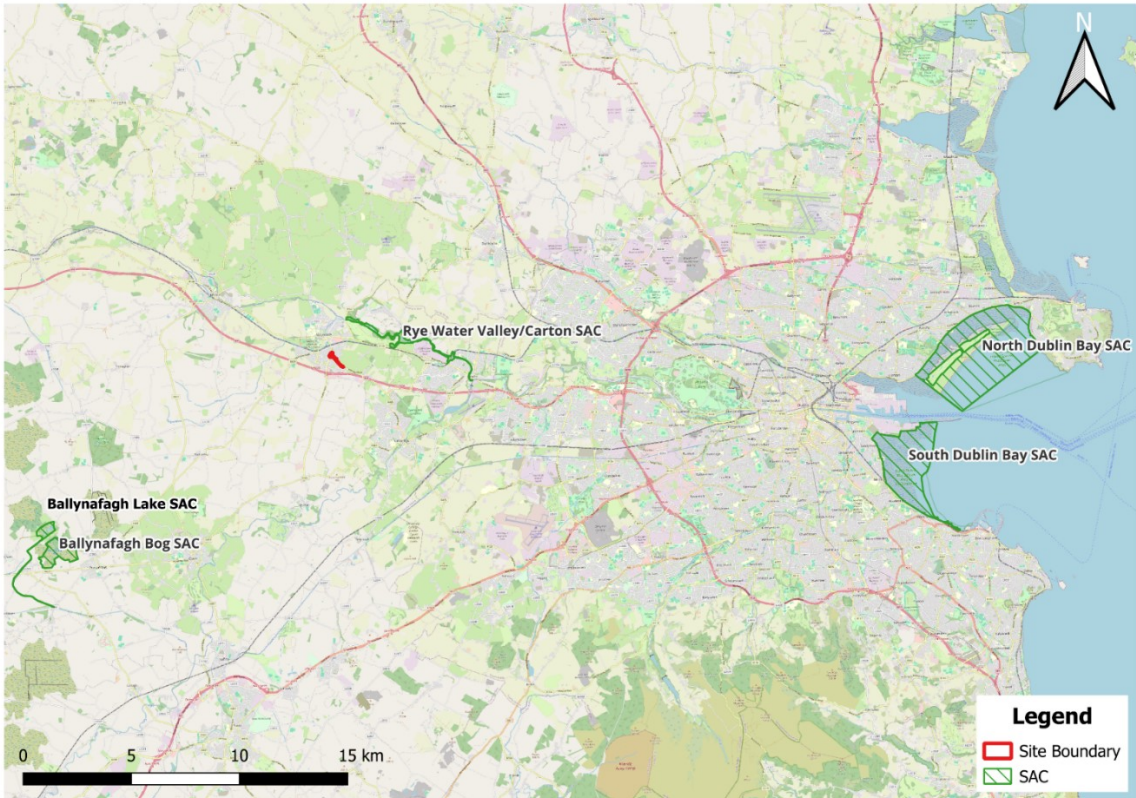


Figure 2-2 - SACs within the Zol of the proposed scheme

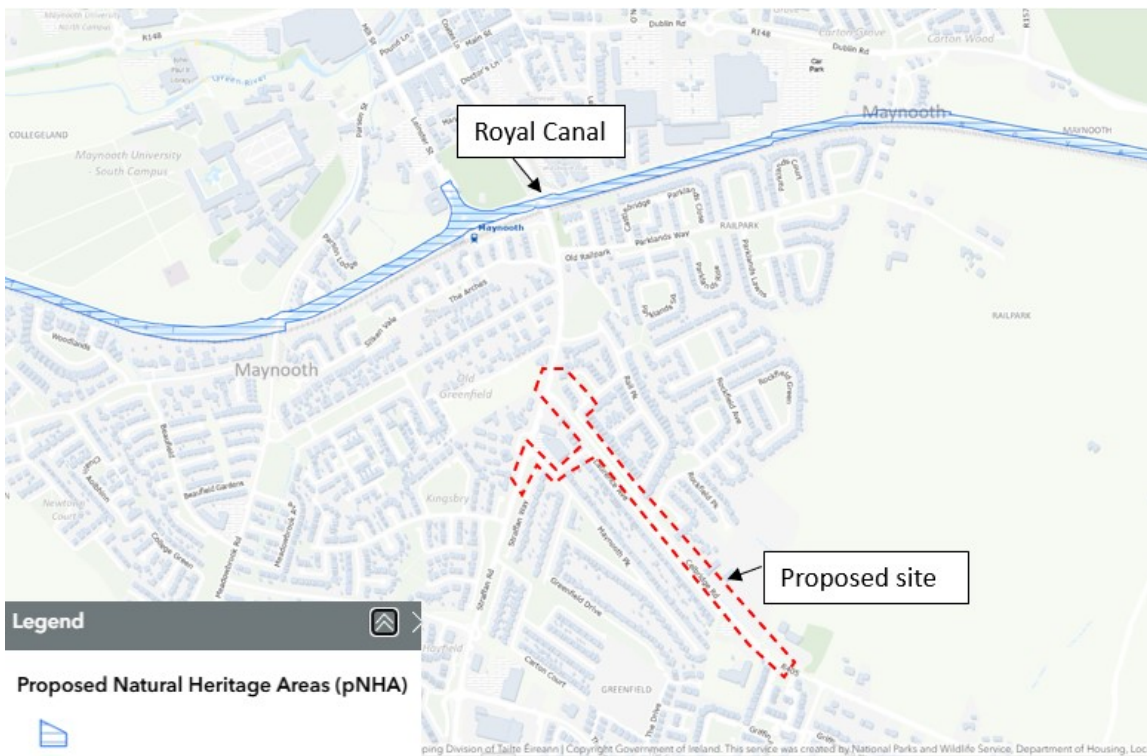


Figure 2-3 - SACs within the Zol of the proposed scheme

## 2.2 Hydrology

The site of the proposed scheme is located within the Liffey and Dublin Bay Water Framework Directive (WFD) Catchment area and the Lyreen\_SC\_010 sub catchment area. There are no surface waterbodies within the site (EPA, 2026). The closest natural watercourse is Maynooth Stream, part of to the Lyreen\_020 river waterbody, situated ca. 280 m north of the site (see Figure 2-4). The WFD 2019-2024 status of this waterbody is classed as ‘poor’, and it is ‘at risk’ of failing to meet ‘good’ WFD status by 2027. The Royal Canal Main Line is an artificial waterbody situated ca. 300 m north of the site. The WFD Status 2019-2024 of this waterbody is classed as ‘good’ and whether it is at risk of failing to meet ‘good’ WFD status by 2027 is still ‘under review’ (EPA, 2026).



Figure 2-4 WFD Status of River Waterbodies within 500 m of site location (EPA, 2026)

## 2.3 Hydrogeology

There are 5no. boreholes potentially within the site of the proposed scheme (2923SWW10, 2923SWW113, 2923SWW107, 2923SWW107, 2923SWW10); all recorded to a 1000 m locational accuracy and therefore their exact locations are unknown at this stage. The use of all 5no. of these boreholes is classed as ‘Unknown’ (GSI, 2026). There are no Ground Water Drinking Source Protection Areas within the site; the closest is Dunboyne Public Water Supply (PWS) (IE\_GSI\_SPA\_181), situated ca. 8.8 km northeast of the site (GSI, 2026).



*Low lying land and road was flooded. Surface water pipe blocked by tree root and inadequate drainage.* <sup>4</sup>

It has been confirmed that a Flood Risk Assessment is not required for the proposed scheme.

## 2.6 Archaeology and Cultural Heritage

There are no Sites and Monuments Record (SMR), or National Inventory of Architectural Heritage (NIAH) listed features within the site of the proposed scheme. The closest SMR listed feature is a Burial Ground (KD010-040), situated ca. 160 km south of the site. This burial ground was found during an excavation, before the building of a housing estate along Griffin Rath Hall (NMS, 2026) (see Figure 2-6).

There are no NIAH listed features within the site, with the closest being an NIAH listed structure; a house (NIAH No. 11803104, RPS No. B05-32) situated ca. 150 m northwest of the site, which is also listed in the Kildare CDP 2023-2029 Record of Protected Structures (RPS).<sup>5</sup> A portion of Maynooth town centre and surrounding environs is located within Architectural Conservation Area (ACA), situated ca. 300 m north of the site.<sup>6</sup>

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<sup>4</sup> [https://static-floodinfo.s3-eu-west-](https://static-floodinfo.s3-eu-west-1.amazonaws.com/media/reports/F310%20Data%20Collection/017%20Kildare%20County%20Council/004%20Minutes%20Verbal%20Report/kde_mm_ab_0000001824.pdf)

[1.amazonaws.com/media/reports/F310%20Data%20Collection/017%20Kildare%20County%20Council/004%20Minutes%20Verbal%20Report/kde\\_mm\\_ab\\_0000001824.pdf](https://static-floodinfo.s3-eu-west-1.amazonaws.com/media/reports/F310%20Data%20Collection/017%20Kildare%20County%20Council/004%20Minutes%20Verbal%20Report/kde_mm_ab_0000001824.pdf)

<sup>5</sup> [file:///C:/Users/SNOO2813/OneDrive%20-](file:///C:/Users/SNOO2813/OneDrive%20-%20AtkinsR%C3%A9alis/County%20Details/County%20Development%20Plans/Kildare/Record%20of%20Protected%20Structures.pdf)

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<sup>6</sup> <https://consult.maynooth.ie/en/system/files/materials/82/Appendix%20C%20ACA%20Statement%20of%20Character.pdf>

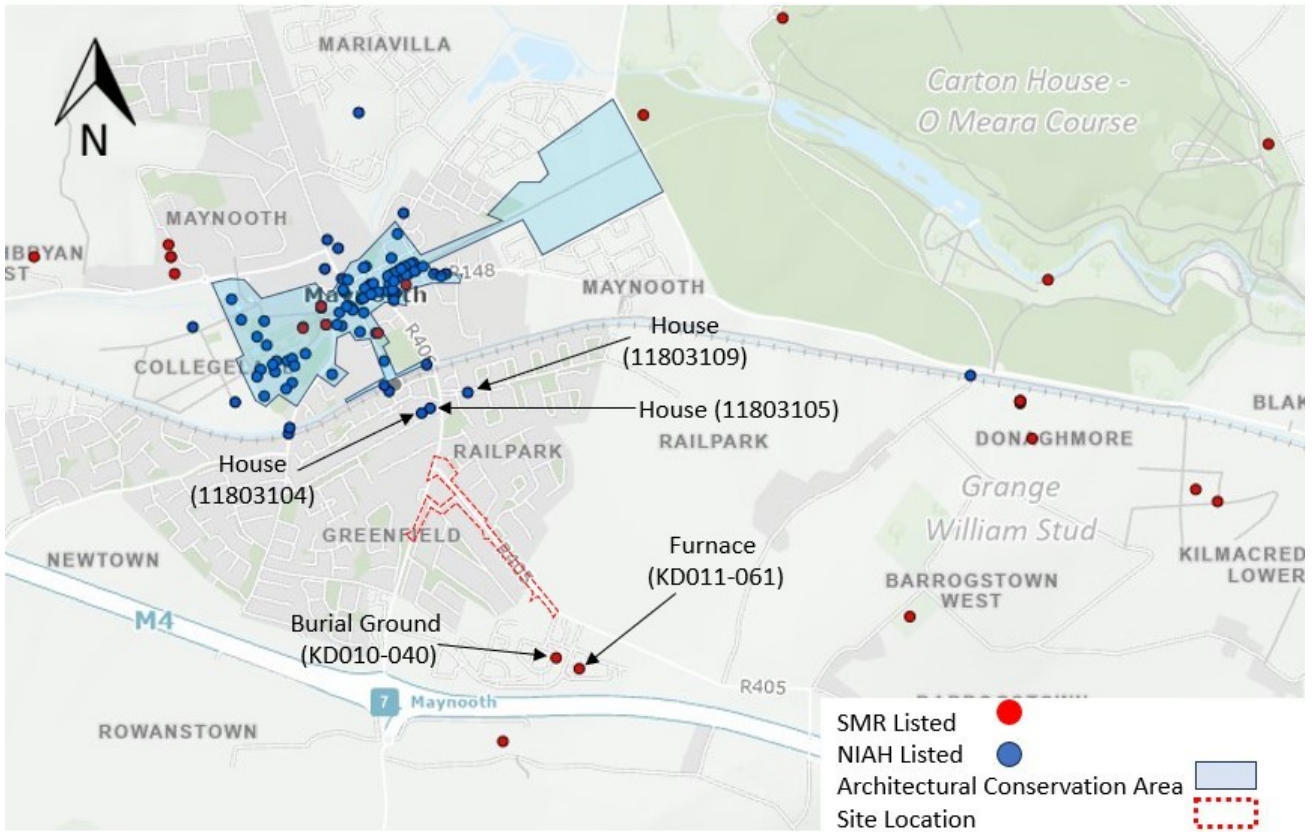


Figure 2-6 Cultural Heritage Features surrounding site (NMS, 2026)

## 2.7 Population and Human Health

The most recent Census stated that the population of Maynooth in 2022 was 17,259, an increase of 18% since 2016.<sup>7</sup> Sensitive receptors bordering the site include the residential areas of Laurence Avenue, Maynooth Park, Rockfield, Straffon Way and Rail Park. Educational facilities bordering the site include Maynooth Educate Together National School and Gaelscoil Uí Fhiaich. The site is also bordered by the Greenfield Shopping Centre, located at the Maynooth Park Junction.

## 2.8 Material Assets

There are no EPA licensed industrial facilities or waste facilities within the site of the proposed scheme. The closest EPA licensed industrial facility is Intel Ireland Limited (P0207-03), within Collinstown Industrial Limited; located ca. 3.4 km east of the site (EPA, 2026). The closest waste facility is Westside Waste (W0162), located ca. 800 m northeast of the site. The license status of Westside Waste is classed as 'surrendered' (EPA, 2026).

## 2.9 Landscape and Visuals

A Landscape Character Assessment of County Kildare was released in 2025.<sup>8</sup> Maynooth is located within the Slí Mór Corridor Landscape Character Area (LCA) and the Landscape Character Assessment states:

*Overall, this is a diverse and relatively coherent LCA with the influence of the communications corridors strong throughout. The historical influence of the Slí Mhór combined with the Royal Canal, River Liffey and Rye confer a distinctive character that is present via the necklace of settlements along the northern part of this LCA. The proximity to and similar landscape character with parts of County Meath highlight potential cross boundary landscape impacts and the need for co-ordinated responses to landscape management (KCC, 2025).*

As Maynooth is classed as an ACA (see Figure 2-5), it is stated in the Kildare County Development Plan 2023-2029 that:

*New development within these areas will be permitted if it can be demonstrated, to the satisfaction of the planning authority, that it will not negatively impact the character or appearance of the area (KCC, 2023).<sup>9</sup>*

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<sup>7</sup> <https://kildarecoco.ie/AllServices/Community/KildareLCDC/LocalEconomicandCommunityPlan/Census2022Datasets/Demographics.pdf>

<sup>8</sup> <https://consult.kildarecoco.ie/en/consultation/proposed-variation-no-4-kildare-county-development-plan>

<sup>9</sup> <https://kildarecoco.ie/AllServices/Planning/DevelopmentPlans/KildareCountyDevelopmentPlan2023-2029/Volume1Chapters1-17/Chapter%2011.%20Built%20%20Cultural%20Heritage.pdf>

# 3. Description of the Proposed Development

## 3.1 Nature and Extent of the Proposed Scheme

Celbridge Road Active Travel Scheme consists a total of approximately 1.2km of active travel planned for the scheme which includes Celbridge Road, Straffan Road, Rail Park, Laurence Avenue, and Maynooth Park.

The proposed works are outlined below.:

**Table 3-1 - Celbridge Road Active Travel Scheme Corridor Preferred Options**

Location	Proposal
Celbridge Road (Residential Zone)	1.75m Standard one-way cycle track on both sides of the road
	2.00m Footpaths on both sides of the road
	6.25m Carriageway
Celbridge Road (School Zone)	4.00m Shared active travel facilities
	6.25m Carriageway
Rail Park	Mixed Traffic (On-road cycling)
Laurence Avenue	Mixed Traffic (On-road cycling)
	2.00m Footpath west side of the road
Maynooth Park	3.00m Shared active travel facilities south side of the road
	2.00m Footpath north side of the road
Straffan Road	3.80 – 3.90m Existing shared active travel facilities east side of the road

## 3.2 Construction Methodology

The Construction period for the proposed scheme is anticipated to be 12-18 months and can be summarised as follows;

### 3.2.1 Cycle path Construction

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

Following the diversion of utilities, the initial pavement and cycle track construction phase will be undertaken. This will include the excavation and removal of the existing stone, soil, concrete and bitumen materials along the route followed



by the installation of new path and track base materials. Excavations will be largely undertaken by mechanical means, with any spoil arisings to be removed off site or reused locally where testing confirms its suitability. The proposed scheme involves an anticipated maximum excavation depth of 500mm below ground level to facilitate the base layers for the proposed footpaths / pavements and the ducting for the signalling associated with the scheme. The base layers of the pavement and track are to be made of compacted stone materials.

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

### **3.2.2 Road Resurfacing**

The scheme also involves the resurfacing of some of the roadways and painting of new road markings within the scheme footprint. The existing road surface course layer will be planed-out throughout the entire scheme extents with plantings being removed off site. The planned-out area will be replaced with Hot Rolled asphalt (HRA) or Stone Mastic Asphalt (SMA) surface course ca. 40mm - 60mm thick. Following road resurfacing new road markings will be painted on road surfaces

### **3.2.3 Road Construction**

The scheme involves realignment of some of the roadway and full road construction. Similar to the cycle path construction, this will include the excavation and removal of the existing stone, soil, concrete and bitumen materials along the route followed by the installation of new subbase, base, binder and surfacing materials. Excavations will be largely undertaken by mechanical means, with any spoil arisings to be removed off site or reused locally where testing confirms its suitability. The proposed scheme involves an anticipated maximum excavation depth of 515mm below ground level to facilitate the base layers for the proposed pavements. The base layers of the pavement are to be made of compacted stone materials.

### **3.2.4 Footpath Construction**

The construction of the cycleway will also involve relocation and installation of footpaths and kerbs adjacent to the cycleway. Footpaths will be constructed similar to the cycleway; excavation of existing footpath with materials removed off site to a licenced waste facility, excavations along footpath alignment to depths of maximum 500mm, infill of footpath subbase materials (compacted stone) and the pouring of concrete footpaths in shuttered sections. A ca. 100mm high poured concrete kerb will also be installed along the footpath edge.

### **3.2.5 Drainage Alterations**

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

Typically, drainage will be provided using the existing surface water drainage system with existing gullies relocated into the realigned carriageway channel. The new footpaths and cycle tracks will generally slope towards the road in



order to remove the need for additional drainage collection measures. Alternatively, and where the proposed scheme results in a marked increase in catchment area (due to an increased hard-standing area), sections of footway and/or cycle track will be constructed using either porous surfacing; or where appropriate, the cross-fall will fall towards an adjacent grass verge (thus not discharging into the surface water network). The details of this will be developed as part of the detailed design.

Sustainable Drainage Systems (SuDS) will be provided at a number of locations along the scheme to allow for an increase in conventional, nature-based drainage as part of the proposed works. The use of SuDS would enhance biodiversity and amenity through the introduction of plants and in turn would improve the attractiveness of the existing streetscape. The following measures will be considered:

- **Provision of New Green Spaces**

Where the opportunity arises, additional planting areas will be proposed to allow additional SuDS opportunities for the scheme. This will include additional low-level planting areas and trees to be incorporated into the design i.e. along the filtered permeability location on Laurence Avenue.

- **SuDS Retrofit within Existing Green Spaces**

At certain locations of the scheme where existing grassed areas are available, additional SuDS can be incorporated to allow these areas to receive surface water by directing the runoff from surrounding hard surfaces including road surfacing, footpaths and cycle tracks to the grassed areas. This may also include the use of filtered drains below the grassed surfaces, improving the quantity and quality of water that enters the watercourses.

- **Tree Pits with Stockholm System**

Several new trees to be planted as part of the proposed works will be using the “Stockholm System” to create a SuDS tree pit. The Stockholm System provides structural support for the trees through large interlocking stones with voids that are then filled with organic material.

The details of the proposed SuDS will be developed as part of the detailed design.

### 3.2.6 Verge Reinstatement

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

### 3.2.7 Traffic Management

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

### 3.2.8 Junctions

All junctions along the scheme will be segregated. This will feature cyclists passing through the junction on their own cycle tracks. The proposed junctions are to include kerb upstands throughout (except at crossing points), providing vertical segregation and thereby increasing protection to the cycle tracks.



## 3.2.9 Watercourse Crossings

There are no watercourses along the scheme.

## 3.2.10 Site Compound

It will be the responsibility of the Contractor to determine a suitable location for the site compound within the proposed development area, but away from any identified environmental sensitive receptors (watercourses, designated sites etc). It is planned that existing Local Authority (Kildare County Council) controlled material storage yards in the locality, currently used for the storage of inert materials, will be utilised during the construction phase to store similarly inert materials for incorporation in the proposed scheme. Materials will be brought to site on a periodic basis as required directly from suppliers. Parking for operatives will be at the main compound only. Operatives will be transported from the compound to the works area. No parking will be allowed within the temporary works area or on-street.



# 4. EIA Screening Process

## 4.1 Desk-Based Studies

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

- Relevant guidance documents and legislation (listed in Section 4.3 below);
- Relevant published data from Government websites such as the EPA's Catchment website ([www.catchments.ie](http://www.catchments.ie)), the Geological Survey of Ireland ([www.gsi.ie](http://www.gsi.ie)), the Kildare County Development Plan; and,
- Information provided by Kildare County Council on the proposed scheme.

## 4.2 Site Visits and Assessments

AtkinsRéalis undertook several site visits including, a visit by our ecology team on 4<sup>th</sup> of September 2024 to perform an invasive species survey, as part of the Appropriate Assessment Screening Report. It was decided that it is not necessary for the proposed scheme to proceed to Stage 2 Appropriate Assessment stage.

## 4.3 EIA Screening Legislation and Guidance

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

- An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2026), Schedule 5, Part 1 – Development for the purposes of Part 10.
- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to Class 2 Project Types. These projects are listed in full within the Planning & Development Regulations (2001-2024), Schedule 5, Part 2 – Development for the purposes of Part 10. If the proposed scheme is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be sub-threshold. Part 10, article 92 of the Planning & Development Regulations, 2001 as amended states “‘sub-threshold development’ means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development”. Any sub-threshold developments should be evaluated to determine if the project is likely to have a significant impact on the environment.
- Criteria to evaluate whether significant impacts on the receiving environment will arise from a Proposed Development are listed under Schedule 7 of the relevant Planning & Development Regulations (2001-2024). A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations, and summarised below:



- A description of the proposed scheme, in particular:
  - A description of the physical characteristics of the whole proposed Scheme and, where relevant, of demolition works; and,
  - a description of the location of the proposed scheme, with particular regard to the environmental sensitivity of geographical areas likely to be affected.
- A description of the aspects of the environment likely to be significantly affected by the proposed scheme.
- A description of any likely significant effects, to the extent of the information available on such effects, of the proposed scheme on the environment, resulting from:
  - the expected residues and emissions and the production of waste, where relevant; and,
  - the use of natural resources, in particular soil, land, water and biodiversity.

The compilation of the relevant information to be provided by the applicant or developer shall take into account, where relevant, the criteria set out in Schedule 7.

The proposed scheme has been screened in accordance with:

- Section 3.2 of the 'Guidelines on the information to be contained in Environmental Impact Assessment Reports (EPA, 2022).
- European Commission (2017), Environmental Impact Assessment of Projects, Guidance on Screening.
- Department of the Environment, Heritage and Local Government (2003), Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-Threshold Developments.
- ORP Practice Note PN02 Environment Impact Assessment Screening (2021).
- Environmental Impact Directive (85/337/EEC) and all subsequent relevant amendments.
- Planning and Development Regulations (2001-2024), including S.I. No. 296 of 2018 - European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018, which came into operation on 1st September 2018.
- Roads Act, 1993-2021 and the European Union (Roads Act 1993) (Environmental Impact Assessment) (Amendment) Regulation 2019 (S.I. No. 279 of 2019).

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



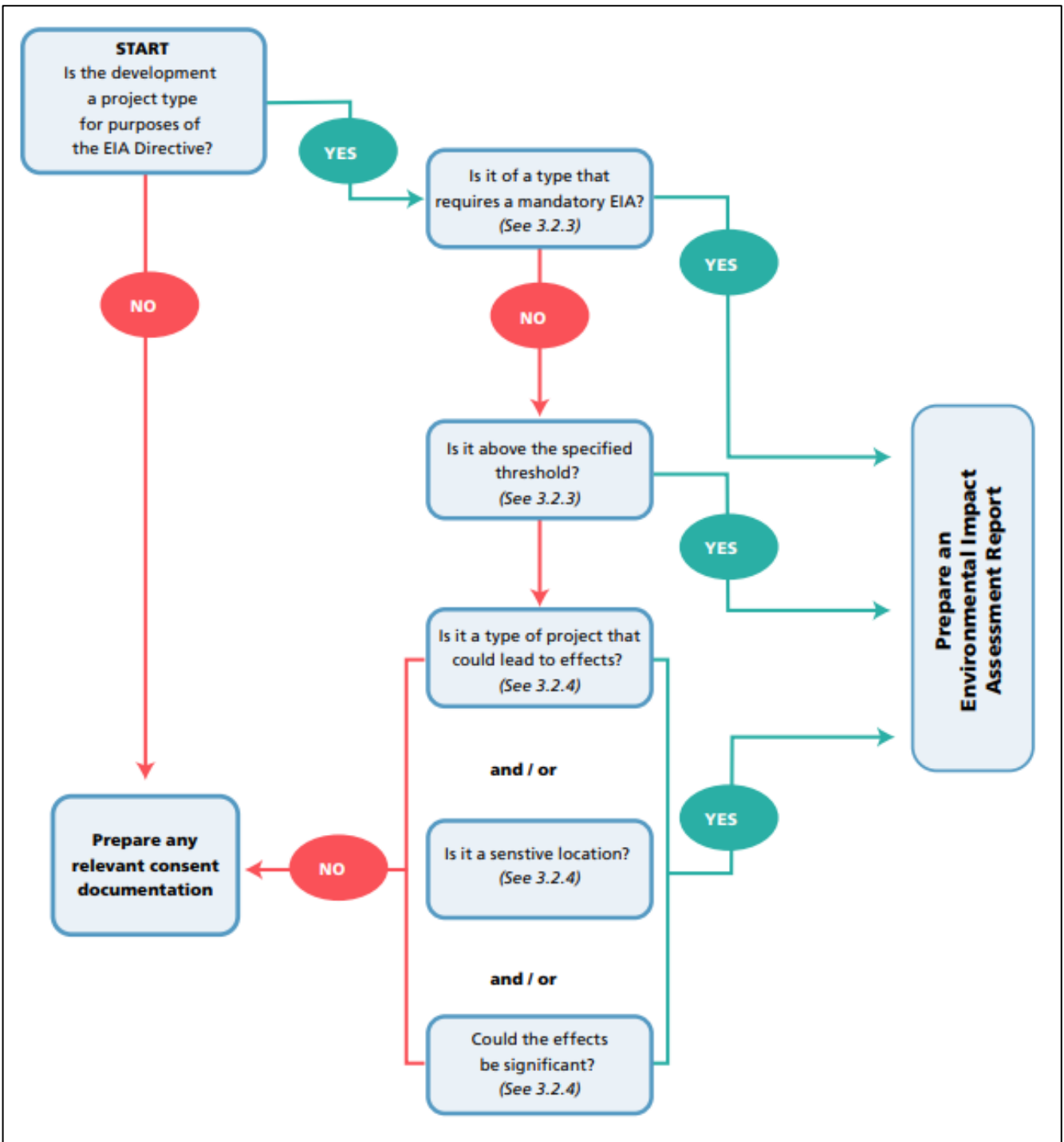


Figure 4-1 - EIA Screening Process (Source: 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports' (EPA, 2022).



## 4.4 The Planning and Development Regulations 2001, as amended - Screening

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

The proposed scheme was screened using the following criteria:

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

### 4.4.1 Part 1 Type Projects

The proposed scheme has been screened against the list of Project Types which have a high likelihood of impacting on the receiving environment and therefore require a mandatory Environmental Impact Assessment, under Schedule 5 Part 1 of the Planning and Development Regulations 2001-2026. This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Schedule 5 Part 1.

### 4.4.2 Part 2 Type Projects

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

**Table 4-1 - Screening for Part 2 of Schedule 5**

Class	Applicability	Screening
10(b) (iv)	Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	The proposed scheme is ca. 1.9 hectares (ha) in size and is a built-up area. <b>Hence the preparation of an EIAR is not required under Schedule 5 Part 2 (10) (b) (iv).</b>
15.	Any project listed in this Part which does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7.	Based on the nature and scale of the proposed scheme, it is considered that there is no potential for significant effects on the environment, as detailed further in the following sections of this report. <b>Hence the preparation of an EIAR</b>

The proposed scheme is therefore screened out for an environmental impact assessment under the Planning and Development Regulations 2001, as amended.

## 4.5 Roads Act Screening

The scheme has been screened against the criteria outlined in Section 50(1)(a), 50(1)(b) and 50(1)(c) of the Roads Act 1993-2024, as follows:

Section 50(1)(a) – ‘A road authority shall prepare a statement of the likely effects on the environment (hereinafter referred to as an “environmental impact statement”) of any proposed road development consisting of - (iii) any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road.

Section 50(1)(b) – ‘If An Bord Pleanála considers that any road development proposed (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment it shall direct that the development be subject to an environmental impact assessment.’

Section 50(1)(c) – ‘Where a road authority or, as the case may be, the Authority considers that a road development that it proposes (other than development to which paragraph (a) applies) consisting of the construction of a proposed public road or the improvement of an existing public road would be likely to have significant effects on the environment, it shall inform An Bord Pleanála in writing prior to making any application to the Bord for an approval referred to in section 51(1) in respect of the development.’

Therefore, it is considered that the scheme should undergo an EIA screening to determine if an EIAR would be required in accordance with Sections 50(1)(a), 50(1)(b) and 50(1)(c) of the Roads Act 1993-2024.

Section 50 (1)(e) of the Roads Act (1993-2021) states ‘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 authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.’ Annex III has been transposed into Irish Legislation via Schedule 7 of the Planning and Development Regulations 2001-2026.

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

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

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

For the purposes of screening sub-threshold developments for EIA, all of the relevant information as presented within EIA Planning and Development Regulations 2001, as amended, (Schedule 7A) has been provided on behalf of the applicant, Kildare County Council. The potential for the scheme to pose a significant effect to the receiving

environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001 - 2026 (Schedule 7).

The findings of the EIA screening assessment have influenced our professional opinion as to whether an EIAR is warranted, with due regard to all relevant statutory requirements and technical guidance. However, it is the responsibility of the relevant planning authority to decide whether one is required, based on screening conducted by the planning authority.



# 5. Environmental Impact Assessment Screening

## 5.1 Determining if the project is likely to have significant effect on the receiving environment

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

### 5.1.1 Characteristics of the Proposed Scheme

Table 5-1 details the scheme characteristics criteria, as required under Schedule 7 of the Planning and Development Regulations 2001, as amended.

**Table 5-1 - Characteristics of the Proposed Scheme**

Screening Criteria	Proposed Scheme
Size and design of the project	
Will the size and design of the whole project be considered significant?	No. The site area is ca. 1.9 ha, and the scheme scale and nature are not considered significant within the built up area. Refer to the detailed description in Section 3 above.
Cumulation with other projects	
Will other existing projects and/or approved projects be able to affect the project?	<p>A search of the Kildare County Council Planning Applications, An Coimisiún Pleanála (ACP) planning portal, Uisce Éireann and Transport Infrastructure Ireland project portals has been undertaken for the applications submitted within the past 5 years in the vicinity of the proposed scheme (last reviewed 18/02/2026). Some of the granted applications have already been completed and of those which are not completed, most are generally small scale in nature (i.e. residential extension works, or property improvement works). Completed or granted applications of such small scale (such as residential improvements) have not been considered further in terms of potential for cumulative impacts.</p> <p>For the purposes of this study, only significant new developments that are likely to generate a significant number of trips and developments that may encroach nearby to the existing corridor have been considered, as follows:</p> <ul style="list-style-type: none"> <li>▫ <b>ACP Ref: 314232:</b> Córas Iompair Éireann, hereafter referred to as CIÉ or ‘the Applicant’ (and including all references to Irish Rail or Iarnród Éireann) is applying to An Bord Pleanála (“the Board”) for a Railway Order (“RO”) for the DART+ West project (hereafter also referred to as “the proposed development”) under the Transport (Railway Infrastructure) Act 2001 (as amended and substituted) (“the 2001 Act”) and the European Union (Railway Orders) (Environmental Impact Assessment) (Amendment) Regulations 2021 (S.I. No. 743/2021) and in accordance with EU law.</li> </ul>



Screening Criteria	Proposed Scheme
	<ul style="list-style-type: none"> <li>▫ <b>KCC Ref No. 21155.</b> This forms Phase 1 of a residential masterplan for some 105 no. units in total on a wider c. 3.26 ha landholding under the Applicant's control. The proposed Phase 1 development will consist of: Construction of a residential development comprising 58 no. dwellings in total.</li> <li>▫ <b>KCC Ref No. 21156.</b> This forms Phase 2 of a residential masterplan for some 105 No. units in total on a wider c. 3.26 ha landholding under the Applicant's control.</li> <li>▫ <b>P8.2022.20:</b> M4 Eastbound Bus Priority Measures Pilot.</li> <li>▫ <b>KCC Ref No. 22627.</b> A large-scale commercial haulage facility over 9.8ha of land. Including commercial buildings and parking.</li> <li>▫ <b>KCC Ref No. 2660044. 2026.</b> a 10-year approval for development at this site consisting of up to approximately 15.05 kilometres (km) of 38 kilovolts (kV) underground cable (UGC) and all associated site and development works at various locations in County Kildare with a total site area of c. 16.13ha.</li> </ul> <p><b>KCC Ref No. 22220. 2022.</b> Relating to the demolition of the existing Discount Foodstore and construction of a new single storey mono-pitch Discount Foodstore with ancillary off-licence use). The proposed development comprises: (1) The construction of a revised single storey part flat part mono-pitch Discount Foodstore (with ancillary off-licence use) with enclosed delivery loading bay, with an increased total gross floor space of 2,495 sqm and an increased net retail sales area of 1,645 sqm (in lieu of 2,235 sqm and 1,420 sqm respectively permitted under 20/1066; (2) Associated reconfiguration of site layout, and all other associated and ancillary development and modifications to 20/1066 above and below ground level; and, (3) The construction/erection of 3 No. Photovoltaic Solar Panel Array structures within the site.</p> <p><b>P8.2019.008. Maynooth Eastern Ring Road,</b> The Maynooth Eastern Ring Road development will comprise the provision of a new single carriageway relief road to the east of Maynooth town, to facilitate the connection of the R405 Celbridge Road and the R148 Leixlip Road. This ring road is currently undergoing construction.</p> <p>Based on the nature and scale of the project scheme, outlined in Section 3 above, and based on the fact that construction mitigation measures will be implemented for the proposed scheme, no significant cumulative effects are anticipated.</p>
Nature of any associated demolition works	
Will the construction of the project include any significant demolition works.	No. Although demolition will be required, i.e. removal of paving and footpaths, these are not significant in nature.
Use of natural resources	
Will construction or operation of the project use natural resources	The use of natural resources will be kept to a minimum; aggregates and soil will be re-used on site, where possible. Road plannings being removed off-site will be sent to a road plannings recycling plant where possible.



Screening Criteria	Proposed Scheme
above or below ground which are non-renewable or in short supply?	
Production of waste	
Will the project produce wastes during construction or operation or decommissioning?	<p>Construction waste will be kept to a minimum with only contaminated waste being removed off site. The following waste streams will be produced during the construction:</p> <ul style="list-style-type: none"> <li>▪ Waste produced by the construction of the cycle and pedestrian paths.</li> <li>▪ Generic construction waste.</li> </ul> <p>The proposed scheme involves an anticipated maximum excavation depth of 500mm to facilitate the foundation for the footpaths / pavements and the ducting for the signalling associated with the scheme. All soil requiring disposal offsite will require waste classification in accordance with EPA requirements as set out in the documents 'Waste Classification List of Waste &amp; Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018), and all relevant waste management legislation. In addition to screening against relevant Waste Acceptance Criteria (WAC), the preparation of a waste classification using a tool (HazWaste Online / EPA paper tool or similar etc.) will be required in order to determine the relevant LoW / EWC code for the transport of any waste soils which require offsite removal and disposal.</p> <p>Road plannings being removed off-site will be sent to a road plannings recycling plant where possible.</p> <p>Any redundant road signage will also be removed.</p>
Pollution and nuisances	
Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	<p>Regional air quality in the vicinity of the proposed scheme is 'good' (EPA, 2026). The closest Air Quality Monitoring Station to the proposed scheme is a local station in Celbridge, Co. Kildare, (Station No. 21134) located ca. 4.3 km east of the site. Management of dust will be in line with relevant best practice measures such as those set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). It is anticipated that the hot asphalt rolling will emit some air pollution but the levels will be very low and short term and will not have a significant effect on the environment.</p> <p>Due to the nature and scale of the project detailed in Section 3, it is anticipated that the construction works and operation of the scheme will not have a significant effect on air quality.</p>
Will the project cause:	
Noise and vibration.	<p>Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). The construction phases will have noise barriers in place as required, to minimise / eliminate noise disturbances to sensitive receptors i.e. residential units located adjacent to the site while construction is taking place. The Contractors Compound will be remote from residential areas. Works will be scheduled during day-time hours. Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990</p>



Screening Criteria	Proposed Scheme
	<p>and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). Due to the nature and scale of the project, detailed in Section 3 it is anticipated that the construction works, and operation of the scheme will not have a significant effect with regards to noise.</p> <p>The appointed Contractor will be required to prepare a site specific Construction Environmental Management Plan (CEMP) pre-construction; which will contain control measures that will reduce noise emissions during the works, including turning off engines when not in use, minimising reversing actions, no working on Sundays or Bank Holidays etc.</p>
Heat.	The proposed scheme includes asphalt laying, which will cause release of heat.
Light	Public lighting will be erected during the latter stages of construction.
Energy.	The proposed scheme will not cause release of energy.
Electromagnetic radiation.	The proposed scheme will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?	<p>The potential for accidents or incidents causing oil and chemical spillages are limited. The appointed Contractor will be required to prepare a site specific Construction Environmental Management Plan (CEMP). With the adoption of these site-specific risk management and remediation measures, as appropriate, during construction, no adverse impacts will arise and the residual effects on sensitive receptors will not be significant. Excavation works will be monitored and in the event that contaminated materials are encountered these will be segregated from uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta Disposal Suite). Any contaminated soils will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC). The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste &amp; Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils will be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor.</p> <p>All hydrocarbon containing tanks will be adequately banded (110% capacity of the tank) to prevent diesel spillages effecting the soil and/or groundwater. The Contractor will have spill kits on site should a hydrocarbon leakage arise. The used spill kits will be correctly disposed of as a hazardous waste and the spill absorbent kits replaced at the site.</p>
Risk of major accidents and/or disasters relevant to the project concerned	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge)	Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanos, and severe weather events are rarely experienced. Flooding is experienced throughout Ireland on a regular basis however, a flooding risk has not been identified within the vicinity of the proposed scheme.



Screening Criteria	Proposed Scheme
during construction, operation or decommissioning?	<p>Possible accidents relevant to the scheme include vehicle collisions and fire, for both of which there will be plans in place to minimise the risk of harm caused by emissions or discharges.</p> <p>Major accidents affecting the scheme include generic risk of fire or explosion.</p> <p>All these events will be covered by risk assessments and contingency plans which apply to the proposed scheme. In the event of accidents or fire, measures will be in place to limit emissions to land, water and air, as far as practicable.</p> <p>With these arrangements in place, the impact of emissions on human health and sensitive receptors would be mitigated such that adverse impacts would be unlikely to arise in the event of an accident.</p>
Is the location susceptible to earthquakes, subsidence, landslides, erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	<p>The location is not susceptible to earthquakes, subsidence, landslides, erosion, or extreme/adverse climatic conditions. Flooding is the most probable climate related impact relevant for the proposed works. However, it has been concluded that a flood risk assessment is not required for this scheme.</p>
The risks to human health	
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	<p>Construction will be undertaken in accordance with the commitments to be set out in a site-specific CEMP prepared by the appointed Contractor, such that no significant construction effects on construction workers, residents and the environment would arise.</p> <p>Given the nature of the scheme impacts on population during operation, from water contamination, noise and vibration or air quality and climate are not anticipated to be significant.</p>

## 5.1.2 Location of the development

Schedule 7 of the Planning and Development Regulations 2001 as amended, requires a description of the location of the proposed scheme, with regards to the environmental sensitivity of the geographical area likely to be affected by the project. Table 5-2 below details the criteria considered and provides an assessment relating to same.



**Table 5-2 - Location of the Proposed Scheme**

Screening Criteria	Proposed Scheme
Existing and approved land use	
Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?	<p>The proposed scheme is situated in a suburban area, with residential properties, local schools and Greenfield Shopping Centre all sensitive receptors.</p> <p>The construction of the scheme could have an effect on these properties. A CEMP will be produced to identify potential environmental issues and control measures for their avoidance/mitigation.</p> <p>The contractor will inform and work with all stakeholders to address concerns. Control measures to avoid/mitigate impacts will be included in the CEMP.</p> <p>No existing, approved land uses for health, education, or community facilities in general, on, or around, the location will be affected by the proposed scheme.</p> <p>The construction, operation or decommissioning of the scheme will not involve actions which will cause significant physical changes in the topography of the area.</p>
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	
Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?	<p>The AA Screening Report confirms that there is no risk of direct impacts on any of the designated sites within the Zol. The closest Natura 2000 site is located ca. 1.6 km southwest of Rye Water Valley SAC (001398). The qualifying interests of this designated site are listed below:</p> <ul style="list-style-type: none"> <li>▪ Petrifying springs with tufa formation (<i>Cratoneurion</i>) [7220]</li> <li>▪ <i>Vertigo angustior</i> (Narrow-mouthed Whorl Snail) [1014]</li> <li style="padding-left: 20px;"><i>Vertigo moulinsiana</i> (Desmoulin's Whorl Snail) [1016]</li> </ul> <p>A Tree Survey Report released in February 2026 revealed 3no. trees of 'high quality and value' within the surveyed site; 2no. limes, and 1no. birch tree. The vast majority of trees are classed as being of 'moderate value' or "low quality and value'. An Arboricultural Impact Statement released in February 2026 revealed that 4no. trees must be felled for site safety. Part of a wood, 1no. tree group and a number of hedges and separate trees, will be removed to facilitate development proposals. Part of a wood and 13no. separate trees are expected to be impacted by the developments. The 4no. trees classed as 'Category A' are not predicted to be impacted.</p>
Absorption capacity of the natural environment	
Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?	<p>The site is not located in close proximity to any wetland habitats or riparian areas.</p> <p>Based on the results of the AA Screening, the absorption capacity of the natural environmental will not be affected.</p>



Screening Criteria	Proposed Scheme
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?</p>	<p>The proposed scheme is situated within an inland location. Therefore, it is not anticipated that it will have a significant impact on the coastal zone or marine environment.</p> <p>Based on the results of the AA Screening, the absorption capacity of the natural environment will not be affected.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?</p>	<p>The AA Screening Report (AtkinsRéalis, 2026) does not indicate that the wooded area in the eastern end of the Rye Water Valley/Carton SAC is at risk of pollution during the construction phase of the project. The CEMP will include avoidance and mitigation measures to ensure that the effects on the wooded area in the Rye Water Valley/Carton SAC will be avoided.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC?</p>	<p>A screening for Appropriate Assessment (AA) has been prepared for the scheme (AtkinsRéalis, 2026) which investigated the potential for the proposed development to have significant effects on a European Site(s) either alone or in combination with other plans or developments.</p> <p>The AA screening concluded that there is no absorption capacity of the natural environment under national legislation and an AA Report is not required.</p>
<p>Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure?</p>	<p>The absorption capacity of the natural environment is characterised as follows:</p> <p>The area around the proposed scheme is urban in nature.</p> <p>There is 1no. European Site within the potential zone of influence of the proposed scheme; Rye Water Valley/Carton SAC (001398). Based on the nature, scale and location of the proposed scheme as detailed in Section 3, there is no potential for impact on absorption capacity of the natural environment.</p> <p>The route does not border any Sites and Monuments Record (SMR) or National Inventory of Architectural Heritage (NIAH) listed features. The proposed scheme is unlikely to impact any features listed in either of these records.</p> <p>The scheme is located within the Liffey and Dublin Bay Framework Directive (WFD) Catchment area. The closest watercourse to the site is Maynooth Stream a tributary of the Lyreen_020 river waterbody, which is situated ca. 280 m north of the site (see Figure 2-4). The WFD 2019-2024 status of this waterbody is classed as 'poor' and it is listed as being 'at risk' of failing to meet 'good' WFD status by 2027.</p> <p>Contamination of these watercourses via. siltation or hydrocarbon spillages, is a risk during the construction phase, however, best practice measures will be employed through adherence to the CEMP which will be prepared, and accidental</p>



Screening Criteria	Proposed Scheme
	<p>spills and silt generation will be dealt with through prescribed spill response and silt collection measures.</p> <p>Leaching of pollutants to groundwater is a risk during the construction phase, however, best practice measures will be employed through adherence to the CEMP which will be prepared and accidental spills will be dealt with through prescribed spill response measures. All hydrocarbon containing tanks will be adequately bunded (110% capacity of the tank) to prevent diesel spillages effecting the soil and/or groundwater. The Contractor will have spill kits on site should a hydrocarbon leakage arise. The used spill kits will be correctly disposed of as a hazardous waste and the spill absorbent kits replaced at the site.</p>
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	No. There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas as a result of the proposed scheme. The proposed scheme will result in a positive impact in terms of facilitating active travel for the population of the surrounding area.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or Archaeological significance?	As discussed above, the proposed scheme is not within a 100 m radius of any SMR and/or NIAH listed features. The absorption capacity of the natural environment is unlikely to be impacted.

### 5.1.3 Characteristics of potential impact

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

**Table 5-3 - Characteristics of the proposed scheme**

Screening Criteria	Proposed Scheme
The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected).	The spatial extent of the proposed scheme measures ca.1.9 hectares. The expected duration of the construction works is approximately 12 months. Direct impacts associated with the proposed scheme are likely to be located within the environs of the site, chiefly associated with impacts on pedestrians and vehicular movement within the local area. Traffic management will be implemented during construction so as to minimise disruption to traffic flow. Due to the nature of the proposed scheme, it is likely that the resident population would potentially be affected by the scheme.
Nature of the impact	
Outline the nature of the impact.	There will be temporary negative effects arising from the construction stage of the proposed scheme. The effects will include a temporary



	<p>increase in noise, traffic and dust levels, but the CEMP will have sufficient controls and mitigation measures to minimise these effects. Potential adverse operational impacts of the scheme are associated with footfall and lighting. Kildare County Council will engage with stakeholders including the adjacent residents and commercial premises throughout the design and construction stages to address any concerns. The proposed scheme will have a long term positive effect on populations and human health in the area. It will enable safe walking routes for the users and reduce urban traffic and associated greenhouse gas emissions in the area.</p>
Transboundary nature of the impact	
Is the project likely to lead to transboundary effects?	Given the location of the site no transboundary impacts will occur.
The intensity and complexity of the impact	
Outline the intensity and complexity of the impact.	The impacts identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area.
The probability of the impact	
Outline the probability of the impact.	<p>During construction, conventional construction and best environmental practice techniques can be readily deployed. In order to minimise disruption, a CEMP will be implemented.</p> <p>There is no significant environmental impact during the operational phase anticipated, the proposed scheme will have an overall positive impact as it will provide active travel opportunities for the local population.</p>
The expected onset, duration, frequency and reversibility of the impact	
Outline the expected onset, duration, frequency and reversibility of the impact.	<p>It is expected that the duration of construction works will be approximately 12 months. Normal working hours during the construction period are expected to be Monday to Friday 07.00 to 19.00, and Saturday 08.00 to 14.00. During the construction stage it may be necessary to carry out some work outside of normal working hours however, this will be kept to a minimum and only undertaken following approval from Kildare County Council.</p> <p>The noise and air quality impact peaks during construction will be intermittent with a potential background level of nuisance as they will depend on the construction activities which are for their nature variable and not continuous.</p> <p>It is not expected that noise levels will be significant during the operational stage.</p> <p>The selection and implementation of established best practice procedures as set out by the appointed Contractor will ensure potential environmental impacts during the construction phase are offset.</p>
Cumulation of the impact with the impact of other existing and/or approved development	
Could this project together with existing and/ or approved project result in	Based on the nature and scale of the project scheme, outlined in Section 3 above, and based on the fact that construction mitigation



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cumulation of impacts together during construction/ operation phase?	measures will be implemented for the proposed scheme, no significant cumulative effects are anticipated.
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Possibility of effectively reducing the impact

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What measures can be adopted to avoid, reduce, repair or compensate the impact?	The design of the proposed scheme is being developed to reduce both construction and operational effects. During construction the effect of the proposed works will be further reduced through the implementation of the CEMP. During operation, potential effects will be reduced by the inclusion of design measures, operational control plans including Kildare County Council guidance and standards.
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## 6. Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of the client and is presented within Section 5 of this screening report. The potential for this project to pose a significant effect to the receiving environment has also been evaluated in accordance with criteria listed Planning and Development Regulations 2001-2026 (Schedule 7), as presented within Section 4.4 of this screening report.

This project does not fall into any category of development requiring a mandatory EIA; under Schedule 5 Part 1 of the Planning and Development Regulations (2001-2024). Based on the nature and scale of the proposed scheme, it is considered that there is no potential for significant effects on the environment. Hence the preparation of an EIAR is not required under Schedule 5 Part 2 (15). Therefore, it is considered unlikely that the proposed scheme will have any significant effects on the receiving environment.



# 7. Screening Conclusion

This EIA screening report has been carried out in accordance with the Planning and Development Regulations 2001- 2024 (which give effect to the provisions of EU Directive 2014/52/EU). The report assessed the impact of the proposed scheme in conjunction with committed developments in the surrounding area.

Key findings are summarised below:

- As the site is not located within or adjacent to any SPA or SAC sites, there will be no direct effect on any European sites. There is indirect connectivity to the Rye Water Valley/Carton SAC via the road drainage infrastructure, however, as indicated in the AA Screening (AtkinsRéalis, 2026) *'given the small scale and nature of the works and the potential levels of contaminated run off the proposed works could possibly generate and also considering the dilution, dispersal and attenuation that would occur through c. 2.2km of stream, it can be safely concluded that the proposed works do not have the potential to result in adverse water quality impacts to the downstream Rye Water River'*;
- Due to the size, nature and urban location of the site, it is unlikely to have a significant effect on groundwater, surface water or traffic;
- Limited noise, vibration and dust emissions may be generated during construction, however, this is anticipated to be minimal in effect, causing no long-term effects;
- As there are no SMR, NIAH or RPS listed features within 100 m of the site, it is unlikely there will be any significant effects on recorded monuments or historic features;
- The proposed DART+ West Railway Order site is located ca. 300 m north of the proposed scheme. However, based on the nature and scale of the proposed scheme, and the fact that construction mitigation measures will be implemented for the proposed scheme, no significant cumulative effects are anticipated;
- The Maynooth Eastern Ring Road Scheme is currently under construction and intersects the site of the proposed scheme at Celbridge Road. Sensitive receptors, such as Maynooth Educate Together and Gaelscoil Ui Fhiach are located along the boundary of both these schemes. Construction mitigation measures will be implemented to ensure they are adequately protected; and,
- This report has revealed that an EIAR is not required.



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