2026

Environmental Impact Assessment (EIA) Screening Report –

Part 8 Infrastructure Works, Confey, Leixlip, Co. Kildare

Environmental Impact Assessment Screening Report

Part 8 Infrastructure Works, Leixlip, County Kildare

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1 Introduction

1.1 Background

This Environmental Impact Assessment (EIA) screening report exercise has been prepared in support of an application for a Part 8 application for active travel infrastructure works located along Captain's Hill, Confey, Leixlip, County Kildare. The purpose of this exercise is to determine whether an Environmental Impact Assessment Report is required for the proposed active travel scheme.

EIA requirements are derived from legislation set by the European Union in the form of EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Most pertinent to the screening stage of the EIA process, are **Annexes I** and **II** of the EU Directive which comprise a list of project categories with the potential to have significant effects on the environment. **Annexes I** and **II** are transposed into Irish Legislation via the following documents which outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development:

- The Planning and Development Regulations 2001-2025 (as amended) in **Schedule 5, Parts 1** and **2**;
- Section 50 of the Roads Act, 1993 (revised);
- Article 8 of the Roads Regulations, 1994;
- Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA, 2023

This EIA Screening exercise first provides a description of the proposed development under the criteria defined in **Schedule 7A** of the *Planning and Development Regulations 2001-2025 (as amended)*, further described in **Section 3**.

The main elements to the project include:

- Reconfiguration of the junction between Captain's Hill & Main St
- New northbound and southbound active travel facilities along Captain's Hill from Distillery Lane to tie-in with the redevelopment of Cope bridge. Provision of these facilities requires widening of the existing road footprint to the east north of the entrance to Avondale
- Reconfiguration of the existing junctions between Captain's Hill, River Forest, and Glendale/Newtown.
- Additional scope is to be provided, including a pedestrian crossing and localised improvements at roads off Captain's Hill into adjacent housing.

The overall area of the scheme, based on current red line boundary, is *ca.* 1.06 hectares (10,600m^2). The expected duration of the proposed works is between 6 to 9 months.

An initial screening appraisal was then carried out for this activity against the relevant categories in **Schedule 5, Parts 1** and **2** of the Planning and Development Regulations (as amended), further described in **Section 4**.

In the event where an EIA screening threshold is exceeded, the screening process is continued, and characteristics of the proposed development are considered in further detail against the relevant criteria defined by **Schedule 7** of the regulations, summarised as follows:

1. Characteristics of proposed development – size, cumulative effects, natural resources etc.

2. Location of proposed development – environmental sensitivity of the areas likely to be affected by the development.
3. Types and characteristics of potential effects – likely significant effects on the environment.

1.2 Regional and Local Climate Action Plans

Ireland's Climate Action Plan 2025 (CAP 2025)

Ireland's Climate Action Plan 2025 emphasises best practices in construction and demolition to reduce greenhouse gas emissions. Key initiatives include; Embodied Carbon Reduction, Public Procurement Guidelines, Whole Life-Cycle Assessment, Promotion of Modern Methods of Construction (MMC) and Circular Economy Practices (Encouragement of material reuse and recycling in demolition activities to minimise waste and environmental impact).

These measures aim to align construction and demolition practices with Ireland's climate objectives, ensuring sustainable development and reduced environmental impact.

Kildare County Council Climate Action Plan 2024-2029

The Kildare County Council Climate Action Plan 2024-2029 outlines strategies to decarbonise the built environment through sustainable construction and environmental management. Key initiatives include:

- **Decarbonising Zones:** Maynooth is designated as a decarbonising zone, serving as the focal point for targeted measures to reduce carbon emissions, improving energy efficiency and enhancing environmental sustainability.
- **Energy Efficiency Targets:** The plan commits to reducing emissions by 51% and improving energy efficiency by 50% by 2030, aligning with national climate objectives.
- **Community Engagement:** The plan emphasizes engaging citizens, businesses and partners to take an active role in climate action, recognising that addressing climate change is a shared responsibility.

These initiatives reflect Kildare County County Council's commitment to creating a climate-resilient, environmentally sustainable and climate-neutral economy.

1.3 Consultation

ORS have been commissioned to assess the potential effects of the proposed development on the surrounding environment. The principal members of the ORS Environmental team involved in this assessment include the following persons:

Environmental Consultant & Author: Jack Wilton – B.Sc. (Microbiology), M.Sc. (Environmental Sustainability). Current Role: Environmental Consultant. Experience *ca*. 4 years.

Senior Environmental Consultant & Reviewer: Neil Kelly – B.Sc. (Environmental Science), MCERTs, MIEnvSc. Current Role: Senior Environmental Consultant. Experience *ca*. 9 years.

Consultation between ORS and other members of the planning/design team was made to obtain information required to assess the potential environmental effects as a result of the proposed development.

2 EIA Screening Methodology

2.1 Legislative Requirement for EIA

Screening is the initial stage in the EIA process and determines whether or not the proposed development is likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision for a development consent application being made.

EIA requirements are derived from legislation set by the European Union in the form of EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU, collectively titled: "*on the assessment of the effects of certain public and private projects on the environment"*. These directives set out the principles for the environmental impact assessment of projects by introducing minimum requirements regarding:

- The type of projects subject to assessment
- The main obligations of developers
- The content of the assessment
- The participation of competent authorities

Most pertinent to the screening stage of the EIA process, are **Annexes I** and **II** of the EU Directive which comprise a list of project categories with the potential to have significant effects on the environment. **Annexes I** and **II** are transposed into Irish Legislation by the Planning and Development Regulations 2001-2025 (as amended), in **Schedule 5**, **Parts 1** and **2**, with national thresholds added to many of the **Part 2** classes of development.

In addition to the above regulations, Section 50 of the Roads Act, 1993 (revised) and Article 8 of the Roads Regulations, 1994 outline legislative requirements that determine whether an EIA is mandatory for a proposed road development. Requirements for a mandatory EIA with respect to active travel schemes is further elucidated in the Guidance for EIA and AA Screening of Active Travel Projects Funded by the NTA, 2023.

2.2 Project Categorisation

Once the proposed development is described and the principal activities are defined, the first step in the screening process can be undertaken. This involves assigning the development to a category listed in either **Parts 1** or **2** of Schedule 5 of the *Planning and Development Regulations 2001-2025 (as amended):*

- **Part 1 Activities** – consists of activities which have significant effects on the environment. Proposed developments which exceed the relevant thresholds in Part 1 are subject to a mandatory EIA. Part 1 sub-threshold developments require screening in cases where the same class of development is not listed in Part 2 with a lower mandatory threshold.
- **Part 2 Activities** – do not necessarily have significant effects on the environment in every case; Proposed developments which exceed the relevant thresholds in Part 2, as defined by the Irish State are subject to a mandatory EIA. For all sub-threshold developments listed in Schedule 5, Part 2, where no EIAR is submitted or EIA determination requested, a screening determination is required to be undertaken by the competent authority **unless**, on preliminary examination it can be concluded that there is no real likelihood of significant

effects on the environment.

Corresponding developments automatically require EIA if no threshold is given or if they exceed a given threshold. Developments which correspond to Part 2 project types but are below the given threshold must be subject to a screening exercise to determine whether they require EIA or not.

An additional step in the screening process is to determine if the road development is subject to screening determination under Section 50 of the Roads Act, 1993 (revised) and Article 8 of the Roads Regulations, 1994, the categories that trigger a mandatory EIA are described as:

Section 50 (1) (a) of the Roads Act, 1993 as substituted by Section. 9(1)(d)(i) of the Roads Act, 1993 (as amended)

A road authority or the Authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') of any proposed road development it proposes consisting of:

(i) *the construction of a motorway,*
(ii) *the construction of a busway,*
(iii) *the construction of a service area, or*
(iv) *any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road."*

Article 8 of S.I. No. 119/1994 Roads Regulations ,1994 (The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of Section 50 of the Roads Act,1993 revised).

a. *The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area*

Corresponding developments automatically require EIA if no threshold is given or if they exceed a given threshold under Section 50 of the Roads Act, 1993 (revised) and Article 8 of the Roads Regulations, 1994.

2.3 Project Screening Determination

Where a project is deemed eligible for a mandatory EIA, a sub-threshold EIA or an exemption from EIA; the EIA screening process is concluded, and an appropriate recommendation is made for the next phase of the project as to whether further assessment is required.

In the event where a given project is deemed to be below the relevant **Part 2** thresholds, or below the thresholds detailed in Section 50 of the Roads Act, 1993 (revised) and Article 8 of the Roads Regulations, 1994 further screening is required, and characteristics of the proposed development are considered in further detail against the relevant criteria outlined in Annex III of the EIA Directive as transposed into **Schedule 7** of the *Planning and Development Regulations 2001-2025 (as amended)*.

This exercise is carried out for the project in **Section 4** of this report.

2.4 Determination of the EIA Requirement for Sub-Threshold Projects

If the initial project screening determination did not confirm the requirement or the exemption of an EIA, the proposed development is subject to further screening to determine if a significant risk to the environment is posed. **Annex III** of the EIA Directive as transposed into **Schedule 7** of the *Planning and Development Regulations 2001-2025 (as amended)* outlines specific information pertaining to the project to be provided by the applicant for the purposes of screening sub-threshold projects to the competent authority's satisfaction. This includes:

1. **Characteristics of the proposed development**
   a. size and design of the whole of the proposed development
   b. cumulation with other existing development and/or development the subject of a consent for proposed development
   c. nature of any associated demolition works
   d. use of natural resources, in particular land, soil, water and biodiversity
   e. production of waste
   f. pollution and nuisances
   g. the risk of major accidents, and/or disasters which are relevant to the project concerned, including those caused by climate change
   h. the risks to human health (for example, due to water contamination or air pollution)

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

3. **Types and characteristics of potential effects**
   a. magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),
   b. nature of the impact,
   c. transboundary nature of the impact,
   d. intensity and complexity of the impact,
   e. probability of the impact,
   f. expected onset, duration, frequency and reversibility of the impact,
   g. 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 of the Environmental Impact Assessment Directive by or under any other enactment

h. possibility of effectively reducing the impact.

These criteria are assessed for the proposed development in **Section 5.**

2.5 Information to be provided for the purpose of Sub-Threshold Projects

In the event that the requirement for a full screening exercise is triggered, **Schedule 7A** of the *Planning and Development Regulation 2001-2025 (as amended)* outlines specific information to be provided by the applicant pertaining to the project to be provided by the applicant for the purposes of screening sub-threshold projects to the competent authority's satisfaction. This includes:

1. **Description of the proposed development** (Outlined in **Section 3**)
   a. Description of the physical characteristics of the whole proposed development and, where relevant, of demolition works.
   b. Description of the location of the proposed development, with regard to the environmental sensitivity of geographical areas likely to be affected.

2. **Description of the aspects of the environment likely to be significantly affected by the proposed development** (Criteria incorporated into **Table 5.1, Table 5.2** and **Table 5.3**)

3. **Description of any likely significant effects***, to the extent of the information available on such effects, of the proposed development on the environment resulting from:*
   a. Expected residues and emissions and the production of waste, where relevant.
   b. Use of natural resources, in particular soil, land, water and biodiversity. (Criteria incorporated into **Table 5.1, Table 5.2** and **Table 5.3**).

4. **The compilation of the information listed in points 1 to 3 above shall take into account, where relevant, the criteria set out in Annex III of the EIA directive as transposed into Schedule 7 of the *Planning and Development Regulations 2001-2025 (as amended).***

3 Description of the Proposed Development

3.1 Site Location and Landscape

The proposed Part 8 Infrastructure works are scheduled along Captain's Hill, a strategic north-south route connecting Main St in Leixlip Town to Confey lands, Co. Kildare (ITM Coordinates: 700681, 736519).

The environs surrounding the proposed route of the works within Leixlip town centre are well-developed urban land, comprising numerous residential and commercial developments. The majority of the route of the works run in a north – south fashion along Captain's Hill in Leixlip. The route is bound to the north by Cope Bridge, which spans the Royal Canal and a railway line which run parallel to one another, beyond which are the Confey lands, which is an area of predominantly agricultural landscape with sparse intervals of residential units. The Confey GAA Club occurs *ca.* 130m to the north and a cemetery is located *ca.* 155m from the route of the works.

To the south of the southern-most extent, which connects to Main St *ca.* 100m is the River Liffey, which is adjoined by the Rye Water River *ca.* 180m to the southwest. The main channel of the Liffey runs to the east, where it meanders through the greater Dublin area, eventually flowing through Dublin City and discharges into the Irish Sea *ca.* 18km to the east of the proposed development. Leixlip Castle is located *ca.* 300m southwest of the Main St junction, with the Leixlip Dam and Leixlip Water Treatment Plant as well as the M4 motorway occurring *ca.* 420m and 700m to the south respectively.

The works are flanked along their route to the east and west by numerous residential and commercial units. To the east, sensitive receptors include the Oranstown Stream *ca.* 250m at its closest point as well as a Montessori and a GP office *ca.* 25m and 45m respectively. To the west receptors include the Rye Water River *ca.* 170m at its closest point. Additional sensitive receptors to the west include 2 no. churches *ca.* 300m, a nursing home *ca.* 120m, another church *ca.* 50m and a senior school *ca.* 85m, a veterinary centre *ca.* 100m and the Confey/Leixlip train station *ca.* 20m.

The site location is presented in **Figure 3.1** overleaf.

Figure 3.1: Site location and environs (Source: Arup)

3.2 Planning Description

The proposals provide for pedestrian and cycle improvements to Captain's Hill (R149), Leixlip. The site extends to the following locations:

- Captain's Hill (R149), from Main Street Leixlip to Cope Bridge
- Existing uncontrolled 'T' junctions with River Forest and Newtown Glendale
- Existing site roads to Rye River Mall, Riverdale, St Mary's Park, Distillery Lane, Avondale

The proposed development comprises of upgrading the existing junction with Main Street, providing improved pedestrian crossing points on side roads, providing segregated active travel lanes North of Distillery Land, realigning the carriageway, and reconfiguration of the existing 'T' junctions at River Forest and Newtown Glendale to improve safety and efficiency for active travel users.

The proposed development will deliver dedicated and separate pedestrian and cycling facilities. These will be segregated from the carriageway with kerbs or verges. Shared active travel

facilities at interfaces with the pedestrian crossing points, side roads, junctions and existing carriageway will be provided and be available to all active travel users.

The proposed development will also upgrade the existing drainage network in Avondale, divert the existing Captain's Hill drainage network into the upgraded drainage network in Avondale, and attenuate the combined catchment to the existing discharge from Avondale into the Silleacháin Stream.

The proposed development will upgrade the existing junction with Main Street, Leixlip, to improve the safety for pedestrians, the efficiency of the junction and to align with the planned rehabilitation of Main Street, Leixlip, by Kildare County Council

The scheme will extend for approximately 1km, linking Leixlip Main Street through Captain's Hill. The expected duration of the proposed works is between 6 to 9 months.

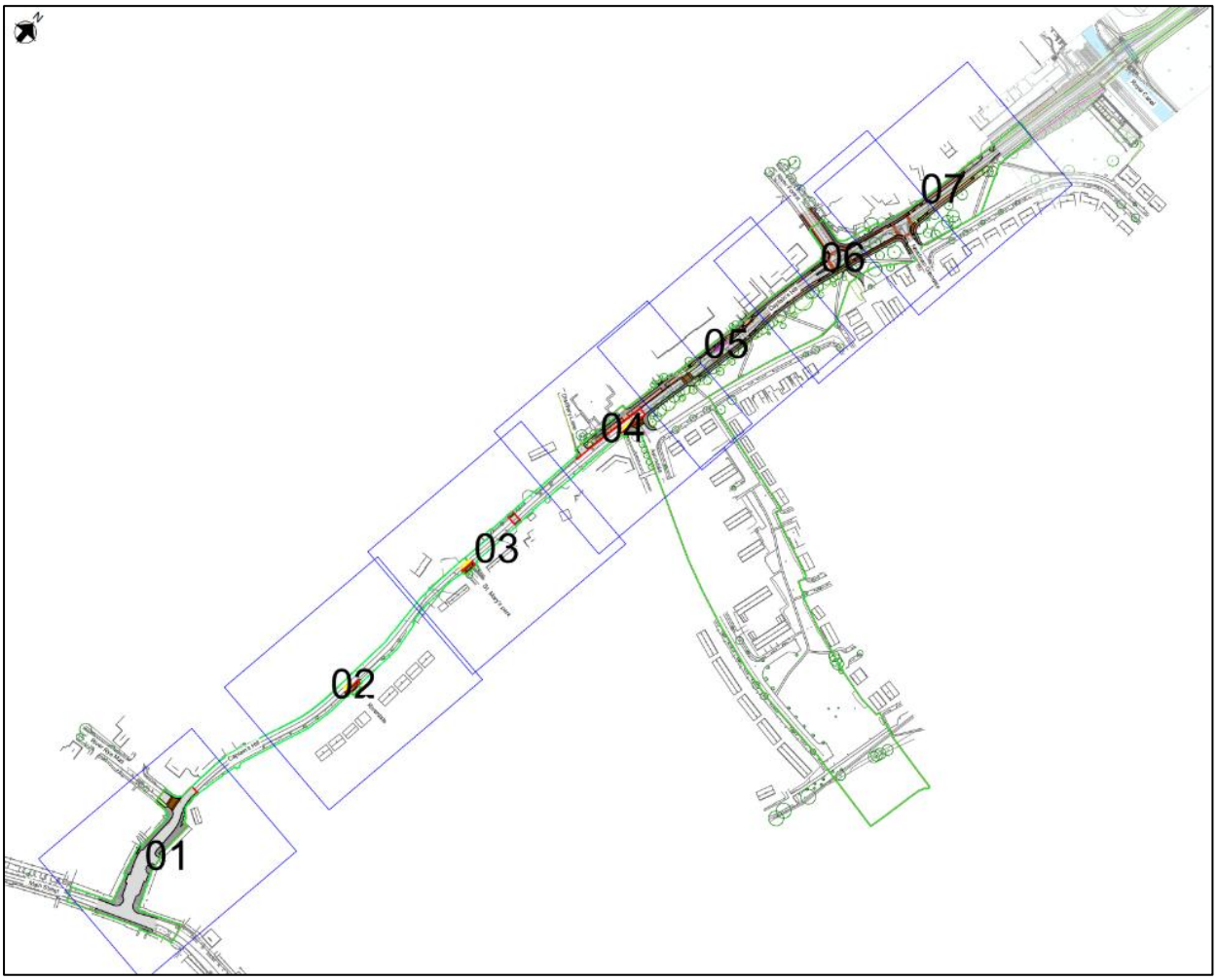


Figure 3.2: General Arrangement of the Proposed Development (Source: Arup, Document No.: 306609-ARUP-ZZ-XX-DR-C-0100-00)

Refer to the General Arrangement Key Plan which accompanies this report as part of the planning application, produced by Arup (**Document Ref.: 06609-ARUP-ZZ-XX-DR-C-0100-00**) for detailed drawings depicting the full extent of the proposed scheme.

3.3 Population and Zoning

The site is situated within the Leixlip electoral division in County Kildare, which spans 11.4 km² and comprises 12 townlands. As of the 2022 Census, the area has a total population of 16,755 with a population density of 1,469.7 people per km².

The majority of the route along Captain's Hill as a public road is exempt from zoning designation, with some sections overlapping with designated areas. According to the Leixlip Local Area Plan 2020-2023 (extended to 2026), the proposed site is designated under a number of zoning objectives as follows:

- The majority of the route is adjacent to lands designated R2 (Existing Residential/Infill) where the objective is "*To protect and enhance the amenity of established residential communities and promote sustainable intensification".*
- Northern extent – M3 (Neighbourhood Centre) where the objective is to "*To provide for new/existing neighbourhood centres and associated facilities".*
- Northern extent, adjacent to the Leixlip (Confey) Train Station – N1.2 (Transport & Utilities) where the objective is to "*To provide for the needs of transport and utility uses".*
- Western section along Distillery Ln is designated S5 (Community and Education) where the objective is "*To provide for education, recreation, community and health"* and G4 (Open Space and Amenity).
- Southern extent (Main St) – M2 (Town Centre) where the objective is "*To protect, improve and provide for the future development of Town Centres*."

As the proposed scheme provides for active transport infrastructure and enhancement of the road network in Leixlip Town, the zoning objectives in the vicinity of the works are supportive of the scheme.

3.4 Topography

The proposed development is with the well-developed urban environment of Leixlip town centre. The topography of the route along Captain's Hill exhibits a north – south gradient with a high point of 58m AOD at the north and a low point of 31m AOD at Main St to the south.

3.5 Hydrology

Maps generated by the Environmental Protection Agency (EPA) and featuring data from the EU Water Framework Directive (WFD) were consulted to assess the extent and quality of waterbodies present in the vicinity of the proposed development. The nearest waterbody to the proposed works is the River Liffey (Code: IE_EA_09L011900), which flows from the west to east and is *ca.* 100m south of the Main St portion of the development (**Figure 3.5**). This waterbody is adjoined by the Rye Water River (IE_EA_09R010600) which occurs *ca.* 170m west of the development. Additionally, the Royal Canal lies *ca*. 110m north of the north-most point of the works.

Taking the scale and nature of the proposed development into consideration, only waterbodies within a 1km radius of the site were considered as potential receptors and were included in this analysis. A summary of the nearest waterbodies is presented in **Table 3.1** with the distance

and direction the closest in relation to the works.

Table 3.1: Waterbodies in Proximity to Proposed Site

Waterbody	WFD Sub-basin Name	Code	Distance from Site	Direction from Works
Rye Water River	RYE WATER_040	IE_EA_09R010600	170m	W
River Liffey	LIFFEY_150	IE_EA_09L011900	100m	S
River Liffey	LIFFEY_160	IE_EA_09L012040	300m	E
Royal Canal Main Line (Liffey and Dublin Bay)	n/a	IE_09_AWB_RCMLE	110m	N

The WFD runs in 6-year cycles with the most recent data for status being generated between 2019-2024 and with Risk being based on data from the end of 2018. The Directive takes rivers, lakes, estuaries, groundwater and coastal waters into consideration and each waterbody can be awarded one of five statuses: High, Good, Moderate, Poor, and Bad. Additionally, waterbodies can be assigned a risk level (“At Risk”, “Not at Risk”, “Review”) which represents the risk of the waterbody of failing its WFD objectives by 2027.

Based on data from EPA maps and in accordance with the Water Framework Directive (WFD), the Rye Water River has a WFD status of “Moderate” and are classified as “At Risk,” indicating that ecological and chemical conditions are precarious. The Liffey_160 (Oranstown Stream) classified as “Poor” by the WFD and is currently under review to assess its risk status. Both the Liffey_150 (River Leffy) and the Royal Canal Main Line have a WFD status of “Good” with their risk status currently at review.

The entirety of the proposed works is situated within Hydrometric Area 09, Liffey and Dublin Bay Catchment. The route transverses the Liffey_SC_080 Sub-Catchment, RYE_WATER_040 sub-basin to the southwest and the Liffey_SC_100 sub-catchment, LIFFEY_160 sub-basin to the northeast. The 3rd Cycle Draft Liffey and Dublin Bay Catchment Report (HA 09), published in 2021, provides a summary of water quality assessments for this catchment.

According to the report, the most significant pressures on water quality in the area are urban run-off and agriculture, followed by urban wastewater, hydromorphology, and domestic wastewater. These pressures primarily contribute to nutrient pollution, organic pollution, and habitat degradation in surface waters, along with chemical contamination and nutrient pollution in groundwater. Specifically for the RYE WATER_040 waterbody, the primary issues derive from domestic wastewater, agricultural activities and urban runoff leading to nutrient and organic loading.

EPA Maps were also consulted to determine whether any WFD River Network Routes in the vicinity are designated as Salmonid Waters under *S.I. No. 293/1988 - European Communities (Quality of Salmonid Waters) Regulations 1988*. None of the nearby riverine waterbodies are included in this designation, meaning that no adverse effects on salmonid habitats are anticipated from the site.

3.6 Geology and Hydrogeology

Teagasc soil mapping indicates that underlying soils of the proposed development consist of Urban soils. Geological Survey of Ireland (GSI) maps show that Quaternary sediments

underlying the route consists of made ground.

According to the GSI bedrock database, the site lies on the Lucan Formation, which is predominantly composed of dark limestone and shale (`calp). This bedrock formation extends west and southwest toward Adamstown and Edenderry. The site is located approximately 1km east of a structural fault that runs in a northwest to east direction. A bedrock outcrop is noted to the west, along the Distillery Ln, *ca.* 60m from works.

The GSI map viewer indicates that entirety the route is underlain by the Dublin groundwater body, classified as a Locally Important Aquifer (Ll)—Bedrock that is Moderately Productive only in Local Zones. The groundwater vulnerability across the site is rated as high along its southern extent, with the northern portion of the works beyond Distillery Ln demonstrating a vulnerability rating of moderate. Additionally, no karst features are present the immediate vicinity of the works, with the nearest one—a spring—located *ca.* 345m northeast Captain's Hill.

According to the GSI database, there are 30 no. groundwater wells located in close proximity to the route of the proposed works. This data is summarised in **Table 3.2**.

Table 3.2: Groundwater Wells in the surrounding areas (GSI Well Database)

GSI Reference	Easting Northing	Well Type	Depth (mbgl)	Depth to Rock (m)	Well Use	Location Accuracy	Proximity to site
2923SWW206	301600, 234600	Borehole	91.4	1.5	Unknown	to within 200m	1.5km SE
2923SWW207	301590, 234590	Borehole	76.0	0.5	Unknown	to within 200m	1.5km SE
2923SWW208	301690, 236230	Spring	n/a	n/a	Unknown	to within 20m	960m E
2923SWW111	300480, 237650	Borehole	24.4	n/a	Unknown	to within 2km	Site within radius of accuracy
2923SWW115	300050, 235950	Borehole	32.6	2.1	Unknown	to within 200m	550m W
2923SWW134	298240, 235460	Borehole	11.0	3.5	Other	to within 1km	570m W
2923SWW137	298370, 235610	Borehole	16.0	3.8	Other	to within 1km	1.9km SW
2923SWW138	298370, 235560	Borehole	8.5	3.5	Other	to within 1km	1.9km SW
2923SWW172	299470, 237790	Dug well	2.7	n/a	Domestic use only	to within 50m	1.6m NW
2923SWW173	299990, 237730	Dug well	5.6	n/a	Domestic use only	to within 50m	1.2km NW
2923SWW174	300920, 237180	Dug well	4.0	n/a	Domestic use only	to within 50m	250m N
2923SWW195	300250, 237570	Borehole	1.7	1.7	Other	to within 20m	880m NW

2923SWW175	301360, 237170	Dug well	2.3	n/a	Domestic use only	to within 50m	550m NE
2923SWW177	301380, 238090	Borehole	35.1	n/a	Domestic use only	to within 50m	1.3km NE
2923SWW178	301600, 238020	Dug well	10.9	n/a	Domestic use only	to within 50m	1.3km NE
2923SWW179	301980, 237940	Dug well	10.1	n/a	Domestic use only	to within 50m	1.5km NE
2923SWW200	299500, 236450	Spring	n/a	n/a	Unknown	to within 100m	1.2km W
2923SWW143	298880, 237090	Borehole	27.2	3.0	Other	to within 10m	1.2km W
2923SWW132	298240, 235540	Borehole	3.5	3.0	Other	to within 1km	1.9km SW
2923SWW133	298240, 235500	Borehole	8.0	2.5	Other	to within 1km	1.9km SW
2923SWW117	300100, 235900	Borehole	31.4	1.2	Unknown	to within 200m	490m W
2923SWW131	298240, 235580	Borehole	14.5	3.5	Other	to within 1km	1.9km SW
2923SWW151	299060, 236660	Borehole	8.1	n/a	Other	to within 10m	1.7km W
2923SWW186	299110, 235260	Borehole	21.6	n/a	Agriculture & domestic use	to within 50m	1.7km SW
2923SWW152	299450, 236690	Borehole	14.6	8.6	Other	to within 10m	1.3km W
2923SWW153	299230, 236920	Borehole	7.6	5.0	Other	to within 10m	1.6km W
2923SWW154	299060, 237010	Borehole	17.9	4.2	Other	to within 10m	1.7km W
2923SWW118	299770, 236240	Borehole	23.2	n/a	Unknown	to within 2km	Site within radius of accuracy
2923SWW124	300410, 236110	Unknown	19.2	4.0	Unknown	to within 2km	Site within radius of accuracy
2923SWW176	300230, 237160	borehole	n/a	n/a	Public Supply (CoCo)	to within 50m	430m NE

3.7 Designated Areas

There are no designated areas (SPAs, SACs or NHAs) detected within the site boundary of the proposed infrastructure works according to the EPA and National Parks and Wildlife Services (NPWS) site maps. The nearest designated areas to the development site boundary include:

- Rye Water Valley/Carton SAC (001398) *ca.* 170m W of the works.
- Rye Water Valley/Carton proposed NHA (001398) *ca.* 170m W of the works.
- Royal Canal pNHA (002103) *ca.* 110m N of the route.
- Liffey Valley pNHA (000128) *ca.* 180m SE of the route.

3.8 Flood Risk

There have been a number of recorded historic flooding incidents along the route of the Rye Water River, towards the western end of Distillery Ln and Main St sections of the works. The OPW Flood Maps show a number of flood events within the vicinity of the works (See **Figure 3.3** and **Table 3.3**).

The GSI Winter 2015/2016 Surface Water Flooding indicates a single event *ca.* 400m south of the Main St extent of the proposed development.

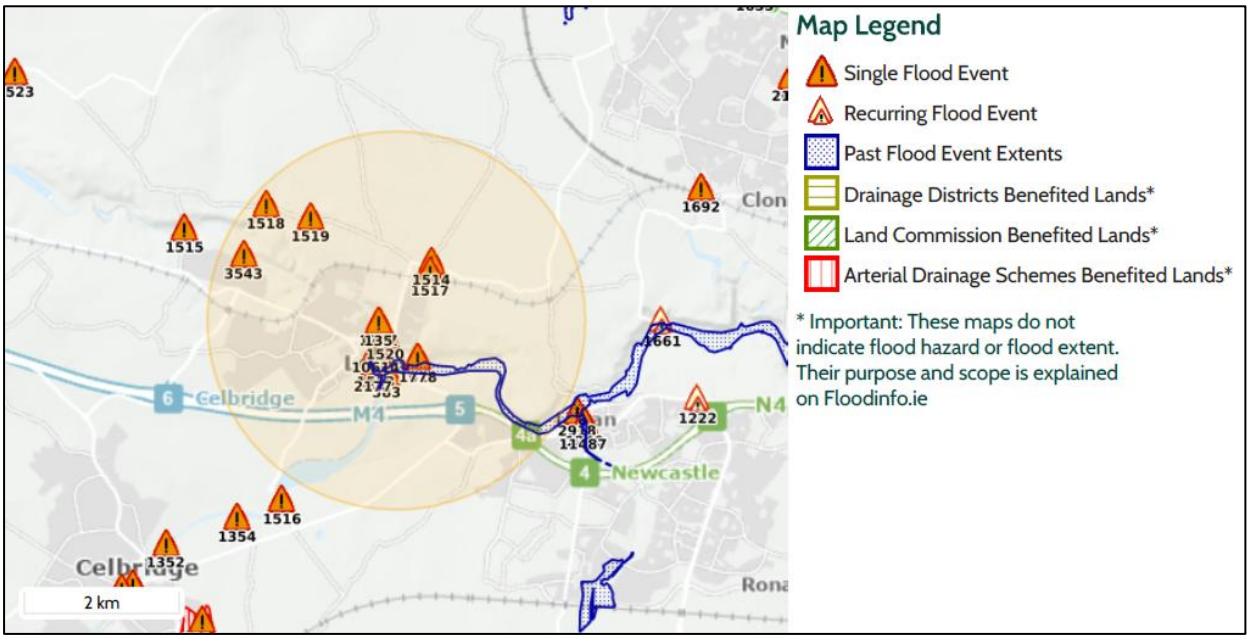


Figure 3.3: Past Flood Events within 2km of the proposed works (Source: OPW)

Table 3.3: Past flood events in proximity to the site

Flood ID	Name	Date	Distance	Flood Source
ID-135	Ryewater Leixlip Distillery Dec 1954	08/12/1954	200m W	River
ID-1777	Ryewater Leixlip Nov 2000	05/11/2000	200m W	River
ID-1521	Ryewater River Apartments Nov 2002 Leixlip	14/11/2002	200m W	River
ID-1520	Ryewater Dúncarraig, Leixlip Nov 2002	14/11/2002	110m W	River
ID-10614	Ryewater Leixlip 15 August 2008	14/08/2008	160m W	River
ID-1513	Ryewater Buckley's Lane, Leixlip Nov 2002	14/11/2002	150m W	River
ID-2177	Ryewater Leixlip Bridge Dec 1954	08/12/1954	150m W	River

ID-8	Liffey Leixlip November 2000	06/11/2000	120m S	River
ID-323	Liffey Nov 1965	17/11/1965	120m S	River
ID-324	Liffey Nov 1963	31/10/1968	120m S	River
ID-1778	Silleachain Mill Lane Leixlip Nov 2000	05/11/2000	220m E	River
ID-1512	Silleachain Mill Lane Leixlip Nov 2000	14/11/2002	220m E	Low lying land

Catchment Flood Risk Assessment Mapping (CFRAM) models the extent of land that might be flooded by rivers and coastal waters during a theoretical flood with an estimated probability of occurrence. The southern extent of the proposed site, along Main St, is within the range of Low (0.1%) and Medium Probability fluvial flood events (1%) according to CFRAM modelling. Based on current data available it is not foreseen that the development will present any significant increase in flooding risk either within the site or downstream of the site.

The proposed development involves the modification of the established road network through construction of active travel infrastructure and as such can be considered as a “less vulnerable” development as per the *The Planning System and Flood Risk Management*: *Guidelines for Planning Authorities, 2009.* It is considered that the development is appropriate for the proposed location and that the possibility of the development being significantly affected by flooding is low.

The location of the proposed site is examined in the available CFRAM Maps, Leixlip Tile 08 and 03. Tile 03 is particularly relevant given the encroachment of Low and Medium probability flood extents on the location of the works along Main St. CFRAM Map tiles are available in **Appendix B**.

The site is not located within benefitting land associated with any Arterial Drainage or District Drainage Schemes.

3.9 Cultural Heritage

The Historic Environment Viewer provided by the National Monuments Service was utilized to access the datasets of the National Monuments Service and the National Inventory of Architectural Heritage (NIAH). A number of architectural features and archaeological heritage features were identified in the immediate vicinity of the works, particularly to the south, along Main St. Some of the features of archaeological importance close to the site **Table 3.4.**

Table 3.4: Zones of archaeological importance in proximity to proposed site

Archaeological code	Type	Location	Distance from Site
KD011-004015	House	Leixlip	Adjacent E to Main St section
KD011-004001	Historic town	Leixlip	Adjacent W to Main St section
KD011-004007	Habitation site	Leixlip	*ca.* 100m W

KD011-004010	Graveslab	Leixlip	*ca.* 200m SW
KD011-004011	Font	Leixlip	*ca.* 200m SW
KD011-004012	Stone head	Leixlip	*ca.* 200m SW
KD011-004009	Graveslab	Leixlip	*ca.* 200m SW
KD011-004008	Wall monument	Leixlip	*ca.* 200m SW
KD011-004003	Church	Leixlip	*ca.* 200m SW
KD011-004013	Stone head	Leixlip	*ca.* 200m SW
KD011-004006	Graveslab	Leixlip	*ca.* 200m SW
KD011-004014	Stone head	Leixlip	*ca.* 200m SW
KD011-004005	Castle	Leixlip	*ca.* 200m SE
KD011-004004	Castle	Leixlip	*ca.* 200m SW

Table 3.5: Zones of architectural importance in proximity to proposed site

Architectural code	Name	Feature Type	Distance from Site
11804027	-	House	Adjacent E to Main St section
1184074	Leixlip House	House	*ca.* 20m W
11804075	Newtown Hill House	House	*ca.* 60m W
11804017	Saint Mary's Church (Leixlip)	Church/Chapel	*ca.* 200m SW
11804026	-	House	*ca.* 70m W
11804025	-	House	*ca.* 90m E
11802024	-	House	*ca.* 90m E
11804023	Ivy House	House	*ca.* 90m E
11804022	Shingle House	House	*ca.* 90m SE
11804021	Castle View House	House	*ca.* 50m SE
11804077	-	House	*ca.* 50m S
11804020	-	House	*ca.* 55m S
11804016	-	House	*ca.* 250m S
11804015	-	House	*ca.* 30m SW

11804014	-	House	*ca.* 40m SW
11804010	-	House	*ca.* 65m W
11804009	-	House	*ca.* 70m W
11804001	-	House	*ca.* 60m W
11804002	-	House	*ca.* 50m W
11804003	-	House	*ca.* 50m W
11804004	-	House	*ca.* 60m W
11804005	-	House	*ca.* 65m W
11804006	-	House	*ca.* 65m W
11804007	-	House	*ca.* 70m W
11804008	-	House	*ca.* 70m W
11804029	-	House	*ca.* 200m W

Overall, the archaeological/architectural sensitivity of the area in immediate proximity to the majority of the proposed site ranges from moderate to high as there are a number of features of significance in the vicinity of the works, specifically at the southern section of the development in the vicinity of Main St. This section to the south is to highly sensitive several features of cultural significance located in close proximity to the works.

3.10 Biodiversity, Flora and Fauna

There are 1 no. Natura 2000 site and 3 no. National conservation sites within 5km of the proposed development. The proposed development is located along a road within the developed urban environment of Leixlip *ca.* 170m to the east the nearest Natura 2000 site (Rye Water Valley/Carton SAC). Watercourses and surface runoff are seen as the main potential pathway for effects on Natura 2000 sites.

The construction and operational effects of the proposed developments are anticipated to be minimal but may consist of similar nuisance-generating activities in terms of plant and vehicle movements. Once in the operational phase it can be expected that there will be no plant movement on the project and therefore no nuisance-generating activities. It is anticipated that the operational phase effects will not be significant.

3.11 Potential Cumulative Effects

The proposed development is located within the Leixlip urban area along the Captain's Hill Road with part of the works scheduled along Main St to the south as well as the junctions of Distillery Ln to the west and Newtown Park to the east. The proposed infrastructure works will

facilitate an improved connection between the Confey lands to the north of the Royal Canal and Leixlip town.

The area in the vicinity of the development has an abundant road network and is located in close proximity to a rail network. As such, Leixlip has been identified as a key area for county development, in a sustainable manner, in a way that reflects the existing character and amenities of the area, the surrounding landscape, heritage and environment and improves the quality of life for the existing and future communities, while prioritising a low carbon, compact, consolidated and connected pattern of development. There exists potential for cumulative environmental effects to arise from the proposed development.

A review of planning applications in the town revealed several proposed developments near the route of the works. The majority of applications involve minor alterations, extensions or adjustments to residential units as well as Retention Permissions and Change of Use Permissions. However, larger-scale proposed developments could generate significant cumulative effects in the surrounding environment. **Table 3.6** summarizes significant developments in the vicinity of the site that have been granted planning permission by the County Council or are currently under review.

Table 3.6: Proposed developments within the vicinity of the site.

Reg. Ref.	Location	Description of Development	Decision	Anticipated Cumulative Effect
2360222	River Forest Shopping Centre, Captains Hill, Leixlip, W23 EP82	construction of 5 No. single storey storage units to service existing shopping centre retail units, also all associated site development and facilitating works	Conditional Permission Granted 28/06/2024	***Negative, Not significant Temporary***

3.12 Environmental Management Measures

The construction and operational phases of the proposed development will result in varying levels and types of environmental effects. During the operational phase, there will be no plant or heavy vehicle movement, thus eliminating nuisance-generating activities typically associated with construction. However, slight effects are still expected as an increase in noise levels due to daily human activities such as use of the active travel infrastructure for example.

The proposed development has been designed to minimize the negative effects associated with residential occupation in the area through the implementation of active travel infrastructure which provides a quieter and more efficient transport modality to inhabitants of the area. Consequently, it can be concluded that the environmental effects during the operational phase will not be significant. Best practice procedures to be implemented for the mitigation of construction associated effects are detailed in the following sections.

3.12.1 Noise

A preliminary risk assessment was carried out for the proposed site location in accordance with the Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition, produced by the London Authorities Noise Action Forum, July 2016. This

assessment took into account factors relating to the proximity of the site to sensitive receptors and rated the levels of nuisance and disruption anticipated with scheduled work practices.

Following the completion of this risk assessment, available in **Appendix A**: Risk Assessment as per Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition, the proposed development was determined to be a **moderate risk** site. This section outlines suitable measures to minimise nuisance noise and dust emissions in order to minimise any impact of the proposed developments on surrounding receptors.

Marked variation of noise levels from those experienced as part of everyday life in an area can result in extreme disruption. Noise emanating from the project during the construction phase has the potential to impact off-site receptors.

The proposed amendments to the development will be obliged to comply with BS 5228 "*Noise Control on Construction and open sites Part 1*". The appointed contractor shall implement the following measures to eliminate or reduce noise levels where possible:

- All site staff shall be briefed on noise mitigation measures and the application of best practicable means to be employed to control noise.
- All staff should be briefed on the complaint procedures, the mitigation requirement, and their responsibilities to register and escalate complaints received.
- Good Quality site hoarding is to be erected to maximise the reduction in noise levels. It is recommended to incorporate a timber hoarding of sufficient height to mitigate excessive noise pollution to neighbouring properties and sensitive receptors.
- Contact details of the contractor and site manager shall be displayed to the public, together with the permitted operating hours.
- Material and plant loading and unloading shall only take place during normal working hours.
- Ensure that each item of plant and equipment complies with the noise limits quoted in the relevant European Commission Directive 2000/14/EC.
- Fit all plant and equipment with appropriate mufflers or silencers of the type recommended by the manufacturer.
- Use all plant and equipment only for the tasks for which it has been designed.
- Locate movable plant away from noise sensitive receptors.
- Avoid the transfer of noise and vibration from demolition activities to adjoining occupied buildings through cutting any vibration transmission path or by structural separation of buildings.
- Ensure written confirmation is received from Kildare County Council Planning Department when applying for extensions to normal working hours. No out of hours work to be undertaken unless written permission to do so has been granted.
- In the event that excessive noise levels are deemed necessary, Kildare County Council and local residents must be suitably notified in advance of said works.

3.12.2 Dust and Air Quality

Dust prevention measures will be put in place for any particulate pollution. The extent of dust generation under construction activities being carried out is dependent on environmental factors such as rainfall, wind speed and wind direction. The most likely sources of dust generation at this site include the demolition of the existent structure, the soil stripping and excavation of foundations for the buildings and the sawing of wood and concrete throughout

the duration of the project. Dust can also be dispersed by excessive vehicular movement around the site during dry periods. Control Measures are outlined as follows:

- Soil will not be exposed until a replacing capping layer is almost ready to be placed. This is to ensure that soil is left exposed for the minimum amount of time possible.
- Material stockpiles will be strategically placed to reduce wind exposure. Materials will be ordered on an ‘’as needed’’ basis to reduce excessive storage.
- The contractor will spray water on the surface of all roads in the vicinity of the site if required in order to minimise dust generation from the construction activities.
- Appropriate dust suppression will be employed to prevent fugitive emissions affecting those occupying neighbouring properties or pathways.
- Restrict vehicle speeds to 15 kmph as high vehicle speeds cause dust to rise.
- Covers or dampening of soil and material stockpiles when high wind and dry weather are encountered, if required.
- All consignments containing material with the potential to cause air pollution being transported by skips, lorries, trucks or tippers shall be covered during transit on and off site.
- Street and footpath cleaning shall be undertaken during the ground works phase to minimise dust emissions, if deemed necessary.
- A road sweeper with vacuuming capabilities will operate along construction traffic routes throughout the development cycle to alleviate excessive material deposition along transport routes in the vicinity of the site, when deemed necessary.
- Wet cut concrete saws are only to be used on site. Tools with dust extraction filters are to be used when and where possible.
- No materials shall be burned on-site.
- During the demolition phase, water hoses with appropriate mist heads, or equivalent, are to be used to dampen structures to limit dust generation, when deemed necessary.

3.12.3 Surface Water and Groundwater Protection

During the construction phase the main pollutants with the potential to impact water receptors are silt, fuel/oil, concrete and chemicals. The steps outlined below aim to eliminate contamination of site surface water runoff. The recommendations are advised with reference to the Inland Fisheries Board recommendations for protection of adjacent water courses during the construction phase.

- Harmful materials such as fuels, oils, greases, paints and hydraulic fluids must be stored in bunded compounds well away from storm water drains and gullies. Refuelling of machinery should be carried out using drip trays.
- All manholes and gullies will be covered with silt fencing material and sandbags to limit silt and chemical run-off into surface water.
- Refuelling will not be permitted within 10m of surface drains, with the exception of pumps for dewatering purposes, which are to be stored on portable spill bunds.
- Runoff from machine service and concrete/grout mixing areas must not enter storm water drains and gullies leading off-site.
- No direct discharges to be made to waters where there is potential for cement/ residues/ oils/ chemicals in discharges.
- Stockpile areas for sands and gravel should be kept to minimum size, well away from storm

water drains and gullies leading off-site.
- Open excavations to be backfilled immediately following installation of services, etc.
- Earthworks and the movement of plant on soil surfaces will be avoided during periods of extensive rainfall to limit silt laden runoff and damage to soil structure.
- Pre-cast concrete should be used wherever possible. When this is not possible, any works using cast-in-place (poured) concrete must be done in the dry and effectively isolated from any flowing water or drains for a sufficient period to ensure no leachate from the concrete.
- Following heavy rainfall events, it is important to mitigate excessive outflow of silt and particulates to the surrounding surface water drainage system. During the pre-construction & construction phase, silt outflows to surface water drainage infrastructure (gullies, drains, etc.) along both Captain's Hill, Distillery Ln and Main St may be mitigated using sandbags or silt fencing, where suitable. During the construction phase, once site-specific surface water drainage infrastructure has been developed, silt chambers should be blocked off following high rainfall events to prevent excessive silt outflows to the surface water drainage system.

3.13 Roles and Responsibilities

3.13.1 Construction Project Manager

The Construction Project Manager will have the overall responsibility of ensuring the measures outlined in the Project CMP/EOP are adhered to for the duration of the construction phase. The primary responsibilities of the Construction Project Manager are as follows:

- Promotion of awareness of environmental issues associated with each project phase/site rules.
- Facilitate environmental audits and site visits.
- Monitor the impact of construction/operational traffic on local traffic conditions.
- Monitor the impact of construction/operational traffic on local road conditions.
- Awareness and implementation of relevant legislation, codes of practice, guidance notes as stated in the CMP/EOP.
- Conduct regular site inspections to facilitate the timely identification of environmental risks or incidents.
- Ensure all construction activities are carried out with minimal risk to the environment.
- Report environmental incidents in a timely manner to the project environmental consultant and the relevant authorities.

3.13.2 Resident Engineer

Typically, the Resident Engineer's primary role involves assurance that the construction work of a project is carried out according to the quality, time and cost requirements of the contract. A significant degree of cross-over can usually be anticipated between the roles of a Resident Engineer, a Construction Project Manager and an Environmental Consultant. With respect to the Project CMP, the Resident Engineer is expected to play a crucial role in the Traffic Management Plan along with the following responsibilities:

- Performing or coordinating site inductions.

- Monitoring the performance of subcontractors.
- Monitoring the performance of the traffic management plan.
- Managing and supervising less experienced site engineers and operatives.
- Ensuring that work activities have been carried out in accordance with the plans, specifications and industry standards.
- Ensuring that tests and inspections are performed.
- Liaising with construction management to remove any hazards associated with work activities.
- Ensuring that delivered materials meet specifications and established quality standards.
- Initiating and maintaining records, back-charge procedures, progress reports etc.
- Quality assurance of the Project CMP/EOP.
- Update of the Project CMP/EOP as required paying particular attention to site-specific environmental hazards or changes in legislation.
- Ensuring compliance of Project CMP/EOP with the conditions of the Planning Permission.
- Provide expertise to the Construction Project Manager on environmental concerns.
- Conduct the various specialist environmental monitoring tasks outlined in the CEMP.
- Prompt response to environmental issues if they arise.

3.14 Awareness and Training

3.14.1 Environmental Induction

The key environmental topics outlined in the CEMP will be summarised and integrated into the general site induction. Site-specific concerns and best work practices will be outlined to all contractors and sub-contractors due to carry out work at the site. As a minimum this will include:

- The roles and responsibilities of the Construction Project Manager; the Environmental Consultant and the Resident Engineer; along with the responsibilities of contractors/sub-contractors themselves.
- Incident and complaints procedure.
- Outline of the EOP structure.
- Site specific environmental concerns.
- Best work practices

3.14.2 Toolbox Talks

Daily toolbox talks will be conducted by the Construction Project Manager as standard practice. It is the duty of the Construction Project Manager to liaise with the Project Environmental Consultant and Resident Engineer to assess site operations for environmental concerns particularly as the project advances and new activities commence. Appropriate mitigation measures will be devised and communicated to the relevant personnel prior to the commencement of any such activities.

3.15 Environmental Incidents and Complaints Procedure

The Construction Project Manager/Site Manager will maintain a register of environmental

incidents which will document the nature, scale and severity of any environmental incident or complaint which arises as a result of site activities. In the event of an environmental incident the following steps must be followed:

- A suitably qualified Environmental Consultant is notified immediately.
- A suitably qualified Environmental Consultant will liaise with the competent authority if necessary.
- The details of the incident will be recorded on an Environmental Incident Form which will record the following details:
  - Cause of the incident
  - Extent of the Incident
  - Immediate actions
  - Remedial measures
  - Recommendations made to avoid reoccurrence.
- If the incident has impacted on an ecologically sensitive receptor (SPA, SAC, NHA) an ecological specialist will be consulted.
- A suitably qualified Environmental Consultant and Construction Project Manager will fully cooperate with any investigations conducted by the competent authority.

4 Screening for Mandatory EIA

4.1 Project Categorisation

A detailed description of the proposed development is outlined in **Section 3.** In terms of the different categories of development listed in **Schedule 5** of the of the Planning and Development Regulations 2001 – 2025 (as amended), aspects of the proposed scheme which could bear relevance to the thresholds outlined in **Part 1** and **2** of Regulations include:

1. The overall length of the active travel facilities is *ca.* 1km.
2. The overall area of the scheme is *ca.* 1.06 hectares (10,600m^2)

4.1.1 Part 1 Development Activities

The proposed development is not classified under the types of development listed under Schedule 5 Part 1 of the Planning and Development Regulations; hence a mandatory EIA is **not required** for the project based on this category.

4.1.2 Part 2 Development Activities

The proposed development includes the construction of active travel infrastructure along Captain's Hill as well as the modification / improvement of a number of junctions adjoining the works and is therefore subject to category 10 "Infrastructure Projects", with the most relevant categories stated as follows:

Category 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.'*

(In this paragraph, "business district" means a district within a city or town in which the predominant land use is retail or commercial use.)

Category 10. (dd): *"All private roads which would exceed 2000 metres in length".*

Regarding the threshold set in out in **Category 10(b)(iv)**: The proposed development will occupy a total area of 1.06 hectares within a built-up area. The primary land use along the course of the proposed development is residential, thus the works are significantly under the sub-threshold limit of 10 hectares.

Regarding the threshold set in out in **Category 10(dd)**: The proposed length of the active travel infrastructure is 1km. Thus, the works are significantly under the sub-threshold limit of 2000m. It should be noted that the works do not involve the construction of a private road.

Consequently, an Environmental Impact Assessment (EIA) is **not required** for the proposed development based on these categories.

4.1.3 Section 50 of the Roads Act, 1993 to 2007

In addition to the above regulations, **Section 50** of the *Roads Act, 1993 (as amended)* and **Article 8** of the Roads Regulations, 1994 outline the legislative requirements that determine whether an EIA is mandatory for a proposed road development.

Section 50 (1) (a) of the Roads Act, 1993 as substituted by Section. 9(1)(d)(i) of the Roads Act, 2007

A road authority or the Authority shall prepare a statement of the likely effects on the environment ('environmental impact statement') of any proposed road development it proposes consisting of:

(i) the construction of a motorway,
(ii) the construction of a busway,
(iii) the construction of a service area, or
(iv) any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road."

Article 8 of S.I. No. 119/1994 Roads Regulations ,1994 (The prescribed types of proposed road development for the purpose of subsection (1)(a)(iv) of **Section 50** of the Roads Act,1993 (as amended).

(a) The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area

(b) The construction of a new bridge or tunnel which would be 100 metres or more in length.

The sub-threshold criteria which would trigger an EIA, are outlined in subsections (1) (b-d) in **Section 50** of the Roads Act (1993 as amended) and **Article 8** of S.I. 119/1994 Roads Regulations, 1994:

(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.

(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.

(d) 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),

(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), or

(iv) land designated a natural heritage area under section 18 of the Wildlife (Amendment) Act 2000,

The proposed works are limited to the modification of the existing road space. It is not proposed to develop a new road. The works, therefore, do not trigger any of the sub-threshold criteria for EIA as per **Section 50** of the Roads Act, 1993 (as amended) and **Article 8** of the Roads Regulations, 1994.

4.2 Project Screening Determination

Based on a review of the relevant categories listed in **Schedule 5, Part 1** and **2** of Regulations and **Section 50** of the Roads Act, 1993 (as amended) and **Article 8** of the Roads Regulations, 1994 the proposed development is not deemed eligible for a mandatory EIA, a sub-threshold EIA or an exemption. Therefore, the development is subject to further screening under the relevant criteria outlined in **Schedule 7** of the regulations. This exercise is outlined in **Section 5** of this report.

5 EIA Screening

Schedule 7 of the *Planning and Development Regulations 2001-2025 (as amended)* outlines specific criteria for the determination of EIA requirements for sub-threshold projects, summarised in **Section 2.4** of this report. Specific aspects of the project are screened against these criteria in **Table 5.1, Table 5.2** and **Table 5.3** below.

5.1 Characteristics of Proposed Development

Table 5.1: Criteria to determine the characteristics of the proposed development

Schedule 7 Criteria	Information
(a) size and design of the whole of the proposed development	The proposed active travel works cover an area of *ca.* 1.06 ha. Provision of the facilities includes reconfiguration of the existing junctions, as well as the provision of a pedestrian crossing and localised improvements at roads off Captain's Hill into adjacent housing. A description of the project and of the construction methodology is provided in **Section 3** of this report.
(b) cumulation with other existing and/or approved projects	A review of planning applications in the town revealed several proposed developments near to the site which have been given permission or are currently under review. Only one of the proposed developments was identified as posing a significant risk of cumulative effects. Cumulative effects as a result of the construction phase of the proposed development could occur if construction periods overlap with other proposed developments in the surrounding areas. The impact could be significant, given the presence of sensitive receptors such as residential dwellings and schools in the area. More details about the developments in the immediate area of the proposed site are provided in **Table 3.6**. There are no EPA licensed sites in the vicinity of the proposed site. The closest IPC or IE licenced sites to the development site include Intel Ireland Limited (IE License P0207-05) located *ca.* 1.8km west of the site and HP Production Company Limited (IE License P0195-02) located *ca.* 2km southwest of the site. Therefore, cumulative effects are considered unlikely. The cumulative effects during the operational phase are expected to be negligible.
(c) nature of any associated demolition works	No demolition works are proposed.
(d) use of natural resources, in particular land, soil, water and biodiversity	The proposed amendments do not include the extensive use of natural resources.

	No negative effects on the land or soil are anticipated from the proposed development.
(e) production of waste	Waste arising as a result of the construction phase of the proposed development will be typical of a construction / roadworks project, consisting of soil and stone, concrete, asphalt and construction materials. It is not anticipated that significant quantities of waste will be generated as a result of road use activities. All waste will be managed in accordance with the project Resource Waste Management Plan (RWMP), meaning all waste streams will be collected and deposited at suitably licenced facilities. Any contaminated material in the ground identified by sight or by odour during excavations should be classified by an Environmental Engineer as Inert, Non-Hazardous or Hazardous. Disposal should be by a licensed contractor to a suitably licensed facility. The proposed development will not generate significant amounts of waste during its operational phase.
(f) pollution and nuisances	Potential noise, light, air quality and water pollution effects are anticipated. The release of suspended solids into the watercourse is unlikely to occur, due to the relative distance of the site to the Royal Canal, River Liffey and Rye Water River which are the closest surface water receptors. The inadvertent deposition of hazardous materials may lead to the pollution of soil and groundwater. Dust, Noise and Vibration will be generated from HGV traffic, excavators and dozers during the construction period. In the absence of best practices, these could be a source of nuisance for the nearby sensitive receptors. Baseline environmental survey's will be conducted for each of these parameters, and these will be monitored during the operation of the facility at a frequency to be agreed by the local authority. Negative effects on the environment may arise due to pollution or nuisance given well-developed character of the surrounding area. However, the best practices to be implemented during the construction phase should substantially address and reduce these effects.
(g) risk of major accidents, and/or disasters which are relevant to the project concerned, including those	There is potential risk of accidents and/or disasters, in the absence of best practice procedures and mitigation measures for nuisance reduction. Best practices for construction will be employed throughout the construction phase, with strict

caused by climate change, in accordance with scientific knowledge	adherence to the Construction Environmental Management Plan (CEMP). A review of PFRA and CFRAM maps for the area confirms that the majority of the development site is not located within lands at risk from flooding. The southern extent of the proposed site is within the range of Low (0.1%) and Medium Probability fluvial flood events (1%) according to CFRAM modelling. The proposed development can be considered as a “less vulnerable” and is not considered to exacerbate the risk of flooding to the area.
(h) risks to human health (e.g. due to water contamination or air pollution)	Given the proximity of sensitive receptors (residential units and schools), there are risks to human health in the absence of best practices procedures. The best practices to be implemented during construction should substantially address and reduce these effects to negligible.

5.2 Location of the Proposed Development

Table 5.2: Schedule 7 Criteria to determine the characteristics of the site environs.

Schedule 7 Criteria	Information
(a) existing and approved land use	The proposed site is located along Captain's Hill within the Leixlip urban area. Applicable zoning to the route of the works includes: • R2 (Existing Residential/Infill) where the objective is "To protect and enhance the amenity of established residential communities and promote sustainable intensification" • M3 (Neighbourhood Centre) where the objective is to "To provide for new/existing neighbourhood centres and associated facilities". • N1.2 (Transport & Utilities) where the objective is to "To provide for the needs of transport and utility uses". • S5 (Community and Education) where the objective is "To provide for education, recreation, community and health" and G4 (Open Space and Amenity) • M2 (Town Centre) where the objective is "To protect, improve and provide for the future development of Town Centres." These zoning objectives are aligned with the purposes of the proposed development.
(b) relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	The closest waterbody to the site is the River Liffey, located *ca.* 100m south of the proposed site which is also adjoined by the Rye Water River *ca*. 180m to the southwest. The Rye Water River has a WFD status of "Moderate" and considered to be "At Risk" while the Liffey has a WFD status of "Good" and is currently "At Review" with respect to its risk status. The site overlies the Dublin groundwater body, a Locally Important Aquifer (LI) of bedrock that is Moderately Productive only in Local Zones. Groundwater vulnerability at the site is classified as Moderate along the northern section, reflecting the moderate depth of the soil layer). The southern section of the development has a groundwater vulnerability rating of High. There are 30 no. wells within 2km of the proposed works, 3 no. of which with a location accuracy of 2km, intersect with the location of the proposed works. The hydrogeological setting is classified as low permeability subsoil with wet soil drainage. There are 1 no. Natura 2000 site and 3 no. National conservation sites within 5km of the proposed development. The proposed development is located *ca.* 170m to the east the nearest Natura 2000 site (Rye Water Valley/Carton SAC).

	Construction and operational effects of the proposed developments are anticipated to be minimal. It is anticipated that the operational phase effects will not be significant
(c) the absorption capacity of the natural environment, paying particular attention to the following areas:	
i. wetlands, riparian areas, river mouths	The site is not located close to wetlands, riparian areas or river mouths.
ii. coastal zones and the marine environment	The site is not located close to coastal zones, and it's not directly hydrologically connected to any saltwater body, thus does not present any risk to the marine environment.
iii. mountain and forest areas	The site is not within or directly connected to any mountain or forest areas.
iv. nature reserves and parks	No nature reserves were identified within proposed site boundaries or immediate vicinity.
v. areas classified or protected. under legislation, including. Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive	There are no protected areas within site's boundaries. The closest ecology designated sites to the proposed development site are the Royal Canal Proposed NHA (002103), located *ca.* 110m N of the site and the Rye Water River Valley/Carton SAC (001398) *ca.* 170m west of the 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	Historic maps of the proposed site, along with Geological Survey Ireland, EPA maps, and OPW historic flood records, were consulted in the preparation of this report. The route of the works has seen significant development since the 1990s, with the establishment of a high density of residential and commercial units. There are no indications of previous environmental incidents in the area. Any potentially contaminated material identified by sight or odour during excavation should be classified by an Environmental Engineer as Inert, Non-Hazardous, or Hazardous, and disposed of by a licensed contractor at a suitably licensed facility.
vii. densely populated areas	The site is situated within the Leixlip electoral division in County Kildare, which spans 11.4 km² and comprises 12 townlands. As of the 2022 Census, the area has a total population of 16,755 with a population density of 1,469.7 people per km².

viii. landscapes and sites of historical, cultural or archaeological significance	There are no archaeological or architectural heritage features located within the boundaries of the proposed amendments. There are a number of zones of archaeological and architectural importance located in the vicinity of the work, outlined In **Section 3.9.** There is a high density of these features along the Main St extent to the south. Archaeological features of particular note include: • KD011-004015, House, Leixlip, Adjacent E to Main St section • KD011-004001, Historic town, Leixlip, Adjacent W to Main St section Architectural features of particular note include: • 11804027, House, Adjacent E to Main St section There are no geological heritage features located within, or in the immediate environs of the development site. Effects on visual (geological), historical, cultural or archaeological features are not anticipated as a result of the proposed development.

5.3 Characteristics of Potential Effects

Table 5.3: Schedule 7 Criteria to determine the likely significant effects on the environment of the proposed development.

Schedule 7 Criteria	Information
(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected),	The development site is located within a relatively densely populated area with low environmental sensitivity. Significant effects may arise during the construction phase of the proposed development, although this is considered unlikely. The implementation of best practices to be during the construction phase should help minimise and prevent these effects. While some slight effects are still anticipated due to the proposed activity, their extent is expected to be localized.
(b) nature of the impact	
i. Human Beings, Population and Human Health	The construction phase may adversely affect the local population through increased noise, dust, and traffic. Noise and dust could have a moderate and temporary impact on nearby residential units.
ii. Water, Biodiversity, Flora and Fauna	The risk of flooding is minimal within the boundary of the site. The southern extent of the proposed site, along Main St, is within the range of Low (0.1%) and Medium Probability fluvial flood events (1%) according to CFRAM modelling. The proposed development can be considered as a “less vulnerable” development as per *The Planning System and Flood Risk Management: Guidelines for Planning Authorities, 2009*. It is not foreseen that the development will present any significant increase in flooding risk either within the site or downstream of the site The release of suspended solids into a watercourse is not considered likely due to the distance of the nearest hydrological receptor to the site. Contamination of groundwater is also unlikely to occur given the groundwater vulnerability across the northern section of the site. While groundwater vulnerability is designated as high along the southern section, significant excavation works are not proposed and thus groundwater contamination is considered unlikely. Any potential risks will be mitigated through the implementation of best practice sediment management measures outlined in the project CEMP.
iii. Land and Soil	There is no indication of contaminated soil present on the site. Nevertheless, any contaminated material in the ground identified by sight or by odour during excavations should be classified by an Environmental Engineer as Inert, No-Hazardous or Hazardous. Disposal should be by a licensed contractor to a suitably licensed facility. Inadvertent deposition of hazardous materials could lead to soil pollution both on-site and at neighbouring locations. This risk will

	be mitigated through a rigorous waste acceptance procedure, highly trained staff, and good housekeeping practices. The proposed development is not expected to negatively impact land and soils during the construction and operational phases.
iv. Air & Climate	The construction phase could generate short-term fugitive dust emissions during ground preparation, enabling works, and general site construction activities. Additionally, there is a potential increase in CO_2 emissions from traffic. The dust and CO_2 emissions could accumulate with the effects of nearby activities, especially if the construction phase overlaps with other projects with planning permission. In summary, there is a potential for localized air quality degradation during certain construction processes. To manage the atmospheric emissions, best practice techniques will be employed, alongside the implementation of a construction phase air quality management and monitoring plan. This plan will be implemented throughout the duration of the construction phase to ensure that adjacent residential properties and other sensitive receptors nearby are not adversely impacted by a deterioration in air quality. The operational phase of the development will see the operation of modern active travel infrastructure which will support the sustainable development of Leixlip and the neighbouring Confey Lands. It can be concluded that any potential negative effects on air quality or climate that could significantly affect the environment will be effectively prevented and/or mitigated.
v. Material Assets, landscape and cultural heritage including architectural aspects	The proposed development does not require any acquisition of privately owned lands, or any loss of land / property used by the community. It is not anticipated that any elements of the proposed development will cause any direct or visual effects with respect to previously recorded and/or extant architectural or archaeological heritage features. The development will not give rise to a revaluation of or change in the development potential of adjoining lands / properties. The proposed development is not expected to have a significant effect on the visual amenity. There are no protected views within the area that will be affected by the proposed development. During the construction phase, an increase in waste production is expected. However, the effects are anticipated to be minimal, provided that proper waste management practices are followed. The operational phase is not expected to significantly affect waste generation.

	It is considered that the effects on landscape are not likely to be of such a significance that would warrant the completion of a sub threshold EIAR.
vi. The interrelationship between the environmental topics	Interactions between soil, groundwater, surface water receptors, and, by extension, sensitive aquatic and terrestrial habitats were carefully considered. If soil is contaminated, it may cause negative effects on groundwater and local fauna & flora. Implementing best practice measures is expected to reduce the residual effects associated with these risks to slight or negligible levels.
(c) transboundary nature of the impact	There are no anticipated construction phase or operational phase transboundary effects. Any minor effects will be contained in the immediate vicinity of the site. The subject lands are not located on any geographical or other boundary of relevance to assessment of likely significant effects on the environment.
(d) intensity and complexity of the impact	
i. Human Beings, Population and Human Health	Effects on human health are anticipated to be complex due to multiple interacting factors, such as noise, traffic, and air pollution, along with the potential for cumulative and long-term effects. Given the area is densely populated, these effects are expected to be moderate, particularly due to the presence of residential units and schools. The measures proposed to mitigate the potential effects on air quality, and from noise and traffic should help reduce the effects on the surrounding human community during the construction phase. Therefore, the residual effects from construction phase are predicted to be slight. Effects of the operation phase should not be complex nor significant given the nature of the proposed development.
ii. Water, Biodiversity, Flora & Fauna	Effects on both surface water and groundwater, if existing, may be moderate and are characterized by high complexity. This complexity is largely attributed to the long-term and hard to predict effects on water quality and downstream ecosystems, especially when considering the connection with protected areas through surface water. These effects are unlikely to occur, and any residual effects are expected to be mitigated effectively by the best practice measures to be adopted during construction and operation of the development. Effects on biodiversity, fauna and flora, when existing, should not be complex nor significant.
iii. Land and Soil	In general, the complexity and intensity of the effects generated by the proposed development on land and soil quality are not expected to be significant.

	Changes to the landscape due to construction will occur, but these changes are not expected to be complex nor significant. Concerning soil quality, the effects complexity and intensity are predicted to be moderate, primarily due to risks such as soil contamination. This factor could potentially have long-term effects on the ecosystem unless effective mitigation measures are implemented. However, soil contamination is unlikely to occur given best practice measures to be implemented during both construction and operation of the development.
iv. Air & Climate	The effects on air quality originated from traffic and dust emission should not be significant pending the implementation of best practice measures. Effects on climate are not anticipated to occur, but if so, they should be complex and not significant.
v. Material Assets, landscape & cultural heritage including architectural aspects	Effects on material assets, landscape and cultural heritage aspects, when existing, should not be complex nor significant.
vi. The interrelationship between the environmental topics	In the absence of best practices measures, the interaction between the environmental factors, in particular soil, waterbodies, biodiversity and human communities/activities, can potentially increase the complexity and significance of the effects.
(e) Probability of the impact	
i. Human Beings, Population and Human Health	Negative effects associated with the construction stage are certain. It is likely that the minor impact of noise and pollution during the construction phase will occur; however, construction works in a developing urban environment are entirely normal and working hours will be limited generally to hours set by condition or as otherwise agreed. All the work carried out will be performed in accordance with the approved management plans. In summary, some level of construction effects is highly probable, but these will be mitigated by the project CEMP which will be observed and updated by the contractor to implement the mitigation measures. Negative effects associated with the operation stage are possible, but unlikely.
ii. Water, Biodiversity, Flora & Fauna	Effects on surface water and groundwater are possible, but very unlikely to occur during construction stage, pending the implementation of best practice construction procedures Effects on biodiversity, flora and fauna are likely to occur in the absence of best practice mitigation measures.

iii. Land and Soil	Effects on land and soil are certain during construction stage; however, they are not expected to be significant. Effects during operation stage are possible, but unlikely.
iv. Air & Climate	Effects on air quality in the area during construction stage are likely but considered to be not significant. Effects on climate are very unlikely. Effects during operation stage are possible, but unlikely.
v. Material Assets, landscape & cultural heritage including architectural aspects	Effects on material assets and landscape are certain; however, they are not expected to be significant. Effects on cultural heritage and architectural aspects are unlikely, pending the implementation of best practice construction procedures and mitigation measures.
vi. The interrelationship between the environmental topics	Interaction between soil, ground, and surface water receptors and by extension, sensitive aquatic and terrestrial habitats were considered. Mitigation measures implemented are expected to reduce the residual effects associated with such to slight/negligible.
(f) Expected onset, duration, frequency and reversibility of the impact	
i. Human Beings, Population and Human Health	Noise impact will be continuous with highest impact during the construction activities and use of heavy machinery but will be temporary and reversible. Effects on traffic will be intermittent and temporary, but partially reversible when considering new traffic patterns may persist due to the new development. Dust effects will be continuous, especially in the construction phase, but will be temporary, and reversible. Effects associated with the operational phase are anticipated to be long-term and continuous.
ii. Water, Biodiversity, Flora & Fauna	In the absence of best practice procedures and mitigation measures, effects not significant and temporary. Similarly, effects on surface water could be not significant and temporary. Effects on biodiversity, flora and fauna are expected to be rare, but imperceptible and unlikely.
iii. Land and Soil	Effects on land are not significant and reversible. Effects during construction stage on soil are anticipated to be slight and reversible, in the absence of best practice measures.
iv. Air & Climate	Effects on air quality from dust and traffic during construction stage are continuous, but temporary and reversible.

	Effects on climate are expected to be rare, but long-term and possibly irreversible.
v. Material Assets, landscape & cultural heritage including architectural aspects	Effects on material assets are expected to be positive and long-term. Effects on landscape are expected to be intermittent, long-term and partially reversible. Effects on cultural heritage and architectural aspects are expected to be negative, moderate and long-term in the absence of best practice construction procedures.
vi. interrelationship between the environmental topics	The interrelationship between the environmental aspects relevant to this project are not expected to alter the duration, frequency or reversibility of the effects.
(g) 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 of the Environmental Impact Assessment Directive by or under any other enactment	Considering only the construction phase of the proposed development, the main cumulative effects on the surrounding environment, alongside those from existing developments, are noise (from traffic and construction itself) and atmospheric emissions (from traffic-related CO_2 and dust). However, these effects are not likely to be significant. The cumulative effects during the operational phase are also expected to be minor.
(h) possibility of effectively reducing the impact	A Construction Environmental Management Plan (CEMP), a Resource and Waste Management Plan (RWMP) for the proposed development will be submitted by the appointed contractor to the local authority for approval. They will include the following features designed to ensure maximum protection for the environment: • Any excavations and/or vegetation removal will be minimised during construction and/or maintenance works. • Excavated material will not be stored immediately adjacent to watercourses. • Disturbance to natural drainage features should be avoided during the construction and/or maintenance. • Construction machinery should be restricted to public and or site roads. As a general rule machinery should not be allowed to access, park or travel over areas outside the footprint of proposed development. • Suitable prevention measures should be put in place at all times to prevent the release of sediment to drainage waters associated with construction areas and migration to nearby watercourses to reduce erosion and silt-laden runoff, create, where possible, natural vegetation buffers and divert runoff from exposed areas, control the volume and velocity of runoff, and convey that runoff away from watercourses.

[redacted]	• Where necessary drainage waters from construction areas should be managed through a series of treatment stages that may include swales, check dams and detention ponds along with other pollution control measures such as silt fences and silt mats. • Where vegetation removal associated with treelines, hedgerows, individual mature trees, scrub or woodland is required, this shall only be undertaken outside the breeding bird season, between March and August inclusive. • Where extensive areas of ground are to be exposed during route construction or maintenance dust suppression should be undertaken during periods of dry weather. • All chemical substances required during construction and/or maintenance works will be stored in sealed containers and impermeable surfaces in order to avoid soil and groundwater contamination. • Any refuelling or lubrication of machinery will not be undertaken within 50m of a watercourse, and it should occur over an impermeable layer to minimize the risk of aquifer contamination. • Spill kits will be required on site during construction and/or maintenance works. • Ensure non-native, invasive species do not occur at construction/maintenance areas, or if occurring, are not spread as a result of works. The NRA Guidance on invasive species, outlined above will be adhered to as well as the preparation and implementation of a site-specific Invasive Species Management and Control Plan. • Disseminate information on sensitive ecological receptors, such as sensitive habitats, breeding birds etc. occurring adjacent to or in the wider area. This information will aim to educate recreational users on the conservation status and sensitivities of such receptors to encourage responsible usage of the area. • Educate construction workers about the environmental sensitivities of the site and relevant best practices. • Preservation of ecological corridors between the site and the neighbouring woodland should be considered during the design phase to ensure that effects to surrounding wildlife (nesting/foraging wildlife such as birds and mammals) is minimised. • The use of herbicides within the proposed development site should be minimised. The clearance of vegetation around the site boundary, where necessary, should be done by hand if possible. Where spraying is necessary, it should be done with a knapsack sprayed to minimise spray and target required areas only. • All rodenticides used on the proposed development site, if any, should be in accordance with the Campaign for Responsible Rodenticide use.

[redacted]	• There should be no lighting directed from the proposed development site towards mature vegetation or directed outside of the site perimeter. Based on the strategies outlined above and the additional detailed measures in the accompanying documents, it is anticipated that any significant effects from the proposed development will be effectively minimised. Therefore, the proposed development is not expected to significantly threaten the environmental quality of the area, and a sub-threshold Environmental Impact Assessment Report (EIAR) is not required.

6 Conclusion

This EIA Screening report has been produced in accordance with Annex III of the EIA Directive as transposed by Schedule 7 and Schedule 7A or the Planning and Development Regulations 2001-2025 (as amended). This screening exercise has been performed to determine whether an Environmental Impact Assessment is necessary for the proposed development located at Captain's Hill, Leixlip, Co. Kildare.

The proposed development does not trigger any thresholds for mandatory EIA/EIAR as set in EU Directive 2011/92/EU, as amended and transposed into Irish Law by the *Planning and Development Regulations 2001 – 2025 (as amended)*.

In addition, the development does not trigger any thresholds for mandatory EIA/EIAR as set in the legislative requirements of **Section 50** of the *Roads Act, 1993 (as amended)* and **Article 8** of the *Roads Regulations, 1994.*

This EIA Screening Assessment has determined that characteristics and sensitivities of the receiving environment are moderate, detailed as follows:

- The proposed Part 8 development will consist of the construction of an active travel transport scheme. The main elements to the project comprise:
  - Captain's Hill (R149), from Main Street Leixlip to Cope Bridge
  - Existing uncontrolled 'T' junctions with River Forest and Newtown Glendale
  - Existing site roads to Rye River Mall, Riverdale, St Mary's Park, Distillery Lane, Avondale
- The overall length of the active travel facilities is *ca*. 1km.
- The overall area of the scheme is *ca*. 1.06 hectares (10,600m^2).
- The expected duration of the proposed works is between 6 to 9 months.
- The proposed site is located along Captain's Hill within the Leixlip urban area. The zoning objectives (**Section 3.3**) are considered to align with the purposes of the proposed development.
- The characteristics and sensitivities of the receiving environment are considered to be low.
- The groundwater vulnerability is classified as moderate across northern portion of the works and high across the southern portion.
- The best practice procedures to be implemented at the site during the operational phase in accordance with EPA Best Practice Guidelines, listed in **Table 5.1** of this report.
- Suggested mitigation measures to be implemented as part of the construction phase alongside those listed in the project CEMP and RWMP are listed in **Table 5.3**.

Given the scale and nature of the proposed development the overall risk posed to the environment is considered to be low with no significant effects anticipated following the implementation of suitable mitigation measures associated with best practice construction procedures outlined in this report as well as the accompanying CEMP and RWMP.

The information provided in this EIA Screening Report can be used by the competent authority, Kildare County Council, to assess whether an EIA is required for the proposed Part 8 development as no significant adverse effects are anticipated.

The overall conclusion for this screening exercise is that having considered the appropriate statutory criteria, an Environmental Impact Assessment is **not required** for the proposed development.

Appendix A: Risk Assessment as per Air Quality Monitoring and Noise Control Unit's Good Practice Guide for Construction and Demolition

Risk Assessment A – Locality/Site Information

	Low	Medium	High
Expected duration of work			
Less than 6 months			
6 months to 12 months		x	
Over 12 months			
Proximity of nearest sensitive receptors			
Greater than 50 metres from site			
Between 25m and 50m			
Less than 25 metres			
Hospital or school within 100 metres			x
Day time ambient noise levels			
High ambient noise levels (>65dB(A))	x		
Medium ambient noise levels (55-65dB(A)			
Low ambient noise levels (<55dB(A)			
Working Hours			
8am – 7pm Mon-Fri; 9am-2pm Sat	x		
Some extended evening or weekend work			
Some night-time working, including likelihood of concrete power floating at night			
SUBTOTAL A	**2**	**1**	**1**

Risk Assessment B – Works Information

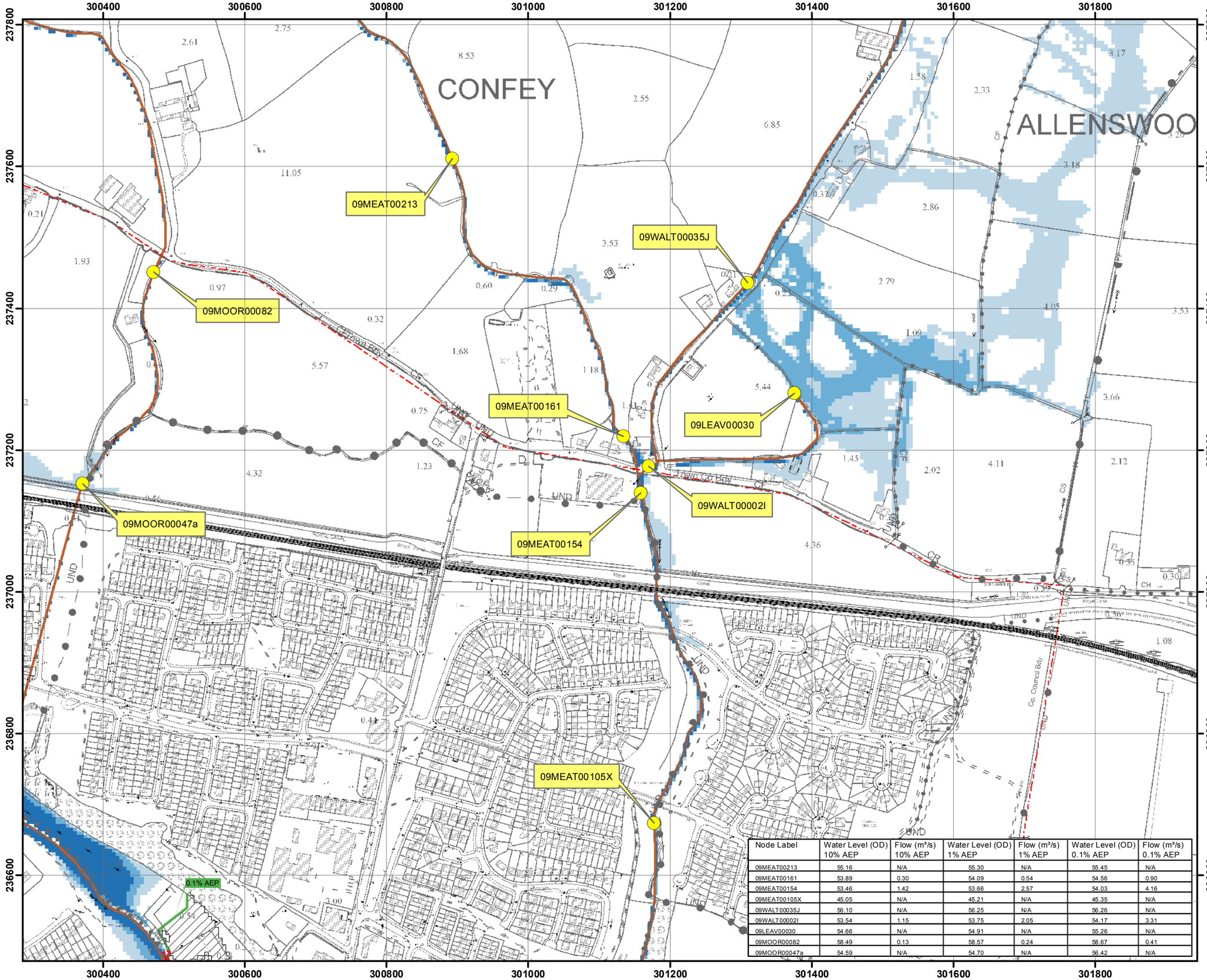
	Low	Medium	High
Location of works			
Majority within existing building			
Majority External			x
External Demolition			
Limited to two weeks			
Between 2 weeks and 3 months			
Over three months			
Ground Works			
Basement level planned			
Non-percussive methods only			
Percussive methods for less than 3 months		x	
Percussive methods for more than 3 months			
Piling			
Limited to one week			
Bored Piling Only			
Impact or vibratory piling			
Vibration generating activities			
Limited to less than 1 week			
Between 1 week and 1 month		x	
Greater than 1 month			
SUBTOTAL B	**0**	**2**	**1**

Total Risk Assessment

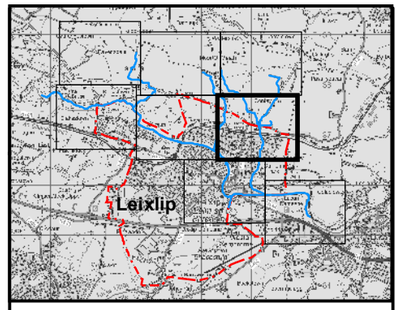
	Low	Medium	High
Risk Assessment A	**2**	**1**	**1**
Risk Assessment B	**0**	**2**	**1**
Total	**2**	**3**	**2**

The site is assessed as a **moderate-risk** overall

Appendix B: CFRAM Tiles



Node Label	Water Level (OD) 10% AEP	Flow (m³/s) 10% AEP	Water Level (OD) 1% AEP	Flow (m³/s) 1% AEP	Water Level (OD) 0.1% AEP	Flow (m³/s) 0.1% AEP
09MEAT00213	55.16	N/A	55.30	N/A	55.45	N/A
09MEAT00161	53.89	0.30	54.09	0.54	54.56	0.90
09MEAT00154	53.46	1.42	53.66	2.57	54.03	4.16
09MEAT00105X	45.05	N/A	45.21	N/A	45.35	N/A
09WALT00035J	56.10	N/A	56.25	N/A	56.26	N/A
09WALT00002I	53.54	1.15	53.75	2.05	54.17	3.31
09LEAV00030	54.66	N/A	54.91	N/A	55.26	N/A
09MOOR00082	58.49	0.13	58.57	0.24	58.67	0.41
09MOOR00047a	54.59	N/A	54.70	N/A	56.42	N/A



IMPORTANT USER NOTE:
THE VIEWER OF THIS MAP SHOULD REFER TO THE DISCLAIMER, GUIDANCE NOTES AND CONDITIONS OF USE THAT ACCOMPANY THIS MAP.

Legend

- 10% Fluvial AEP Event
- 1% Fluvial AEP Event
- 0.1% Fluvial AEP Event
- Modelled River Centreline
- AFA Extents
- Embankment
- Wall
- Defended Area
- 1% AEP Standard of Protection of Flood Defence
- 1% AEP (Walls / Embankments)
- Node Point
- Node ID Node Label

FINAL

REV:	NOTE:	DATE:
02	Amendment to Flood Def SOP Label (Pg 8)	15/12/2017
REV:	NOTE:	DATE:
01	Amendment to Def. Area	16/11/2016

EASTERN CFRAM STUDY
CATCHMENT FLOOD RISK ASSESSMENT AND MANAGEMENT

OPW
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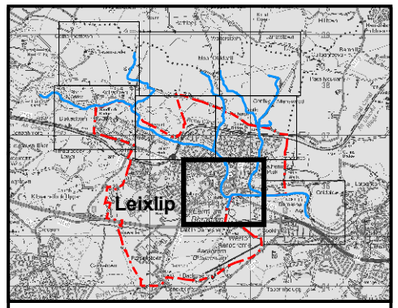
Map:
Leixlip Fluvial Flood Extents

Map Type:	EXTENT
Source:	FLUVIAL
Map Area:	HPW
Scenario:	CURRENT
Drawn By :	F.M.C. Date : 15 December 2017
Checked By :	S.P. Date : 15 December 2017
Approved By :	G.G. Date : 15 December 2017
Drawing No. :	E09LEI_EXFCD_F2_08
Map Series :	Page 8 of 8
Drawing Scale :	1:5,000 @A3

Node Label	Water Level (OD) 10% AEP	Flow (m³/s) 10% AEP	Water Level (OD) 1% AEP	Flow (m³/s) 1% AEP	Water Level (OD) 0.1% AEP	Flow (m³/s) 0.1% AEP
09LIFF02197	25.86	N/A	26.33	N/A	26.79	N/A
09LIFF02182	25.35	109.83	25.78	149.05	26.20	195.55
09LIFF02173	25.11	131.24	25.55	181.37	25.97	242.81
09LIFF02157	25.00	131.32	25.46	181.51	25.90	247.60
09LIFF02133	24.24	131.48	24.72	181.74	25.20	241.44
09LIFF02112	24.06	131.76	24.50	182.05	24.92	244.16
09MEAT00055X	31.69	N/A	31.81	N/A	31.91	N/A
09MEAT00007J	24.00	1.73	24.44	3.34	24.87	4.96
09RYEW00083	29.23	50.16	29.67	76.28	30.26	112.82
09RYEW00033	27.41	N/A	27.84	N/A	28.24	N/A
09RYEW00010	25.34	50.49	25.71	76.69	26.11	118.69



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Legend

- 10% Fluvial AEP Event
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- AFA Extents
- Embankment
- Wall
- Defended Area
- 1% AEP / 1% AEP — Standard of Protection of Flood Defence (Walls / Embankments)
- Node Point
- Node ID — Node Label

FINAL

REV:	NOTE:	DATE:
03	Amendment to Flood Def SOP Label (Pg 8)	15/12/2017
02	Amendment to Def. Area	16/11/2017
01	Amendment to Flows at node 09RYEW00083	15/12/2016

EASTERN CFRAM STUDY
CATCHMENT FLOOD RISK ASSESSMENT AND MANAGEMENT

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Map: Leixlip Fluvial Flood Extents

Map Type:	EXTENT		
Source:	FLUVIAL		
Map Area:	HPW		
Scenario:	CURRENT		
Drawn By :	F.M.C.	Date :	15 December 2017
Checked By :	S.P.	Date :	15 December 2017
Approved By :	G.G.	Date :	15 December 2017

Drawing No. : E09LEI_EXFCD_F2_03

Map Series : Page 3 of 8

Drawing Scale : 1:5,000 @A3

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