PEDESTRIAN AND CYCLE BRIDGE, CELBRIDGE, CO. KILDARE

Environmental Impact Assessment Screening Report

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Pedestrian and Cycle Bridge,
Celbridge, Co. Kildare
EIA Screening
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1 INTRODUCTION

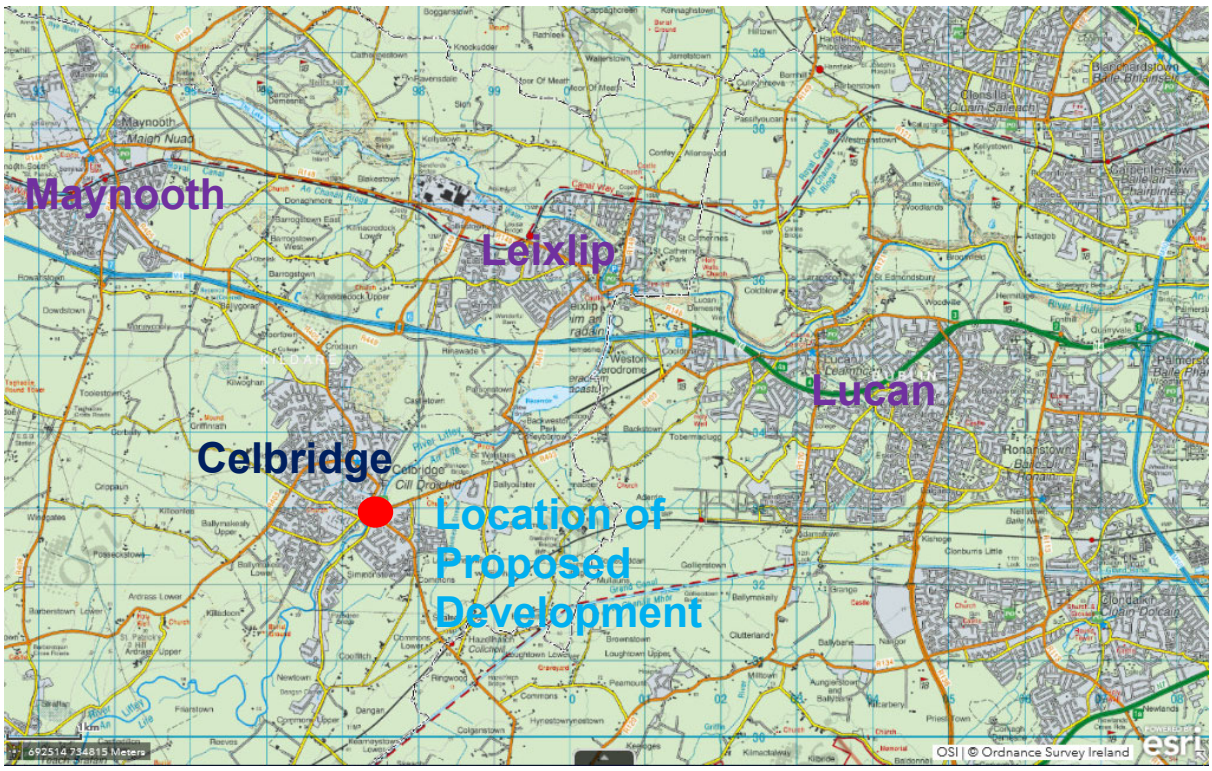
1.1 Overview of the Proposed Development

This Environmental Impact Assessment (EIA) Screening Report has been prepared by RPS on behalf of the National Transport Authority (NTA) in relation to a proposed pedestrian and cycle bridge (hereinafter referred to as the proposed development) over the River Liffey in Celbridge Co. Kildare. Kildare County Council (KCC) are seeking approval for the project under Part 8 of the Planning & Development Regulations 2001 (as amended).

The proposed development will be located in the townlands of Celbridge and Donaghcumper immediately downstream of the existing River Liffey road bridge, a protected structure at the same location. The location of the proposed development can be seen in **Figure 1-1**.

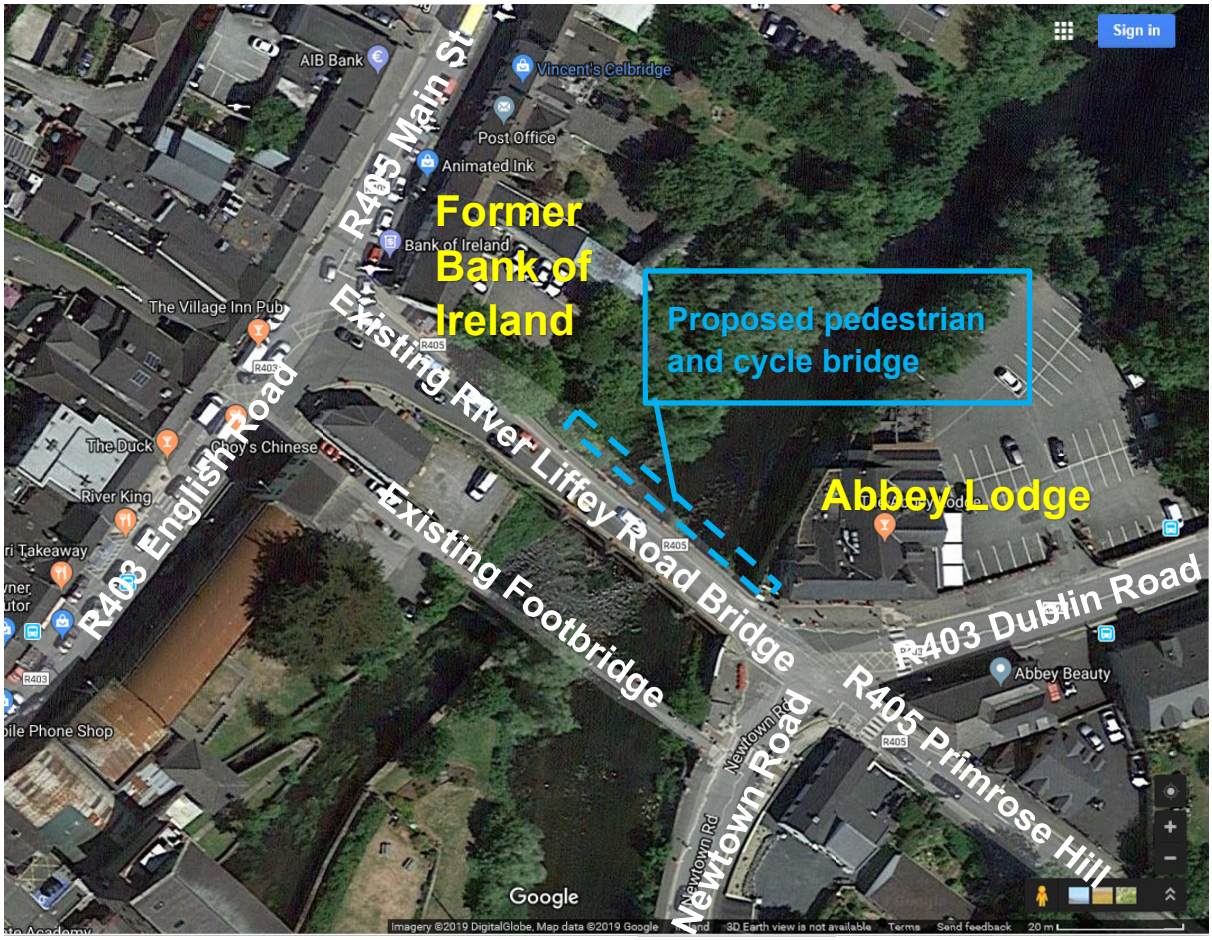
This report examines if the proposed development requires an Environmental Impact Assessment Report (EIAR) to be completed.

Figure 1-1: Location of Proposed Development.



Celbridge is an historic town located approximately 23km west of Dublin City and is bisected by the River Liffey which flows from south west to north east as seen in **Figure 1-2** below. The location of the proposed development is within the centre of the town of Celbridge.

Figure 1-2: Aerial Photograph of Existing Bridges and Proposed Pedestrian and Cycle Bridge in Celbridge



In order to increase the capacity of the street space within Celbridge it is crucial that the use of sustainable transportation modes is promoted and in order to do this improved provisions for pedestrians, cyclists and public transport services must be made.

There is an existing River Liffey road bridge which forms part of the R405 regional road and facilitates vehicles to cross the River Liffey in a northwest/southeast direction. The River Liffey road bridge provides a vehicular crossing point via the R405 Dublin Road over the River Liffey within Celbridge town. This is a six-arch rubble stone road bridge over the river dating from the 1800s as seen in **Figure 1-3**. The proposed pedestrian and cycle bridge is to be constructed to the north east (downstream) of the existing road bridge. This location was selected as the preferred location for a pedestrian and cycle crossing in the 2018, Clifton Scannell Emerson Associates Consulting Engineers (CSEA) Options Report. The proposed location of the pedestrian and cycle bridge stretches from bank to bank of the River Liffey and includes landing areas for the bridge in the Bank of Ireland car park (north side) and adjacent to the Abbey Lodge public house (south side).

Figure 1-3: Elevation of South Western Side of Existing River Liffey Road Bridge

The existing River Liffey road bridge has two narrow traffic lanes and a footpath of limited width on one side only (north eastern side). There is a second pedestrian bridge (which is also used by cyclists) to the south west of the vehicular bridge, see **Figure 1-4** below. It is noted from the Celbridge Liffey Crossing - Pedestrian and Cycle Improvements - Options Report (CSEA, 2019) that these limited crossing points are a significant constraint to the efficient movement of private, public and commercial road users within the town. The Celbridge Local Area (LAP) 2017-2023 notes that the bridge remains a major cause of congestion to traffic flow in the town. The Celbridge Liffey Crossing - Pedestrian and Cycle Improvements - Options Report (CSEA, 2019) also notes the town suffers from significant traffic congestion, particularly during peak travel periods, associated, to a significant degree, to the fact that the town has only this single road bridge.

Figure 1-4: Footpath and Existing Pedestrian Bridge (Looking north on the River Liffey Road Bridge)

Problems also arise for other road users where the narrow width of the footpath, in close proximity to narrow traffic lanes with high traffic flows, creates safety issues for pedestrians using the road bridge. There is an existing pedestrian bridge to the south west of the existing road bridge as seen in the left of **Figure 1-4**. This pedestrian route provides passage from Main Street (north of the River Liffey) to the predominantly residential area to the south of the river, however it is not direct and is of insufficient width at places. For cyclists, no facilities exist on the crossing and cyclists are required to share the traffic lanes or to use the existing pedestrian bridge.

RPS was commissioned by the NTA to conduct a constraints and environmental options selection report for Celbridge Liffey Crossing. The purpose of the Environmental Constraints and Options Selection Study was to identify the key environmental constraints within the Study Area and to examine the options from an environmental perspective. The constraints and environmental options was based on the feasible options as identified in *Celbridge Liffey Crossing – Pedestrian and Cycle Bridge - Options Report* (CSEA, 2019). The options were assessed in a systematic manner in order to identify the preferred option from an environmental perspective. The outcome of Environmental Constraints and Options Selection Study fed into an overall multi criteria analysis under the headings; Economy, Safety, Accessibility and Social Inclusion,

Integration and Physical Activity which has formed the basis for further consultation and design development. The result is the NTA proposing the emerging option which is the subject of this EIA Screening Report as the preferred option.

1.2 Purpose and structure of the Report

The purpose of this report is to firstly ascertain whether or not there is a legal requirement to undertake an EIA for the proposed development. Secondly, this report will consider the likely significant effects of the proposed development on the environment and advise if an EIAR should be prepared or not.

This EIA Screening Report is set out as follows:

- Section 1 – Introduction;
- Section 2 – Description of the Proposed Development;
- Section 3 – Screening for Mandatory EIA;
- Section 4 – Methodology for EIA Screening;
- Section 5 – Screening Evaluation; and
- Section 5 – Conclusion.

1.3 Relevant Documents

The following documents relating to the proposed development have informed this screening assessment:

- *Report to Inform for Appropriate Assessment Screening - Pedestrian and Cycle Bridge, Celbridge, Co. Kildare* (Greenleaf Ecology, 2022);
- *Ecological Impact Assessment Report* (EcIA) - *Pedestrian and Cycle Bridge, Celbridge, Co. Kildare* (Greenleaf Ecology, 2022);
- *Pedestrian and Cycle Bridge, Celbridge, Co. Kildare - Archaeological and Built Heritage Assessment* (John Cronin & Associates, 2022); and
- *Pedestrian and Cycle Bridge, Celbridge, co. Kildare - Landscape Visual Impact Assessment (LVIA)* (RPS, 2022).

In addition, the screening assessment has had regard to the following documents:

- *Celbridge Liffey Crossing - Pedestrian and Cycle Improvements - Options Report* (NTA & CSEA (Clifton Scannell Emerson Associates Limited), 2019);
- *Celbridge Liffey Crossing - Pedestrian and Cycle Bridge - Options Report* (NTA & CSEA, 2019);
- *Celbridge Liffey Crossing - Pedestrian and Cycle Bridge - Options Selection Report* (NTA & CSEA, 2021);
- *Kildare County Development Plan 2017-2023* (KCC, 2017); and
- *Celbridge Local Area Plan (LAP) 2017-2023* (KCC, 2017).

2 DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development will comprise of the elements described in this section within the site boundary shown on **Figure 2-2**. The main contract works are expected to take four months and the advance contract works will take approximately six weeks (total expected construction period is approximately six months).

2.1 Proposed Pedestrian and Cycle Bridge

The proposed development comprises a pedestrian and cycle bridge from the footpath adjacent to the Bank of Ireland car park in Celbridge to the footpath outside the Abbey Lodge public house. The bridge will span over the River Liffey for approximately 50m. It will be constructed directly adjacent to the existing road bridge as shown in **Figure 2-1**.

The design and construction comprise a single-span, inclined, open-web truss bridge structure with a modular deck and glass guarding, for pedestrian and cycle crossings only as seen in **Figure 2-1**. The deck will be a minimum of 3.5m in width and will also function as a viewing platform and public space. The structure will bear on landings on each bank and will have no structural incidence on the existing road bridge (i.e. there is no requirement for structures or construction works in the River Liffey (see **Figure 2-3**)). The supports at the ends of the proposed pedestrian and cycle bridge, located at Bank of Ireland (north bank of River Liffey) and Abbey Lodge (south bank of River Liffey), will require piled abutments (again, these structures are not located in the River Liffey).

Figure 2-1: View of Proposed Pedestrian and Cycle Bridge from Abbey Lodge Car Park

Figure 2-2: Site Boundary of Proposed Development (shown in red) (Source: dhb Architects)

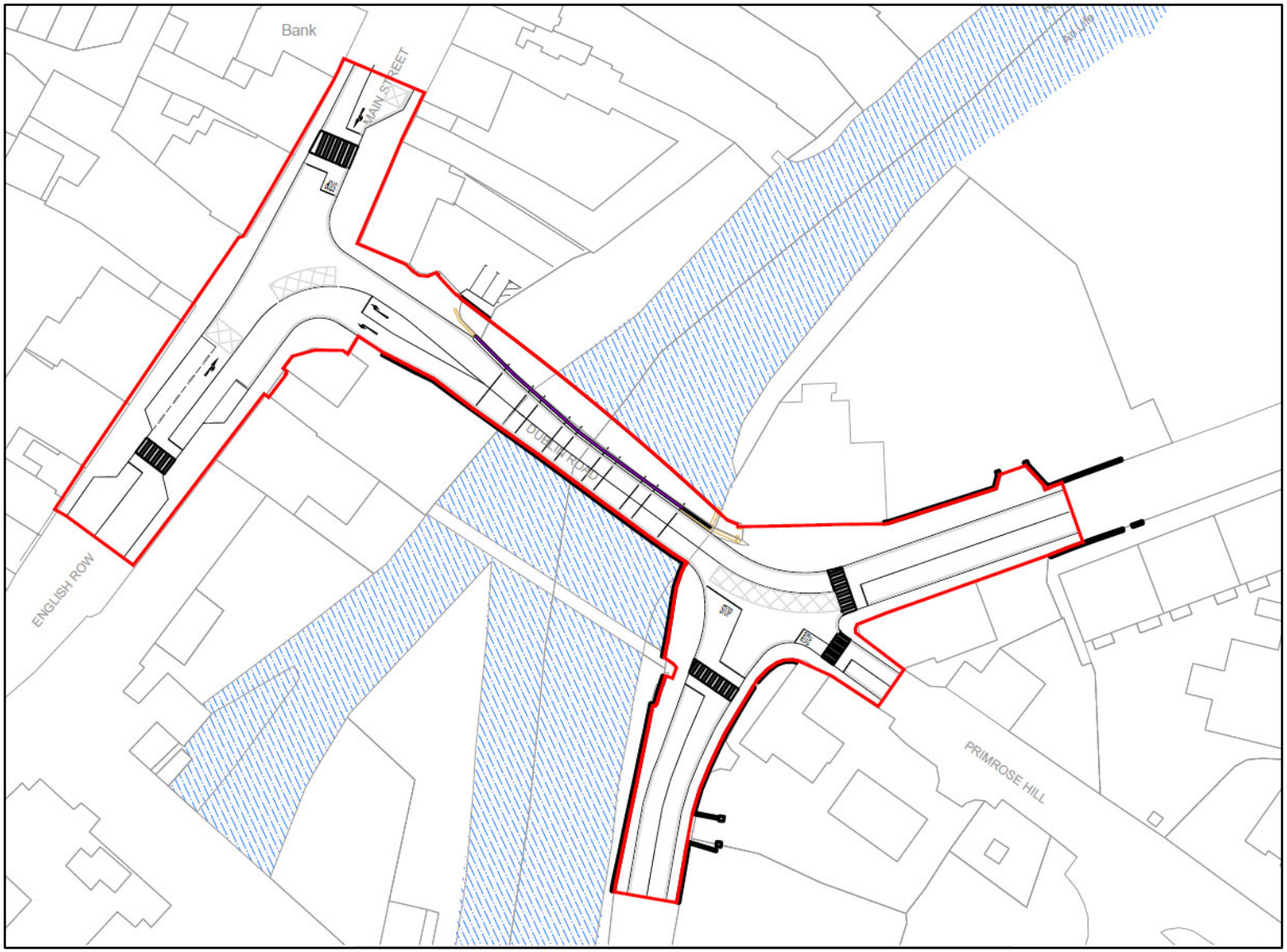


Figure 2-3: Elevation of Proposed Pedestrian and Cycle Bridge

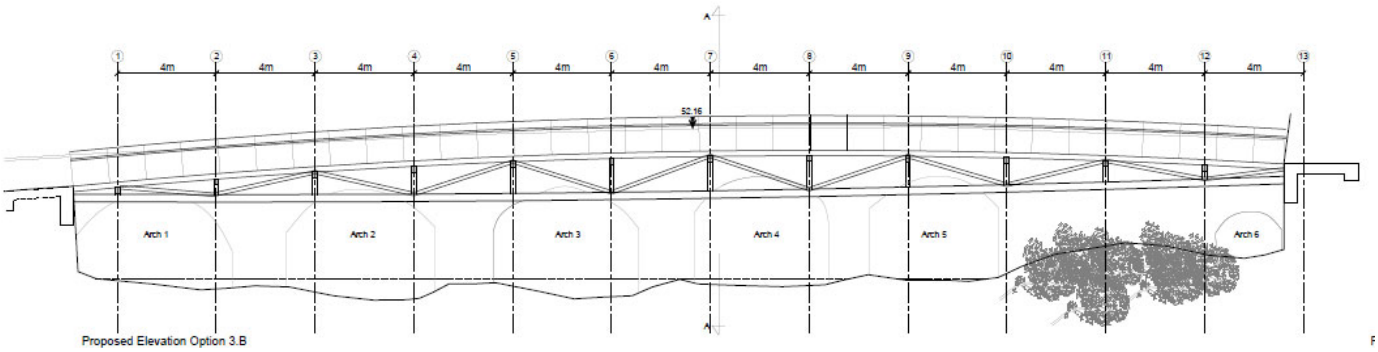
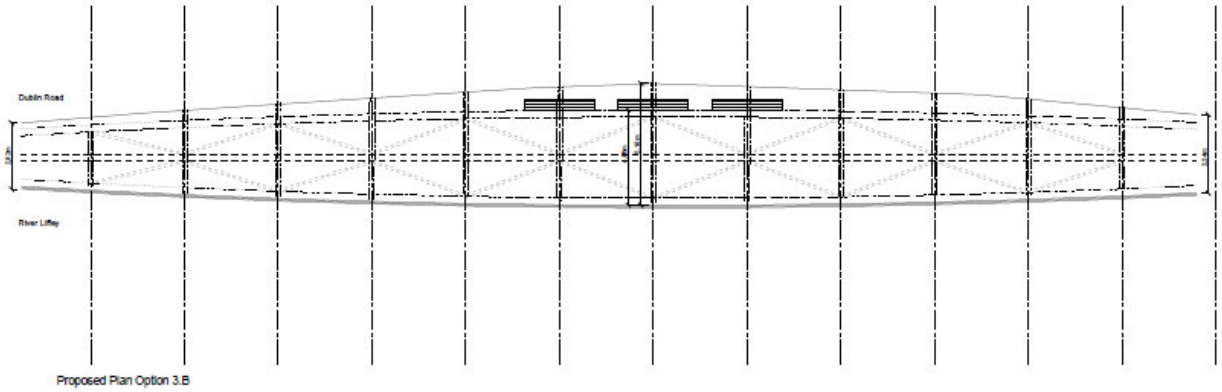


Figure 2-4: Plan of Proposed Pedestrian and Cycle Bridge



The bridge structure (see **Figure 2-4**) will consist of hollow-section steel inclined open-web trusses supporting purlins and a modular deck structure. The deck will consist of prefabricated planks in a non-slip, low-maintenance material.

The guarding on the river side will consist of inclined panels of security glass 1.4m high with a handrail. On the existing bridge side, the stone parapet will provide the guarding. A 75mm gap between the edge of the deck and the existing bridge will be maintained.

Benches will be provided for public amenity at the widest point of the new structure.

Lighting will consist of LED strip lighting incorporated into the new handrail and illuminating the deck. This system will meet the design requirements for respecting wildlife, especially bat habitats and will be energy efficient.

The depth of the structure (from top chord to bottom cord) will be as shallow as possible, with the depth of structure below the deck level being approximately 1.65m, to avoid obstructing the arches of the stone bridge in the event of a flood.

The river bed will not be impacted by the foundations. The works to the riverbank will be the modification of the top of the retaining walls to tie both ends of the bridge in and the construction of the abutments.

There is no proposed landscaping due to site constraints in this confined urban setting.

No excavation within the riverbed or instream works are required as the bridge will be a clear span structure over the river channel.

Approximately 20m^2 of permanent land take is required from the Bank of Ireland car park on the north western bank of the River Liffey – including removal of the stub wall and railing, an existing large London Plane tree and an area of planting. There are a number of willow trees on the left bank over which the pedestrian and cycle bridge will span that will need to be trimmed to a reduced height to allow for the installation of the bridge. Car parking spaces may need to be reconfigured; however, the current number of

spaces can be maintained. The existing car park is approximately 350m^2. The 20m^2 required for these works is made up of approximately 17m^2 of flowerbed and 3m^2 from car parking spaces. The car park can continue to operate during the works. It is likely that a larger area of the car park would be used temporarily in order to facilitate construction of the bridge. Since October 2021 the Bank of Ireland premises is no longer operational as a bank and its future use is unknown.

Approximately 19m^2 of permanent land take will be required from Abbey Lodge on the south eastern bank of the River Liffey, 3.5m^2 of building and 15.5m^2 of yard – including 2.5m^2 of stone wall, gate, gate piers, foul manholes, an outfall from the building and gas connections to the building. These works will require the foul and gas connections to the building to be reconfigured prior to the proposed development works to disable the existing connections. The grease trap for the building will also need to be relocated in advance of the bridge works. This will both facilitate the Abbey Lodge operationally and is also likely to be required in order to install the bridge foundations. These works will take in the order of six weeks to complete.

The 3.5m^2 required from the building forms part of a 24m^2 extension to the original building. This extension currently houses customer toilets for the Abbey Lodge. However, there are alternative better quality facilities within the building and the toilets are not required for the operation of this business. In January 2020, the owners of the Abbey Lodge received planning permission from Kildare County Council (KCC) to provide a new customer entrance into the premises from this location. The existing toilets in the extension would become an entrance hallway into the building. The amendments required in order to facilitate the bridge structure would result in the front wall and new entrance doors being rebuilt along a setback line to those shown on their planning drawings.

Once constructed, the bridge deck will drain directly to the river using a crossfall across the bridge deck. All other surface water drainage will drain to the existing road drainage network.

2.1.1 Works to Existing Road Bridge

The proposed development will also require the removal of the narrow footpath on the existing road bridge, the rerouting of telecoms services and the addition of a rubbing strip kerb in lieu of the footpath at the base of the existing rubble-stone parapet wall. The existing road bridge is a protected structure.

There will be the removal of approx. 6m length x 1.1 – 1.5m high of bridge parapet wall and 2.2m return in rubble stonework (outside the Abbey Lodge) in order to allow access to the proposed pedestrian and cycle bridge on the southern side. Additionally, the 4.2m wide front wall and a 1m return of a side extension to the Abbey Lodge will be removed to facilitate access to the bridge.

On the downstream façade of the existing bridge, a Protected Structure, localised maintenance works will consist of the removal of vegetation, repointing of stonework where vegetation has been removed, and repointing of the parapet wall as required by the introduction of two new openings in the parapet wall.

No instream works or land take from within the river is required.

2.1.2 Road and Footpath Upgrades

There will be a requirement to pave and widen existing pathways along the R405 in the site boundary shown on **Figure 2-2**. These widened paths will be surfaced in silver granite flags. Please see **Appendix A** for further details on location of paving upgrades.

Associated minor road works will include the realignment of kerbs at the bridge ends and the installation of a zebra crossing with belisha beacons and flashing amber signals to Main Street (outside the former Bank of Ireland building).

2.1.3 Other Associated Works

Site Investigations

As part of an advance contract, site investigations will be undertaken at the proposed locations of the two foundations for the proposed pedestrian and cycle bridge either side of the River Liffey. This will involve drilling two boreholes to inform the structural design.

Bridge Maintenance

As part of an advance contract, the existing road bridge will require localised advance maintenance works. These works will include the clearance of growth from the bridge piers and arches on the downstream façade and repointing of the stonework where required by the removal of vegetation.

Such works will be carried out from a floating pontoon. Scaffolding may be required on the floating pontoon and there may be a requirement for scaffolding poles to extend to the river bed.

Demolition

There is a 24m^2 single storey extension to the Abbey Lodge with a flat roof and a door to the side yard. A section of wall (approximately 4.2m wide front wall and approximately 1m of the side wall return) of the Abbey Lodge will need to be demolished and rebuilt in a new location 1m set back from the current wall line. Due to the confined space and proximity to the adjoining building and parapet wall the demolition will be undertaken using hand operated power tools. The demolition will result in the production of masonry rubble, broken glass, waste timber and debris from the flat roof, none of which will be hazardous. The resulting demolition waste will be disposed of offsite at an appropriate licensed facility.

In addition to the modification works to the Abbey Lodge building, there will be a requirement to remove 11m of wall along the road edge (comprising 5m of bridge parapet wall and 6m of wall within the Abbey Lodge yard) and 2.2m of return from the wall on the road edge to the building line. The wall to Abbey Lodge side yard is 1.43m high and 0.51m deep and the main pier is 1.47m high and 0.63 x 0.62m. There are also two smaller piers and a pedestrian gate which will be demolished. The demolition will result in the production of masonry rubble which will not be hazardous. The resulting demolition waste will be disposed of offsite at an appropriate licensed facility.

Accommodation Works to Abbey Lodge

Accommodation works to Abbey Lodge will be required to have taken place in advance of the main construction works. These would take in the order of six weeks to complete. A new grease trap, gas and foul connection would be completed prior to the existing ones being removed so the disruption to the business operations would be minimal and final accommodation works to the former Bank of Ireland car park will be required upon completion of the main bridge works.

2.2 Operational Phase

Once the proposed development is constructed, there will be no further activities required for the operation of the proposed development. The pedestrian and cycle bridge and upgraded footpaths will form part of the transport network in Celbridge. There will be a requirement for ongoing maintenance such as cleaning or repairs and replacement of lighting associated with the new pedestrian and cycle bridge and the belisha beacons and flashing amber signals of the zebra crossing.

Bridge maintenance: The majority of maintenance to the structure will be from the water side. Repainting will be carried out from the water at time periods of greater than 20 years. The bridge decking, balustrade and handrail will be removable and replaceable from the bridge structure.

2.3 Construction Methodology and Programme

2.3.1 Advance Contract Works

As referred to in **Section 2.1.3**, advance contract works will include site investigations, some localised bridge maintenance works and accommodation works to Abbey Lodge.

2.3.2 Main Contract Works

It is expected that the main construction works to the proposed pedestrian and cycle bridge structure will be carried out in one construction phase over an expected four month construction period commencing in 2022.

The proposed pedestrian and cycle bridge will require piled foundations for the abutments at either end, requiring excavation of approximately 2.0m x 3.0m wide and 1.5m deep on each side of the river. These will be vertical piles and will be installed from road level with no disturbance to the existing bank except for low

levels of vibration. Reinforced concrete abutments will then be constructed on top of the piles prior to the installation of the bridge.

The primary truss structure will be assembled remote from the river (e.g.in the Abbey Lodge car park) and be lifted into place in one piece. The individual sections will arrive to the car park on articulated trucks in lengths of approximately 16.0m (approximately eight loads). The pieces will be assembled into the full span in the eastern side of the car park using a large mobile crane and temporary supports (approximately 10 people would be required on site to complete the assembly). On completion of the assembly of the individual segments a large mobile crane will be set up in the north of the car park. The structure will be slewed out in a counter clockwise direction over the river and positioned into its final location adjacent to the existing road bridge. As the crane will generate large point loads, it is likely that 4 sections of the existing asphalt surface will need to be removed and backfilled to an approximate depth of 1.0m with stone. This will be reinstated on completion of the works.

The piling and concrete works for the abutments of the pedestrian and cycle bridge will likely take place over the course of approximately four-six weeks. The assembly of the bridge remote from the river will likely take approximately two weeks. The lifting in of the bridge will require one day with at least one day in advance for setting up the crane. The road will likely be subject to a full closure for health and safety reasons during the crane lift due to the scale of the lift which could take up to 6 hours.

The total construction time accounting for site clearance, demolition, piling, concreting, bridge assemble, bridge installation and finishing and tying in will take in the order of four months not including the fabrication of the individual segments of the bridge itself which will be done off site. Prior to commencement of works, the compounds will be set up and traffic management measures will be put in place.

The main phases applicable to the main construction phase of this project will include:

- Establishment of site office and compounds at the former Bank of Ireland car park and the Abbey Lodge car park;
- Mobilisation of construction plant;
- Implementation of bio security measures;
- Site clearance and preparation;
- Establishment of appropriate traffic control measures to provide adequate separation and protection of work areas from live traffic on the R405;
- Excavation to formation level for foundations and footpath tie-ins;
- Establishment of the crane on site, lifting in of the bridge structure, securing of the bridge structure in place;
- Placing of secondary steel, decking and other surface features of the bridge;
- Construction of footpaths to tie-in to the bridge structure; and
- Hard landscaping works following the completion of principal bridge related works.

2.3.3 Temporary Construction Compounds

Two temporary construction compounds will be located within the former Bank of Ireland car park and the Abbey Lodge car park.

Materials and plant required for the works are anticipated to be stored in the compounds at a minimum setback distance of 10m from the river bank. All storage areas will be appropriately bunded where required. Fuelling of plant is anticipated to be in a designated fuelling area within the compound. The compound will provide for the following:

- Welfare/office facilities for site staff;
- Plant/machinery parking/storage area;
- Fuel storage/refuelling area;
- Segregated waste area; and
- Construction staff parking.

2.3.4 Surface Water Management

During construction, where surface water drainage arises, it will be contained and managed to ensure no run-off from works enters either the river or the existing road network. Once constructed, the surface water drainage will drain to the existing road drainage network.

2.3.5 Construction – Access to Properties

Access to properties will be maintained throughout the construction phase. However, there will be restrictions to some properties, including the former Bank of Ireland and Abbey Lodge, and/or disruption to utilities during certain periods but these will be minimised to avoid significant impacts and communicated to affected parties in advance. The utilities that will be temporarily disputed will be the private gas and foul connections to Abbey Lodge during transfer to a new connection, and the Eir that crosses the existing road bridge, which will require some diversion works although it may be possible to do this without disruption to the service.

2.3.6 Environmental Management Measures

A Construction Environmental Management Plan (CEMP) has been prepared for the proposed development, which will require to be further developed by the appointed Contractor prior to commencement.

The CEMP will form part of the proposed development Works Contract. The methods and principles contained within the CEMP, as well as within referenced legislative instruments and published guidance documents, will be adhered to by the Contractor in developing construction method statements and other plans relating to environmental management as required by the Contract.

This CEMP will be updated following receipt of planning consent to incorporate relevant planning conditions and further details on environmental management measures to be applied during the construction phase. The CEMP will be a key construction contract document, which will ensure that all mitigation measures, which are considered necessary to protect the environment, are implemented.

2.3.7 Completion of Works

Once works are completed traffic management measures shall then be removed and the pedestrian bridge shall be opened.

The site compounds will be removed.

The lands within the site boundaries will be reinstated through top soiling and grass seeding as required.

Materials arising from excavation/demolition will be segregated on site/ stored temporarily/ removed from site and disposed in an approved licenced facility.

The area will be snagged, tidied up and handed over to KCC.

Temporary land take will be returned back to its original use.

3 SCREENING FOR MANDATORY EIA

The requirement for an Environmental Impact Assessment of a project was set by EU Directive (85/337/EEC) as amended by Directive 97/11/EC, 2003/35/EC and 2009/31/EC on the assessment of the effects of certain public and private projects on the environment (known as the 'EIA Directive'). The amendments were codified and replaced by 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment (and as amended in turn by Directive 2014/52/EU).

The EIA Directive requires that certain developments be assessed for likely environmental effects (commonly known as environmental impact assessment (EIA)) before planning permission can be granted. When submitting a planning application for such a development, the applicant must also submit an Environmental Impact Assessment Report.

The EIA Directive was transposed into Irish legislation by the Planning and Development Act 2000, as amended and Regulations, 2001, as amended. Part 1 of Schedule 5 to the Planning and Development Regulations lists projects included in Annex I of the Directive which automatically require EIA. Part 2 of the same Schedule outlines thresholds for other projects which also require EIA, as per Annex II of the Directive. Of relevance to this project also is Section 50 of the Roads Act 1993 (as amended) which outlines the requirements for EIA for "proposed road developments".

This EIA Screening Report has been prepared in accordance with the European Union and National Guidelines. The purpose of screening as set out in the European Commission's Guidance on Screening (2017) is to determine whether or not an EIA is required for a particular project. Screening must implement the Directive's overall aim, which is to determine if a Project listed in Annex II is likely to have significant effects on the environment and, therefore, be made subject to a requirement for Development Consent and an assessment, with regards to its effects on the environment. At the same time, screening should ensure that an EIA is carried out only for those Projects for which it is thought that a significant impact on the environment is possible, thereby ensuring a more efficient use of both public and private resources.

3.1 Schedule 5 Part 1 Planning and Development Regulations

Schedule 5 Part 1 of the Planning and Development Regulations sets out a number of classes and scales of development that require EIA. No development types listed in Schedule 5 Part 1 would apply to this current proposed development. Accordingly, **a mandatory EIA under Schedule 5 Part 1 is not required**.

3.2 Schedule 5 Part 2 Planning and Development Regulations

Schedule 5 Part 2 of the Regulations identifies where EIA must be carried out where such development would equal or exceed, as the case may be, any relevant quantity, area or other limit specified or, where no quantity, area or other limit is specified in the Part in respect of the development concerned. No development types listed in Schedule 5 Part 2 apply to this current proposed development. Accordingly, **a mandatory EIA under Schedule 5 Part 2 is not required**.

3.3 Roads Act Requirements

Approval for major road proposals by road authorities is under the Roads Act. This generally includes motorways and other road developments which require EIA.

TII[1] advise that in cases where a proposed road development is 100m or more in an urban area and 1km or more in a rural area and does not reach the threshold or other considerations requiring an EIAR, the planning requirements of Part XI of the Planning Act 2000 (as amended) and Part 8 of 2001 Planning Regulations 2001 (as amended) apply.

[1] TII / NTA Leaflet

The EIA Directive was transposed by the Roads Act and Roads Regulations, 1994, as amended (the 'Roads Regulations') and therefore the EIA requirements for roads developments must consider Section 50 of the Roads Act and Article 8 of the Roads Regulations.

Section 50(1)(a) of the Roads Act requires a road authority to prepare an EIAR for any proposed road development consisting of (i) the construction of a motorway, (ii) the construction of a busway, (iii) construction of a service area and (iv) any prescribed type of road development consisting of the construction of a proposed public road or the improvement of an existing public road.

Section 50 of the Roads Act 1993 (as amended) outlines the requirements for EIA for proposed road developments. Section 50 (1) (a) and (b) provide for situations that require mandatory EIA. These are listed and considered in **Table 3-1**.

Table 3-1: Screening for Mandatory EIA under the Roads Act

Question	Regulatory Reference	Response
Does the project comprise the construction of a motorway, busway or service area?	S.50(1)(a) (i), (ii) and (iii) of the Roads Act, 1993, as amended.	The proposed pedestrian and cycle bridge is not a motorway, busway or service area. The requirement for mandatory EIA is not triggered.
Does the project comprise any prescribed types of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road? Prescribed types of road development under the Roads Regulations comprise: • 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 8km or more in length in a rural area, or 500 metres or more in length in an urban area. • The construction of a new bridge or tunnel which would be 100 metres or more in length.	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) (iv) of the Roads Act, 1993	The proposed pedestrian and cycle bridge does not involve the provision of a road of four or more lanes for a distance of 8km or more in a rural area or 500m or more in an urban area. The proposed pedestrian and cycle bridge does involve the construction of a bridge but not a tunnel. The proposed bridge is approximately 50m in length. These requirements for mandatory EIA are not triggered.
Has a direction been issued by An Bord Pleanála (ABP) to the Road Authority to prepare an Environmental Impact Assessment Report (EIAR)?	S.50(1)(b) of the Roads Act,1993	ABP has not directed KCC to prepare an EIAR for the proposed development.

However, Section 50(1)(c) expands the circumstances where an EIA may be required (other than development to which Section 50(1)(a) applies) to include any proposed road development or the improvement of an existing public road which would be likely to have significant effects on the environment. This effectively introduces EIA Screening for any proposed road development.

Where the road authority considers that a proposed road development would be likely to have significant effects on the environment, it shall inform the Board in writing and, where the Board concurs with the road authority, it shall give a direction to the road authority under Section 50(1)(b) to prepare an EIAR in respect of such development.

3.4 Conclusions and Requirement for Mandatory EIA

The proposed pedestrian and cycle bridge is not a type of development listed in Schedule 5 of the Planning and Development Regulations, 2001 (as amended). In addition, the proposed pedestrian and cycle bridge does not comprise a class of development described under Section 50 (1)(a) or (b) of the Roads Act. Accordingly, EIA is not a mandatory requirement for the proposed pedestrian and cycle bridge.

Consideration of the need for EIA by the Roads Authority Pursuant to Section 50(1)(c) of the Roads Act 1993 (as amended) consider whether the "project" is likely to have significant effects on the environment, such that an EIAR is required.

As such, the purpose of this EIA Screening Report is to assist KCC in determining whether the "project" is likely to have significant effects on the environment. The methodology for undertaking the screening is described below in **Section 4** and the potential for likely significant effects is described in **Section 5**.

This Screening Report therefore provides an assessment of whether the development would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended).

4 METHODOLOGY FOR EIA SCREENING

4.1 Legislative Basis for Screening Approach

Section 50(1)(c) of the Roads Act includes for the circumstances where an EIA may be required (other than development to which Section 50(1)(a) applies) to include any proposed road development or the improvement of an existing public road which would be likely to have significant effects on the environment. This effectively introduces EIA Screening for any proposed road development.

This Screening Report provides an assessment of whether the development would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended).

The information set out in Schedule 7A is equivalent to the information specified in Annex IIA of the EIA Directive.

The Criteria as set out in Schedule 7 are grouped under three headings as follows which are comparable with the criteria set out in Annex III of the EIA Directive:

1. Characteristics of the proposed development;
2. Location of the proposed development; and
3. Types and characteristics of potential impacts.

The criteria under each of these headings as provided for in the Act and Annex III of the EIA Directive are set out in **Table 4-1** below. The characteristics and location of the proposed pedestrian and cycle bridge are described in **Section 5.1** and **5.2**. The characteristics of the potential impacts are described in **Section 5.3**.

Table 4-1: Criteria for Determining Whether Development Listed in Part 2 of Schedule 5 should be subject to an Environmental Impact Assessment

Characteristics of the Proposed Development
The characteristics of projects must be considered, with particular regard to: (a) the size and design of the whole proposed development; (b) cumulation with other existing development and/or development the subject of a consent for proposed development for the purposes of section 172(1A) (b) of the Act and/or development the subject of any development consent for the purposes of the Environmental Impact Assessment Directive by or under any other enactment; (c) the nature of any associated demolition works; (d) the use of natural resources, in particular land, soil, water and biodiversity; (e) the 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, in accordance with scientific knowledge; (h) the risks to human health (for example due to water contamination or air pollution).
Location of the Proposed Development
The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to: (a) the existing and approved land use, (b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground, (c) the absorption capacity of the natural environment, paying particular attention to the following areas: (i) wetlands, riparian areas, river mouths (ii) coastal zones and the marine environment,

(iii) mountain and forest areas, (iv) nature reserves and parks, (v) areas classified or protected under national legislation, Natura 2000 areas designated by Member States pursuant to Directives 92/43/EEC and Directive 2009/147/EC, (vi) areas in which there has been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure, (vii) densely populated areas, (viii) landscapes and sites of historical, cultural or archaeological significance.
Type and Characteristics of potential impacts
The likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, with regard to the impact of the project on the factors specified in Article 3(1), taking into account: (a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected), (b) the nature of the impact, (c) the transboundary nature of the impact, (d) the intensity and complexity of the impact, (e) the probability of the impact, (f) the expected onset, duration, frequency and reversibility of the impact, (g) the cumulation of the impact with the impact of other existing and/or 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, and, (h) the possibility of effectively reducing the impact.

In the interest of comprehensively examining the proposed development, this EIA Screening Report considers the following information as required by Schedule 7A of the Planning and Development Regulations, 2001 as amended and Annex II.A of the EIA Directive:

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

The description of the proposed development is provided in **Section 5.1**; a description of the aspects of the environment likely to be significantly affected by the proposed development is provided in **Section 5.2;** and a description of any likely significant effects is provided in **Section 5.3.**

4.2 Relevant Guidance Documents

4.2.1 Environmental Impact Assessment Screening OPR Practice Note PN02 (2021)

This Practice Note was published in June 2021 by the Office of the Planning Regulator (OPR) and provides information and guidance on screening for EIA by planning authorities. It includes useful templates and

addresses issues that commonly arise. The OPR Practice Note does not have the status of Ministerial Guidelines issued under Section 28 of the Planning and Development Act 2000, but are issued for general information purposes only, in accordance with the OPR's statutory remit to engage in education, training and research activities.

4.2.2 Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (Department of Housing, Planning and Local Government, 2018)

In August 2018, the Minister for Housing, Planning and Local Government (now Department of Housing, Local Government and Heritage) published *Guidelines for Planning Authorities and An Bord Pleanála on Carrying out Environmental Impact Assessment*. These guidelines address key areas introduced by Directive 2014/52/EU including procedures for screening and the introduction of new information requirements to be provided by the developer (Annex II.A) (Schedule 7A of the Planning and Development Regulations, 2001 (as amended)) and revised selection criteria to be used by the competent authority in making a determination (Annex III of Directive) (Schedule 7 of the Planning and Development Regulations, 2001 (as amended)).

4.2.3 Revised Guidelines on the Information to be contained in Environmental Impact Statement – (EPA, Draft August 2017)

In September 2015, the EPA published the Draft *Revised Guidelines on the Information to be Contained in Environmental Impact Statements*. A second draft was published in May 2017 and a third draft in August 2017 entitled *Revised Guidelines on the Information to be Contained in Environmental Impact Assessment Reports*.

The stated primary objective of the guidelines is to improve '*the quality of EIARs with a view to facilitating compliance (with the Directive). By doing so they contribute to a high level of protection for the environment through better informed decision-making processes*'. According to the guidelines the start of the EIA process involves making a decision about whether an EIAR needs to be prepared or not. The draft guidelines note that the decision-making process begins by examining the regulations and if this does not provide a clear answer then the nature and extent of the project, the site and the types of potential effects are examined.

4.2.4 Other Guidance

This screening assessment was also undertaken with regard to the following guidance including:

- European Commission (2001), Guidance on EIA Screening;
- EPA (2002), Guidelines on the Information to be Contained in Environmental Impact Statements;
- EPA (2017), Draft Guidelines on the Information to be Contained in Environmental Impact Statements;
- EPA (2017), Revised Guidelines on the Information to be Contained in Environmental Impact Assessment Reports;
- EPA (2003), Advice Notes on Current Practice in the Preparation of Environmental Impact Statements;
- EPA (2015), Advice Notes for Preparing Environmental Impact Statements, Draft; and
- Department of Environment, Heritage and Local Government (2003), EIA Guidance for Consent Authorities regarding Sub-threshold Development

4.3 Screening Methodology

Based on the legislative basis and guidance documentation set out in **Sections 3.1** and **3.2** the proposed approach for undertaking this screening assessment is to present information on the proposed development, the location of the development and the type and characteristics of potential environmental impacts of the development with reference to the three headings of Annex III. In presenting this information, regard has also been given to the closely aligned assessment criteria of Annex II.A of the Directive.

The description of the Characteristics of the Development (see **Section 5.1**) identifies the key characteristics of the proposal with reference to its nature, scale and design, its construction requirements and approach, decommissioning and operational aspects of the development, including use of resources, production of wastes and emissions and risk of accidents.

The description of the Location of the Proposed Development identifies any environmental sensitivities and characteristics of importance within the site and surrounding area potentially affected by the project (see **Section 5.2**).

Having set out the characteristics of the development (potential impact sources) and identified sensitivities within the development site and surrounds (potential impact receptors) the potential impacts on the environment can be identified (see **Section 5.3**). The main potential impacts are listed and described with reference to the impact criteria listed in Annex III of the EIA Directive. Categorising the potential impacts with regard to these criteria allows for the identification of potential impacts which are likely to be significant impacts on the environment. The relevant potential for cumulation of impacts from the proposed pedestrian and cycle bridge with other existing and / or approved projects are also identified.

Where likely significant impacts are identified, the EIA screening process will determine that an EIA of the project is required. Where no likely significant impacts on the environment are identified through this screening process, a conclusion that an EIA is not required will be made.

4.4 Information to Inform the EIA Screening

Baseline information to inform the screening exercise is drawn primarily from desk studies and supplemented by site visits undertaken by a terrestrial ecologist in September 2019 and June 2021 and freshwater ecologist in October 2019. The desk study component of the EIA Screening has drawn information from the following sources:

- *Report to Inform for Appropriate Assessment Screening - Pedestrian and Cycle Bridge, Celbridge, Co. Kildare* (Greenleaf Ecology, 2022);
- *Ecological Impact Assessment Report* (EcIA) - *Pedestrian and Cycle Bridge, Celbridge, Co. Kildare* (Greenleaf Ecology, 2022);
- *Pedestrian and Cycle Bridge, Celbridge, Co. Kildare - Archaeological and Built Heritage Assessment* (John Cronin & Associates, 2022); and
- *Pedestrian and Cycle Bridge, Celbridge, co. Kildare - Landscape Visual Impact Assessment (LVIA)* (RPS, 2022).
- Planning drawings of proposed development as provided by CSEA (see **Appendix A** of this EIA Screening Report).
- Department of Housing, Planning and Local Government EIA Portal https://housinggovie.maps.arcgis.com/apps/webappviewer/index.html?id=d7d5a3d48f104ecbb206e7e5f84b71f1;
- Environmental Protection Agency (EPA) online interactive mapping tools (https://gis.epa.ie/EPAMaps) and (https://www.catchments.ie/maps/) for water quality data including surface and ground water quality status and river catchment boundaries;
- Geohive online Environmental Sensitivity Mapping tool (https://airomaps.geohive.ie/ESM);
- Geological Survey Ireland (GSI) Public Data Viewer (https://www.gsi.ie/en-ie/Pages/default.aspx)
- Health Safety Authority (HSA) – List of Notified Seveso Establishments;
- Kildare County Council – planning search function and general planning homepage (https://www.kildare.ie/countycouncil/AllServices/Planning);
- *Kildare County Development Plan 2017-2023* (KCC, 2017);
- Mapping of European Site boundaries and Conservation Objectives for relevant sites in Co. Kildare and beyond, as relevant, available online from the NPWS (https://www.npws.ie/protected-sites);
- National Inventory of Architectural Heritage (NIAH); and

- National Monument Service – Historic Environment Viewer (Department of Housing, Local Government and Heritage) (https://www.archaeology.ie/).

4.4.1 Supporting Assessment

A Report to Inform the Appropriate Assessment Screening (Greenleaf Ecology, 2022) has been prepared to determine whether, in view of best scientific knowledge and applying the precautionary principle, the proposed project, either individually or in combination with other plans or projects, is likely to have a significant effect on any European site(s). This screening assessment is used to inform the relevant consideration criteria of this EIA Screening.

5 SCREENING EVALUATION

This section provides information on the proposed development as grouped under the three headings set out in Schedule 7 of the Planning and Development Regulations 2001 as amended:

1. Characteristics of the proposed development (**Section 5.1**);
2. Location of the proposed development (**Section 5.2**); and
3. Characteristics of potential impacts (**Section 5.3**).

5.1 Characteristics of the Proposed Development

The EPA Guidelines on the *Information to be Contained in Environmental Impact Assessment Reports* (Draft, August 2017) describe the information to be considered under this heading as:

> '*the size of the proposed development, the cumulation with other proposed development, the use of natural resources, the production of waste, pollution and nuisances, the risk of accidents and having regard to substances or technologies used.'*

5.1.1 Scale, Size and Design of the Whole of the Proposed Development

The site of the proposed development is in the existing built up urban environment of Celbridge, which is divided by the River Liffey. The main feature of the proposed development is the proposed 50m pedestrian and cycle bridge over the River Liffey. The proposed development will also require ancillary works either side of the new pedestrian and cycle bridge along with pavement upgrades along the R405 either side of the existing road bridge, demolition of existing walls and small building, redirection of services, etc. Overall the size of the proposed development is not significant in the context of the existing built up urban environment.

The proposed development is to be constructed adjacent to the existing road bridge in the town of Celbridge. It will span over the River Liffey for approximately 50m.

The north western landing point for the proposed pedestrian and cycle bridge is the junction of R405 Main Street, R403 English Road and the Liffey road bridge. The south eastern landing point for the proposed pedestrian and cycle bridge is the junction of R403 Dublin Road, the Liffey road bridge, R405 Primrose Hill (to Hazelhatch) and Newtown Road.

The proposed pedestrian and cycle bridge design comprises a single-span, inclined, open-web truss bridge structure with a modular deck and glass guarding, for pedestrian and cycle crossings only. The deck will be a minimum of 3.5m in width and will also function as a viewing platform and public space. The scale and design of the proposed development is such that it fits into the existing urban environment.

Other works associated with the proposed development will include:

- Removal of the narrow footpath on the existing road bridge.
- Rerouting of telecoms services.
- Addition of a rubbing strip kerb in lieu of the footpath at the base of the existing rubble-stone parapet wall on the road bridge.
- Removal of approx. 11m length x 1.1 – 1.5m high of wall along the road edge (comprising of 5m of bridge parapet wall and 6m of wall within the Abbey Lodge yard) and 2.2m return in rubble stonework (outside the Abbey Lodge) in order to allow access to the bridge on the southern side. Additionally, the 4.2m wide front wall and a 1m return of a side extension to the Abbey Lodge will be removed to facilitate access to the bridge.
- Associated minor road works will include the realignment of kerbs at the bridge ends and the installation of a zebra crossing with belisha beacons and flashing amber signals to Main Street.
- Conservation maintenance works to the existing road bridge. These works will include the clearance of growth from the bridge piers and arches on the downstream façade and repointing of the stonework where required by the removal of vegetation.

The proposed layout drawings are included in **Appendix A**.

During construction there will be a requirement for temporary compounds at the former Bank of Ireland car park and Abbey Lodge car park. These will be returned to their former uses on completion of the works.

Advanced works will comprise site investigations, accommodation works and maintenance of the existing road bridge as outlined in **Section 2.1.3.**

5.1.2 The Nature of any Associated Demolition Works

There will be a requirement to demolish a section of the single storey extension of Abbey Lodge, 4.2m wide front wall and approx. 1m of the side wall return and for it to be rebuilt at 1m set back from the current wall line. In addition to the modification works to the Abbey Lodge building, there will be a requirement to remove 11m of wall along the road edge (comprising 5m of bridge parapet wall and 6m of wall within the Abbey Lodge yard) and 2.2m of return from the wall on the road edge to the building line. The wall to Abbey Lodge side yard is 1.43m high and 0.51m deep and the main pier is 1.47m high and 0.63 x 0.62m. There are also two smaller piers and a pedestrian gate which will be removed.

At the former Bank of Ireland car park there will be removal of the stub wall and railing, an existing large London Plane tree and an area of planting.

5.1.3 Other Existing or Permitted Projects

Schedule 7 of the EIA Regulations requires that the characteristics of the development include an examination of the potential for cumulative impact of the proposed development with other existing developments and nearby consented developments, along with proposed developments, which are the subject of a consent which require EIA or other enactment e.g. SEA.

The proposed pedestrian and cycle bridge was considered in combination with other plans and projects in the area that could result in cumulative effects on the environment. In order to undertake this review, data sources including the KCC planning enquiry search and general information sections, An Bord Pleanála planning search function, the Department of Housing, Planning and Local Government's EIA Portal, the EPA website, Health Safety Authority (HSA) website (for nearby Tier 1 and Tier 2 Seveso sites) and *Kildare County Development Plan 2017-2023* (KCC, 2017) were examined.

A review of Part VIII developments listed on the KCC website which are within the vicinity of the proposed pedestrian and cycle bridge has been undertaken to determine whether there are any planned local authority projects which may give rise to potential cumulative impacts. The most proximate Part VIII development relates to Ref No. P82018.012, the Grand Canal Greenway. This development extends from the Kildare / Dublin boundary to the Kildare / Offaly boundary and runs 2.5km to the south of the proposed development. This scheme is now complete and will facilitate a connection to the proposed pedestrian and cycle bridge with the existing road network. The EIA Screening Report prepared by KCC for the Part VIII scheme concluded that: *"that the characteristics of the proposed development are considered potentially not significant due to the minor development footprint*". Additionally, the AA Screening Report for the Part VIII Scheme concluded: "*This Screening has resulted in a Finding of No Significant Effects and as such a Stage II Appropriate Assessment is not required*."

The online planning system for KCC was consulted on 28th October 2021 for the area within the vicinity of the proposed pedestrian and cycle bridge. There are several granted planning applications in the immediate environs of the proposed development. Projects identified broadly related to small scale residential developments, commercial applications relating to the settlement of Celbridge and various forms of community and amenity development. These are outlined in **Table 5-1** below.

Table 5-1: Permitted Planning Applications Submitted to Kildare County Council over the Past 24 Months within the Vicinity of the Proposed Pedestrian and Cycle Bridge

Planning Ref. No.	Description	Location
Planning Ref: 211314	For the change of use of the existing ground floor beer garden area to a coffee shop (c.59.9m²) with the removal of the existing rails and the enclosing of the area with glazing on the west, north and east elevations and the creation of an outside seating area ancillary to the proposed coffee shop, the removal of a portion of the existing low stone wall and railing along the western boundary along with all other	Abbey Lodge: Adjacent to the south eastern landing point of the proposed pedestrian and cycle bridge.

Planning Ref. No.	Description	Location
	necessary ancillary site development works. This is a protected structure. Grant Date: 04/11/2020.	
Planning Ref: 2066	Extension of public bar on ground floor into existing toilets and store area, provision of unisex accessible toilet. provision of beer garden area with access on to it from extended bar area, provision of new entrance on the south west corner of the building, adjacent to the bridge, alterations to windows on north west elevation and all associated site works and services. This is a protected structure. Grant Date: 19/06/2020.	Abbey Lodge: Adjacent to the south eastern landing point of the proposed pedestrian and cycle bridge.
Planning Ref: 20232	A new two storey, part single storey, 4 bed dwelling with connection to existing site services and all associated site works	c. 530m east of the proposed pedestrian and cycle bridge.
Planning Ref: 20306504	Ardstone Homes Ltd: Strategic Housing Development (ABP Decision) The demolition of an existing agricultural structure on site and the provision of a new vehicular access onto the R405 Regional Road (Celbridge-Maynooth) to serve the proposed residential development that consists of 372 no. new residential units, comprising the following: • 122 No. Apartments arranged in 2 no. Apartment blocks of 4-storey height comprising 46 X 1 bed units (measuring either 49.4sqm or 52sqm in Gross Floor Area (GFA) and 76 X 2 bed units (ranging in size from 67.3sqm to 82.8sqm GFA each). • 12 no. 1 bed Maisonettes (own door apartments), measuring 61sqm GFA (Unit Type A2) or 53.8sqm (Unit Type A1). • 20 no. Duplex units, comprising 10 X 1 bed units, measuring 54sqm GFA (Unit Type A3) and 10 x 2 bed units, measuring 99.7 sqm GFA (Unit Types B2 and B3) • 218 no. houses, comprising a variety of housing sizes and forms to include: 20 X 2 bed/4 person, two storey terraced houses measuring 87.5sqm GFA (House Type B1) 88 X 3 bed/5 person, two storey terraced houses measuring 110.9sqm GFA (House Type C1) 8 X 3 bed/5 person, two storey semi-detached houses measuring 115.2sqm GFA (House Type C2) 1 X 3 bed/5 person, two storey detached house measuring 115.2sqm GFA (House Type C3) 7 X 3 bed/6 person, three storey terraced houses measuring 124.6sqm GFA (House Type C4) 36 X 3 bed/5 person, two storey terraced houses measuring 102sqm GFA (House Type C5) 36 x 4 bed/7 person, two storey semi-detached houses measuring 133sqm GFA (House Type D1) 12 X 4 Bed/7 person, two storey, semi-detached houses measuring 142.6sqm GFA (House Type D2) 10 X 4bed/8 person, three storey, terraced houses measuring 145.6sqm GFA (House Type D3) • A childcare facility is proposed at ground floor level of Apartment Block B (approx. 191sqm GFA) A total of 633 no. car parking spaces and 340 no. bicycle parking spaces are proposed. The proposed development also includes the provision of 2 no. ESB sub-stations, site and infrastructural works including foul and surface water drainage, attenuation areas, open space, boundary walls and fences, landscaping, lighting, internal roads, cycle paths, footpaths, and cycle and pedestrian connections to the R405 and the R449 Regional Roads. Grant Date: 03/09/2020.	c. 1.9km north of the proposed pedestrian and cycle bridge. The AA Screening concludes that the site is not within or adjacent to any SAC or SPA and that significant effects are not likely to arise, either alone or in combination with other plans or projects to the Natura 2000 network. The EIAR notes that no significant adverse impacts are predicted as a result of this development.
Planning Ref: 20307100	Crodaun Development: Strategic Housing Development (ABP Decision 467 Residential Units. 199 No. Houses, 216 No. Apartments, 52 No. Duplexes, Childcare Facility, gym, café and retail unit and associated site works. Grant Date: 08/09/2020	c. 1.8km north of the proposed pedestrian and cycle bridge. The AA Screening concludes that there is no material risk to any Natura 2000 habitat and therefore no requirement for a Stage II Appropriate Assessment.

Planning Ref. No.	Description	Location
		The EIAR notes that no significant adverse impacts are predicted as a result of this development.
Planning Ref: 211256	Power Capital Renewable Energy Limited: Application for a 10 year permission for development on lands in the townland of Griffinrath, Celbridge. The development will consist of the construction of a solar PV farm with an operational life of 35 years comprising approximately 75,984 No. photovoltaic panels on ground mounted frames within a site area of 44.21 hectares and associated ancillary development including 10 No. transformer stations, approximately 124 No. string-inverters, 1 No. onsite 38kV substation building, 1 No. 40ft storage container building, 7 No. CCTV security cameras mounted on 4 metre high poles and perimeter security fencing (2 metres high), the construction of an internal hardcore access road between the solar panels and the site access, localised improvements to an existing agricultural access from the adjoining L5065 road to facilitate construction and operational phase access and, the installation of a 38kV underground electricity cable from the onsite 38kV substation to the 110kV Griffinrath substation ca. 0.75km to the southeast. A Natura Impact Statement has been prepared in respect of the proposed development. Currently at further information stage.	1.8km north west of the proposed pedestrian and cycle bridge. Environmental Report concluded that the proposed development will not result in any likely or significant environmental impacts. The Ecological Assessment concludes that the site is currently of low ecological value and that the proposed development will not have any direct or indirect adverse impacts on the conservation objectives of any Natura 2000 sites or any notable/protected flora and fauna.

All granted planning applications have already been assessed for significant effects on the environment as part of the planning process and are only granted if they demonstrate no significant effects on the environment and demonstrate that they adhere to proper planning and sustainable development.

There are no Seveso sites in the vicinity of the proposed pedestrian and cycle bridge. The nearest Seveso site is Intel Ireland Limited, Collinstown, Co. Kildare which is located approximately 4.2km to the north west of the proposed works.

As described on the Department of Housing, Planning and Local Government's (DoHPLG) EIA Portal, there are two developments located approximately 2km to the north of the proposed footbridge. The first is an application (Portal ID: 2020051) to ABP (KCC Planning Ref: 20307100 and outlined in **Table 5-1**) by Crodaun Development Company Ltd for Lands at Crodaun, Celbridge, Co. Kildare for 467 dwellings (houses and apartments) Childcare Facility, gym, café and retail unit. 2 no. vehicular access points (involving works to the Maynooth Road) 2.068Ha landscaped park which was uploaded to the portal on 20th April 2020. The second is an application (Portal ID: 2020005) (KCC Planning Ref: 20306504 and outlined in **Table 5-1**) by Ardstone Homes Ltd for lands at Crodaun also and involves the demolition of an agricultural shed; formation of a new access road off R405; provision of 372 new dwellings and a childcare facility plus associated site works uploaded to the portal on 16th January 2020.

The potential for cumulative impacts with other activities in the locality relates solely to the construction phase of the proposed works. The construction of any identified projects at the same time as the proposed works could give rise to additional nuisance and disruption to the local road network or potential for contaminated surface water to be discharged to local watercourses but there is no real likelihood of significant cumulative effects. Furthermore, the construction of the proposed development will be managed through implementation of good working practices and a Construction Environmental Management Plan.

Once constructed, there will no real likelihood of significant cumulative effects as there is no operational activities other than the proposed pedestrian and cycle bridge providing a positive effect on the local road network and population by way of removing cyclists and pedestrians from the road bridge and providing a designated safe route for their crossing of the River Liffey. Measures have been incorporated into the design of the proposed development to mitigate operational landscape and visual effects and as a result any residual landscape and visual effects are beneficial in nature.

5.1.4 The Use of Natural Resources (in particular Land, Soil, Water and Biodiversity)

Land Take:

To facilitate the footbridge there will be permanent land take from two properties:

- Former Bank of Ireland: A parcel of land approx. 20m^2 will be lost from the former Bank of Ireland car park on the north western bank of the River Liffey as part of the permanent land take.
- Abbey Lodge: Approximately 19m^2 of permanent land take will be required from Abbey Lodge, 3.5m^2 of building and 15.5m^2 of yard.

Temporary land take will be required for the construction period from the former Bank of Ireland and Abbey Lodge car parks.

Soil

Excavation works will be required for the piled foundations to accommodate the abutments at either end of the proposed pedestrian and cycle bridge. Excavated material will be segregated into inert, non-hazardous and/or hazardous fractions. The inert excavated soil will be reused wherever possible. Excess topsoil, inert soil, and all hazardous soil waste will be separately removed off site to an appropriately licenced facility by a licensed contractor. The non-hazardous waste exceeding inert Waste Acceptance Criteria (WAC) will be sent to a licensed non-hazardous landfill for disposal/recovery.

For the importation of topsoil and imported good-quality granular soils materials, required for backfilling, the material will be sourced from nearby sites where possible, in order to reduce transport distances.

Water

There will be a requirement for water for the proposed development. Water will not be pumped directly into the River Liffey or surface water drains. Water will not be extracted for use during the construction phase or any other use of the project from the River Liffey.

Biodiversity

European Sites: There are two sites within a 15km radius of the proposed site: Rye Water Valley/Carton SAC and Glenasmole Valley SAC. The proposed works are not situated within any European site, therefore no direct impacts will occur through land take or fragmentation of habitats. There are no connecting pathways between the proposed works and Rye Water Valley/Carton SAC and Glenasmole Valley SAC. As such, there will be no significant effects on European sites as a result of the proposed development.

Natural Heritage Area: There are no Natural Heritage Areas within 5km of the proposed pedestrian and cycle bridge. There are four proposed Natural Heritage Area (pNHAs) within 5km of the proposed pedestrian and cycle bridge:

- Grand Canal pNHA - no connectivity to the proposed works.
- Royal Canal pNHA - no connectivity to the proposed works.
- Rye Water Valley/Carton SAC is also designated as a pNHA – no connectivity as above for the SAC.
- Liffey Valley pNHA - Connectivity via the River Liffey 5.1km downstream.

The following habitat classifications were recorded at the site of the Proposed Development:

- **Buildings and artificial surfaces (BL3):** The pedestrian bridge works area is located in the centre of the town of Celbridge. As such, built land is the predominant habitat present in the form of roads, domestic dwellings and businesses. There is a single London Plane (*Platanus* x *hispanica*) tree within the car park of the former Bank of Ireland to the north of the River Liffey.
- **Lowland depositing rivers (FW2):** The River Liffey provides suitable habitat for a range of terrestrial and aquatic flora and fauna and are considered to have a conservation value of Local Interest (Higher

Value). The River Liffey supports salmonid, crayfish and lamprey habitat and is considered to be of County Importance.

- **Riparian woodland (WN5):** The trees lining the River Liffey include; Grey Willow (*Salix cinerea*), Alder (*Ulnus glutinosa*), Sycamore (*Acer pseudoplatanus*), Ash (*Fraxinus excelsior*) and Weeping Willow (*Salix* x *sepulcralis*). This riparian woodland is considered to have a conservation value of Local Interest (Higher Value). These provide suitable habitat for foraging and commuting bats, otter and birds.

Amphibians & Reptiles: No evidence of amphibians and reptiles was recorded within the site of the Proposed Development.

Avifauna: Avifauna as they occur within the proposed site are considered to be of local importance (higher value).

Bats: A high diversity of bat species have been recorded at the proposed site and its environs. However, potential roosting habitat at the site is limited to a dry arch of the existing road bridge. The River Liffey and its associated riparian habitat provides good foraging habitat for bats. Bats, as they occur at the site, are considered to be of Local Importance (higher value).

Otter: Otter forage along the River Liffey and an otter spraint was observed under the existing footbridge. Otters are considered to be of Local Importance (higher value) as they occur at the site.

Other mammals: No evidence of other protected species of mammal was observed within the site and there is limited suitable habitat for other mammals within the proposed site.

Salmonid: The River Liffey at the proposed site supports very good salmonid spawning and juvenile habitat.

White-clawed Crayfish: The River Liffey supports White-clawed Crayfish.

Lamprey: The River Liffey at the proposed site supports very good lamprey spawning habitat.

Freshwater pearl mussel: The presence of the freshwater pearl mussel is not known from the Liffey catchment.

Invasive Species: Third Schedule Invasive Alien Species Himalayan Balsam was recorded 5m upstream from the proposed pedestrian and cycle bridge.

5.1.5 The Production of Waste

The following wastes may be generated during the construction of the proposed development:

- Construction waste (materials, concrete, stonework, blockwork, timber, steel, asphalt etc.)
- Waste fuels; oil/diesel;
- Paper/cardboard;
- Non-hazardous office and canteen waste; and
- Wastewater from office and welfare facilities.

Wastes will be segregated and stored in allocated tanks, bins, skips or areas within the temporary construction compounds. The appointed contractor will finalise all storage areas and employ licensed contractors for the appropriate waste collections. The appointed contractor will ensure all permits and licences are in place and maintain relevant copies in the site office. Wastewater from holding tanks will be collected by an appropriate licensed contractor. Construction materials will be stored and managed in a way which promotes waste minimisation, including segregating materials for re-use.

Sanitary waste and general construction waste will be managed in accordance with the Waste Management Act 1996 (as amended).

5.1.6 Pollution and Nuisances

Construction

The proposed works will be undertaken in the vicinity of the town of Celbridge. Furthermore, the works will require the mobilisation of construction machinery along public roads, delivery of construction materials to the site and the removal of wastes. The nearest sensitive receptors are located adjacent to the works,

namely that of human receptors at the former Bank of Ireland and Abbey Lodge. The nearest ecological receptors are the birds, otter and bats in the area and the River Liffey. The main potential sources of pollution and nuisance arising from the construction stage of the pedestrian and cycle bridge relate to:

Dust: There is potential for dust generation during the construction phase from plant and construction traffic. There is also potential for material in temporary exposed soil/stockpiles to become airborne and impact on human health. The proposed works also have the potential to impact on residential properties located within the vicinity of the works. The total construction period will be approximately four months plus six weeks for the advance contract works. The possible air quality impacts potentially experienced by the neighbouring receptors will be limited to mainly surface works.

Noise: The construction phase will give rise to a temporary increase in background noise as a result of the operation of plant machinery. Standard practice construction techniques and methods will be implemented to ensure construction noise levels remain within acceptable limits. The works shall be carried out in accordance with the requirements of BS 5228-1:2009+A1:2014, Code of practice for noise and vibration control on construction and open sites.

Traffic: During the construction period there will be an increase in traffic volumes as a result of employees travelling to and from the site and for the delivery and disposal of construction related materials. There will likely be a full closure for health and safety reasons during the crane lift due to the scale of the lift which could take up to 6 hours.

Sediment Runoff: The site is adjacent to the River Liffey. There is potential for water pollution during the construction phase due to the potential release of sediment or accidental spillages to the water. The proposed works have the potential to cause direct and indirect impacts to the water quality. There is potential for sediment to become entrained in the river and impact on the aquatic species. These impacts will be temporary and subject to best management practices as set out in the CEMP.

Odour: No odour is anticipated from the construction of the proposed pedestrian and cycle bridge.

Operation

Movement of plant, vehicles and associated human activity will be required for the maintenance of the proposed pedestrian and cycle bridge. There will be no additional pedestrian users of the proposed pedestrian and cycle bridge over and above that which currently use the existing road bridge and pedestrian bridge.

Dust: The operation of the proposed pedestrian and cycle bridge will not give rise to any residues or emissions to humans or impact on the River Liffey during the operational phase as there will be no increase or change in movement of traffic as a result of the works. The proposed pedestrian and cycle bridge will provide a positive impact for pedestrians through provision of a safer and more convenient access.

Noise: No noise is anticipated from the operation of the proposed pedestrian and cycle bridge.

Sediment Runoff: No impacts are anticipated from the operation of the proposed pedestrian and cycle bridge.

Traffic: No impacts are anticipated from the operation of the proposed pedestrian and cycle bridge.

Odour: No odour is anticipated from the operation of the proposed pedestrian and cycle bridge.

5.1.7 The Risk of Major Accidents and/or Disasters which are Relevant to the Project Concerned including those Caused by Climate Change in accordance with Scientific Knowledge

A major emergency is defined by the EPA as an event which, usually occurs with little or no warning, causes or threatens death or injury, serious disruption of essential services, or damage to property, the environment or infrastructure beyond the normal capabilities of the principal emergency services in the area in which the event occurs and requiring the activation of specific additional procedures to ensure an effective, co-ordinated response.

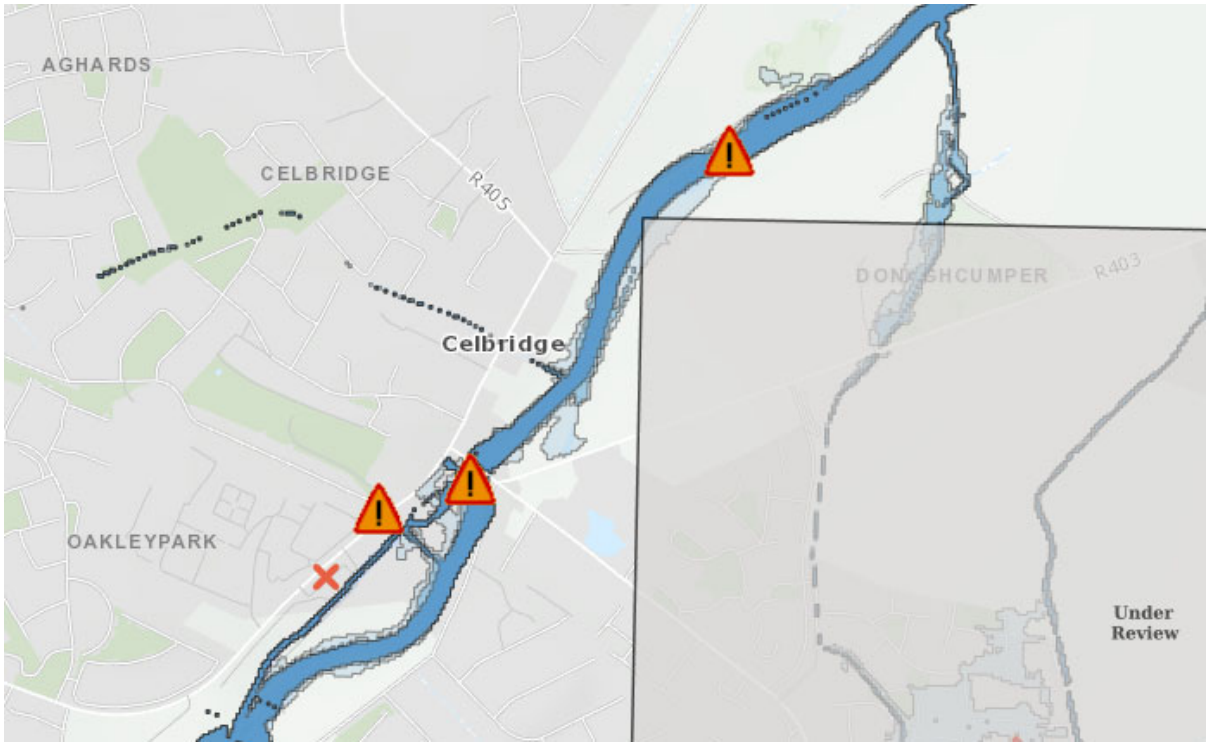
The proposed pedestrian and cycle bridge will be constructed in accordance with the Safety, Health and Welfare at Work Act 2005 as amended and the requirements of the Health and Welfare at Work (Construction) Regulations 2013 and 2019 (SI No. 291 of 2013 and SI No. 129/2019) and any other relevant Health and Safety legislation.

The nature of the type of construction for the development and associated works would be considered standard, with no novel construction methodologies and is not particularly complex. Construction methods have been formulated in line with best practice standards that will seek to reduce potential for sediment or soil loss and hydrocarbon / polluting substance release.

5.1.8 Flood Risk

The Flood Hazard Mapping website (www.floodinfo.ie) is a record of historic flood events maintained by the OPW. This is not a complete record, but it is useful in identifying areas that may be at risk of flooding. RPS reviewed the data published by the OPW on this website and found that there were three no. historic flood events within 1km of the site: The most recent at Oldtown Road Junction, November 2002 and two events along the Liffey in 1954 (the closest to the site) and another further downstream along the Liffey in 2000, see **Figure 5-1** for an extract from the OPW's Past Flood Events mapping for events which occurred pre Autumn 2014.

Figure 5-1: Flood Events in the Vicinity of the Proposed Pedestrian and Cycle Bridge.

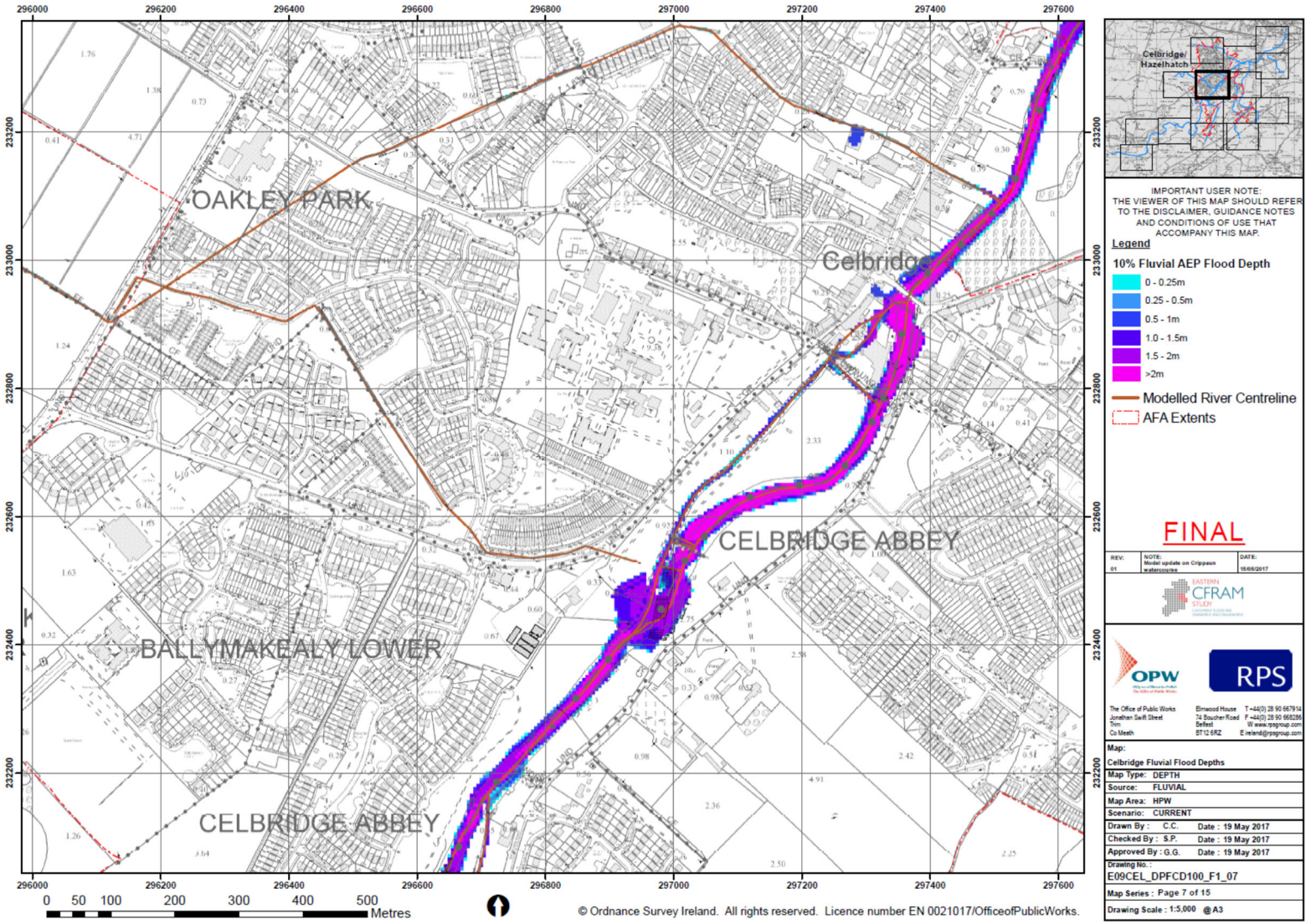


Source: Flood Maps website (https://www.floodinfo.ie/map/floodmaps/)

The Catchment Flood Risk Assessment and Management (CFRAM) programme is a national programme which produced a series of Preliminary Flood Risk Assessment (PFRA) maps which cover the entire country, following which, 300 communities were selected for detailed mapping, Area for Further Assessment (AFA), one of which included the Celbridge area. The AFA mapping published for the Celbridge area was reviewed to identify areas that may be at risk of flooding. The site is located in an area that is classed as Indicative 10% AEP (10 year) event; a flood event that has an approximately 1 in 10 chance of occurring or being exceeded in any given year (see **Figure 5-2** the High Probability Flood Extent Map published as part of a series of maps produced for the AFA).

The works are centred on the addition of a proposed pedestrian and cycle bridge and will not create large areas of hardstanding that would increase any potential for flood risk.

Figure 5-2: Flooding Probability (1-in-a-10)



Source: Flood Maps website (https://www.floodinfo.ie/map/floodmaps/)

5.1.9 Risk to Human Health (for example, due to water contamination or air pollution, etc.)

In considering the risk to human health, consideration of nearby sensitive receptors has been taken into consideration. Sensitive receptors typically relate to homes, hospitals, hotels and holiday accommodation, schools, tourism and recreational amenities and facilities, economic activities such as visitor attractions based on cultural/historic or natural assets. There are also a number of commercial receptors located in the vicinity of the proposed pedestrian and cycle bridge. There are no schools or hospitals located directly adjacent to the works.

As outlined above, any potential for air, odour or noise pollution during the construction phase will be temporary and localised.

One of the objectives of the proposed development is to enhance safety in the town for both pedestrian and cyclist users and for the local residents living in the vicinity. It is considered that during the operational phase the proposed pedestrian and cycle bridge will provide a safer route than the existing situation.

5.2 Location of the Proposed Pedestrian and Cycle Bridge

The location of the proposed pedestrian and cycle bridge is described and considered with reference to each of the criteria listed under 'Location of proposed development' in the screening determination form provided in the OPR guidelines (2021) with particular regard to the above Schedule 7 criteria a-c.

(a) Generally describe the location of the site and its surroundings:

The site of the proposed development is in the existing built up urban environment of Celbridge, Co. Kildare. The CORINE (EPA, 2018) landcover dataset describes the receiving lands as 'Artificial Surfaces' which falls under the category of 'urban fabric'. The River Liffey is the other feature which dominates the area.

The lands surrounding the proposed pedestrian and cycle bridge are zoned 'Town Centre' according to the *Celbridge Local Area Plan 2017-2023* (KCC, 2017). Section 8.3 Roads And Street Network of the LAP notes the following:

> *Road infrastructure is being progressively improved throughout the town, but the bridge remains as a major cause of congestion to traffic flow in the town. Congestion is a significant problem in the town centre and one of the key priorities of this Plan is the provision for enhanced crossings of the River Liffey. The transportation objectives provide for the upgrade of the existing bridge for pedestrians and the possible construction of two (1 no. pedestrian and cycle bridge and 1 no. vehicular bridge) new bridges in order to satisfy the need for a new river crossing. This would significantly relieve congestion issues, create improved connectivity within the urban environment and provide resilience for the town from a movement perspective.*

The LAP contains the following policies in terms of Pedestrian and Cycle Movement:

MT1 – Pedestrian and Cycle Movement - It is the policy of the Council to provide an enhanced pedestrian and cycle network in Celbridge including the provision of an additional crossing of the River Liffey, to ensure ease of access to public transport, the town centre, heritage sites and other recreational facilities.

MTO1.6: To facilitate a new pedestrian/cycling bridge across the Liffey linking to Celbridge Town Centre, in conjunction with any new development at Donaghcumper and new residential areas to the south.

MTO1.7: To promote enhanced permeability for pedestrians and cyclists within the urban environment in order to improve access to local shops, schools, public transport services and other amenities, in accordance with NTA published '*Permeability: Best Practice Guide* (2015)', or any successor to same, subject to local public consultation.

The proposed pedestrian and cycle bridge conforms to the zoning provisions relating to the approved land use and seeks to achieve its objective by way of facilitating the proposed pedestrian and cycle bridge.

The proposed pedestrian and cycle bridge will augment the existing land use at this location, resulting in a new built structure being added to the town centre which will improve movement infrastructure in line with the overarching policy objectives.

Is the project located within, close to or has it the potential to impact on any site specified in Article 103(3)(a)(v) of the Regulations: — European site — NHA/pNHA — Designated Nature Reserve —

Designated refuge for flora or fauna — Place, site or feature of ecological interest, the preservation, conservation, protection of which is an objective of a development plan/ local area plan/ draft plan or variation of a plan

As noted in the *Report to Inform Screening for Appropriate Assessment (AA)* (Greenleaf Ecology, 2022) there are two European Sites located within 15km of the proposed pedestrian and cycle bridge these are: Glenasmole Valley SAC (Site Code: 001209) and Rye Water Valley/ Carton SAC (Site Code: 001398).

Potential impacts on European sites are considered in the *Report to Inform Screening for Appropriate Assessment* (Screening for AA, Greenleaf Ecology, 2022) accompanying the Planning Application. The screening for AA concluded that the proposed Pedestrian and Cycle Bridge, Celbridge, Co. Kildare either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European Site, in light of their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required.

The proposed pedestrian and cycle bridge is located over the River Liffey. The habitats within the vicinity of the proposed pedestrian and cycle bridge comprise buildings and artificial surfaces, lowland depositing rivers and associated riparian woodland. The area does not provide support to habitats or species of the European Sites within the Zone of Influence.

There are no NHAs and four pNHAs within 5 km of the site of the Proposed Development. The River Liffey runs through the site of the proposed development, which is an important feature that is listed in objectives that requires protection from development such as greenways in the *Celbridge Local Area Plan 2017-2023*.

There are no designated nature reserves or parks within 10km of the proposed development according to NPWS and EPA databases.

Are there any other areas on or around the location that are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies (including riparian areas and river mouths), the coastal zone and the marine environment, mountains, forests or woodlands, that could be affected by the project?

wetlands, riparian areas, river mouths, watercourses

The proposed pedestrian and cycle bridge will span the River Liffey for approximately 50m and will involve works to the river banks. No instream works are required for the proposed development. There will be no reduction in the aquatic habitat as the proposed pedestrian and cycle bridge is clear span.

coastal zones and the marine environment

The subject site is not within the vicinity of a coastal zone or a marine environment.

mountains and forest areas

There are no mountain and forest areas in proximity to the proposed pedestrian and cycle bridge.

Are there any areas within or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, that could be affected by the proposal?

Macroinvertebrate sampling for Q-value determination has been conducted within the Liffey as part of EPA's Water Framework Directive monitoring. EPA sample locations cover most of the Liffey River from Sally's Gap in the Wicklow mountains to Island Bridge in Dublin city centre and includes a sampling site at Celbridge (EPA code RS09L011700). **Table 5-2** displays the results from the last three monitoring cycles at Celbridge including up and downstream of the town. In summary, the EPA station at Celbridge bridge and upstream remained a Q4 (Good) from 2010-2019. The station downstream of the proposed pedestrian and cycle bridge was Q3 (Moderate) in 2010 and 2013 but improved to a Q4 (Good) in 2016 and 2019.

Table 5-2: Summary of EPA Q-Values within the Liffey River from 2010-2019 (The closest station to the proposed pedestrian and cycle bridge is highlighted in bold)

River	Station Code	Station Name	Easting	Northing	2010	2013	2016	2019
Liffey	RS09L011600	Straffan Turnings Lr (RHS & Mid)	292451	229184	4	4	4	4
	RS09L011700	**Br in Celbridge**	**297359**	**232864**	**4**	**4**	**4**	**4**
	RS09L011900	Leixlip Br (RHS)	300825	235806	3	3	4	4

The River Liffey is split into many water bodies. The proposed pedestrian and cycle ridge is located within Liffey_150 but is just near the border of Liffey_140. The overall WFD status for the Liffey_150 and 140 for 2013-2018 is 'Good' status. A summary of the WFD status for the Liffey is shown below in **Table 5-3**.

The risk status for Liffey_150 is currently under review within the Liffey Catchment Assessment 2010-2015 (EPA 2018). The Risk status for the upstream water body (Liffey_140) is "Not at Risk".

Table 5-3: Summary of WFD Status for Liffey Water Bodies (The water body the proposed pedestrian cycle bridge is within is highlighted in bold)

EPA Waterbody Name	Code	Risk	WFD Status 2010-2012	WFD Status 2010-2015	WFD Status 2013-2018
Liffey_140	IE_EA_09L011700	Not at Risk	Good	Good	Good
Liffey_150	**IE_EA_09L011900**	**Review**	**Poor**	**Poor**	**Good**

The Geological Survey of Ireland (GSI) online database (www.gsi.ie) was consulted for available edaphic, geological and hydrological information of the site and its environs. The site is overlaid by Made ground, with Alluvial (mineral) soils downstream of the site (to the north of the existing road bridge). In terms of bedrock geology, the Lucan formation, composed of dark limestone and shale underlies the site.

The bedrock units which underlie the site are mapped by the GSI as part of the same Locally Important Aquifer. Groundwater vulnerability is a term used to represent the intrinsic geological and hydrogeological characteristics that determine the ease at which groundwater may be contaminated. The proposed site is of '*High'* groundwater vulnerability. The nearest karst feature to the proposed works, namely St. Columb's Well, a spring is located in the townland of Newtown, approximately 5.3km north-east of the proposed site.

The proposed pedestrian and cycle bridge overlies the Dublin groundwater body which is moderately productive only in local zones. Groundwater is generally unconfined with flow towards the coast and also towards the River Liffey and Dublin city (GSI 2004).

Celbridge, which is located within the designed landscapes of Castletown, St Wolstan's and Donaghcumper, is steeped in history and as such there are several interesting sites for tourists to visit in close proximity to the proposed development (https://www.discovercelbridge.com/places-to-visit-celbridge/). Fishing is also popular on the River Liffey (https://www.discoverireland.ie/kildare/love-fishing-ireland) .

The proposed development will not impact on forestry, agriculture or minerals.

Are there areas within or around the location which are densely populated or built-up, or occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities that could be affected by the proposal?

The proposed development is located within the built up area of the town of Celbridge with residential and commercial properties in the vicinity of the works. There are schools, places of workshop and community facilities in Celbridge and within the vicinity of the site of the proposed development, but none are known to be located directly adjacent to the site.

Is the proposal likely to be highly visible to many people? Are there any areas or features of high landscape or scenic value on or around the location, or are there any routes or facilities that are used by the public for recreation or other facilities which could be affected by the proposal?

A Landscape and Visual Impact Assessment (LVIA) was prepared for the proposed development by RPS (2022). It assesses the landscape impact of the proposed development against the following:

- The River Liffey Landscape Character Area is also a designated Area of High Amenity (AHA);
- The Historic Town Centre Architectural Character Area includes the historic core of Celbridge. This includes Main Street, Celbridge Mill and surrounds, English Row, Tea Lane and Big Lane. Almost all of this area falls within the proposed Architectural Conservation Area (ACA). An ACA is defined in the LAP as a *'place, area, group of structures or townscape that is of special architectural, historical, archaeological, artistic, cultural, scientific, social or technical interest or value, or contributes to the appreciation of protected structures.'*; and
- Castletown House, St. Wolstans and Donaghcumper, Landscape Character Area is also a designated Historic Landscape Area.

The visual amenity was also assessed. The visual receptors with existing views of the site of the proposed development and / or potential views of the proposed development comprise pedestrians and road users. These include recreational visitors to Celbridge Town Centre. Visibility of the site of the proposed development is limited due to the screening afforded by buildings within Celbridge Town Centre and mature vegetation along the River Liffey. The site of the proposed development is visible from a small section of the river including the existing pedestrian bridge to the south (upstream). It is also visible from adjacent streets and road junctions approaching the existing road bridge including that at the R405 Primrose Hill, R403 Dublin Road, Newtown Road and R405 Main Street. The site of the proposed development is also visible from the car park of the Abbey Lodge.

Are there any areas or features of historic or cultural importance on or around the location that could be affected by the project?

The proposed development area is within the Zone of Archaeological Protection KD011-012001- for the historic town of Celbridge and more specifically the Zone of Notification for KD011-012007- bridge. Evidence for pre-Norman settlement including a bridge within the town consists of the placename Cill Droiched ('the church of the bridge'), traditional associations with St Mochua, and traces of a possible early ecclesiastical enclosure (RMP no. KD011-012004-) likely dating to the Early Medieval period are recorded c.500m to the west. In The Civil Survey of County Kildare (which was initiated in 1654) there is a reference to 'one bridge over the River Liffie…in Kildrought'.

The current bridge was built c. 1800 and is both a Protected Structure (RPS No. B11-103) and is included on the NIAH (NIAH Ref. No. 11805054). The bridge is included in the proposed Celbridge ACA in the current Celbridge Local Area Plan 2017-2023.

The 18th century building directly to the north of the west end of the bridge, currently occupied by the former Bank of Ireland, is included on the NIAH (NIAH Ref. no. 11805041) but is not a protected structure. The Abbey Lodge building, located at the east end of the bridge, is not listed on the NIAH or as a protected structure but is within the Celbridge Architectural Conservation Area. The bridge is included in the proposed Celbridge Architectural Conservation Area (ACA) in the current Celbridge Local Area Plan 2017-2023 (KCC, 2017).

Are there any areas within or around the location which are already subject to pollution or environmental damage, and where there has already been a failure in environmental standards that could be affected by the proposal e.g. the status of water bodies under the Water Framework Directive?

The proposed pedestrian and cycle bridge will span the River Liffey which flows in a west east fashion through Celbridge. The Water Framework Directive (WFD) records the status of the water quality of the River Liffey - LIFFEY_150 (EPA Code: IE_EA_09L011900) as "good" for the monitoring period 2013-2018. The River Liffey flows in an easterly direction into Leixlip Reservoir and further east where the waterbody is classed as a transitional waterbody before flowing through Dublin city and on into the coastal waterbody of Dublin Bay. The risk status of the River Liffey Waterbody is "at review" status.

Is the site located in an area susceptible to subsidence, landslides, erosion, or flooding which could cause the proposal to present environmental problems?

See **Section 5.1.8**, which describes the flood risk at the site of the proposed development.

According the GSI landslide susceptibility map, which identifies areas which are subject to landslides, there are no known events in close proximity to the proposed development.

Are there any additional considerations that are specific to this location?

The Celbridge LAP 2017-2023, which includes objective MTO1.6: To facilitate a new pedestrian/cycling bridge across the Liffey linking to Celbridge Town Centre, in conjunction with any new development at Donaghcumper and new residential areas to the south.

This LAP was subject to Strategic Environmental Assessment (SEA) and Appropriate Assessment Screening.

5.3 Types and characteristics of the Potential Impacts

Having identified the significant aspects of the proposed pedestrian and cycle bridge and the environmental sensitivities of the site and surrounding area in **Section 5.1** and **Section 5.2** above, we set out hereunder a consideration of the likely significant effects on the environment due to the proposed pedestrian and cycle bridge on a range of environmental topics set out in Article 3(1) of the EIA Directive. This is undertaken in accordance with Article 3(1). These environmental aspects are:

a. Population and human health;

b. Biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC;

c. Land, soil, water, air and climate;

d. Material assets, cultural heritage and the landscape; and

e. The interaction between the factors referred to in points (a) to (d).

The likely significant effects identified in respect of these various environmental aspects are described below taking into account as relevant the following:

- The magnitude and spatial extent of the impact;
- The nature of the impact;
- The transboundary nature of the impact;
- The intensity and complexity of the impact;
- The probability of the impact;
- The expected onset, duration, frequency and reversibility of the impact;
- The cumulation of the impact with the impact of other existing or permitted development; and
- The possibility of effectively reducing the impact.

It is noted that in the case of the current proposed pedestrian and cycle bridge, there is no potential for transboundary impacts given its location and the nature of the proposed pedestrian and cycle bridge.

In considering the potential for environmental impact arising from the proposed pedestrian and cycle bridge in combination with other plans or projects within the area, it can be reasonably concluded that there will be no potential for significant cumulative effects to arise given the intervening distance and scale of development proposed.

5.3.1 Population and Human Health

The proposed pedestrian and cycle bridge is located within the built up area of the town of Celbridge with residential and commercial properties in the vicinity of the works.

Construction Phase

The construction phase of the proposed development may give rise to a slight positive effect within the settlement of Celbridge and broader receiving environs associated with a temporary increase in the number of construction workers employed over the approximately six month construction period, including the six weeks for the advance contract works. The construction phase is also likely to have a temporary positive indirect effect on ancillary support services at a local and regional level in the building supply services and technical professions. It is also anticipated that the increase in construction workers will have the potential to impact positively on businesses within the general local area or in a similar manner to that of ancillary construction support services. This is considered a minor local positive effect of a temporary nature.

There is potential for noise and dust generation during the construction phase from plant and construction traffic associated with excavation, piling and concrete works. Piling and concrete works will be required for the abutments of the proposed pedestrian and cycle bridge which will be in close proximity to commercial properties, especially the former Bank of Ireland and Abbey Lodge. There is potential for material in temporary exposed soil/stockpiles to become airborne and impact on human health. Any dust generation is likely to result in slight negative effects on population and human health over a brief to temporary duration. The noise associated with the construction works has potential to impact on the neighbouring properties/commercial properties for the six month duration of construction works. The predicted potential impact is slight, negative, temporary in nature.

There will be works to Abbey Lodge itself which will involve demolition of 3.5m^2 of building and 15.5m^2 of yard – including a stone wall, gate and gate piers as set out in **Section 2.1** above. Some accommodation works to Abbey Lodge will be required to have taken place in advance of the main construction works. These would take in the order of six weeks to complete. A new grease trap, gas and foul connection would be completed prior to the existing ones being removed so the disruption to the business operations would be minimal. The predicted effects are likely to temporary and slight negative.

The road will likely be subject to a full closure for health and safety reasons during the crane lift due to the scale of the lift which could take up to six hours which will result in slight to moderate negative effects to users of the road bridge on a brief basis.

During the construction period, there will be disruption to traffic as a result of the proposed works and associated personnel vehicles. There will be an increase in HGV movements in the vicinity of the works. Access to properties will be maintained throughout the construction phase. However, there will be restrictions to some properties, including the former Bank of Ireland and Abbey Lodge. There will be a requirement to operate traffic management measures which will be communicated to affected parties in advance. The predicted effects are likely to be minor negative over a temporary duration.

To facilitate the proposed pedestrian and cycle bridge construction there will be temporary loss of land from Bank of Ireland car park and Abbey Lodge car parks. The car park at the former Bank of Ireland or Abbey lodge is to facilitate a construction compound. The predicted impact is slight negative on a temporary basis.

Operational Phase

One of the objectives of the project is to enhance safety in the town for both pedestrian and cyclists' users and for the local residents living in the vicinity. The proposal will remove pedestrians from the narrow footpath on the road bridge and provide a safer dedicated facility for pedestrians to cross the River Liffey making for a safer environment for road and pedestrian users. The location of the proposed pedestrian and cycle bridge will not deviate significantly from the route of the existing road bridge and will allow a smooth flow of pedestrian traffic across the River Liffey. In addition, the proposed changes to the traffic management which include a new zebra crossing proposed for Main Street and new paving and kerb lines are considered to have a long-term, moderate positive effect on population and human health within the catchment area.

Once operational, the provision of the proposed pedestrian and cycle bridge will be a positive feature for the nearby residents and visitors to the area for commuting/leisure purposes.

Land Take

The proposed development will require a parcel of land from the former Bank of Ireland car park. The parcel of land is approximately 20m^2 and is currently used as soft landscaping and car parking. The works will also require a reconfiguration of the car parking spaces, but no impacts on the building. Gross area of the property including car park is 350m^2. This former Bank of Ireland premise is no longer operational as a bank since October 2021 and its future use is unknown. Regardless, there will be permanent land take of 20m^2 from the car park. Car parking spaces may need to be reconfigured, however, the current number of spaces can be maintained. The resultant impact is slight negative and permanent.

Abbey Lodge, a commercial property operating as a pub/restaurant has a sensitivity of High. The land take from Abbey Lodge will be 3.5m^2 of building and 15.5m^2 of yard, this amounts to a 19m^2 of land take. Gross floor space of the building is 987.33m^2 and the total plot is 0.249 hectares. The significance of impact is moderate as the proposed pedestrian and cycle bridge is likely to modestly reduce the commercial amenity of the site during the construction works. The resultant impact is moderate / major, adverse and permanent because Abbey Lodge is considered to have a higher sensitivity.

In January 2020, the owners of the Abbey Lodge received planning permission from Kildare Co. Co. for an extension 221.19m^2 to provide a new customer entrance into the premises from the extension. The existing toilets in the extension would become an entrance hallway into the building. The amendments required in order to facilitate the proposed pedestrian and cycle bridge would result in the front wall and new entrance doors being rebuilt along a 1m setback line to those shown on their planning drawings. The proposed pedestrian and cycle bridge works will prevent the owners realising the potential of the planning permission received. The severity of potential impact is likely to be considered a moderate negative effect in nature and of a permanent duration.

The owners of Abbey Lodge will benefit from new/reconfigured foul and gas connections and grease trap. The project will provide safe and convenient pedestrian access from Main Street to Abbey Lodge, with direct access to Abbey Lodge via the proposed new entrance, which may be beneficial to their business.

Mitigation Measures

A Construction Environmental Management Plan (CEMP) has been prepared which outlines measures to minimise nuisance and disruption on population and health from traffic, noise and air quality issues. The CEMP will be developed further by the Contractor prior to the commencement of works and the Contractor will be required to implement the control measures.

No mitigation measures are required during the operation of the proposed development as effects are beneficial for road and pedestrian users.

Conclusion

With the inclusion of the above mitigation, any residual impacts are temporary and no significant effects are anticipated on population and human health from the construction or operation of the proposed development.

5.3.2 Biodiversity

A description on the biodiversity at the site of the Proposed Development is provided in **Section 5.2** above. An EcIA prepared for the proposed development (Greenleaf, 2022) provides further details on the ecological baseline and value, the likely significant effects and recommended mitigation measures.

Construction Phase

Potential impacts on European sites are considered in the *Report to Inform Screening for Appropriate Assessment* (Greenleaf Ecology, 2022), which concluded that the proposed pedestrian and cycle bridge either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European Site, in light of their conservation objectives. Therefore, a Stage 2 Appropriate Assessment is deemed not to be required.

The construction of the proposed pedestrian and cycle bridge will require piled foundations for the abutments at either end, requiring excavation of approximately 2.0m x 3.0m wide and 1.5m deep on each side of the

river. These will be vertical piles and will be installed from road level with no disturbance to the existing bank except for low levels of vibration. Reinforced concrete abutments will then be constructed on top of the piles prior to the installation of the proposed pedestrian and cycle bridge. The primary truss structure will be assembled remote from the river and be lifted into place in one piece.

There is potential for the proposed works to result in adverse impacts on water quality within the River Liffey as a result of sediment laden runoff during excavation and spillage of deleterious substances such as hydrocarbons and concrete. Sediment loss to watercourses (if this was to occur) could give rise to increased bottom sedimentation, which can adversely impact aquatic habitat quality. Elevated concentration of suspended solids within the water column are negative to water quality, potentially damaging the gills of salmonid fish and/or benthic macroinvertebrates, smothering macroinvertebrate habitats and fish nursery areas when deposited. Juvenile fish, if present, would be more susceptible to gill damage than older fish as a result of any temporary increases in suspended solids.

Hydrocarbon spills from poorly secured or non-bunded fuel storage areas, leaks from vehicles or plant or spills during re-fuelling can all give rise to the escape of hydrocarbons from construction sites to water courses. These spills, if they occurred, can give rise to tainting of fish downstream or, if large enough, fish and invertebrate kills. Concrete spills, or release of concrete wash-out water to nearby watercourses is potentially toxic to instream fauna and can cause fish and invertebrate kills in high concentration.

In view of the project design (i.e. no instream works, clear span design) and proposed works methodology, the likelihood of significant sediment, hydrocarbon or concrete loss is low. In consideration of the nature, size and scale of the proposed works, potential impacts as a result of the export of sediment and small amounts of potentially damaging waterborne pollutants (e.g., wet cement and hydrocarbons) during the construction phase would be limited to a temporary significant adverse effect on aquatic habitats, salmon, lamprey species and white-clawed crayfish locally, but no significant effects on the River Liffey pNHA c.5.1km downstream of the proposed works would be expected.

The advance bridge maintenance works will most likely require a small pontoon (e.g. a mobile platform with an outboard engine) in place for two to three weeks. This may require temporary anchors to the bridge stonework or scaffolding poles to the river bed.

The works are within the built up area of Celbridge and will involve various excavation and earthworks activities. There will be limited habitat removal to facilitate the works, namely that of trimming the willow trees on the banks and removal of the London Plane within the former Bank of Ireland car park.

The proposed pedestrian and cycle bridge will require the removal of the London Plane tree planted in the car park of the former Bank of Ireland and trimming of willow trees on the left bank over which the proposed pedestrian and cycle bridge will span that may potentially support bird species. If the tree works are not timed appropriately, nests containing eggs or young chicks could be destroyed. This would result in a temporary adverse effect on birds at the local level.

Indirect effects on birds associated with the proposed pedestrian and cycle bridge may include potential disturbance during the construction works. In the absence of mitigation this impact would be temporary and reversible.

There will be no loss of riparian woodland as a result of the proposed works, therefore there will be no loss of bat foraging and commuting habitat. Lighting during construction works may cause disturbance to bats commuting through or feeding at the proposed site. This would be a temporary adverse effect that would be significant at a local level.

There is potential for temporary visual and noise disturbance to otters foraging in the River Liffey in the vicinity of the site during construction. However, otters are generally nocturnal, with a peak of activity occurring around dawn and dusk, therefore the main activity period for otter is outside standard construction working hours. In view of this, and in consideration of the abundance of available habitat along the River Liffey upstream and downstream of the site, disturbance impacts would not be expected to have a significant adverse effect on otters. There is potential for a reduction in water quality to have an adverse effect on aquatic organisms in the River Liffey. However, any reduction in water quality is likely to be temporary and localised. The high mobility and large foraging range of otter means that they are likely to be able to accommodate such localised changes in prey distribution and abundance. Given the existing high level of visual and noise disturbance, the proposed site would be less favourable as a place of shelter for otter. Nonetheless, the potential for disturbance to the breeding or resting place for otter as a result of the proposed works cannot be excluded. This would be a significant adverse effect at the local level.

Himalayan Balsam was recorded 5m upstream from the proposed pedestrian and cycle bridge. There is potential for the proposed works to result in the spread of invasive plant species listed in the Third Schedule.[2]

Operational Phase

The EcIA notes that there is potential that lighting proposed for the pedestrian and cycle bridge will increase light levels in the vicinity of the proposed bridge. Increased lighting may reduce the availability of feeding sites for bats and can create a barrier effect. In the absence of mitigation, this would result in a long-term adverse effect on bats at the local level.

Artificial light spill onto watercourses may potentially interfere with the circadian behaviour of aquatic organisms and may affect both predator avoidance and feeding in salmonids. Street lighting, for example, can delay and disrupt the dispersal of Atlantic salmon. In the absence of mitigation, inappropriate lighting may result in a long-term significant adverse effect on Atlantic salmon, lamprey species and White-clawed crayfish at the local level.

Potential roosting habitat at the site is limited to a dry arch of the existing road bridge. However, no works are proposed to the dry bridge arch. Should the situation change, a suitably qualified ecologist should be consulted in advance of any works.

Mitigation Measures

The EcIA (Greenleaf Ecology, 2022) prepare for the proposed development includes mitigations measures for the construction phase including the following:

- Timing of clearance of trees outside the bird breeding season from 1st March to 31st August and the requirement for a pre-construction bird survey;
- Where construction lighting is required, lighting will be directed away from the existing dry arch in the road bridge and all woodland and aquatic habitats to be retained;
- Pre-construction otter surveys will be undertaken prior to the commencement of any works in order to identify any changes in otter activity and holt locations;
- Control of sediment, hydrocarbon and liquid concrete loss by implementing best practice such as including the requirement for no direct discharge of surface water from any element of the works without suitable attenuation and treatment, implementation of CEMP; and
- Measures to avoid the spread of IAS including implementing of care to ensure that plant material (i.e. fragments of stems, leaves and roots) are not spread while carrying out the proposed works.
- The Contractor will be required to implement industry best practice pollution prevention measures in accordance with guidance documents (for example CIRIA 2001 Guideline Document *C532 Control of Water Pollution from Construction Sites*, during construction in order to control the risk of pollution to surface waters.
- A Construction Environmental Management Plan will be adhered to, which will detail specific control measures including:
  - Surface water control measures will be implemented to ensure that silt laden or contaminated surface water run-off from the site of the Proposed Development does not discharge directly to the River Liffey;
  - All hazardous materials must be stored in appropriate containers, must be indelibly and legibly labelled to identify the contents, hazards and precautions required;
  - All spoil heaps will be located, protected and stabilised in a way that will avoid the risk of contamination of drainage systems and local watercourses.

[2] http://www.irishstatutebook.ie/eli/2011/si/477/made/en/print

  - Hazardous materials on site must be stored in a bunded area and in accordance with the relevant Safety Data Sheet and risk assessment, which must be readily available and up to date;
  - Protection measures will be put in place to ensure that all hydrocarbons used during the construction phase are appropriately handled, stored and disposed of in accordance with the TII/NRA document “Guidelines for the crossing of watercourses during the construction of National Road Schemes”;
  - There will be no discharge to the local drainage network.
  - Implementation of An Environmental Incident and Emergency Response Plan including spill prevention control procedures. In the event of a spillage on site, the material will be contained (using an absorbent material such as sand or soil or commercially available booms). All spillages will be reported to the project manager who will inform the relevant authorities in the event of a significant occurrence.
  - Mobile plant will be refuelled in the construction compounds, on an impermeable surface away from any drains or watercourses. A spill kit will be available at this location.
- If a pontoon (or other arrangement which requires infrastructure in the River Liffey) is required for advance maintenance works, then such works will be subject to the following:
  - All works will be undertaken in accordance with the IFI guidance (Guidelines On Protection Of Fisheries During Construction Works In And Adjacent To Waters (IFI, 2016);
  - Bridge maintenance works will be conducted from July to Sept in accordance with the IFI 2016 guidance (i.e. outside salmonid spawning season);
  - The pontoon will be position under the work area to catch falling debris from the arches. Netting will be used to catch falling debris; and
  - The Contractor will be required to agree the method statement for the works with the IFI in advance of works taking place.
- Potential roosting habitat at the site is limited to a dry arch of the existing road bridge. However, no works are proposed to the dry bridge arch. Should the situation change, a suitably qualified ecologist should be consulted in advance of any works.
- During the operational phase, to protect against bats, the bridge lighting has been designed to illuminate the deck of the pedestrian bridge. The lighting design will avoid illuminating important habitat for bats and aquatic species, i.e. the river and river banks in accordance with Bat Conservation Trust & Institute of Lighting Professional Guidelines (2018).

Conclusion

With the inclusion of the above mitigation, significant effects are not anticipated on Biodiversity from the construction or operation of the proposed development.

5.3.3 Land and Soils (including Geology and Hydrogeology)

Construction Phase

The magnitude and spatial extent of potential impacts to land and soil will be limited to the immediate receiving environment of the proposed pedestrian and cycle bridge. The project requires piled foundations and it is anticipated that all material will be imported for the construction. Exact quantities of materials required have not been generated at this time, but the quantities are small due to the scale and size of the proposed development. The maximum cut depths estimated for the foundations are 1.5m deep and 2.0m x 3.0m wide on each side of the river. Groundwater flow paths at the site will be short and will occur in the upper weathered zone with some deeper groundwater flow occurring in conduits at 30 to 50 metres below ground level. Local, temporary impacts as a result of foundations for pilings to groundwater flow within the alluvium overburden deposits will occur along the river if groundwater is met. No impact is envisaged to the deeper aquifer (karstified limestone of the Lucan Formation of the poorly productive Dublin Ground Water Body). No excavations will be required within the river channel.

The proposed project will require an indicative land take of 39m² in total; of 20m² from the former Bank of Ireland car park and 19m² from Abbey Lodge. As such, the magnitude and spatial extent is deemed insignificant. There will be no change in land use, however soil loss would be permanent and unlikely to be reversed.

The intensity and complexity of impacts on land and soils arising from site clearance and excavation works are typical in nature to that of similar types of bridge infrastructure projects that utilise typical construction techniques. Due to the scale of the proposed development, the intensity and complexity of impacts on land and soils are not deemed significant.

There will be some impact on land and soils arising from site clearance and excavation during the construction phase, however, given the nature of the works and limited duration of the construction works as well as the construction methodologies proposed, the residual impact on land and soils will not be significant.

The construction phase for the proposed pedestrian and cycle bridge is anticipated to last for a period of six months. The duration and frequency of these effects will be carried out in accordance with construction work best practice to ensure that no significant effects on land and soils arise.

Operation Phase

The operational phase of the proposed pedestrian and cycle bridge has minimal potential for land, soil and geology related impacts. The proposed footbridge is considered to have a long term positive impact on land and soil factors due to the fact that cycling and walking as modes of transport will generate less emissions and less potential for spills to contaminate soil and/or groundwater from that of private cars. The associated traffic generated for maintenance will be negligible. There will be no potential for erosion of the river bank or permanent alteration of riverbed geomorphology as no instream works or river bed excavations are required.

Mitigation Measures

The potential effects during the construction phase on land and soils arising from the proposed pedestrian and cycle bridge will be reduced by ensuring that best practice construction methods and guidelines are followed and using existing resources where possible.

A CEMP has been prepared which outlines measures relating to the protection of soils, geology and hydrogeology. The CEMP will be developed further by the Contractor prior to the commencement of works and the Contractor will be required to implement the control measures.

No mitigation measures are required during the operation of the proposed development as effects are beneficial for soils, geology and hydrogeology.

Conclusion

With the inclusion of the above mitigation, significant effects are not anticipated on land and soils from the construction or operation of the proposed development.

5.3.4 Water

The proposed pedestrian and cycle bridge will span the River Liffey which flows in a west east fashion through Celbridge. The Liffey flows in an easterly direction into Leixlip Reservoir and further east the waterbody is classed as a transitional waterbody before flowing through Dublin city and on into the coastal waterbody of Dublin Bay.

Construction Phase

The magnitude and spatial extent of potential impacts to water will be limited to the immediate receiving environment of the proposed pedestrian and cycle bridge. No instream works or river bed excavations are required. The project requires piled foundations and these will be vertical piles installed from road level with no disturbance to the existing bank except for low levels of vibration.

The proposed construction works will give rise to a potential for minor pollution risk to water bodies arising from the construction of the bridge infrastructure. In terms of the surface water management the Contractor will not be permitted to allow any run off from the works to enter either the river or the existing road network

drainage system. Water will also be prevented from entering local excavations (e.g. by way of cut off drains). As such, the magnitude and spatial extent of the impact on water is not deemed significant.

There is no potential risk to the hydrological regime as no instream works or river bed excavations are required. No significant impact is envisaged on water as a result of the proposed pedestrian and cycle bridge.

The intensity and complexity of impacts on water arising from site clearance and excavation works are typical in nature to that of similar types of bridge infrastructure projects that utilise typical construction techniques. Due to the scale of the proposed development, the intensity and complexity of impacts on water and drainage are not deemed significant.

The construction phase for the proposed pedestrian and cycle bridge is anticipated to last for a period of six months. The duration and frequency of these effects will be carried out in accordance with construction work best practice to ensure that no significant effects on water quality and drainage arise.

Operation Phase

The operational phase of the proposed pedestrian and cycle bridge has minimal potential for impact on water. The proposed pedestrian and cycle bridge is considered to have a long term positive impact on water quality due to the fact that cycling and walking as modes of transport will generate less emissions and less potential for spills to reach the river from that of private cars. The associated traffic generated for maintenance will be negligible. During operation the bridge deck will drain directly to the river using a crossfall across the bridge deck. The bridge deck will be 3.5m in width and the additional surface water runoff anticipated to be generated is considered negligible.

Mitigation Measures

The potential effects during the construction phase on water arising from the proposed pedestrian and cycle bridge will be reduced by ensuring that the best practice construction methods and guidelines are followed.

A CEMP has been prepared which outlines measures for the protection of water and spill prevention. The CEMP will be developed further by the Contractor prior to the commencement of works and the Contractor will be required to implement the control measures.

No mitigation measures are required during the operation of the proposed development as effects are beneficial for water.

Conclusion

With the inclusion of the above mitigation, significant effects are not anticipated on water from the construction or operation of the proposed development.

5.3.5 Air and Climate; Noise

Construction Phase

The construction activities for the proposed pedestrian and cycle bridge (such as the proposed excavation works) can contribute to the generation of a quantity of dust, particularly in dry and windy weather conditions. The *Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes* (Transport Infrastructure Ireland, 2011) provides a useful comparator for assessing impacts on air quality and climate on various types of construction projects and notes the distance for effects of a minor to moderate sized construction site is between 25 and 50m. The nearest residential receptors to the works are situated directly adjacent to the proposed works. Temporary dust impacts may arise during the construction phase resulting in temporary, slight adverse effects.

Construction vehicles travelling to and from the site during the construction phase have the potential to give rise to dust and increased pollutant concentrations at nearby sensitive receptors. The significance of impacts due to dust and vehicle emissions from construction traffic is dependent on the number of additional vehicular movements anticipated, and the proximity of sensitive receptors to site access routes. The nearest sensitive receptors to the works are located adjacent to the works, the former Bank of Ireland and Abbey Lodge. Due to the scale, nature and period of construction works, coupled with the distance between the

work's site and the existing receptors, it is estimated that the effects have the potential to be temporary, slight adverse.

Noise will arise from construction activities (e.g. from piling, excavations, demolition) and from the movement of construction traffic and machinery. As the nearest residential receptors to the works are situated directly adjacent to the proposed works, there is potential for adverse noise effects. However, such impacts would be temporary in nature and would not occur at night time so as to cause sleep disturbance.

Operational Phase

The operational phase of the proposed pedestrian and cycle bridge has minimal potential for air and climate and noise related impacts. However, it is considered to have a long term positive impact on air and climatic factors due to the fact that it will encourage more sustainable modes of transport i.e. cycling and walking for commuting and leisure activities. Furthermore, if there is a change to walking and cycling as a mode of transport there will be savings in terms of the associated potential emissions from that of private cars.

Once operational the proposed pedestrian and cycle bridge will move the pedestrians and cyclists from the existing road bridge or existing pedestrian bridge thereby not generating an increased volume of pedestrians or cyclists. As the proposed pedestrian and cycle bridge will run parallel and close to the existing road bridge which pedestrians currently use, the proposed bridge will not attract more users and there is no predicted potential for nuisance associated with localised noise, particularly to the nearby residents/commercial properties.

Mitigation Measures

The potential effects during the construction phase on air and climate and noise arising from the proposed pedestrian and cycle bridge will be reduced by ensuring that the best practice construction methods and guidelines are followed.

A CEMP has been prepared which outlines measures for the protection of air quality and the control of noise. The CEMP will be developed further by the Contractor prior to the commencement of works and the Contractor will be required to implement the control measures.

No mitigation measures are required during the operation of the proposed development as effects are overall beneficial for air and climate and noise.

Conclusion

With the inclusion of the above mitigation, significant effects are not anticipated on air and climate and noise from the construction or operation of the proposed development.

5.3.6 Material Assets

Construction Phase

Traffic and Transportation

During construction there will be a minor increase in traffic volumes on the local road network as a result of employees travelling to and from the site, construction/delivery trucks and trucks removing/disposing of waste and excess excavated material. There will also be restrictions on traffic flow on the road network when the temporary road closure is in place. All restrictions will be carried out in accordance with traffic management measures to be agreed by the Contractor with Kildare Co. Co. prior to the commencement of the development. These impacts have potential to cause delays and inconvenience to local road uses. However, the impacts will be temporary and confined in most cases to normal working hours.

It is anticipated that the local road network will also be physically capable of accommodating construction trucks with no mitigation works necessary. A crane will be necessary for the installation of the proposed pedestrian and cycle bridge and will likely be placed at Abbey Lodge car park. This activity will take place during the 6-hour road closure of the road bridge. In addition there will be road/lane closures likely to facilitate the works. These will result in slight to moderate negative effects to users of the road bridge and local road network on a temporary basis.

The construction traffic may have negative effects on the local road surface. Any damage caused however will be made good on completion of the works and the road reinstated to its preconstruction condition. No residual adverse impacts are identified.

Services and Utilities

Existing services and utilities including buried Eir services that cross the existing road bridge will require some diversion works although it may be possible to do this without disruption to the service. Potential impacts are predicted to be slight adverse and temporary.

There will be disruption to utilities in the vicinity of the works during certain periods but these will be minimised to avoid significant impacts and communicated to affected parties in advance. In addition to temporarily disruption to utilities of private gas and foul connections to the Abbey Lodge during transfer to a new connection, there may be impacts to the Eir cables that cross the existing road bridge, which will require some diversion works although it may be possible to do this without disruption to the service. Should disruption in service be experienced it will likely be brief and slight adverse and temporary effect.

Operational Phase

Traffic and Transportation

There will be traffic associated with the maintenance of the proposed pedestrian and cycle bridge. This increased level of vehicular activity and human activity is negligible. The works will have no impact on the capacity of the local road and no access difficulties on the local road network are identified.

Services and Utilities

Proposed lighting for the proposed pedestrian and cycle bridge will consist of LED strip lighting incorporated into the new handrail, illuminating the deck. This system will meet the design requirements for respecting wildlife, especially bat habitats and will be energy efficient.

Mitigation Measures

The potential effects during the construction phase on material assets arising from the proposed pedestrian and cycle bridge will be reduced by ensuring that the best practice construction methods and guidelines are followed.

A CEMP has been prepared which outlines measures for the management of traffic and protection of utilities. The CEMP will be developed further by the Contractor prior to the commencement of works and the Contractor will be required to implement the control measures.

No mitigation measures are required during the operation of the proposed development as effects are overall beneficial for material assets.

Conclusion

With the inclusion of the above mitigation, significant effects are not anticipated on material assets from the construction or operation of the proposed development.

5.3.7 Cultural Heritage

An Archaeological and Built Heritage Assessment (John Cronin & Associates, 2022) has been prepared for the proposed development, which provides further details on the receiving environment, the assessment of impacts and mitigation measures.

Construction Phase

The proposed pedestrian and cycle bridge will be supported on each bank of the River Liffey, with no intermediate support. The supports at the ends of the pedestrian and cycle bridge, however, will be significant: located at the former Bank of Ireland (north-western bank) and Abbey Lodge (south-eastern bank). There is potential for impact on subsurface archaeological deposits at these riverside locations. However, no instream works or land take from within the river is required and no excavation is required from

within the riverbed. The potential for subsurface archaeological deposits is considered moderate. Therefore, ground works required for construction will have the likely potential to result in negative, direct impacts of unknown significance on any sub-surface archaeological features that may exist within the footprint of the proposed pedestrian and cycle bridge.

Improvement works to the existing road bridge (through the removal of the narrow footpath, the rerouting of telecoms services and the addition of a rubbing strip kerb in lieu of the footpath) along with the planned programme of maintenance to the road bridge itself are considered to be a positive, moderate, direct impact.

There will be the removal of approx. 11m length x 1.1 – 1.5m high of wall at the road edge (comprising 5m of bridge parapet wall and 6m of wall within Abbey Lodge yard) and 2.2m return in rubble stonework (outside the Abbey Lodge) in order to allow access to the bridge on the southern side. This will represent a negative, moderate direct impact.

Additionally, the 4.2m wide front wall and a 1m return of a side extension to the Abbey Lodge will be removed to facilitate access to the pedestrian and cycle bridge; the extension is modern and of no cultural heritage significance; no cultural heritage impact arises from the planned demolition works at Abbey Lodge.

Associated minor road works (include the realignment of kerbs at the bridge ends and the installation of a zebra crossing with Belisha beacons and flashing amber signals to Main Street) will give rise of neutral impact on the ACA.

Operational Phase

The new pedestrian bridge will be placed close to the downstream elevation of the bridge but will not have any physical connection to the protected structure and therefore no negative direct impacts on the protected structure are anticipated during the operational phase. By not having physical connection with the masonry of the protected bridge, the structure is ultimately reversible (capable of removal without a negative impact on the protected structure). In terms of setting, the new bridge is of a contemporary design and of metal construction and will contrast with the rubble masonry of the existing bridge, a protected structure. The proposed handrail is transparent and angled so as not to block the view from the existing stone bridge. Therefore, the new bridge will alter the contextual setting of the protected structure, this is considered to be a negative, slight impact. However, the new structure is a relatively discreet intervention within the context of the ACA and will be legible as contemporary intervention; the operational impact of the new pedestrian bridge on the ACA is considered to be neutral.

Improvements works to the existing bridge (through the removal of the narrow footpath, the rerouting of telecoms services and the addition of a rubbing strip kerb in lieu of the footpath) along with the planned programme of conservation maintenance to the bridge itself are considered to be positive, moderate impact.

Mitigation Measures

The Archaeological and Built Heritage Assessment for the proposed development, outlines measures for the construction phase only including the following:

- archaeological monitoring of all ground excavation works to be carried out during the construction phase (including enabling works and site investigation);
- the recording of the sections of walling to be removed to be undertaken by a suitably qualified built heritage specialist;
- prior to commencement of works, a conservation method statement shall be prepared by a suitably qualified conservation consultant/architect; and
- proposed conservation or repair works will be (a) undertaken by a contractor with proven experience of the conservation and repair of historic masonry structures and (b) under supervision of a suitably qualified conservation consultant/architect.

Conclusion

With the inclusion of the above mitigation, significant effects are not anticipated on cultural heritage from the construction or operation of the proposed development.

5.3.8 Landscape and Visual Amenity

An LVIA was produced for the proposed development and provides an assessment of landscape and visual effects arising from the proposed pedestrian and cycle bridge. A summary of the LVIA is produced below.

The site of the proposed pedestrian and cycle bridge is located within a built up area in the town centre featuring some mature trees and woody vegetation along the River Liffey. The built up nature of the baseline urban landscape and the presence of riverside vegetation is such that the proposed change would have limited influence over the surrounding area.

Construction Phase

Construction activities are expected to last for six months. A sequence of activities would arise during construction, including site clearance, demolition of existing structures along with the loss of one tree and the pruning of a small amount of woody vegetation along the River Liffey. These site clearance and demolition works would be followed by the gradual introduction of the proposed footbridge structure. The construction activities would directly affect the River Liffey LCA and designated AHA. These activities would also directly affect parts of the surrounding built fabric within the town centre of Celbridge most of which occurs within the proposed ACA. These effects would be derived from the temporary presence of machinery, construction traffic including tall cranes which would be present over the short term. Due to the short term duration of the construction works, effects on landscape and visual amenity are not expected to be significant.

Towards the end of the construction phase, as the proposed pedestrian and cycle bridge is approaching completion, impacts and effects associated with the long term operational phase would begin to take effect and these are considered further under operation phase below.

Operational Phase

Effects on landscape are discussed in terms of direct changes to the landscape arising from the permanent loss or change to elements and features and the introduction of permanent new structures. The main permanent built elements and vegetation which would be removed from the landscape and visual baseline are as follows:

- Part of the parapet wall of the existing stone bridge measuring 6m length adjacent to the Abbey Lodge;
- The existing footpath crossing over the existing road bridge;
- A boundary wall at the Abbey Lodge;
- A section of boundary wall and railing at the Bank of Ireland site;
- One mature London Plan tree (heavily pruned) and an area of ornamental planting measuring 15 sqm.

The main permanent structures which would be introduced into the landscape and visual baseline are as follows:

- Realigned boundary wall and railing to replace that lost at the Bank of Ireland site;
- Reinstated boundary at the Abbey Lodge, set back from the road by approximately 1 metre;
- Rubbing strips on either side of the road crossing over the existing road bridge;
- Realigned road kerbs at the junctions on either side of the existing road bridge;
- Zebra crossing and belisha beacons and flashing amber signals at the junction of the existing road bridge and Main Street; and
- Pedestrian and cycle bridge along with piled abutments on either side of the River Liffey and lighting incorporated into the handrail..

An assessment of the effects of the proposed development on visual amenity during operation is presented in the LVIA (RPS, 2022) for seven viewpoint locations along with a description of the proposed view at each viewpoint location. An assessment of the significance of the visual effects at each of the seven viewpoints is arrived at by combining visual sensitivity (value and susceptibility)(ranging from high – very high sensitivity at the seven viewpoints), along with the magnitude of impact (size and scale, geographical extent and duration/reversibility of the proposed change) to arrive at a significance of effect. At viewpoints Vp1 Centre of

River Liffey Bridge (Protected View RL 3 Celbridge LAP) and Vp7 Abbey Lodge, the magnitude of impact is medium with negligible or small magnitudes associated with the other five viewpoints. This results in a major and significant beneficial impact on both these viewpoints with minor or moderate and not significant beneficial impacts at the other five viewpoints.

The viewpoint assessment is supported by photomontages at 6 locations. Note that the photomontages also illustrate (approximately) the proposed changes in Abbey Lodge which is the subject of a separate planning application.

Mitigation Measures

Construction activities are expected to be of short term duration. The construction compounds will be screened from view by hoarding during the construction phase. In addition, the extent of construction lighting would be kept to a minimum in the interests of landscape and visual amenity. Measures outlined in BS 5837:2012: Trees in relation to construction would be implemented to protect retained wooded vegetation in proximity to the construction site.

Measures incorporated into the design of the scheme to mitigate operational landscape and visual effects are as follows:

- The design sought to minimise the overall height or depth of the proposed pedestrian and cycle bridge web truss structure thereby minimising landscape and visual effects, in particular, along the River Liffey;
- The design was carefully developed aesthetically to have regard for the particular site location;
- Glazing materials were selected for the proposed parapet, the transparent nature of which would minimise obstruction of existing views; and
- The proposed pedestrian and cycle bridge comprises a visually light structure in order that it would be present in the landscape as a secondary element to the existing road bridge which would continue to be the dominant focal point within the study area. The lighting is incorporated into the handrail. As a result, the lighting needs are catered for without the introduction of additional lighting columns.

Conclusions

Residual effects on landscape and visual amenity are concerned with the effects of a proposed pedestrian and cycle bridge with mitigation measures in place. In the case of the proposed development, the mitigation measures are inherent in the design of the bridge. Thus, the residual effects of the pedestrian bridge are the same as that reported under operational effects above and therefore no significant adverse effects are anticipated on landscape and visual amenity resources from the construction or operation of the proposed development.

5.3.9 Interactions

The interactions between the above factors have been considered in each of the sub-headings above. The potential interactions on population and human health arise from impacts on other factors including air, noise, material assets (including traffic, disruption to services) and landscape have the potential to indirectly affect population and human health through disruption and nuisances. However, mitigation measures are proposed to minimise these effects and no significant adverse effects are anticipated on population and human health.

The potential interaction on water arise from impacts on land and soils through accidental spillages or release of suspended sediment during excavations. These in turn can result in potential impacts on biodiversity where a pathway exists to sensitive receptors. However, mitigation measures are proposed to minimise these effects and no significant adverse effects are anticipated on water or biodiversity.

The potential interaction on cultural heritage arises from visual impacts due to the introduction of a new bridge into the receiving historic environment. However, the new structure is a relatively discreet intervention and will be legible as contemporary intervention; the operational impact of the new pedestrian bridge on the ACA is considered to be neutral.

6 CONCLUSION

The proposed pedestrian and cycle bridge is not a type of development listed in Schedule 5 of the Planning and Development Regulations, 2001 (as amended). In addition, the proposed pedestrian and cycle bridge does not comprise a class of development described under Section 50 (1)(a) of (b) of the Roads Act. Accordingly, EIA is not a mandatory requirement for the proposed bridge.

Pursuant to Section 50(1)(c) of the Roads Act 1993 (as amended), Kildare County Council will now be required to make a determination as to whether the "project" is likely to have significant effects on the environment, such that an EIAR is required.

As such, the purpose of this EIA Screening Report is to provide Kildare County Council with the information to allow a determination to be made on whether the "project" is likely to have significant effects on the environment or not.

This Screening Report therefore provides an assessment of whether the development would or would not be likely to have significant effects on the environment by addressing the criteria and information set out in Annex III and IIA of the EIA Directive and Schedules 7 and 7A of the Planning and Development Regulations 2001 (as amended).

For the following reasons, it is considered that the proposed development would not be likely to have significant effects on the environment and that the preparation and submission of an EIAR is not therefore required:

- The nature and scale of the proposed development, which is not a development type listed in Schedule 5 Part 1 or 2;
- The site is not located in a European Site or national designated site.
- The screening for AA concluded that the proposed development either alone or in-combination with other plans and/or projects, does not have the potential to significantly affect any European Site, in light of their conservation objectives;
- The proposed development is to be located over the River Liffey, however the design of the bridge has avoided the requirement for instream works;
- The design of the bridge includes measures to mitigate operational landscape and visual effects;
- The types and characteristics of the potential impacts are such that no significant effects are predicted; and
- The proposed mitigation measures including the implementation of a CEMP will prevent / minimise impacts on the environment.

In summary, the proposed development does not require an Environmental Impact Assessment Report (EIAR) as it does not constitute a class of development that requires mandatory EIA in accordance with Schedule 5, nor will it give rise to any potential for significant effects as set out in Section 50(1)(c) of the Roads Act 1993.

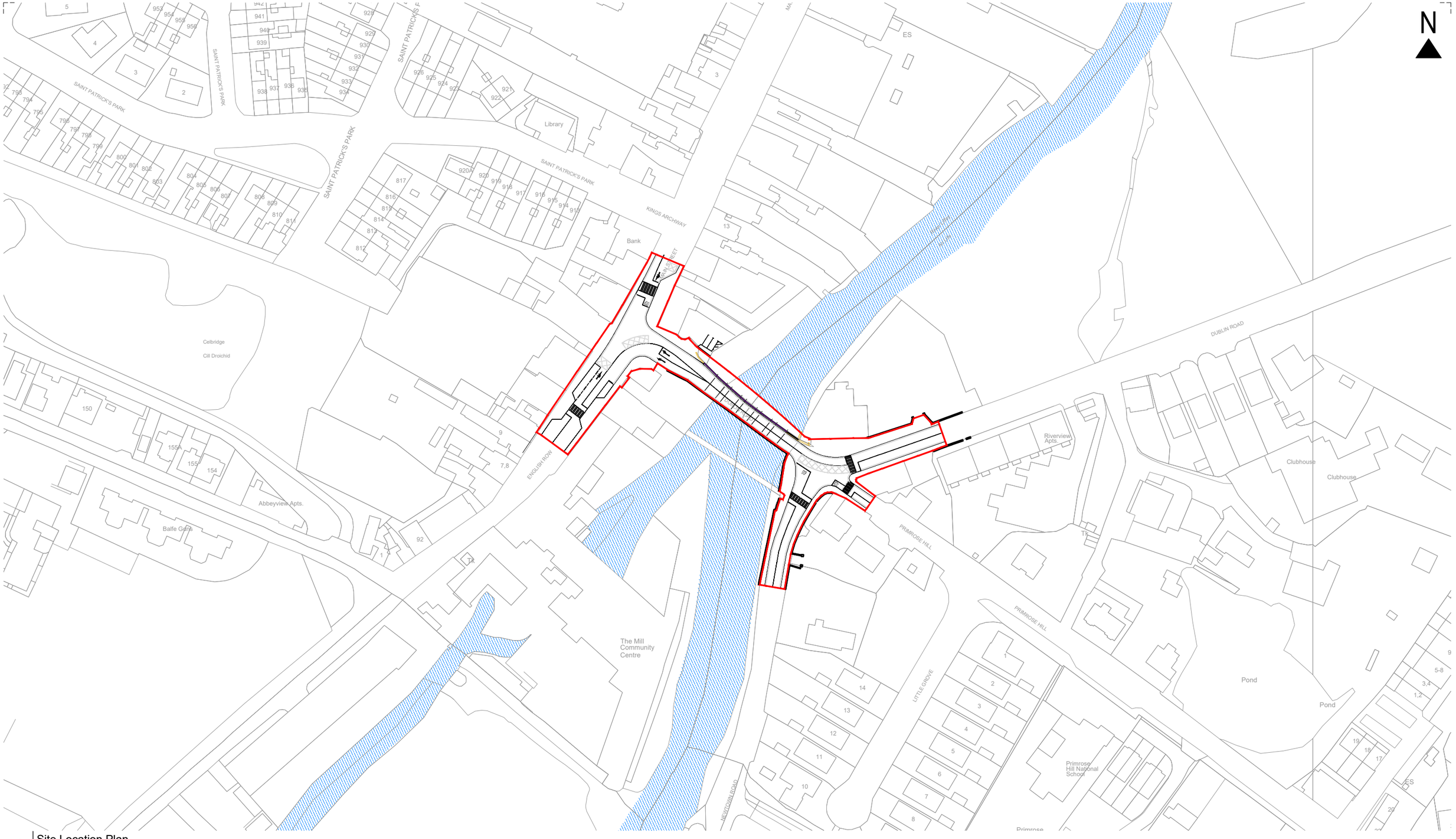
Appendix A
Planning Drawings

19-08-CEL *Celbridge Pedestrian Bridge*

Drawing/Document Issue Sheet
Stage 2A Part 8 planning

Date				15.02.22																
Documents	**Format**	**Scale**	**Drawing No.**																	
Issue Sheet	A4	N/A	D-001	■																
Part 8 Architect's Report	A3	N/A	-	■																
Drawings																				
Site Location Map	A3	1:1500	CEL-DHB-GEN-XX-DR-A-2000	■																
Site Layout Plan	A1	1:500	CEL-DHB-GEN-XX-DR-A-2001	■																
Survey Plan	A1	1:250	CEL-DHB-GEN-XX-DR-A-2002	■																
Survey Elevations - Existing Section (AA)	A3	1:200	CEL-DHB-GEN-XX-DR-A-2003	■																
Proposed Layout Plan	A1	1: 250	CEL-DHB-GEN-XX-DR-A-2005	■																
Proposed Section AA	A1	1: 100	CEL-DHB-GEN-XX-DR-A-2006	■																
Proposed Bridge Details	A3	1:200	CEL-DHB-GEN-XX-DR-A-2007	■																
Proposed Bridge Views	A3	N/A	CEL-DHB-GEN-XX-DR-A-2008	■																

Date																				
Issued To																				
Kildare City Council																				
CSEA				■																



1. Site Location Plan
1:1500

Legend:
Site Boundary

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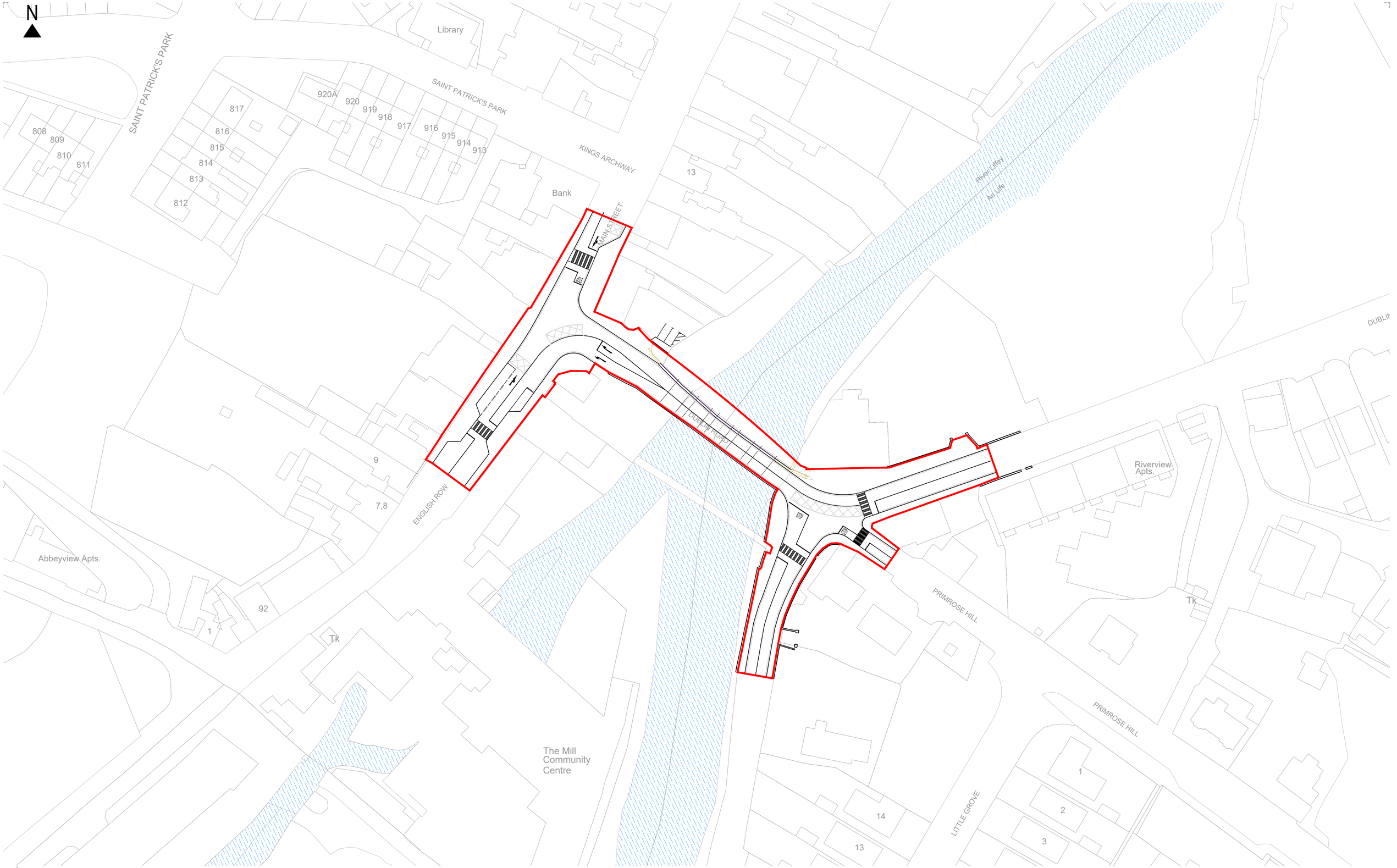
Project: Celbridge Pedestrian Bridge			Stage: Part 8 - DRAFT	
Client: Kildare City Council			Project No.: 19-08-CEL	Date: 15/02/2022
Drawing Title: Site Location Map			Drawing No: CEL-DHB-GEN-XX-DR-A	
Scale (A3): 1:1500	Drawn by: dhb	Approved by: dhb	Reference No: 2000	Revision: A



1. Site Layout Plan
1:500

Legend:
Site Boundary

Revisions:	Date:	
A		
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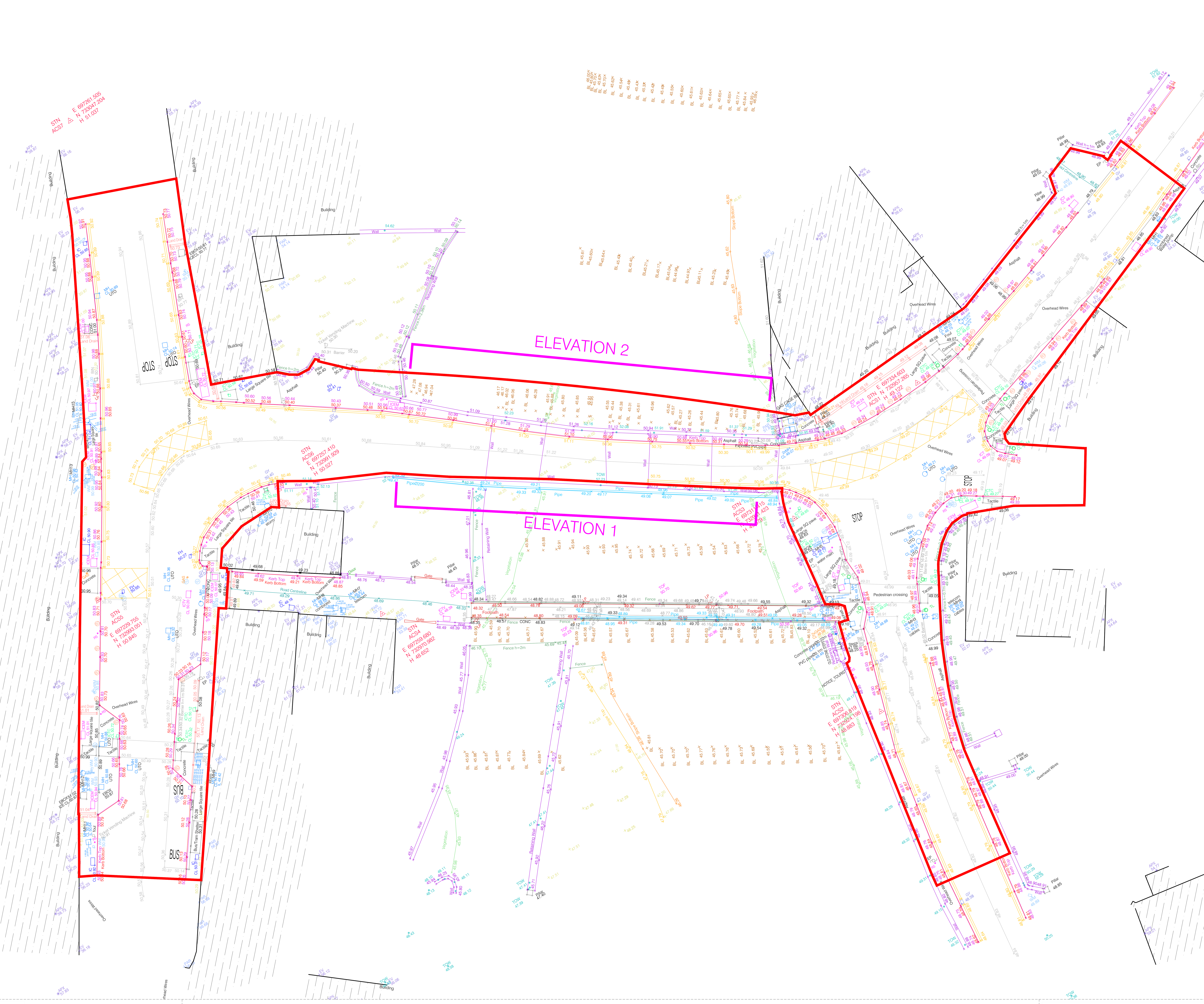
Project: Celbridge Pedestrian Bridge			Stage: Part 8 - DRAFT	
Client: Kildare City Council			Project No.: 19-08-CEL	Date: 18/02/2022
Drawing Title: Site Layout Plan			Drawing No: CEL-DHB-GEN-XX-DR-A	
Scale: 1:500@a1	Drawn by: dhb	Approved by: dhb	Reference No: 2001	Revision: A



1. Survey Plan
1:250

LEGEND

Street furniture & Services

- Over Head Wires (LUAS) - Pylon ESB
- Flowerbed
- Pipe
- Lift
- Barrier
- Pump
- Trial Pit
- Bus/Tram Shelter
- Postbox
- Valve - General
- Water Valve
- Gas Valve
- Sluice Valve
- Air Valve
- Stop Cock
- CPP C P Post
- MK Marker Post
- TL Traffic light
- PM Parking Meter
- PAM Plane Aerial Mark
- SCV Smart Card Validator
- Unknown Valve
- Sign RS Road Sign
- BS Bus Stop
- BD Bollard
- BEA Beacon
- CH Coalhole Cover
- BH Bore Hole
- EP Electricity Pole
- TP Telegraph pole
- OCS OCS Pole
- CP CCTV Camera Pole
- LP Lamp Post
- FMH or Foul Manhole
- SMH or Surface Water MH
- MH or Manholes
- AC Air Conditioning Vents
- ICU Services Inspection Cover
- ICTC Traffic Inspection Cover
- ICTV Cable TV Inspection Cover
- ICES ESAT Inspection Cover
- ICNC NTL Inspection Cover
- ICEM Eircom Inspection Cover
- RE Rodding Eye
- PBOX Phone Box
- Bench Seat
- Duct
- Kiosk
- GAS Gas Cover
- GY Gully
- CPBox C P Box
- U/G Vent U/G Car Park Vent
- BIN Waste Bin
- HY Hydrant
- FH Fire Hydrant
- EBOX ESB Box
- ICE ESB Inspection Cover
- TFB Traffic Control Box
- LUAS LUAS Technical Cubicle
- Ticket Vending Machine
- WM Water Meter Cover
- ICT Telecom Inspection Cover
- Monument / Toilets
- Tank Storage
- Basement: MH, Cover & Pipe
- DAM Dished Aerial Mark
- STAY Stay for pole
- PP Pipe Protection
- WO Washout

Natural Features

- Surface Change
- Land Drain
- Bottom of Slope
- Top of Slope
- Ditch
- Water Edge / Lake / Pond
- Hedge / Trees Drip Line / Vegetation
- Tree Coniferous
- WLVL Water Level
- CRWN Crown Level
- IL Invert level
- BL Bed Level
- S Spotheight
- Tree Deciduous
- TOT Top of Tree

Golf

- FWAY Fair Way
- GREE Green
- TBOX Tee Box

Other

- S1 Survey Station
- Photo point

Built Features
Roads & Road Markings

- Building
- Edge of Road
- Kerb Bottom
- Kerb Top
- Bridge Abutment
- Bridge Deck
- Bridge Parapet
- Building Façade
- Footpath / Platform Train & Tram
- Damp Proof Course / Verge
- Bridge Pier / Wall & Gate Pillar / LUAS Trackbed
- Cycleway / Private Landing Area
- Fence
- Gate
- Road Centreline
- Top of Wall
- Hoarding
- Property Line
- Road Scar
- Top of Fence
- Wall / Retaining Wall
- Railway / Tram Rail / Grating / Ramp
- Building Canopy / Roof / Overhang
- FL Floor Level
- APX Apex Height
- EV Eaves Height
- PAR Parapet Height
- SOFF Soffit Elevation
- STPL Step Level
- CONC Concrete Pad
- Track

Legend:
Site Boundary

General Notes:
Survey done by: Murphy Surveys Ltd. Disclaimer

Revisions:	Date:	
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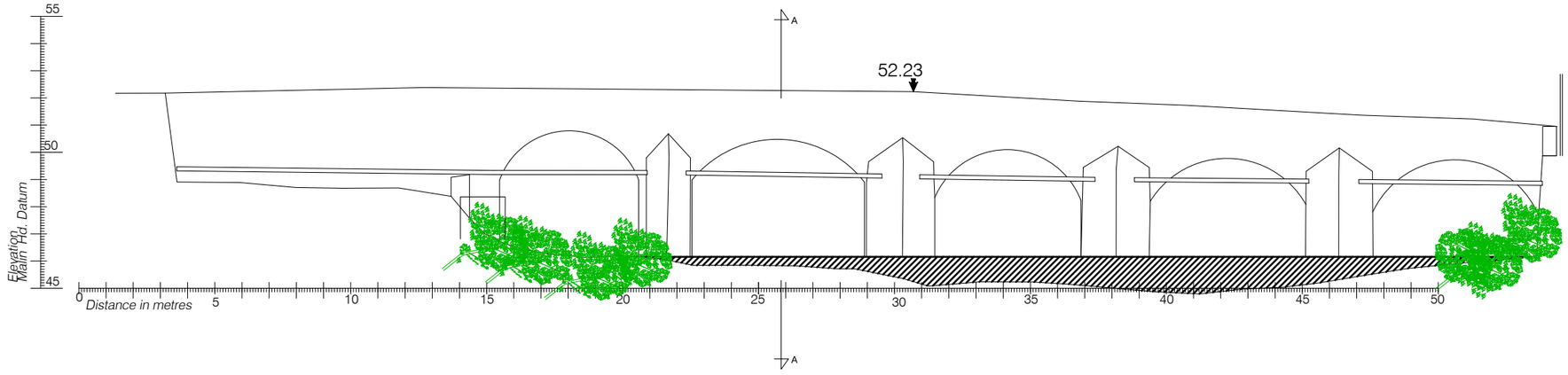
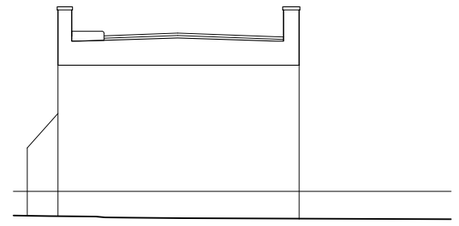
Client: Kildare City Council		Project No.: 19-08-CEL	Date: 15/02/2022
Drawing Title: Survey Plan		Drawing No: CEL-DHB-GEN-XX-DR-A	
Scale: 1:250@a1	Drawn by: dhb	Approved by: dhb	Reference No: 2002	Revision: A

Elevation 1



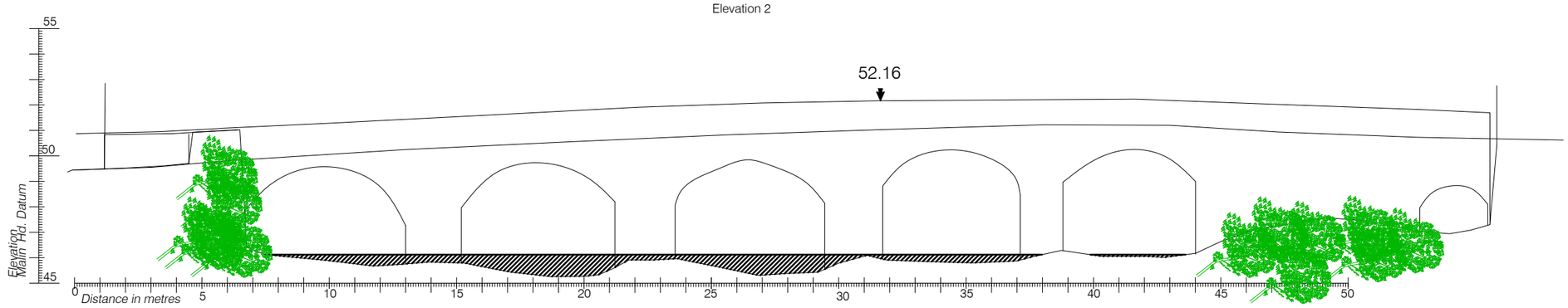
Section AA



1. Bridge Elevation 1
1:200

2. Bridge Section AA
1:200

Elevation 2



3. Bridge Elevation 2
1:200

General Notes:

Survey done by: Murphy Surveys Ltd. Disclaimer

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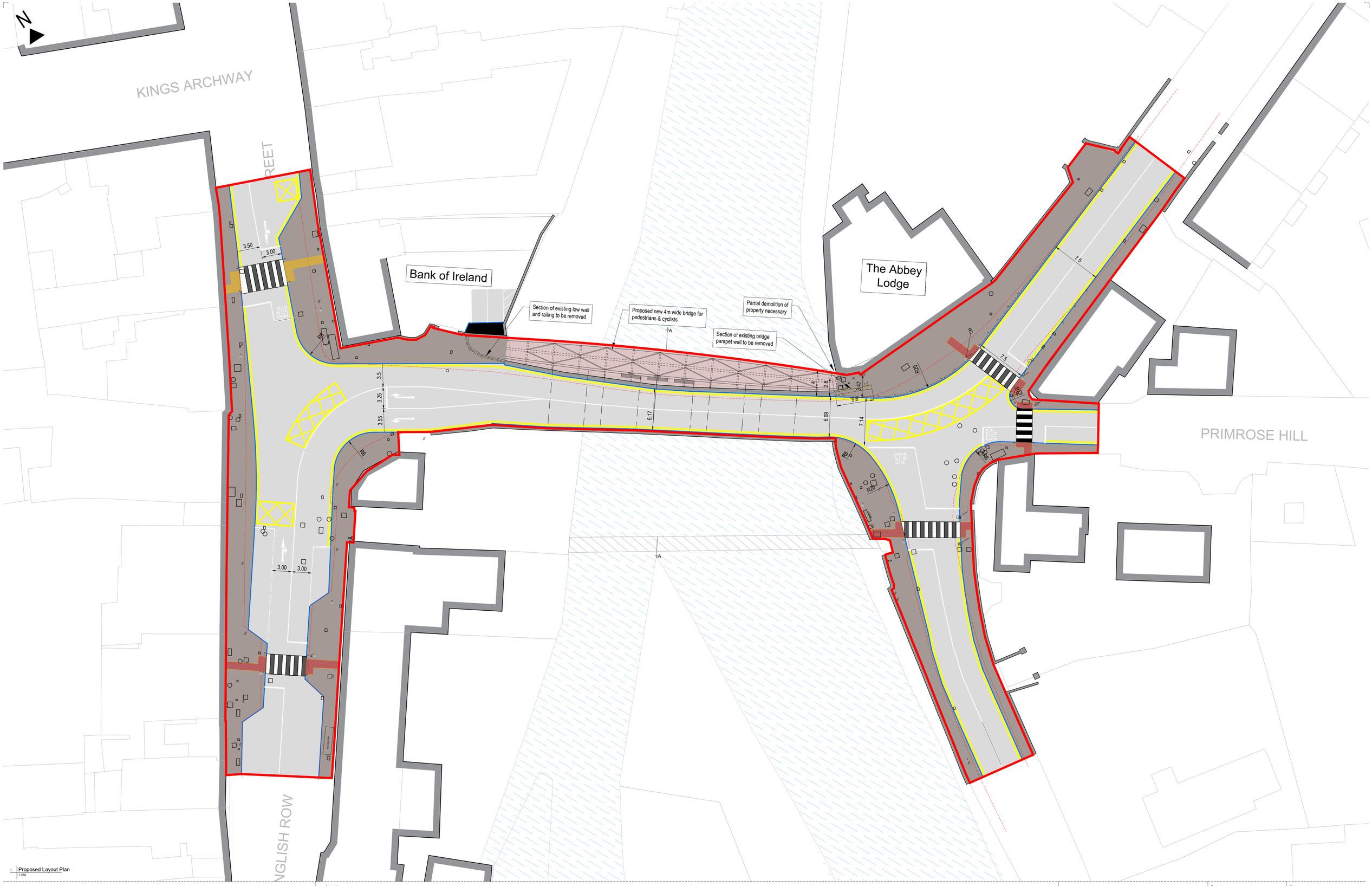
Client: Kildare City Council		Project No.: 19-08-CEL	Date: 15/02/2022
Drawing Title: Survey Elevations - Existing Section			Drawing No: CEL-DHB-GEN-XX-DR-A
Scale (A3): 1:200	Drawn by: dhb	Approved by: dhb	Reference No: 2003 / Revision: A



1 Proposed Layout Plan
1:250

Legend:

- Asphalt to carriageway and parking bay
- In-situ Concrete to footpath
- Tactile to uncontrolled crossing
- Tactile to controlled crossing
- Bridge Shared surface
- BL Bollard
- LP Light Pole
- TL TrafficLight
- New Kerb Line
- Existing Kerb Line
- Site Boundary

Revisions:	Date:
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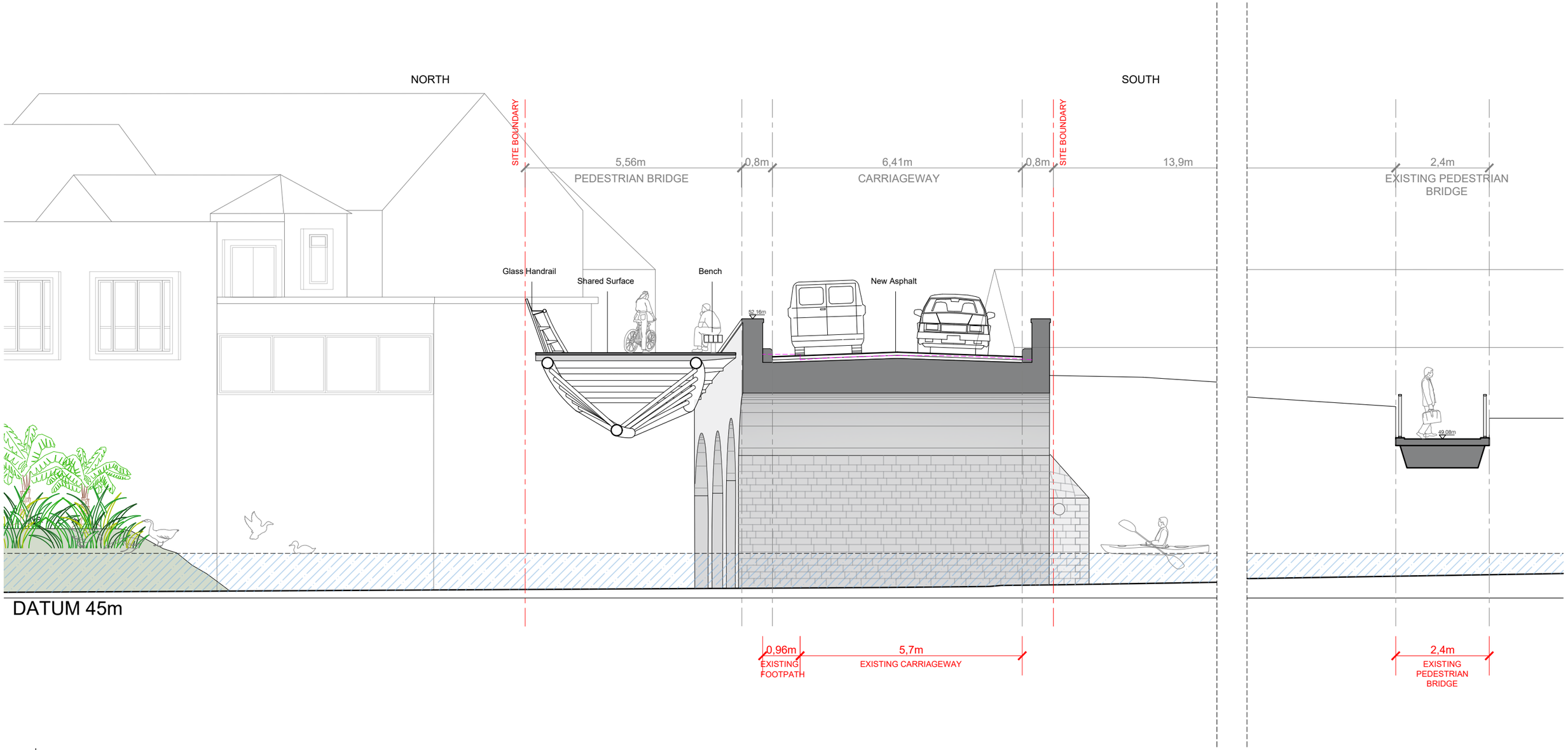
Client: Kildare City Council				Project No.: 19-08-CEL	Date: 15/02/2022
Drawing Title: Proposed Layout Plan				Drawing No: CEL-DHB-GEN-XX-DR-A	
Scale: 1:250@a1	Drawn by: dhb	Approved by: dhb		Reference No: 2005	Revision: A



1. Proposed Section AA
1:100

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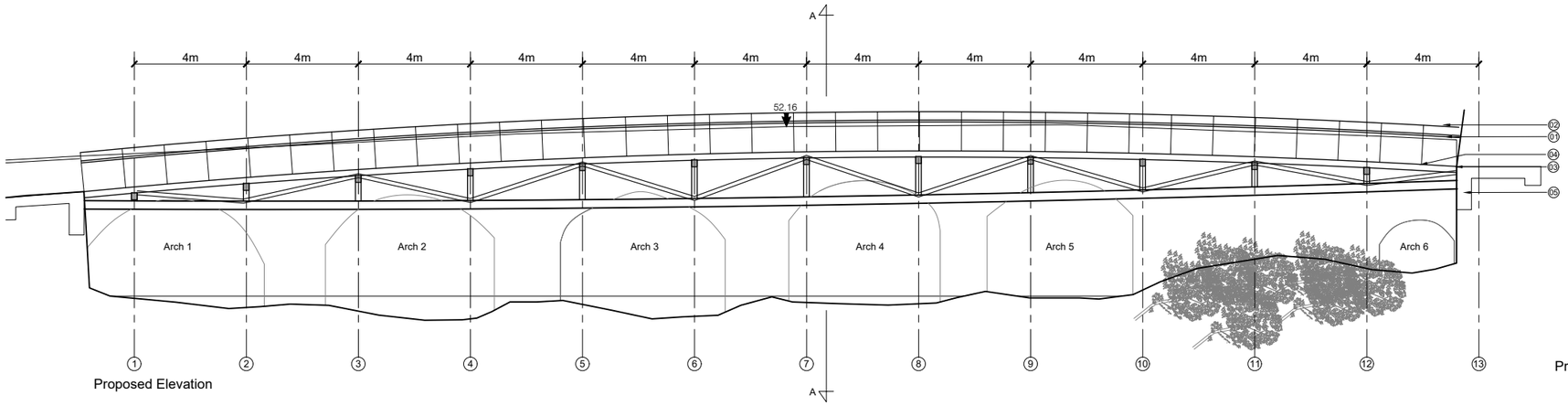
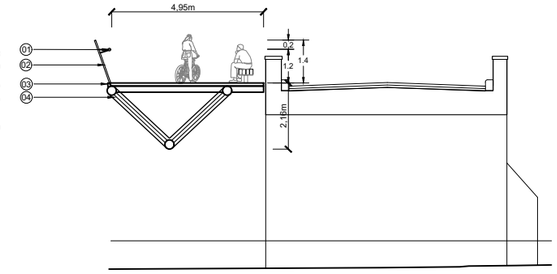
Client: Kildare City Council			Project No.: 19-08-CEL	Date: 15/02/2022
Drawing Title: Proposed Section AA			Drawing No: CEL-DHB-GEN-XX-DR-A	
Scale (A3): 1:100	Drawn by: dhb	Approved by: dhb	Reference No: 2006	Revision: A



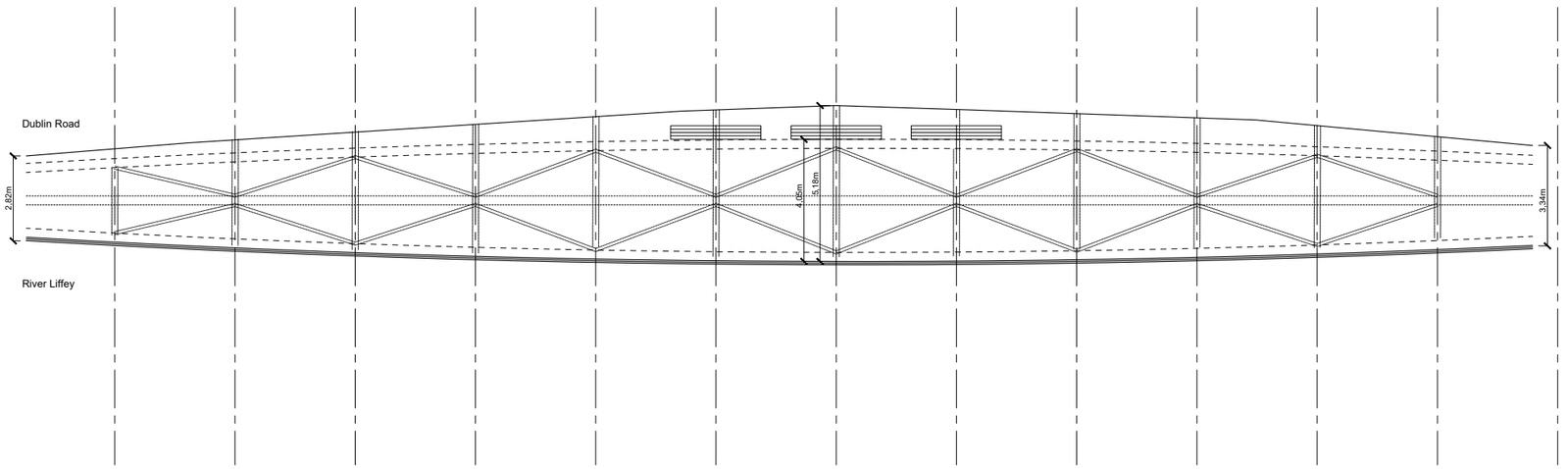
Proposed Elevation



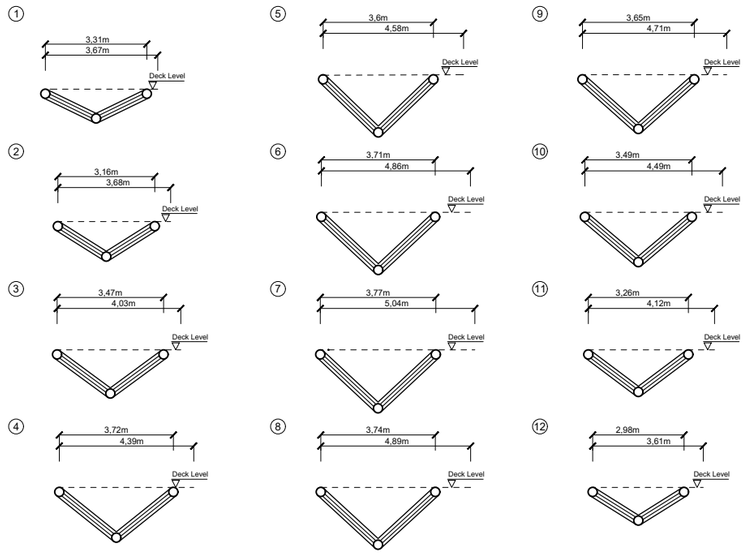
Proposed Section AA

Notes:

1. 1m high Timber handrail for pedestrian bridge.
2. 1.4m high glass guarding fixing to pedestrian bridge deck.
3. Lightweight, non-slip decking to bridge shared surface.
4. 2 x 4 x 50m steel structure to support the bridge deck from bank to bank.
5. Concrete foundation to support the steel structure of the pedestrian bridge, on each side of the river.



Proposed Plan



Sections

1. Proposed Bridge Details
   1:200

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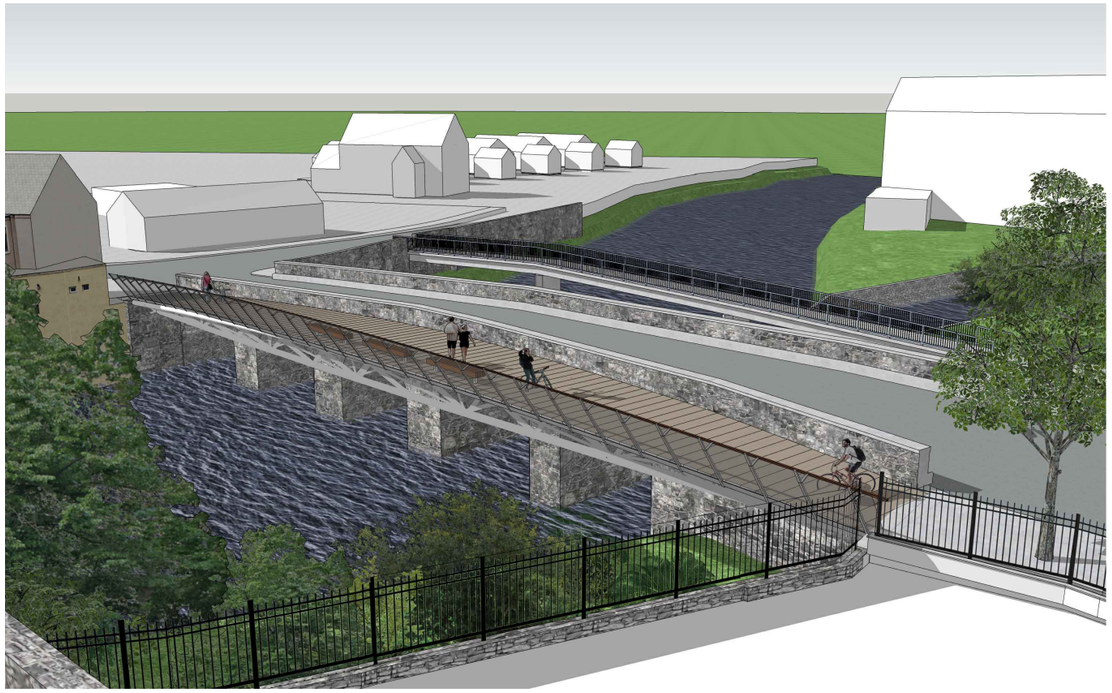
Client: Kildare City Council			Project No.: 19-08-CEL	Date: 15/02/2022
Drawing Title: Proposed Bridge Details			Drawing No: CEL-DHB-GEN-XX-DR-A	
Scale (A3): 1:200	Drawn by: dhb	Approved by: dhb	Reference No: 2007	Revision: A

Proposed Bridge - View 1



Proposed Bridge - View 2

Proposed Bridge - View 3

Proposed Bridge - View 4

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Client: Kildare City Council			Project No.: 19-08-CEL	Date: 15/02/2022
Drawing Title: Proposed Bridge Views			Drawing No: CEL-DHB-GEN-XX-DR-A	
Scale (A3): N/A	Drawn by: dhb	Approved by: dhb	Reference No: 2008	Revision: A