



Grange Castle Business Park

Upgrade Works Scheme

Environmental Impact Assessment
Screening

Doherty Environmental Consultants Ltd

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Grange Castle Business Park

Upgrade Works Scheme

EIA Screening

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Final	1	Pat Doherty MSc, MCIEEM

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1.0 INTRODUCTION

South Dublin County Council have commissioned Doherty Environmental Consultants (DEC) Ltd. to complete a Screening for Environmental Impact Assessment (EIA) for proposed upgrade works to the Grange Castle Business Park, Co. Dublin. The location of the upgrade works area is shown on Figure 1.1 below while an aerial image of the locations is shown on Figure 1.2.

The findings of this Screening for the proposed upgrade works project at the Grange Castle Business Park are presented in this report.

2.0 LEGISLATIVE CONTEXT

EIA requirements derive from EU Directive 85/337/EEC (as amended by Directive 97/11/EC, Directive 2014/52/EU and S.I. 454 of 2011; S.I. 464 of 2011; S.I. 456 of 2011; S.I. No. 296 of 2018) on the assessment of the effects of certain public and private projects on the environment. The purpose of this EIA Screening Report is to determine whether this proposed development has the potential to result in likely significant effects to the environment.

The prescribed classes of development and thresholds or criteria that trigger the need for an EIA are set out in Schedule 5 of the Planning and Development Regulations, 2001, as amended. A review of the classes of development listed in Schedule 5, Part 1 was carried out to determine whether the project falls into any of the development classes that are listed in Part 1 and which require an EIA. The project does not fall into any of the classes described in Schedule 5, Part 1 of the Planning and Development Regulations, 2001, as amended.

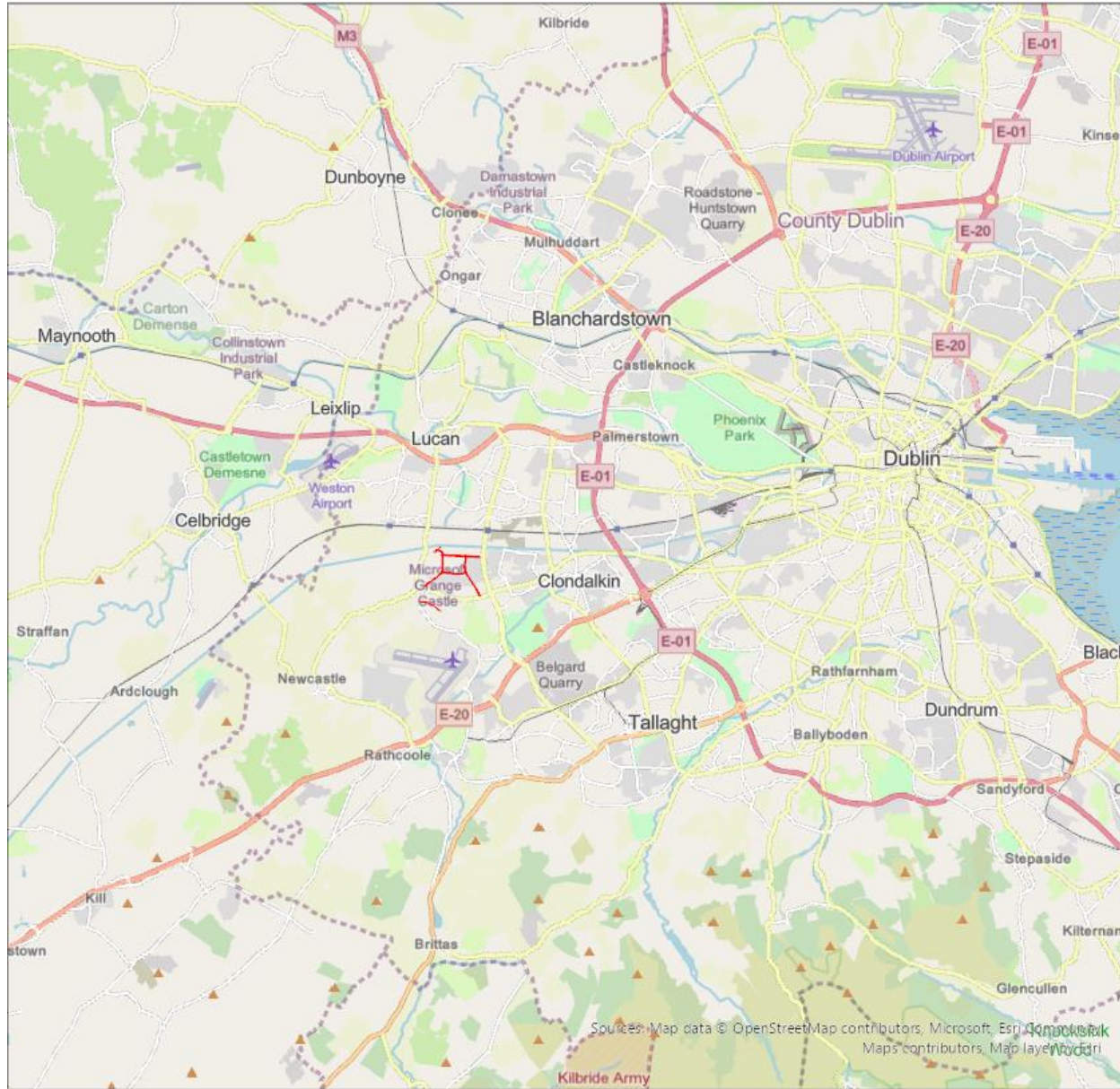
A review of the classes of development listed in Schedule 5, Part 2 was carried out to determine whether the project falls into any of the development classes that are listed in Part 2 and which require an EIA. The proposed upgrade works are considered to fall under an urban realm infrastructure project. With this in mind particular attention has been given to establish whether the project falls under any of the development types described under Class 10 Infrastructure projects or Class 11 Other Projects. The project site is located within an area that is defined as Business area zoned for Enterprise and Employment (EE), as set out in the SDCC zoning map for the area. The overall area in which the project works will be undertaken (i.e. the Project extent) amounts to approximately 13 hectares. The project is located within an urban business

district, which for the purposes of the Regulations is defined as a district within a city or town in which the predominant land use is retail or commercial use. Urban development is listed under Class 10(b)(iv) of Part 2, and this class requires any urban development greater than 2 Ha in a business district be subject to EIA. The project is representative of proposed upgrade works to the existing pedestrian, cycling and road surface infrastructure and as such is not representative of an urban development. This is further underpinned by the fact that the project will not result in any change in land cover or the development of additional areas of made ground within the footprint of the proposed upgrade works area. As such the project does not fall into the class of development specified under Class 10(b)(iv) with respect to urban development of 2 hectares or more in a business district. Furthermore, the project does not fall into the class of development specified under any other class listed in Part 2 of Schedule 5.

Given that the project will also comprise demolition works associated with the removal of existing hard surface in the form of pedestrian and cycle footpath and road surface, attention was also given to establishing whether or not the project falls under Part 2, Class 14 Works of Demolition. The demolition works associated with the project are minor in scale and comprise the removal of small areas of existing hard-standing surfaces. The works associated with the demolition activities will be small in scale and will be completed over a short timeframe and will not result in significant effects on the environment and as such the requirement for EIA is not triggered under Class 14 from Part 2 of Schedule 5 of the Regulations.

Given that the project does not fall under a class of development listed in Part 1 or Part 2 of Schedule 5 the need for a mandatory EIA has therefore not been triggered under the requirements of the Planning and Development Regulations, 2001, as amended.


In light of the above it is clear that the upgrade works do not fall under any of the thresholds specified in the Regulations and is therefore a “sub-threshold” development project. The purposes of this screening report is to provide information to assist with a determination as to whether or not the project falls under Part 2, Class 15 of Schedule 5. Class 15 requires EIA for any project listed in Part 2 that does not exceed a quantity, area or other limit specified in this Part in respect of the relevant class of development, but which would be likely to have a significant effect on the environment, having regard to the criteria set out in Schedule 7.

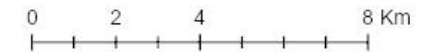


Grange Castle Business Park Upgrade Works

Figure 1.1

Project Location

 Project Extent



Date	11/03/2026
Drawn By	PD
Source	Maxar

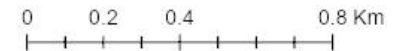


Grange Castle Business Park Upgrade Works

Figure 1.2

Aerial View of the Project Extent

-  Project Extent
-  Grand Canal pNHA
-  Griffeen River



Date	11/03/2026
Drawn By	PD
Source	Maxar

Furthermore, the proposed development also falls under the EIA requirements of the Roads Act 1993 as amended by the Planning and Development Acts (2000-2011) and the Roads Act (2007) as well as regulations made under the Roads Acts, The European Communities (Environmental Impact Assessment) (Amendment) Regulations 1989-2001, and EC Directives 85/337/EC and 97/11/EC referenced above. A road within the 1993 act is defined to include:

- (a) any street, lane, greenway, square, court, alley or passage,
- (b) any bridge, viaduct, underpass, subway, tunnel, overpass, overbridge flyover, carriageway whether single or multiple, pavement or footway,
- (c) any weighbridge or other facility for the weighting or inspection of vehicles, toll plaza or other facility for the collection of tolls, services area, emergency, telephone, first aid post, culvert, arch, gully, railing, fence, wall, barrier, guardrail, margin, kerb, lay-by, hard shoulder, island, pedestrian refuge, median, central reserve.

Section 50 of the Roads Act 1993 (as amended) outlines the requirements for EIA for “proposed road developments”. An overview of the legislative requirements of section 50 of the Roads Act 1993 (as amended), and its applicability to the proposed development are outlined in Table 2.1 below.

Table 2.1: Screening for Mandatory EIA

Screening Question	Regulatory Reference	Response
Does the project comprise the construction of a motorway, busway or service area?	S.50(1)(a) of the Roads Act, 1993, as amended.	The proposed upgrade works are not a motorway, busway or service area. This requirement for mandatory EIA is not triggered.
Is the project representative of a prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road, where	Article 8 of the Roads Regulations, 1994 (Road development prescribed for the purposes of S. 50(1)(a) of the Roads Act, 1993	The proposed upgrade works do not involve the provision of a new road of four or more lanes or the realignment of widening of an existing road for a distance of 8km or more in a rural area or 500m or more in an urban area.

Screening Question	Regulatory Reference	Response
<p>the prescribed types of road development comprise:</p> <ul style="list-style-type: none"> • The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area. • The construction of a new bridge or tunnel, which would be 100 metres, or more in length. 		<p>The proposed upgrade works do not involve the construction of a bridge or tunnel.</p> <p>These requirements for mandatory EIA are not triggered.</p>
<p>Has a direction been issued by An Bord Pleanála (ABP) to the Road Authority to prepare an Environmental Impact Assessment Report (EIAR)?</p>	<p>S.50(1)(b) of the Roads Act, 1993</p>	<p>ABP has not directed the Road Authority (South Dublin County Council) to prepare an EIAR for the proposed walking and cycling scheme.</p>
<p>Where the road authority consider that the proposed road development would be likely to have significant effects on the environment it shall inform ABP in writing and where ABP concurs, it shall direct the road authority to prepare an EIAR?</p>	<p>S.50(1)(c) of the Roads Act, 1993</p>	<p>Where South Dublin County Council considers the proposed development would be likely to have significant effects on the environment, South Dublin County Council is to inform ABP in writing of this and await direction from the Board.</p>
<p>Is the proposed road development located on 'certain environmental sites'?</p>	<p>S. 50(1)(d) of the Roads Act, 1993, as amended by reg. 56(7) of the European</p>	<p>No.</p> <p>A Screening Report for Appropriate Assessment has</p>

Screening Question	Regulatory Reference	Response
and has the road authority determined whether any significant effects are likely on the environment as a result?	Communities (Birds and Natural Habitats) Regulations 2011)	been undertaken for the project and this Report concluded that the proposed development will not have any likely significant effects, whether on its own or in combination with other plans or projects, on any European sites based on the best scientific evidence and taking into account the conservation objectives of the European sites. The project will not have the potential to interact with or negatively affect the conservation status of any Natural Heritage Areas in the wider area surrounding the project site. No geological heritage sites are located in close proximity to the project site.

Pursuant to Class 15, Part 2, Section 5 of the Planning and Development Regulations 2001, as amended, and section 50(1)(c) of the Roads Act 1993 (as amended), South Dublin County Council are required to turn their attention to whether the proposed scheme is likely to have significant effects on the environment, such that an EIAR is required. The requirements under Class 15, Part 2, Section 5 of the Planning and Development Regulations 2001, as amended, are set out above.

Section 50(1)(e) of the Roads Act, 1993 (as amended) states “Where a decision is being made pursuant to this subsection on whether a proposed road development would or would not be likely to have significant effects on the environment, An Bord Pleanála or the road authority

concerned (as the case may be) shall take into account the relevant selection criteria specified in Annex III¹”.

The purpose of this EIA Screening Report is to assist South Dublin County Council in determining whether the proposed development is likely to have significant effects on the environment.

According to European Commission Guidance (2017²)

“Screening has to implement the Directive’s overall aim, i.e. 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. Hence, Screening has to strike the right balance between the above two objectives.”

Guidelines from the Department of Housing, Planning and Local Government (2018)³ in relation to screening state:

“3.1. Screening is the initial stage in the EIA process and determines whether or not specified public or private developments are likely to have significant effects on the environment and, as such, require EIA to be carried out prior to a decision on a

¹ Refers to Annex III of the EIA Directive

² Environmental Impact Assessment of Projects Guidance on Screening (Directive 2011/92/EU as amended by 2014/52/EU). European Commission 2017. Page 23.

³ Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment

development consent application being made. A screening determination is a matter of professional judgement, based on objective information relating to the proposed project and its receiving environment. Environmental effects can, in principle, be either positive or negative.

3.2. Screening must consider the whole development. This includes likely significant effects arising from any demolition works, which must be carried out in order to facilitate the proposed development. In the case of transboundary developments, screening must consider the likely significant effects arising from the whole project both sides of the boundary. A screening determination that EIA is not required must not undermine the objective of the Directive that no project likely to have significant effects on the environment, within the meaning of the Directive, should be exempt from assessment.”

Annex III of the EIA Directive (as amended) – which is transposed into Irish law in this context by Schedule 7 to the 2001 Regulations – sets out the criteria for determining whether a project should be subject to EIA.

Annex IIA of the EIA Directive (as amended) – which is implemented into Irish law in this context by Schedule 7A to the 2001 Regulations – sets out the information to be provided for the purposes of EIA Screening, grouped under three main headings:

Annex IIA requirements	Relevant section of this screening report
A description of the proposed development, including in particular – a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and a description of the location of the proposed development, with particular regard to the environmental sensitivity of geographical areas likely to be affected	Section 3 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading

<p>A description of the aspects of the environment likely to be significantly affected by the proposed development</p>	<p>Section 4 of this Report describes the aspects of the environment that may be affected by the proposed upgrade works.</p>
<p>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</p>	<p>Section 5 of this Report describes the characteristics of the project and provides an assessment against the criteria contained in Schedule 7A under this category heading.</p>

3.0 CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

The Proposed Upgrade Works Scheme for Grange Castle Business Parks involves the upgrade of existing infrastructure for cyclists, pedestrians, motorists and park residents in Grange Castle and Grange Castle South Business Parks.

The proposed upgrade works consist of the following.

- Site clearance of existing 1.5m footway and 1.5m bituminous cycle tracks to be replaced with proposed 3m wide shared bituminous surfacing with concrete kerb edging.
- Introduction of tree root protection system (Geocell membrane with stone backfill) where works may interact with existing tree root systems in-situ across both Grange Castle Business Parks
- Upgrading and introduction of new controlled and uncontrolled raised pedestrians and cyclist crossings.
- Introduction of Traffic Calming measures through the utilisation of the proposed controlled and uncontrolled raised pedestrian and cyclist crossings and installation of solar powered traffic calming signage.

- Introduction of power ducting and kiosks to facilitate power to all proposed controlled pedestrian and cyclist crossing infrastructure.
- Potential minor Alteration to existing public lighting infrastructure (if deemed necessary)
- Omission of existing and construction of new carriageway kerbing and the extension of existing and construction of new pedestrian refuge islands.
- Minor Carriageway repairs and shave and pave reinstatement work to existing carriageway surfacing which includes cold milling activities and introduction of new 45mm to 50mm bituminous surface course.
- Introduction of new traffic signage across both Grange Castle Business Parks
- Introduction of new road markings
- Minor landscape works
- The scheme's proposed site extents are shown on drawing 24_158-CSE-GEN-XX-DR-C-1510 which accompanies this project description.

3.1 LANDSCAPE DESIGN

3.1.1 Construction Stage

Landscape design will be drawn up by the main contractor using the NTA's 'Guidelines for the Creation, Implementation and Maintenance of an Environmental Operating Plan' during the construction stage, if required, and will be implemented on the basis of an Environmental Operating Plan (EOP).

3.1.2 Operational Stage

Operation stage measures are focused on re-instatement and future maintenance of features and landscapes. Maintenance shall ensure that landscape measures, including seeding and planting

establish successfully and that any failures or defects observed within two years of implementation are made good.

3.2 CONSTRUCTION PHASE

It is expected that the proposed upgrade works for the project will be carried out in a phased manner over a nine-month construction period commencing at the end of Q4 2026. The total construction time accounts for site clearance activities, installation of raised controlled and uncontrolled crossings, kerbing, refuge island buildouts, upgrades to existing bus stop layouts, introduction traffic calming infrastructure, minor surface water drainage works, and minor carriageway reinstatement works (shave and pave) and repairs at appropriate intervals. Prior to commencement of works, the temporary construction compound will be set up and traffic management measures will be put in place. The location of temporary construction compound will be finalised upon appointment of a contractor. As per Section 3.2.1 below the temporary construction compound will be situated within the Grange Castle Business Park at a location buffered from the Griffeen River, Grand Canal and all other surface waterbodies by a minimum distance of 50m.

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

- Establishment of site office and compound;
- 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;
- Minor Surface Water adjustments
- Excavation to formation level for footpath, cyclepath and road upgrades;

- Resurfacing of footpaths, cyclepath and roads; and
- Landscaping works.

3.2.1 Temporary Construction Compound

The temporary construction compound for the Project will be situated within Grange Castle Business Park at a location buffered from the Griffeen River, Grand Canal and all other surface waterbodies by a minimum distance of 50m. Materials and plant required for the works are anticipated to be stored in the compound. 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;: All vehicles to be used for the project will be inspected prior to use and will be required to be free of leaks and weeps.
- Fuel storage/refuelling area: all fuel will be stored in bunded containers to be situated on impervious ground.
- Segregated waste area; and
- Construction staff parking.

3.2.2 Surface Water Management

South Dublin County Council requires that projects do not give rise to pollution during either the works phase or operation phase⁴. In addition the Greater Dublin Regional Code of Practice

⁴ See: <https://www.sdcc.ie/en/services/planning-building-control/planning-applications/water-and-drainage-considerations/>

(v. 6.0) requires all necessary precautions to be taken to avoid the discharge of debris, silt, mud, grease, concrete, concrete wash, oil etc to the sewer network.

During upgrade works, where surface water drainage arises, it will be contained and managed to ensure no run-off from works drains directly to any existing watercourse or existing sealed surface water drainage network. Standard best practice methods for the control and management of surface water will be implemented during the works phase of the Project. These measures will be in accordance with established guidance documents:

Control of Water Pollution from Construction Sites. Guidance for Consultants and Contractors (C532) (Construction Industry Research and Information Association) (CIRIA)2001);

Best Practice Guide BPGCS005 – Oil Storage Guidelines (Enterprise Ireland 2003);

PUB C650 Environmental Good Practice on Site, 2nd Edition (CIRIA 2005);

Control of Water Pollution from Linear Construction Projects. Technical Guide (C648) (CIRIA 2006a);

Control of Water Pollution from Linear Construction Projects. Site Guide (C649) (CIRIA 2006b);

Guidelines for the Crossing of Watercourses During the Construction of National Road Schemes (NRA 2006a);

Road Drainage and the Water Environment DN-DNG-03065 (TII 2015b);

The landscaping will be designed to accommodate some of the surface water flow using best practice in nature-based drainage.

Any surface water generated during the construction phase will be allowed to drain to ground. No surface water will be pumped from the construction phase footprints to adjacent sewers or watercourses.

3.2.3 Construction – Access to Properties

Access to existing Grange Castle Business Park properties will be maintained throughout the construction phase. Any disruption to utilities during certain periods will be minimised to avoid significant impacts and communicated to affected parties in advance.

3.2.4 Completion of Works

Once works are completed traffic management measures shall then be removed and the facilities will be opened. The site compound will be removed. The lands within the site boundaries will be reinstated through top soiling and planting 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 SDCC. Temporary land take will be returned to its original use.

Fuels, lubricants and hydraulic fluids for equipment used on the construction site, as well as any solvents and oils, are to be carefully stored and handled within the temporary construction compound to avoid spillage. They will be properly secured in bunded containers situated within lock-up cabins to secure against unauthorised access or vandalism. As per standard construction practices spill containment equipment will be provided at the temporary construction compound.

3.2.5 Preliminary TTMP

During the construction phase of the proposed development, an appropriate Temporary Traffic Management Plan (TTMP) shall be put in-place in accordance with the Department of Transport's Traffic Signs Manual to ensure the safety of road users.

It is also important during the construction phase to maintain access to residential properties and businesses. It is anticipated that there will be little disruption to accesses but this shall not be significant. Road closures shall be avoided under all circumstances.

Consideration shall be given to the public utility diversions / protection during the construction phase of the project should it be required. This is to be confirmed at the detailed design phase. It is anticipated that some of the utilities' diversions, if required, may need to be carried out in advance of the main works.

3.3 BEST PRACTICE CONSTRUCTION METHODS

The following best practice construction methods will be implemented throughout the duration of all works associated with the project:

All works will be completed in accordance with health and safety regulations and best practice guidelines;

The works phase will implement all relevant measures outlined in the TII best practice guideline documents *Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes* and *Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes*.

The works phase will implement all relevant measures outlined in the CIRIA best practice construction guidelines: *CIRIA Environment Good Practice on Site* and *CIRIA Control of Water Pollution from Construction Sites: Technical Guidance C648*.

In addition to the above the following general guidelines as recommended by South Dublin County Council Environment Unit will be implemented for all construction works to be completed as part of the project:

Measures to be taken to prevent nuisance from noise at construction sites.

1. The hours of operation on all construction sites shall be restricted to 8.00a.m. to 5:00pm., Monday to Friday.
2. No activities shall take place in site on Saturdays, Sundays or Bank Holidays without express consent from SDCC.
3. No activity, which would reasonably be expected to cause annoyance to residents in the vicinity, shall take place on site between the hours of 5pm. and 8.00a.m.
4. No deliveries of materials, plant or machinery shall take place before 8.00a.m. in the morning or after 5:00pm. in the evening.

5. If there is any occasion when work must be carried on outside daytime hours, this department, local residents and businesses in areas which are likely to be affected by noise from the proposed works should be notified in advance e.g. in letter or leaflet or advertisement form, of:

- Name, address and telephone number of company carrying out works
- Nature of and reason for works
- Likely duration and times of work

Measures to be taken to prevent nuisance from air pollution at construction sites

1. No outdoor burning shall occur on site. Site must be secured to prevent access by vandals who may cause air pollution nuisance due to carelessness.

2. During any demolition works and during the construction phase, all necessary steps shall be taken to contain dust and airborne pollutants arising from the site and to prevent nuisance to persons in the locality. This shall include i) covering skips, ii) covering slack heaps, iii) netting of scaffolding, iv) regular road and pavement damping and sweeping, v) use of water spray to suppress dust, vi) proper paved or hard stand access for trucks and vehicles to and from the site to prevent dirt and dust from the site being carried from the site on to public roads etc.

The works phase will implement all relevant measures outlined in the CIRIA best practice guideline Archaeology and Construction: Good Practice Guidance (C799).

Standard measures regarding the scheduling of vegetation clearance, wherever possible outside the breeding bird season will be implemented as part of the works phase of the Project. In the event that trees are to be removed during the breeding bird season, SDCC will do so only upon confirmation that the trees do not support any nests that are in use by birds. These measures will be applicable for the clearance of trees identified as category U-trees.

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3.4 ASSESSMENT OF THE CHARACTERISTICS OF THE PROPOSED DEVELOPMENT

An assessment of the potential characteristics of the Proposed Development as described above against the criteria outlined in Schedule 7 of the Planning and Development Regulations 2001 to 2018 are outlined in Table 3.1 below and conclusion and rationale is provided to determine whether these characteristics have the potential to result in likely significant effects to the environment.

Table 3.1: Characteristics of the Proposed Development

Screening Question	Response
1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:	
(a) the size and design of the whole project	All infrastructure works will be restricted to the footprint of the existing path and road infrastructure and are expected to be completed over a short-term duration. The scale of the proposed development is described in Section 3 above and has been identified as a sub-threshold development as per Section 2 above. The completed upgrade works will be in keeping with the existing urban landscape in which the project is situated..
(b) cumulation with other existing and/or approved projects;	The works associated with the provision of the scheme are considered to be minor in extent and will not have the potential to result in perceptible environmental effects and will not be of a quantum that will have potential to combine with other projects in the surrounding area to result in additive/cumulative effects to the environment.
(c) the nature of any associated demolition works	Minor demolition works are associated with the project such as the breaking out of the existing footpath, cyclepath and roadway surface. The demolition associated with this will be minor and will not pose a risk of significant negative effects to the surrounding environment.

Screening Question	Response
<p>1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:</p>	
<p>(d) the use of natural resources, in particular land, soil, water and biodiversity;</p>	<p>Construction related activities will be restricted to the footprint of the project site and the temporary compound area. Any soil that will be excavated within the project site will be reused for landscaping and filling, where possible. Where surplus soil material is generated, it will be disposed of at an approved facility.</p> <p>Water required for the construction phase of the project will be supplied by the existing mains water supply.</p> <p>No significant effects to biodiversity will arise as a result of the construction or operation of the project. No protected Annex I habitats occur at or in the wider vicinity of the proposed route. The habitats that do occur at the footprint of project are representative of made ground/artificial surfaces (i.e. buildings and artificial surfaces (BL3)). The buildings and artificial surfaces BL3 habitat occurring within the footprint of the infrastructure works is of negligible biodiversity value.</p> <p>The upgrade works will require the removal of 29 trees and 4 tree groups which have been classified as U-value trees. These trees are in such a condition that they cannot be realistically retained as living trees in the context of the current land use for longer than 10 years. Any trees proposed to be removed as part of the scheme are proposed to be compensated as per the policy document ‘Living with Trees’ published by SDCC. It is noted that all trees to be removed are thin stemmed trees that are of negligible potential to support roosting bats. It is further noted that wherever possible the trees will be removed outside of the breeding bird season from March to August inclusive. In the event that trees are to be removed during this timeframe, SDCC will do so only upon confirmation that the trees do not support any nests that are in use by birds.</p> <p>Natural resources in the form of hydrocarbons will be required for energy and electricity during the construction phase of the project. Other building raw materials will be required during the construction phase. However, the natural resources required will be typical of those required for the upgrade works and their provision will not have the potential to result in significant negative effects.</p>

Screening Question	Response
<p>1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:</p>	
<p>(e) the production of waste;</p>	<p>Solid inert waste in the form of soil and stone will be produced during construction. Any wastes from the construction process will either be reused within the scheme, or recycled/disposed of at an authorised waste facility. During the construction phase the waste management hierarchy will be implemented onsite, which prioritises the prevention and minimisation of waste generation.</p>
<p>(f) pollution and nuisances;</p>	<p>During projects such as the proposed upgrade works, the construction activity associated with such works generally presents the greatest risk of pollution. The Griffeen River flows through the Grange Castle Business Park. This watercourse is buffered from all areas of proposed upgrade works by existing grassy verges. The presence of this buffer strip provides natural protection for the entrainment of surface water runoff from any works relating to the upgrade of footpaths and cyclepath. It is also noted that all footpaths and cyclepaths to be upgraded camber towards the road side and as such any surface water runoff generated at works areas along footpaths and cyclepaths will fall towards the road surface. Entrainment for such runoff is also provided by an existing grassy strip between the majority of footpath, cyclepaths and road sections.</p> <p>Existing surface water infrastructure in the form of surface water sewer drains occur along the existing road infrastructure subject to the upgrade works. These drains are subject to existing surface water management measures such as silt interception and hydrocarbons interception. These surface water management measures are provided in accordance with water quality management standards set out in the Greater Dublin Regional Code of Practice for Drainage Works and the South Dublin County Development Plan.</p> <p>In view of the above and the approach to the storage and use of potential polluting material and the general approach to works during the construction phase, as set out in Section 3.2 above, the potential for the release of polluting substances during works will be negligible and is not considered to be representative of a pollution risk to surface water runoff and the Griffeen River.</p>

Screening Question	Response
<p>1. Characteristics of projects The characteristics of projects must be considered, with particular regard to:</p>	
	<p>In light of the foregoing, it is concluded that surface water runoff from areas of construction works and its discharge to the existing sewer network, will not have the potential to function as a pollution pathway between areas of construction works, the receiving sewer network and the receiving waterbody network downstream.</p> <p>The potential for the construction phase to result in nuisance to surrounding receptors as a result of noise, vibrations and dust generated during construction activities is assessed as being negligible. This is primarily due to the staged approach that will be adopted to the upgrade works. This will involve works being undertaken at one section at a time, thereby always minimising the extent of works and the potential for nuisance as a result of noise or air emissions or changes to traffic patterns. It is further noted that the works to be completed at each section will be short-lived, thereby again minimising any potential for nuisance effects.</p>
<p>(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;</p>	<p>The upgrade works will operate to standard HSE operating procedures and guidelines. The risk of a major accident or disaster occurring is considered to be negligible. Provided that all measures outlined in this report for the project are implemented and that all associated building and environmental regulations are adhered to it is not that the project will not have the potential to result in a major accident or disaster.</p>
<p>(h) the risks to human health (for example due to water contamination or air pollution).</p>	<p>The preceding items to this Table outline the measures that are to be implemented to ensure that the project does not result in pollution to waters or air or nuisance generated by noise, dust or vibration emissions. All best practice mitigation measures outlined in this screening report will represent a minimum requirement to be implemented for the construction phase of the project. With the implementation of these measures the construction phase will not represent a significant risk to human health.</p>

Conclusion: No significant effects likely to arise associated with the characteristics of the proposed development.

4.0 LOCATION OF THE PROPOSED DEVELOPMENT

The Project is located within the urban land cover area of the Grange Castle Business Park. The dominant land cover at and surrounding the Project is representative of the habitat buildings and artificial surfaces (BL3). The buildings and artificial surfaces occurring along the scheme comprise the road and footpath/cyclepath surface. Greenfield surface occurring along and adjacent to the Project comprise amenity grassland (GA2) in the form of parkland and amenity grassland verges. Scattered trees that form part of the landscaping for the business park also occur.

The Griffeen Lower (IE_EA_09_242) flows through the business park. The Water Framework Directive status of the Griffeen Lower is currently classified at Bad status with an overall risk status of 'At Risk'. The Grand Canal is located to the north of the Project.

No European Sites or Natural Heritage Areas (NHAs) occur at or in the vicinity of the project. The nearest European Site to the project is the Rye Water Valley SAC, located in a separate surface water sub-catchment to the project site and approximately 6km to the northwest of the nearest point of the project. No NHAs occur in the wider surrounding area, with the nearest being Hodgestown Bog NHA, located over c. 25km to the south, southwest.

A footpath section forming part of the Project upgrade area is located within the Grand Canal pNHA, which runs east to west at the northern end of the Project. The extent of the existing footpath to be upgraded within the pNHA is c. 20m².

4.1 ASSESSMENT OF THE LOCATION OF THE PROPOSED DEVELOPMENT

Table 4.1 below provides information on the location of the proposed development with respect to the assessment criteria provided in Schedule 7 of the Planning and Development Regulations 2001 to 2018.

Table 4.4.1: Location of the Proposed Development

<p>Screening Criteria</p> <p><i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i></p>	<p>Response</p>
<p>(a) the existing and approved land use;</p>	<p>The project will not result in any changes in land use or land cover within the project site.</p>
<p>(b) the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground</p>	<p>The project site is currently representative of urban and artificial land cover and is not sensitive in terms of natural resources.</p> <p>The proposed development will not have a significant effect on the relative abundance, availability, quality and regenerative capacity of natural resources.</p>
<p>(c) the absorption capacity of the natural environment, paying particular attention to the following areas:</p> <p>(i) wetlands, riparian areas, river mouths;</p> <p>(ii) coastal zones and the marine environment;</p>	<p>The potential for the proposed development to significantly affect the absorption capacity of the environment, with respect to the parameters listed in Column 1 opposite are outlined below.</p> <p>(i) upgrade works will be undertaken at locations set back from the bankside of the Griffeen River and the Grand Canal. These works are associated with the upgrade of the existing footpath surface. These works will be undertaken in line with the approach set out in Table 3.2 above that will ensure the works are undertaken in a sensitive manner that will minimise risk to the water quality and fisheries of the Griffeen River and Grand Canal.</p>

Screening Criteria <i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i>	Response
(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 Directive 92/43/EEC and Directive 2009/147/EC;	(ii) not applicable, the project is located in the immediate vicinity of a coastal zone. (iii) not applicable, the project is located at a remote distance from mountainous and forested areas. (iv) not application, the project is located at a remote distance from any nature reserves and parks. (v) The Screening Report for Appropriate Assessment that accompanies the proposed development application has assessed the likely significant effects of the proposal on the conservation objectives of European Sites in the wider area surrounding the project and has concluded in a finding of no likely significant effects.
(vi) areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;	(vi) Surface water quality within the wider area has been assessed by the EPA to be of bad status and the lower Griffeen is currently identified as being at risk of not achieving good status. Environmental Quality Standards for Noise and Air have been reviewed as part of this EIA Screening and no existing exceedances in these standards have been reported. The design of the project, the nature of the works associated with the upgrade works and the best practice measures that will be required to be implemented during the works will ensure that the project does not perturb the long-term quality of the environment in the wider area surrounding the project site.

<p>Screening Criteria</p> <p><i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i></p>	<p>Response</p>
<p>(vii) densely populated areas;</p>	<p>The area surrounding the project sites does support a dense residential population in the immediate vicinity.</p>
<p>(viii) landscapes and sites of historical, cultural or archaeological significance</p>	<p>The project site is not located within a sensitive landscape area. The upgrade works will have the potential to enhance the overall public realm and associated landscape within the business park.</p> <p>A review of the Historic Environment Viewer at https://maps.archaeology.ie/HistoricEnvironment indicates the presence of 1 no. Sites and Monuments Record (SMR) within the Grange Castle Business Park. This is “DU017-034----: Castle - tower house: GRANGE (Newcastle By.) located approximately 70m to the west of the nearest section of the upgrade works. This is a well-protected structure within the Grange Castle Business Park and all upgrade works will be completed outside of the zone of notification for this SMR.</p> <p>An additional 3 no. SMRs are located to the east of the Project, the nearest of which is c. 220m to the east. The Project is located outside of the zone of notification for all 3 SMRs.</p> <p>Two no. regionally rated buildings listed on the National Inventory of Architectural Heritage (NIAH) are located adjacent to the section of the Project at the Grand Canal pNHA. These structures are</p>

Screening Criteria	Response
<i>The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:</i>	buffered from the upgrade works by a minimum distance of c. 25m and will not be affected by the upgrade works. .

Conclusion: No significant effects likely to arise associated with the location of the proposed development.

5.0 CHARACTERISTICS OF POTENTIAL IMPACTS

Having considered the above environmental factors the aim of this section is to address likely impact, if any, that the project will have on the environment. Whether an EIA would be deemed necessary relevant to the scale of the project and the environment will then be determined.

The 2014 EIA Directive requires that an assessment of the likely significant effects of a project on the environment must be considered with regard to the factors specified in Article 3(1) of the Directive and Section 171A(b)(i)(I) to (V) of the Planning and Development Regulations 2001 to 2018, 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 approved projects;
- (h) the possibility of effectively reducing the impact.

The factors outlined in Article 3(1) of the Directive are presented in Table 5.1 below under the heading of “Environmental Factor”. The results of the assessment provided in Table 5.1 are then used to inform an assessment against the criteria evaluating the characteristics of potential impacts.

Table 5.5.1: Characteristics of Potential Impacts on Environmental Factors

Environmental Topic	Potential Impact
Populations & Human Health	<p>The project will involve the use of minor quantities of substances such as hydrocarbons, bituminous surface material, cement mortar and lubricants that can be injurious to human health. The project will also have the potential to generate noise and dust during the construction phase. Given the scale of the works any noise and dust generated at the project site will be minor in scale and of negligible impact to population and human health.</p> <p>In addition best practice measures relating to the use and storage of potentially polluting substances will minimise the potential impact posed by these substances to humans. All relevant best practice mitigation measures required for avoiding likely significant effects to populations and human health through potential effects to soils, water, noise, air etc will be required to be implemented as part of the project.</p>
Biodiversity	<p>The project is located within an existing urban setting. The Grand Canal pNHA and lower Griffeen River represents the sensitive biodiversity receptors at and adjacent to the project site. The river section adjacent to, upstream and downstream of the Project is channelised and artificial in nature. The upgrade works will not result in any changes to the natural river banksides or riparian zones of the Lower Griffeen or Grand Canal</p>

Environmental Topic	Potential Impact
	<p>pNHA. The upgrade works will be entirely related to the upgrade of the existing built land cover in the form of footpath and cyclepath surface within a small section of the pNHA boundary and adjacent to the Lower Griffeen.</p> <p>Potential impacts relating to water quality and the river are addressed under Water below. The footprint of the upgrade works will not involve any works within the river or canal and those works occurring adjacent to the river and canal will be set back from their banksides and buffered from them by existing vegetated strips.</p> <p>The upgrade works will involve the removal of 29 U-category trees and 4 no. U-category tree groups. The approach to their removal will be as per Section 3 above and all tree removal will be undertaken in the context of the South Dublin County Council 'Living with Trees' policy.</p>
Soil and Geology	There will be no significant impact to soils or geology.
Water	<p>The lower Griffeen River flows through the Grange Castle Business Park whilst the Grand Canal flows east at the northern end of the park. The approach to the works have been described in Section 3 above and provided all works are implemented in accordance with this approach the works are not predicted to have the potential to result in significant negative effects to the Griffeen River or the Grand Canal pNHA, their water quality and the lotic habitat provided by this watercourse for fauna.</p> <p>In addition best practice pollution control measures will be implemented during all excavations within the project site. These measures include all relevant measures outlined in CIRIA guidelines and the UK statutory environment agencies Pollution Prevention Guidelines (PPG), with particular regard to PPG5.</p> <p>The upgrade works are not predicted to alter the potential for flooding at the village green and Main Street.</p>

Environmental Topic	Potential Impact
Air Quality and climate	For reasons outlined in Section 3 above the project will not have the potential to result in negative impacts to air quality or climate.
Noise and Vibration	<p>For reasons outlined in Section 3 above noise and vibration generated as a result of the upgrade works will not have the potential to result in any significant change to baseline noise and vibration levels at surrounding receptors. Furthermore noise and vibration will be further minimised through best practice and the implementation of mitigation measures outlined in this screening report. With the implementation of these measures the construction phase will not result in significant noise nuisance to sensitive receptors and will be minimised to a short term, slight negative impact.</p> <p>Traffic noise and vibration associated with the upgrade works will be negligible in the context of the existing environment, which is an urban area subject to high levels of traffic.</p>
Cultural Heritage	No cultural heritage receptors occur along the footprint of the Project and no part of the upgrade works lies within the zone of notification for any SMRs. In view of the absence of such receptors and the approach to the works as set out in Table 4.1 above the project will not have the potential to result in impacts to cultural heritage.
Landscape & Visual	The project will not result in any changes to the landscape or visual setting at or in the vicinity of the project. The upgrade works will have the potential to result in positive impacts for the public realm and the landscape and visual setting of the areas through which it passes.
Material Assets	Material assets in the form of utilities and business occur within and adjacent to the project site. Given the scale of the project the potential impact to commercial material assets are not predicted to result in significant effects. Measures will also be put in place during the works to ensure that disturbance is minimised. These measures will include the provision of high-quality hoarding and traffic management where necessary. Access to all properties, will be maintained during the works. Signage will be provided as necessary. It is envisaged that once completed

Environmental Topic	Potential Impact
	the enhanced urban realm will have a positive impact on the commercial assets occurring at Grange Castle Business Park.

Table 5.5.2: Characteristics of the potential impacts

Characteristics of potential impacts The potential significant effects of proposed development in relation to criteria set out under Tables 4.3. and 4.2 above, and having regard in particular to:	
(a) the magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected);	Negligible and localised temporary impacts are identified.
(b) the nature of the impact;	<p>The nature of the impact associated with the upgrade works to environmental parameters have been set out in Table 5.1 above. It has been concluded that the works will not have the potential to result in significant negative impacts to the receiving environment and once complete will have the potential result in positive impacts for the landscape and amenity of the public realm.</p> <p>Furthermore best practice measures, as outlined in the preceding sections of this Screening Report, will implemented to further eliminate the potential for the project to result in significant environmental effects.</p>
(c) the transboundary nature of the impact;	Given the size, scale and location of the proposed development potential transfrontier impacts will not arise.

<p>(d) the intensity and complexity of the impact;</p>	<p>The project is representative of a small-scale upgrade works. The construction phase will be of a short-term duration being completed within the estimated timeframe as set out in Section 3 above. It will not result in intense or complex impacts to the receiving environment.</p>
<p>(e) the probability of the impact;</p>	<p>The probability of a significant impact occurring to the environment is considered to be unlikely.</p>
<p>(f) the expected onset, duration, frequency and reversibility of the impact;</p>	<p>All works associated with the delivery of the project will be short-lived and of a brief to temporary nature. The works will not have the potential to result in significant negative effects to the environment. The operation phase of the scheme will be over the long-term and will have the potential to result in positive long-term effects for environment in terms of human health, air quality and landscape and visual.</p>
<p>(g) the cumulation of the impact with the impact of other existing and/or approved projects;</p>	<p>The works associated with the provision of the scheme are considered to be minor in extent that will not have the potential to result in perceptible environmental effects and will not be of a quantum that will have potential to combine with other projects in the surrounding area to result in additive/cumulative effects to the environment</p>
<p>(h) the possibility of effectively reducing the impact.</p>	<p>Standard best practice measures will be implemented throughout the works phase of the project. These measures, as described in Section 3 above will further ensure that the project does not result in significant negative effects to the environment.</p>

Conclusion: No significant effects likely to arise associated with the characteristics of the potential impacts.

6.0 CONCLUSION

The Project does not trigger the threshold for mandatory EIA/EIAR as set out in the 2001 Regulations (as Amended) and has been assessed as a sub-threshold EIA development. This EIA Screening Assessment has determined that the proposed upgrade works potential to result in significant environmental effects will not arise due to the scale and nature of the proposed works and the characteristics and sensitivities of the receiving environment.

The European Guidance on EIA Screening provides a checklist to assist with the decision of whether an EIA is required based on the characteristics of a project and its environment. This screening checklist is presented in Table 6.1 below and have been informed by the various assessments that have been set out in Sections 3, 4 and 5 above.

Table 6.1: Screening Checklist

Questions to be Considered	Yes / No? Briefly describe	Is this likely to result in a significant effect? Yes/No/? – Why?
1. Will construction, operation or decommissioning of the Project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes	No. The Project will involve a minor works with no change in land cover within the Project footprint.
2. Will construction or operation of the Project use natural resources such as land, water, materials or energy, especially any resources which are non- renewable or in short supply?	Yes	No. The proposed development will require natural resources in the form of standard construction materials. The quantities to be used as part of the proposed development will be relatively small given the scale of the proposed development.
3. Will the Project involve use, storage, transport, handling or production of substances or materials which could be	Yes	No. Standard construction materials for a proposed project will be used during works, however it is unlikely that this would include any quantity of materials that could be

harmful to human health or the environment or raise concerns about actual or perceived risks to human health?		harmful to human health or the environment. Best practice construction will be implemented during the construction phase and all such materials will be stored in secure locations and will be handled in accordance with accepted construction procedures.
4. Will the Project produce solid wastes during construction or operation or decommissioning?	Yes	No. Waste in the form of construction material wrappings and pallets etc. will be generated during the project. In addition, waste generated by site operative at the site canteen etc. will be generated. All solid waste will be managed in accordance with relevant waste legislation and all waste will be removed by the site by a licensed contractor and disposed of at a licensed facility. Efforts will be made to reuse wherever possible soil material generated during excavations at the project site. Where materials cannot be reused (e.g. where soil material is at risk of being contaminated with non-native invasive species seed material) they will be transferred off site by a licensed contractor and disposed of at a licensed facility. The movement of a soil material from the project site will be subject to the control measures.
5. Will the Project release pollutants or any hazardous, toxic or noxious substances to air?	No	No. It is expected that dust and emissions from construction vehicles, plant and equipment may be released temporarily during works. Mitigation measures as outlined in this Screening Report will be implemented to minimise emissions and prevent discharge. All emissions will be kept within standard air quality limits outlined in the relevant legislation.
6. Will the Project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	No. It is expected that noise and vibration will occur during construction of the project and will be of a negligible level that will not result in negative impacts to the receiving environment.
7. Will the Project lead to risks of contamination of land or water from releases of	No	All potential polluting substances will be stored and managed appropriately by the contractor to reduce the risk of accidental

<p>pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?</p>		<p>spillages and/or discharges. There will be no discharge to surface water; groundwater, coastal waters or the sea and appropriate measures to ensure effective incident control will be provided for the construction phase of the project. The operation phase of the project will not pose a risk of contamination of waters.</p>
<p>8. Will there be any risk of accidents during construction or operation of the Project which could affect human health or the environment?</p>	<p>No</p>	<p>No. Works will be undertaken with due regard to occupational health and safety. The site manager would be responsible for the management of health and safety on site during construction.</p>
<p>9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?</p>	<p>No</p>	<p>No. The project is not predicted to have the potential to result in social changes in demography, traditional lifestyles or employment.</p>
<p>10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?</p>	<p>No</p>	<p>The works associated with the provision of the scheme are considered to be minor in extent that will not have the potential to result in perceptible environmental effects and will not be of a quantum that will have potential to combine with other projects in the surrounding area to result in additive/cumulative effects to the environment</p>
<p>11. Are there any areas on or around the location which are protected under international or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?</p>	<p>No</p>	<p>No. European Sites occur in the wider area surrounding the project site. A Screening Report for Appropriate Assessment has examined the potential for the project to result in likely significant effects to the European Sites and has found that there will be no potential for the project, alone or in-combination with other plans or projects, to result in likely significant effects to European Sites.</p> <p>An examination of the potential for the project to result in negative effects to the European Sites, NHAs and pNHAs has been completed for this project and it has been found that the</p>

		<p>project will not result in significant negative effects to such areas designated for nature conservation.</p> <p>Cultural heritage receptors occur in the vicinity of the Project. All elements of the works are located outside the zone of notification of all SMR</p> <p>No features of landscape or other value occur in the vicinity of the proposed walking and cycling scheme.</p>
<p>12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?</p>	No	<p>The habitats occurring under the footprint of the project are dominated by artificial man-made ground of negligible value. There will be no potential for the project to undermine the status of the existing biodiversity baseline conditions occurring at and in the vicinity of the project.</p>
<p>13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?</p>	No	<p>No such areas occur at or in the vicinity of the project.</p>
<p>14. Are there any inland, coastal, marine or underground waters on or around the location which could be affected by the project?</p>	Yes	<p>The project will not have the potential to result in negative impacts to coastal waters or freshwaters in its vicinity. This is due to the small scale of the project and the low quantities of potentially polluting material required for the project and the low risk of the project generating contaminated surface water runoff. Furthermore, it is noted that all surface water runoff generated at the project site will drain to the existing combine sewer network and which will provide existing treatment prior to release to the environment.</p>

15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No	No.
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	The footprint of the route will be restricted to the existing road, footpath and cyclepath corridors. The works will not affect other public facilities in the vicinity. Once completed the Project will contribute to an enhanced public realm.
17. Are there any transport routes on or around the location which are susceptible to congestion or which cause environmental problems, which could be affected by the project?	Yes	No. The works will be of short-term duration and will involve a low number of construction vehicular movements that are not predicted to have the potential to result in significant traffic volumes that could lead to congestion. The provision of the project will have positive implications for traffic and transport congestion by offering more effective traffic conveyance at the proposed walking and cycling scheme.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	Yes. During the works mitigation measures as required will be put in place to minimise the visual disturbance. Once works are completed the public realm will be enhanced.
19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	No	Yes. All works are located outside of the zone of notification for works.
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?	No	No. The project site is located in a developed man-made environment. The project will not change the land cover within the project site.
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry,	Yes	No. As outlined in this Report the project will not have the potential to result in nuisance to

commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?		properties occurring adjacent to the project site.
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	No.
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	Yes	No. The construction phase will be restricted to the project site and with the implementation of a standard best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	Yes	Yes, such receptors occur in the vicinity of the project, however the construction phase will be restricted to the project site and with the implementation of a best practice approach to the construction phase and all measures outlined in this Report there will be no potential for significant effects to the population occurring in the surrounding area.
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	No	No.
26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?	No	No.

<p>27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?</p>	<p>No</p>	<p>No.</p>
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Given the scale and nature of the project and taking account of all available information, the overall probability of impacts on the receiving environment arising from the proposed upgrade works (during the construction or operational phases) is considered to be low, as summarised in Table 6.1 above.

No significant environmental impacts will occur and the implementation of best practice measures outlined in this Report will further reduce the potential for such impacts to arise.

The information provided in this EIA Screening Report can be used by the competent authority, South Dublin County Council, to conclude and determine that an EIA is not required for the proposed upgrade Project as there will be no significant environmental effects.