

Environmental Impact Assessment Screening Report

for proposed

Car Park Upgrade

at Bremore Castle, Balbriggan

for: Fingal County Council

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Swords
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1 Introduction

CAAS Ltd. has been appointed by Fingal County Council (FCC) to prepare this Environmental Impact Assessment Screening Report for a proposed upgrade of the existing car park at Bremore Castle, Balbriggan (the proposed development). This report has been prepared to form an opinion as to whether or not the proposed development should be subject to Environmental Impact Assessment (EIA) and if so, whether an Environmental Impact Assessment Report (EIAR) should be prepared in respect of it.

The screening assesses the proposed development with reference to the EIA legislation¹ including the EIA Directive, and Planning and Development legislation¹. It also has regard to relevant parts of:

- *EIA Guidance for Consent Authorities regarding sub-threshold development*, 2003, Department of the Environment, Heritage and Local Government
- *Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment*, 2018, Department of Housing, Planning and Local Government
- *OPR Practice Note PN02 Environmental Impact Assessment Screening*, 2021, Office of the Planning Regulator
- relevant EU Guidance including *Interpretation of definitions of project categories of annex I and II of the EIA Directive*, 2015, EU and *Environmental Impact Assessment of Projects - Guidance on Screening*, 2017, EU.

The first step involves a review of the characteristics of the development to find out if it corresponds to any type (class) which is subject to the EIA requirements as set out in the legislation. If it does correspond to any such type and does not equal or exceed a specified threshold (ref s5) then the second step is to carry out a 'preliminary examination' to establish the likelihood of significant effects on the environment arising from the proposed development. The outcome of the preliminary examination determines the subsequent steps of the screening process which may involve sub-threshold project considerations and review against prescribed criteria for determining whether the development should be subject to EIA.

The information on the proposed development, as used for purposes of this report, including a written description, a Construction Environmental Management Plan and a Flood Risk Assessment was provided by FCC.

The following sections of this report cover:

- The proposed development (s2)
- The legislative basis for EIA (s3)
- Project type (s4)
- Sub-threshold development (s5)
- Preliminary examination (s6)
- Review against Schedule 7 criteria (7)
- Conclusion (s8)

¹ see section 3 for details

An overview of the authors' competency is provided in Appendix IV.

2 The proposed development

The proposed works for the upgrade of the existing car park at Bremore Castle, Drogheda Street, Balbriggan include:

- A car park consisting of 125 no. spaces, including
- 9 universally accessible parking bays;
- 19 EV ready parking bays including 5 universally accessible EV bays;
- Bicycle parking for 64 bicycles to include sheltered spaces and infrastructure for shared bike schemes, cargo bikes and adapted bikes.
- All parking bays will be constructed in permeable paving such as grasscrete or similar and approved. Vehicular circulation routes will be constructed in permeable asphalt.
- Public lighting, consisting of LED public lighting throughout the car park to an approved lighting design.
- Landscaping works incl. tree planting in constructed tree pits, pollinator friendly plant species suitable for raingarden planting, and soil regrading.
- All other ancillary site works including electricity connections.

The proposed works are contained within the boundaries of the existing car park.

The site area is approximately 0.61 ha.



Figure 1 Site location map

Source: Google maps (site boundary includes construction compound and is approximate)

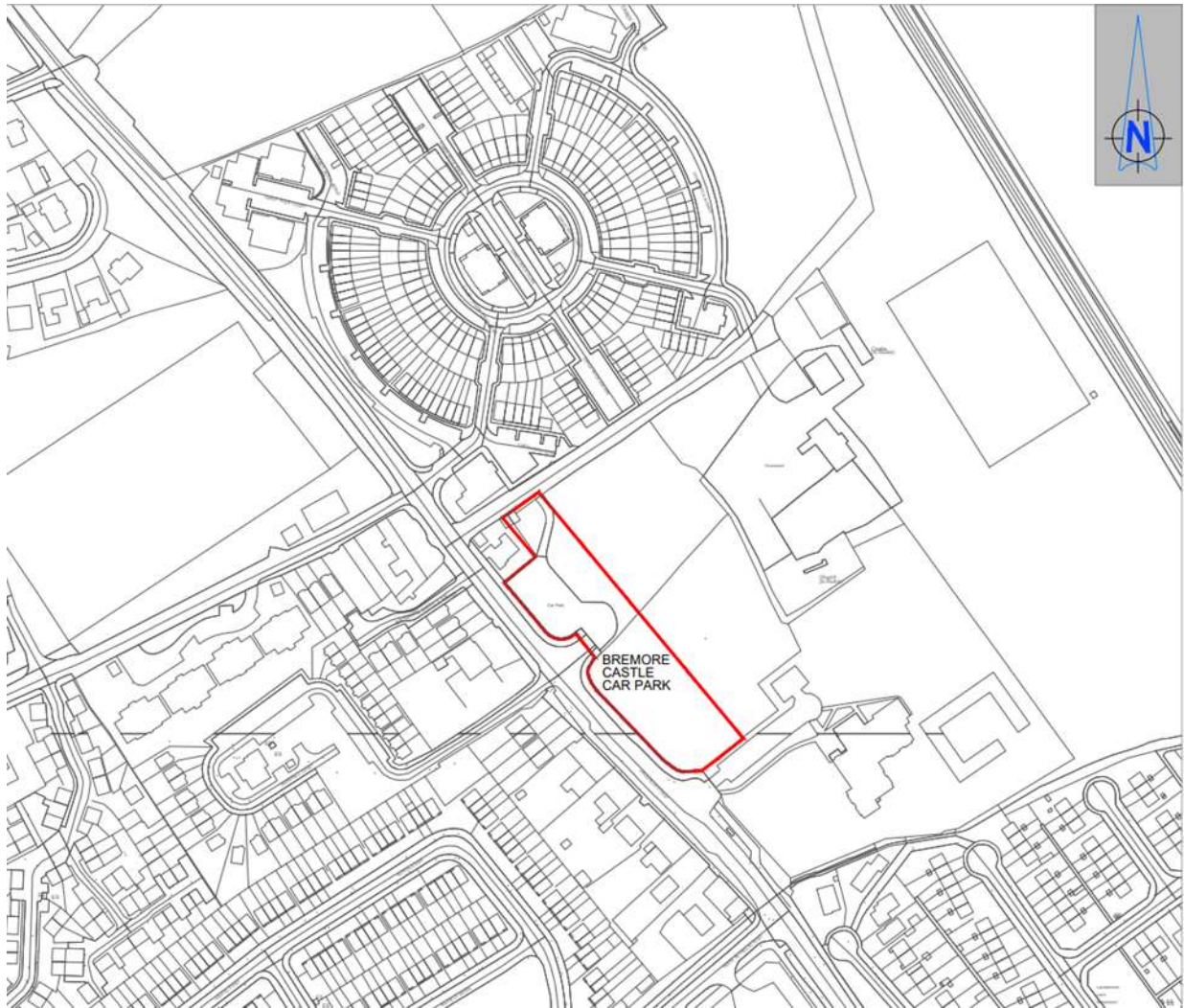


Figure 2 Site layout plan

Source: FCC (site boundary includes construction compound and is approximate)



Figure 3 Bremore carpark showing proposed upgrade works

Source: FCC (See accompanying drawing set for full scaled versions of all drawings.)

3 Legislative basis for EIA

EIA requirements derive from EU Directive 2011/92/EU (as amended by Directive 2014/52/EU) on the assessment of the effects of certain public and private projects on the environment. The Directive has been transposed into various Irish legislation of which the following is the most relevant to this development.

- Planning and Development Acts 2000-2020 (Part X)
- Planning and Development Regulations 2001 (S.I. 600/2001) as amended
- European Union (Planning and Development) (Environmental Impact Assessment) Regulations 2018 (S.I. 296/2018)

Part 1 of Schedule 5 of the Planning and Development Regulations 2001, as amended, lists projects included in Annex I of the Directive which automatically require EIA. For projects included in Annex II of the Directive, Part 2 of Schedule 5 provides thresholds above which EIA is required.

4 Project type

In the first instance it is necessary to determine whether or not the proposed development corresponds to any project type that is subject to EIA requirements.

The prescribed classes of development for the purpose of Section 176 of the Planning and Development Act 2000 are set out in Schedule 5 of the Planning and Development Regulations 2001 as amended. The proposed development, a car park and associated works, does not correspond to any class of development prescribed within Part 1 of Schedule 5, and so it is necessary to consider whether it corresponds to any class prescribed within Part 2 of Schedule 5.

Potentially relevant project types (or classes) prescribed for EIA purposes in Part 2 of Schedule 5, are listed in the table below, with commentaries of their applicability to the proposed development. Criteria prescribed in the legislation for changes or extensions are included.

Project type / threshold	Comment	Is EIA required on this basis?
Planning and Development legislation S.I. 600/2001, Schedule 5, Pt 2		
Project type 10. <i>Infrastructure projects (b)</i>		
<i>(ii) Construction of a car park providing more than 400 spaces, other than a car park provided as part of, and incidental to the primary purpose of, a development.</i>	<p>The proposed development involves upgrading of an existing car park. The proposed works are contained within the boundaries of the existing car park.</p> <p>Because it involves upgrading of an existing car park and does not involve construction of a new car park, it can be considered as not corresponding to project type 10(b)(ii).</p>	No
<p><i>(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.</i></p> <p><i>(In this paragraph, “business district” means a district within a city or town in which the predominant land use is retail or commercial use.)</i></p>	<p>Commission guidance² lists a range of projects, stating that these or other projects with similar characteristics can be considered to be ‘urban development’. These include:</p> <ul style="list-style-type: none"> • Shopping centres • Bus garages • Train depots • Hospitals • Universities • Sports stadiums • Cinemas • Theatres • Concert halls • Other cultural centres • Sewerage or water supply networks <p>The closest of these to the subject proposal is ‘other cultural centres’. While the proposed project includes the upgrade of an existing temporary car park it does not include other characteristics of a cultural centre such as large-scale performance, gallery or indoor facilities or and public address system. The proposed project can therefore be considered as not corresponding to or having similar characteristics to a cultural centre or any of the other projects listed in the Commission guidance.</p> <p>Furthermore, the development is for upgrade of an existing car park rather than a new development.</p>	No

² Interpretation of definitions of project categories of annex I and II of the EIA Directive, 2015, EU

Project type / threshold	Comment	Is EIA required on this basis?
	It is considered that this proposal does not fall into the 'urban development' project type (type 10(b)(iv)).	
Project type 12. <i>Tourism and leisure projects (e)</i>		
<i>Theme parks occupying an area greater than 5 hectares.</i>	The proposed upgrade of an existing car park is not a theme park development.	No
Project type 13. <i>Changes, extensions, development and testing</i>		
<i>(a) Any change or extension of development which would:- (i) result in the development being of a class listed in Part 1 or paragraphs 1 to 12 of Part 2 of this Schedule, and (ii) result in an increase in size greater than- - 25 per cent, or - an amount equal to 50 per cent of the appropriate threshold, whichever is the greater</i>	The proposed changes to Bremore Castle car park covered by the proposal will not result in the development being of a listed class. It will also not result in any increase in size.	No

The above review against the potentially relevant classes shows that the proposed development can be considered as not corresponding to any project type listed in Part 2 of Schedule 5.

5 Sub-threshold development

Article 92 of the Regulations of 2001 as amended defines 'sub-threshold development' as:

development of a type set out in Part 2 of Schedule 5 which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development.

Annex III of the EIA Directive (2011/92/EU as amended) as transposed into Schedule 7 of the Planning and Development Regulations 2001 as amended - sets out criteria for review of sub-threshold projects to determine if they should be subject to EIA. These criteria include characteristics, location and potential impacts.

As explained in s4, the proposed development can be considered as not corresponding to any project type prescribed in Part 2 of Schedule 5. On this basis it can be taken as not being 'sub-threshold development'.

Notwithstanding; without prejudice to the above finding and for the avoidance of any doubt, the next section of this screening provides a review of the project against prescribed criteria for determining whether or not a sub-threshold development is required to be subject to EIA.

6 Preliminary Examination

Article 120(1) of the Planning and Development Regulations 2001 as amended, requires that prior to screening a project for EIA: -

- (a) Where a local authority proposes to carry out a sub-threshold development, the authority shall carry out a preliminary examination of, at the least, the nature, size or location of the development.*
- (b) Where the local authority concludes, based on such preliminary examination, that—*
 - (i) there is no real likelihood of significant effects on the environment arising from the proposed development, it shall conclude that an EIA is not required,*
 - (ii) there is significant and realistic doubt in regard to the likelihood of significant effects on the environment arising from the proposed development, it shall prepare, or cause to be prepared, the information specified in Schedule 7A for the purposes of a screening determination, or*
 - (iii) there is a real likelihood of significant effects on the environment arising from the proposed development, it shall—*
 - (I) conclude that the development would be likely to have such effects, and*
 - (II) prepare, or cause to be prepared, an EIAR in respect of the development.*

This is done to determine the likelihood of significant effects arising, and to determine if EIA is required, is not required, or if screening against Schedule 7 criteria is required.

While the proposed development can, as found in s5 above, be considered not to be sub-threshold development, a preliminary examination has nonetheless been undertaken for it.

The proposed development involves the upgrade of an existing car park of 0.61 ha. It may be considered that there is significant and realistic doubt with regard to the likelihood of significant effects on the environment arising from it due, for example, to displacement of parking and effects on roads and amenity during the construction phase, also effects on roads and traffic during the operational phase. Therefore, in accordance with Article 120(b)(ii) as set out above, a screening of the proposal against the criteria set out in Schedule 7 of the Regulations of 2001 (as amended) is provided in s7 of this report in order to form an opinion as to whether or not it should be subject to Environmental Impact Assessment (EIA).

7 Review against Schedule 7 criteria

These criteria cover:

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

The criteria are listed in the table below. The comments provided in relation to the category 1 and 2 criteria are factual and do not comment on the types or characteristics of impacts. In keeping with the intent of Schedule 7, commentary on impacts is provided in response to the items covered by category 3 (the third part of the table below). All comments, particularly regarding 'significance', are made in the context of the Directive and guidance. The review against the Schedule 7 criteria takes account of the environmental factors set out in Schedule 6, paragraph 2(d) of the Planning and Development Regulations 2001 as amended by the 2018 Regulations, as relevant.

Schedule 7A of the Planning and Development Regulations 2001 as amended by the 2018 Regulations, sets out '*Information to be provided by the Applicant or Developer for the Purposes of Screening Sub-threshold Development for Environmental Impact Assessment*', as follows:

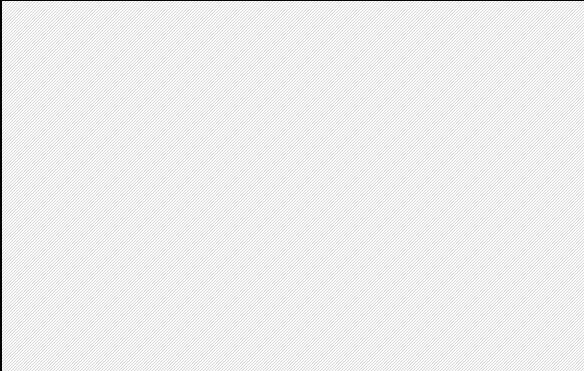
1. *A description of the proposed development, including in particular -
(a) a description of the physical characteristics of the whole proposed development and, where relevant, of demolition works, and
(b) description of the location of the proposed development, with particular regard to the environmental 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, on 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 waste, where relevant, and
(b) the use of natural resources, in particular soil, land, water and biodiversity.*
4. *The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.*

Regard is had in this report to the criteria set out in Schedule 7 for determining whether this sub-threshold development should be subject to EIA and to the information required by Schedule 7A for the purposes of screening sub-threshold development for EIA as set out in the commentary provided in and below the table which follows.

Schedule 7 Criteria	Commentary
<p>1. Characteristics of Proposed Development</p> <p>The characteristics of proposed development, in particular:</p>	
(a) the size and design of the whole of the proposed development	The project area is approx. 0.61 ha. The proposed project consists of upgrade works to a carpark.
(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	<p>The site is adjacent to the R132. It is generally surrounded by residential and amenity land uses with a school to the south east and agricultural lands in the wider context, mainly to the north. The Irish sea is approximately 0.37 km east of the site.</p> <p>Those planned and permitted developments in the area with the most relevance in terms of potential cumulative effects are listed in Appendix II.</p>
(c) the nature of any associated demolition works	No buildings are required to be demolished.
(d) the use of natural resources, in particular land, soil, water and biodiversity	Drainage from the facility will be fully attenuated within the curtilage of the development site. The attenuation will be provided under the permeable car parking bays.
(e) the production of waste,	Waste generated during construction can be anticipated to be typical for a small to medium scale works project. No significant waste streams will be generated during operation.
(f) pollution and nuisances,	During construction, the proposal is likely to generate localised and short-term noise, dust and construction traffic. It is also likely to reduce availability of car parking capacity. Post-construction traffic generation can be expected to be similar to existing .
(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	There is no significant potential for the proposed development to give rise to significant adverse effects on the environment due to accidents and/or disasters. This applies to accidents/disasters arising from external factors as well as accidents arising from the development.
(h) the risks to human health (for example, due to water contamination or air pollution)	The project characteristics pose no significant risks to human health.

<p>2. Location of proposed development</p> <p>The environmental sensitivity of geographical areas likely to be affected by the proposed development, with particular regard to—</p>	
<p>(a) the existing and approved land use</p>	<p>The site is currently a car park.</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>Due to the scale of the proposed development and its location in a developed urban context, the impact on natural resources will be minimal.</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>The site is located approximately 740 m from the Bracken River.</p>
<p>(ii) coastal zones and the marine environment</p>	<p>The site is located approximately 370 m from the Irish Sea.</p>
<p>(iii) mountain and forest areas</p>	<p>-</p>
<p>(iv) nature reserves and parks</p>	<p>-</p>
<p>(v) areas classified or protected under legislation, including Natura 2000 areas designated pursuant to the Habitats Directive and the Birds Directive</p>	<p>The closest European site is the North-west Irish Sea SPA (004236) which is 0.37 km from the proposed development.</p>
<p>(vi) areas in which there has already been a failure to meet the environmental quality standards laid down in legislation of the European Union and relevant to the project, or in which it is considered that there is such a failure.</p>	<p>-</p>
<p>(vii) densely populated areas</p>	<p>The site is located in a town centre which is characterised by low density developments.</p>

<p>(viii) landscapes and sites of historical, cultural or archaeological significance</p>	<p>A number of protected structures are located in the vicinity of the proposed development. These include a house, a graveyard, two Architectural fragments, a church and a fortified house.</p> <p>A number of buildings in the vicinity are listed on the National Inventory of Architectural Heritage (NIAH). These are all listed for inclusion on the list of protected structures in the Fingal development plan 2023-2029. The closest of these to the site of the proposed development are detailed below.</p> <p>A detached eight-bay single-storey thatched house, built c.1845. (NIAH reg. no. 11304003). is located approx. 55 m west of the site.</p> <p>There is a graveyard located approx. 55 m east of the site. (NIAH reg. no. DU002-002003).</p> <p>Two C17th features listed as architectural fragments, one a chimney piece stone and the other window fragments on a concrete plinth, are both located approx. 80 m east of the site (NIAH reg. nos. DU002-002005 and DU002-002006).</p> <p>A church located 85 m east of the site. (NIAH reg. no. DU002-002002).</p> <p>A C14th fortified house is located approx. 140 m east to the site and from the site. (NIAH reg. no. DU002-002001).</p> <p>The ruins of Bremore Cottage (NIAH reg. no. 11304003 are approximately 60 m to the north west.</p> <p>(SMR and NIAH details were obtained from the National Inventory of Architectural Heritage Historic Environment Map Viewer.)</p>
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<p>3. Types and characteristics of potential impacts</p> <p>The likely significant effects on the environment of proposed development in relation to criteria set out under paragraphs 1 and 2, with regard to the impact of the project on the factors specified in paragraph (b)(i)(I) to (V) of the definition of ‘environmental impact assessment report’ in section 171A of the Act, taking into account—</p>	
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(a) the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected)	The site covers 0.61 ha. Temporary effects during construction due mainly to noise and dust are likely to be limited to the immediate site environs.
(b) the nature of the impact	<p>Temporary to short term construction phase impacts on noise and air quality are likely. These are likely to be small scale and localised and are not likely to be significant within the meaning of the Directive.</p> <p>Restricted availability of car parking during construction is likely to cause temporary effects on parking availability in the vicinity as car users are likely to utilise other parking spaces. The effects of this displacement are likely to be temporary and not significant within the meaning of the Directive</p> <p>When operational, traffic generation will be similar to existing. It can be reasonably anticipated that, given standard traffic management procedures, there will be no significant effects on traffic in the area.</p> <p>Operational noise and dust generation can be expected to be in keeping with existing and also considering the setting which is bounded by a Regional road, this is unlikely to cause any significant effects.</p> <p>Given standard car park management procedures, potential for generation of significant pollution or nuisance during operation will be negligible.</p>
(c) the transboundary nature of the impact	-
(d) the intensity and complexity of the impact	It can be reasonably anticipated that any effects will not be intense or complex.
(e) the probability of the impact	The effects outlined at (b) above are likely to occur.
(f) the expected onset, duration, frequency and reversibility of the impact	<p>Construction phase impacts will commence at start of construction, be of varying frequency and can be anticipated to be insignificant to slight in magnitude and temporary to short term in duration.</p> <p>Once completed, effects will be insignificant and permanent.</p>

(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	On the basis of their nature and scale, when considered in-combination with the proposed development, the potential for other existing and/or permitted developments including those listed in Appendix II to cause significant cumulative impacts can be considered to be negligible.
(h) the possibility of effectively reducing the impact	Potential construction stage effects can be reasonably anticipated to be likely to be effectively reduced by implementation of standard construction phase environmental controls as described in the provided Construction Environmental Management Plan. Potential operational stage effects can be reasonably anticipated as likely to be effectively reduced by implementation of standard traffic, car park and waste management procedures.

Based on review against the Schedule 7 criteria, the environmental effects of the proposed project can be anticipated to be localised and temporary to short-term (during construction) and permanent (after construction) and not likely to be significant within the meaning of the Directive.

Article 120 of the Regulations of 2001 as amended, states that the Schedule 7A information:

- a) 'shall be accompanied by any further relevant information on the characteristics of the proposed development and its likely significant effects on the environment, including, where relevant, information on how the available results of other relevant assessments of the effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive have been taken into account' and
- b) 'may be accompanied by a description of the features, if any, of the proposed development and the measures, if any, envisaged to avoid or prevent what might otherwise have been significant adverse effects on the environment of the development.'

In relation to (a), other potentially relevant assessments are listed and commented upon in Appendix I. It is found that none have any significant bearing on the findings of this EIA Screening Report. Item 3(h) in the table above addresses (b).

8 Conclusions

The proposed car park upgrade at Bremore Castle, Balbriggan does not require mandatory EIA on the basis of the prescribed EIA Project classes including their applicable thresholds, including Project Type 10(b)(ii) as set out in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 (S.I. 600/2001) as amended. Review against the Schedule 7 criteria, finds that its environmental effects are not likely to be significant within the meaning of the EIA Directive.

It does not need to be subject to Environmental Impact Assessment and no Environmental Impact Assessment Report is required for it.

This conclusion is based on an objective review of the characteristics of the proposed development against the requirements of the relevant legislation and has had due regard to the relevant guidance.

Appendix I - Relevant assessments of potential effects on the environment carried out pursuant to European Union legislation other than the Environmental Impact Assessment Directive

EU Legislation		Comments
Air Quality Directive	2008/50/EC	There will be no significant air emissions of significance from the proposed development during operation. Construction impacts are likely to be local temporary to short term and insignificant. As a result, no assessment is required pursuant to this Directive.
Floods Directive	2007/60/EC	A Flood Risk Assessment has been prepared for the proposed development. This finds that the site is unaffected by flooding and the proposed development will have no effect on flooding elsewhere.
Habitats and Birds Directives	92/43/EEC and 2009/147/EC	An AA Screening Report has been prepared for the proposed development. It finds that the proposed development is not likely to have any significant effect (either directly or indirectly) on any European site, either alone or in combination with other plans or projects.
Noise Directive	2002/49/EC	Construction noise will be local, temporary to short term and insignificant. No significant noise effects are likely to occur during operation of the development. As a result, no assessment is required pursuant to this Directive.
SEA Directive	2001/42/EC	The Fingal Development Plan 2023 – 2029 which sets out the zoning of the site area has been subject to SEA.
Directive on Waste and repealing certain Directives (a.k.a Waste Framework Directive)	2008/98/EC	The proposed development is not anticipated to be likely to generate significant quantities of waste during construction or operation. No assessment is considered to be required pursuant to this Directive.
Water Framework Directive	2000/60/EC	The proposed development does not have significant potential to cause effects on the River Bracken or any other watercourses and there is no requirement for any specific assessment pursuant to this Directive.

This review of assessments of potential effects on the environment carried out pursuant to the European Legislation finds that no results arising from such assessments affect the findings of this EIA screening.

Appendix II – Local planning applications³ within the receiving environment of the proposed development⁴

Project Code	Description	Grant Date	Project Area (sq m)	Status	Approximate distance from the proposed development (m)	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects
F18A/0185	1. Provide new temporary accommodation consisting of 2 no. temporary classrooms including toilets & 1 no. SET room in accordance with the lodged information. 2. Foul water drainage connections to existing on site foul water drainage system, with new on-site surface water soak pit. 3. All site works and ancillary works.	2018-07-10	19141.20	Permission	0.29	This is a small-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment. The consent process for this project was subject to applicable EIA and AA requirements.	No
F18A/0186	Retention permission for the following: 1) Single storey 12 classroom temporary accommodation prefabricated building 2) All site works and ancillary works.	2018-07-10	19139.20	Permission	0.29	This is a small-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment. The consent process for this project was subject to applicable EIA and AA requirements.	No

³ The majority of surrounding developments are minor projects with no risk of in-combination effects. Therefore, a summary list is provided here of the five largest proposed developments within the below stated parameters. Project descriptions are taken from the Local Authority planning database.

⁴ Parameters used: planning application from within the last 5 years, within a radius of 200 m around the proposed development's boundary

Project Code	Description	Grant Date	Project Area (sq m)	Status	Approximate distance from the proposed development (m)	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects
F21A/0668	<p>The removal of all existing temporary school buildings, demolition of existing school building & associated site works, construction of a new two storey school building comprising of 19 classrooms, 10 resource rooms, 1 staff room, 2 staff offices, 1 General Purpose Hall and associated storage rooms/servery, 1 multi- purpose room, staff and student toilets, 1 library/ resource room, 2 base classrooms for special needs unit, 1 central activities space and ancillary accommodation/ plant rooms, all associated external works including provision of new vehicular and pedestrian entrances, Internal bus set-down, staff car parking, cycle parking, Sensory Garden, 1 no. ball court, 1 Hard play area, 1 soft play area, proprietary wastewater system, storm drainage system, landscaping, and boundary treatments.</p> <p>AI received 2/8/2022</p> <p>AI deemed significant **</p> <p>Revised public notices received 18/8/2022</p>	2022-10-18	19042.60	Permission	0.29	<p>This is a small-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment.</p> <p>The consent process for this project was subject to applicable EIA and AA requirements.</p>	No

Project Code	Description	Grant Date	Project Area (sq m)	Status	Approximate distance from the proposed development (m)	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects
F21A/0309	The development will consist of family flat extension to rear of existing bungalow dwelling. Conversion of existing single dwelling to dormer dwelling with first floor living space over entire proposed structure and all associated site works. AI received 23/09/21	2021-11-23	908.40	Permission	39.28	This is a small-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment. The consent process for this project was subject to applicable EIA and AA requirements.	No
F17A/0201	Development consisting of the construction of a two storey, four-bedroom, contemporary dwelling with new vehicular access, 2 no. on-curtilage car parking spaces, private amenity space, single storey garden store building, drainage infrastructure, landscaping and all associated site development works necessary to facilitate the development.	2018-03-12	540.40	Permission	71.35	This is a small-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment. The consent process for this project was subject to applicable EIA and AA requirements.	No
F22A/0170	Retention permission for attic conversion to non-habitable storage space (17.9 sqm), attic dormer window to rear elevation. 'Velux' type roof window to side elevation, single storey shed to rear garden (30.75sqm) and all associated site work.	2022-06-28	328.80	Retention	157.10	This is a small-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment. The consent process for this project was subject to applicable EIA and AA requirements.	No

Project Code	Description	Grant Date	Project Area (sq m)	Status	Approximate distance from the proposed development (m)	Characteristics of the potential cumulative effects	Likelihood of potential significant cumulative effects
F19A/0063	Retention Permission sought for 2m. high front security timber garden fencing and vehicular driveway gates. Together with Planning Permission sought for attic conversion to study / storage, together with new dormer window to rear.	2019-05-09	254.50	Retention	98.89	This is a small-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment. The consent process for this project was subject to applicable EIA and AA requirements.	No
F18B/0223	Permission for a single storey extension to rear and side of existing dwelling with associated site works.	2018-11-13	0.10	Permission	97.32	This is a small-scale project with a temporary construction phase and the operational phase will have localised effects that will be in keeping with the context and character of the surrounding environment. The consent process for this project was subject to applicable EIA and AA requirements.	No

Appendix III – Standard Descriptions of Effects

(from *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2022)

<p>Quality of Effects</p> <p>It is important to inform the non-specialist reader whether an effect is positive, negative or neutral</p>	<p>Positive Effects</p> <p>A change which improves the quality of the environment (for example, by increasing species diversity; or the improving reproductive capacity of an ecosystem, or by removing nuisances or improving amenities).</p>
	<p>Neutral Effects</p> <p>No effects or effects that are imperceptible, within normal bounds of variation or within the margin of forecasting error.</p>
	<p>Negative/adverse Effects</p> <p>A change which reduces the quality of the environment (for example, lessening species diversity or diminishing the reproductive capacity of an ecosystem; or damaging health or property or by causing nuisance).</p>
<p>Describing the Significance of Effects</p> <p>“Significance” is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful (also see <i>Determining Significance</i> below.).</p>	<p>Imperceptible</p> <p>An effect capable of measurement but without significant consequences.</p>
	<p>Not significant</p> <p>An effect which causes noticeable² changes in the character of the environment but without significant consequences.</p>
	<p>Slight Effects</p> <p>An effect which causes noticeable changes in the character of the environment without affecting its sensitivities.</p>
	<p>Moderate Effects</p> <p>An effect that alters the character of the environment in a manner that is consistent with existing and emerging baseline trends.</p>
	<p>Significant Effects</p> <p>An effect which, by its character, magnitude, duration or intensity alters a sensitive aspect of the environment.</p>
	<p>Very Significant</p> <p>An effect which, by its character, magnitude, duration or intensity significantly alters most of a sensitive aspect of the environment.</p>
	<p>Profound Effects</p> <p>An effect which obliterates sensitive characteristics</p>
<p>Describing the Extent and Context of Effects</p> <p>Context can affect the perception of significance. It is important to establish if the effect is unique or, perhaps, commonly or increasingly experienced.</p>	<p>Extent</p> <p>Describe the size of the area, the number of sites, and the proportion of a population affected by an effect.</p>
	<p>Context</p> <p>Describe whether the extent, duration, or frequency will conform or contrast with established (baseline) conditions (is it the biggest, longest effect ever?)</p>

<p>Describing the Probability of Effects</p> <p>Descriptions of effects should establish how likely it is that the predicted effects will occur – so that the CA can take a view of the balance of risk over advantage when making a decision.</p>	<p>Likely Effects</p> <p>The effects that can reasonably be expected to occur because of the planned project if all mitigation measures are properly implemented.</p> <p>Unlikely Effects</p> <p>The effects that can reasonably be expected not to occur because of the planned project if all mitigation measures are properly implemented.</p>
<p>Describing the Duration and Frequency of Effects</p> <p>'Duration' is a concept that can have different meanings for different topics – in the absence of specific definitions for different topics the following definitions may be useful.</p>	<p>Momentary Effects</p> <p>Effects lasting from seconds to minutes</p> <p>Brief Effects</p> <p>Effects lasting less than a day</p> <p>Temporary Effects</p> <p>Effects lasting less than a year</p> <p>Short-term Effects</p> <p>Effects lasting one to seven years.</p> <p>Medium-term Effects</p> <p>Effects lasting seven to fifteen years.</p> <p>Long-term Effects</p> <p>Effects lasting fifteen to sixty years.</p> <p>Permanent Effects</p> <p>Effects lasting over sixty years</p> <p>Reversible Effects</p> <p>Effects that can be undone, for example through remediation or restoration</p> <p>Frequency of Effects</p> <p>Describe how often the effect will occur. (once, rarely, occasionally, frequently, constantly – or hourly, daily, weekly, monthly, annually)</p>
<p>Describing the Types of Effects</p>	<p>Indirect Effects (a.k.a. Secondary Effects)</p> <p>Impacts on the environment, which are not a direct result of the project, often produced away from the project site or because of a complex pathway.</p> <p>Cumulative Effects</p> <p>The addition of many minor or significant effects, including effects of other projects, to create larger, more significant effects.</p> <p>'Do-Nothing Effects'</p> <p>The environment as it would be in the future should the subject project not be carried out.</p> <p>'Worst case' Effects</p> <p>The effects arising from a project in the case where mitigation measures substantially fail.</p> <p>Indeterminable Effects</p> <p>When the full consequences of a change in the environment cannot be described.</p>

	<p>Irreversible Effects When the character, distinctiveness, diversity or reproductive capacity of an environment is permanently lost.</p> <p>Residual Effects The degree of environmental change that will occur after the proposed mitigation measures have taken effect.</p> <p>Synergistic Effects Where the resultant effect is of greater significance than the sum of its constituents, (e.g. combination of SO_x and NO_x to produce smog).</p>
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Appendix IV - Competency of Authors

Paul Fingleton, the lead author, has an MSc in Rural and Regional Resources Planning (with specialisation in EIA) from the University of Aberdeen. Paul is a member of the International Association for Impact Assessment as well as the Institute of Environmental Management and Assessment. He has over twenty-five years' experience working in the area of Environmental Assessment. Over this period, he has been involved in a diverse range of projects including contributions to, and co-ordination of, numerous complex EIARs and EIA screening reports. He has also contributed to and supervised the preparation of numerous AAs and AA screenings.

Paul is the lead author of the current EPA Guidelines⁵ and accompanying Advice Notes⁶ on EIARs. He has been involved in all previous editions of these statutory guidelines. He also provides a range of other EIA related consultancy services to the EPA. Paul is regularly engaged by various planning authorities and other consent authorities to provide specialised EIA advice.

Clodagh Ryan, Environmental Assistant has a BSc in Environmental Management, Dublin Institute of Technology, 2021. Clodagh liaises with various government agencies and local authorities in order to assimilate the environmental baseline information that is used in EIAs and AAs and assists in the preparation of the various EIA and AA related documentation

⁵ *Guidelines on the information to be contained in Environmental Impact Assessment Reports*, EPA, 2022

⁶ *Advice notes on current practice in the preparation of Environmental Impact Assessment Reports*, EPA, 2003