AtkinsRéalis

EIA Screening Report

Dublin City Council

01/11/2024

0090741DG0008

CATHAL BRUGHA STREET PUBLIC REALM IMPROVEMENT SCHEME

Notice

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1. Introduction

AtkinsRéalis has been commissioned by Dublin City Council (DCC) to prepare an Environmental Impact Assessment (EIA) Screening Report for the Cathal Brugha St & Findlater Place Public Realm Improvement Scheme, Co. Dublin. The EIA Screening Report will be submitted to DCC as part of a proposed Part VIII planning request.

This EIA Screening report assesses the red line boundary which is approximately 0.2813 hectares ha in size (Figure 1-1).

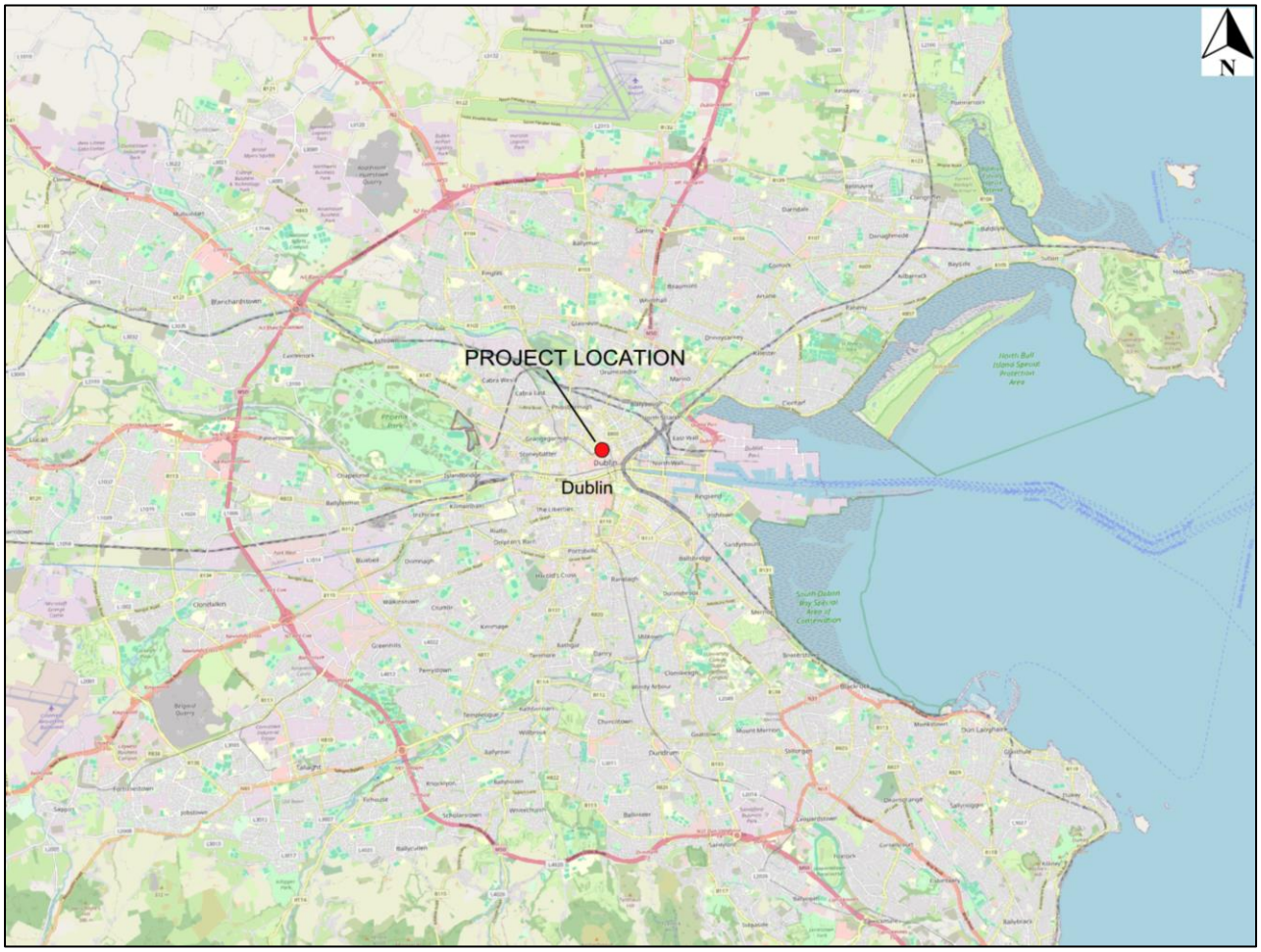

Figure 1-1 - Proposed Project Location in North Dublin City

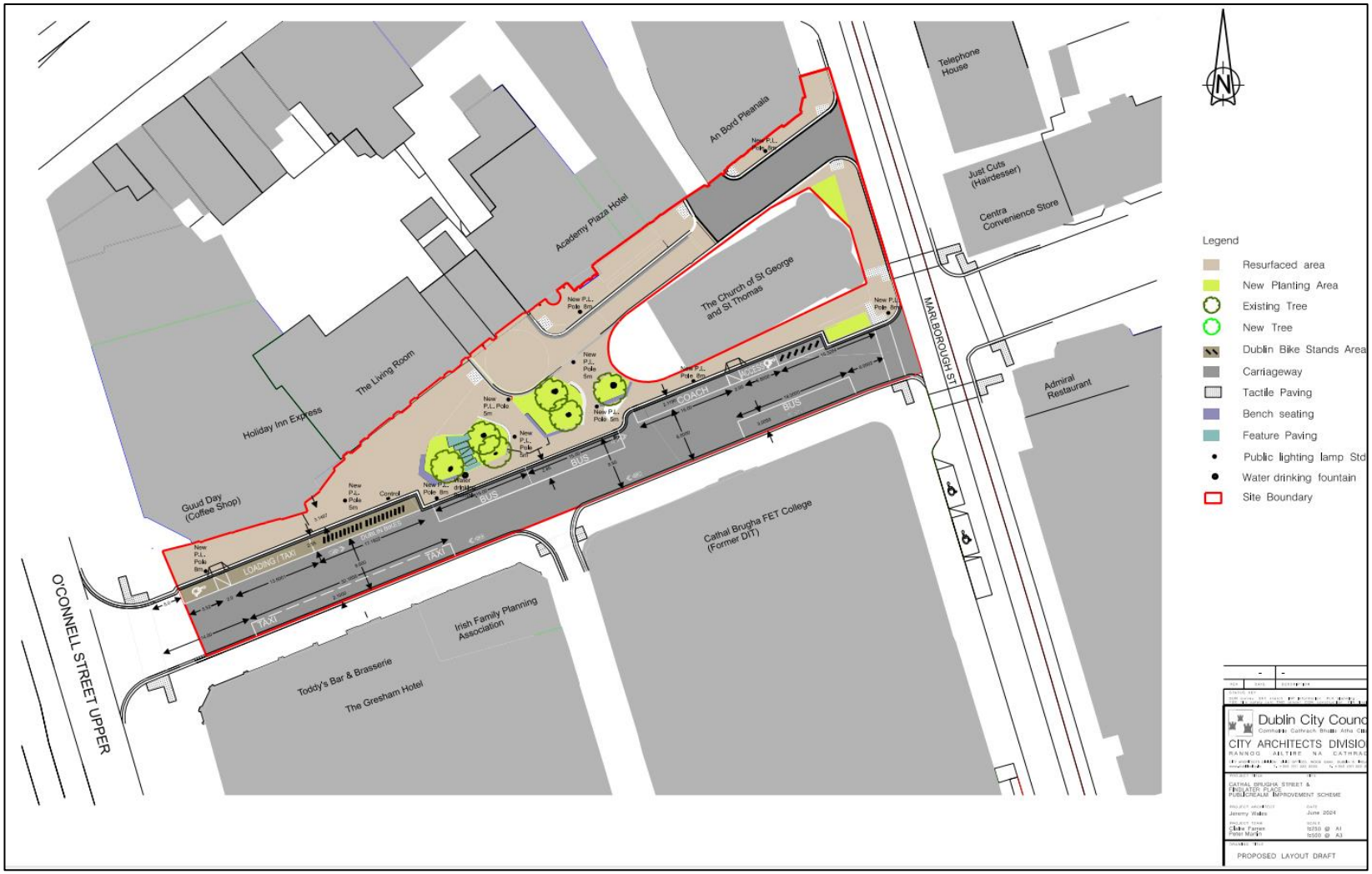

Figure 1-2 Red line boundary of the proposed project.

1.1 Proposed Project

1.1.1 Project Background

Cathal Brugha Street & Findlater Place are located in Dublin City Centre east of O'Connell Street upper and west of Marlborough Street. This is an urbanised area containing local amenities such as bars and hotels with a number of trees present along the northern footpath section area and is utilised by traffic and pedestrians.

The vision for this project, as set out in the O'Connell Street and Environs Area for Special Planning Control and the 'The Heart of Dublin'- City Centre Public Realm Master Plan (2016), is to promote a high-quality and inclusive design to improve the quality of the public realm and open spaces. Pedestrians will be given priority and the public realm enhanced to develop a high-quality public plaza just off O'Connell Street. The high quality O'Connell Street palette will be extended into the project area.

By implementing a design, which prioritises pedestrians and public space activation it will add economic value to the city's core by converting this area into a destination to visit and linger in, rather than to simply pass through. The Church of St George and St Thomas sits prominently on the street as a focal point in front of which a high quality public space can be developed.

The pavements in the area have deteriorated substantially over the last number of years necessitating the requirement for public realm improvement works.

1.1.2 Project Description

The proposed Cathal Brugha Street and Findlater Place Public Realm Improvement Project is a LUAS associated project. Proposed works include;

- The removal of the existing road and footpath surfaces, the re-surfacing of existing carriageways with bitmac and footpaths with new granite flags.
- Sections of narrowed carriageway on Cathal Brugha Street and Findlater Place allowing for increased footpath widths and build outs.
- Reconfiguration of the kerbside uses including the relocation of the existing DublinBikes station to the carriageway.
- The retention of the existing trees and the introduction of new soft and hard landscaping at their bases.
- Introduction of new low level planting.
- Removal of the existing street furniture and their replacement with new street furniture including lamp standards, water drinking fountain and seating.
- Historic granite kerbing, paving and materials are to be retained and reused throughout.
- New public lighting, as well as all necessary service, utility and associated site works.

The proposed project site is approximately 0.2813 hectares in size.

It is proposed that the works would commence during Q3-Q4 2025 and the duration of works is estimated to be 6 months. The proposed works will be scheduled on a phased basis, following consultation with local businesses, and any necessary disruption will be kept to a minimum.

Existing surface water drainage along Cathal Brugha Street and Findlater Place is via a combined sewer which connects to Ringsend Wastewater Treatment Plant (WwTP). Road gullies will be relocated, however, there will be no change to the main carrier drain in the roadways (combined sewer) and as such following completion of works surface water run-off from the project site will remain to Ringsend WwTP.

1.1.3 Traffic Arrangements

The existing traffic management arrangement on Cathal Brugha Street will remain unchanged as part of the proposals. The western section of Findlater Place (west of the junction with Strong's Court) will be restricted to local access only. The Loading Bay on the northern side of Cathal Brugha Street will be retained to facilitate loading and deliveries.

The proposals include for the reduction in carriageway width of the western section of Findlater Place (west of the junction with Strong's Court) and increased width of footpath adjacent. This section of carriageway will be resurfaced to identify it as local vehicular access only.

There are 2 no. existing 'on carriageway' bus stops on the north side of Cathal Brugha Street. The proposal provides 2 no. inline bus stops on the north of the carriageway on Cathal Brugha Street. The existing on carriageway bus stop on south side is to be retained.

A coach parking bay is proposed on the north side of the Cathal Brugha Street carriageway.

There are 2 no. existing accessible on-street parking bays within the project area. The proposal includes 2 no. accessible on-street parking bays.

1 no. loading/taxi bay proposed on the north side of the carriageway. Time plated hours – Loading 07:00- 19:00. Taxi 19:00-07:00

It is proposed to relocate the existing 20 bike DublinBikes station from the footpath to the north side of the Cathal Brugha Street carriageway.

A build out is proposed on the north side of the Cathal Brugha Street at the junction of Marlborough Street.

Cycle stands are proposed on the north side of the carriageway.

1.2 Purpose of this Report

This report has been prepared for DCC in relation to the Cathal Brugha St & Findlater Place Public Realm Improvement Scheme. The purpose of this report is to determine if the scheme requires the preparation of an Environmental Impact Assessment Report (EIAR). The project has been screened to generate a summarised overview of the potential impacts on the receiving environment, and in the context of relevant statutory requirements.

A Stage 1 Screening for Appropriate Assessment (AA) has also been prepared for the proposed project (AtkinsRéalis, 2024). The proposed project has been assessed with regards to the likely significant effects of the project on European sites within the zone of influence (ZoL) of the proposed project. The AA Screening Report concluded that on the basis of objective information and in view of best scientific knowledge and applying a precautionary principle, the absence of any mitigation measures the proposed Cathal Brugha & Findlater Place Public Realm Improvement Scheme, either alone or in-combination with other plans or projects, will not result in likely significant effects on any European site. Thus, it is recommended that it is not necessary for the project to proceed to Appropriate Assessment.

1.3 Site Zoning

The Dublin City Development Plan 2022-2028 sets out the general land-use and zoning policies and objectives and provides an explanation of the land-use categories and the zoning objectives. It also outlined the policies and objectives for the future development of the town and its environs. Some objectives and policies from the Dublin City Development Plan 2022-2028[1] that are relevant to the Cathal Brugha Street and Findlater Place Improvement Scheme can be seen below: Sustainable Movement and Transport (SMT) Policy - SMT8: Public Realm Enhancements

To support public realm enhancements that contribute to place making and liveability and which prioritise pedestrians in accordance with Dublin City Council's Public Realm Strategy ('Your City – Your Space'), the Public Realm Masterplan for the City Core (The Heart of the City), the Grafton Street Quarter Public Realm Plan and forthcoming public realm plans such as those for the Parnell Square Cultural Quarter Development and the City Markets Area.

- SMT12: Pedestrians and Public Realm

To enhance the attractiveness and liveability of the city through the continued reallocation of space to pedestrians and public realm to provide a safe and comfortable street environment for pedestrians of all ages and abilities.

- SMT13: Urban Villages and the 15-Minute City

To support the role of the urban villages in contributing to the 15-minute city through improvement of connectivity in particular for active travel and facilitating the delivery of public transport infrastructure and services, and public realm enhancement.

- SMT18 The Pedestrian Environment

[1] https://www.dublincity.ie/sites/default/files/2022-12/Final%201-08%20Sus%20Mov.pdf

To continue to maintain and improve the pedestrian environment and strengthen permeability by promoting the development of a network of pedestrian routes including laneway connections which link residential areas with recreational, educational and employment destinations to create a pedestrian environment that is safe, accessible to all in accordance with best accessibility practice.

- SMT34 Street and Road Design

To ensure that streets and roads within the city are designed to balance the needs and protect the safety of all road users and promote place making, sustainable movement and road safety providing a street environment that prioritises active travel and public transport whilst ensuring the needs of commercial servicing is accommodated. As identified within the Dublin City Council Development Plan 2022 – 2028[2], land use zonings and special objectives within the vicinity of the proposed scheme are as follows:

Land Use Zonings

- City Centre
- Key Urban Villages/Urban Villages
- Georgian Conservation Areas

Special Objectives

- Conservation Areas
- Architectural Conservation Areas
- Protected Structures

[2] Final 1-14 Land Use Zoning 05.12.22.pdf (dublincity.ie)

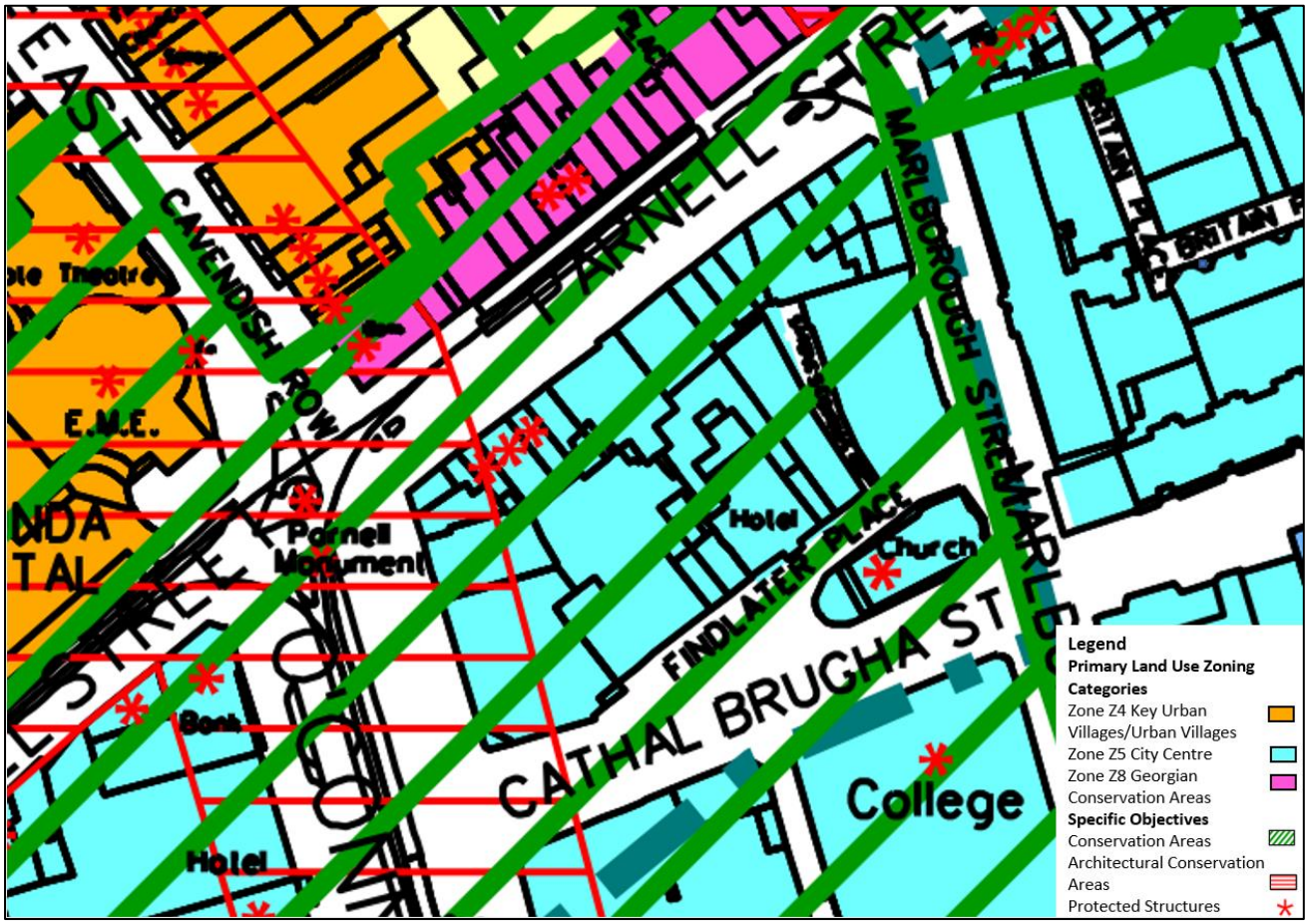

Figure 1-3 - Land Use Zonings within the vicinity (source; Dublin City Council, 2022)

It is considered that the project scheme is compatible with the policies and objectives of the development strategy area as well as the zoning requirements, under the Dublin City Development Plan.

2. Receiving Environment

The proposed project will be constructed within Dublin City.

Hydrology

The proposed project is located within the Liffey and Dublin Bay Water Framework Directive (WFD) Catchment area and the Tolka_SC_020 SubCatchment. There are no Environmental Protection Agency (EPA) watercourses within the site of the project scheme. Surface water drainage from the proposed project site is via the local storm water network within the roadways which outfalls to the Ringsend Wastewater Treatment Plant.

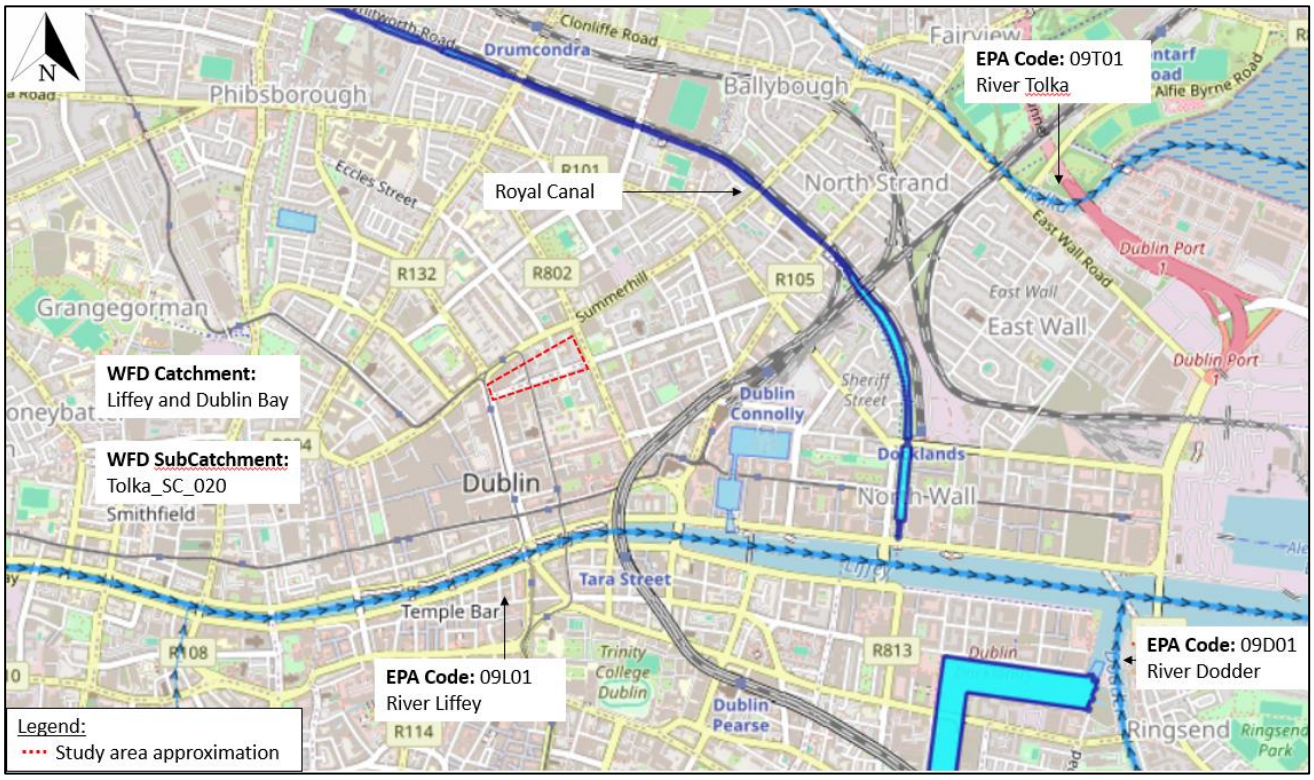

Figure 2-1 Surface Water Features (source; Environmental Protection Agency, 2024)

Ecology

There are 16 no. European sites within the potential Zone of Influence (ZoI) of the proposed project which include 8 no. Special Areas of Conservation (SACs) and 8 no. Special Protection Areas (SPAs). The nearest SAC is South Dublin Bay (Site Code: 000210) located ca. 3.6 km south east of the project. The nearest SPA is South Dublin Bay and River Tolka Estuary (Site Code: 004024) which is located ca. 2 km east of the project. Based on the findings of the Stage 1 Appropriate Assessment Screening report (AtkinsRéalis, 2024) there will be no potential significant adverse effects, either alone or in-combination, to European sites arising from the proposed project.

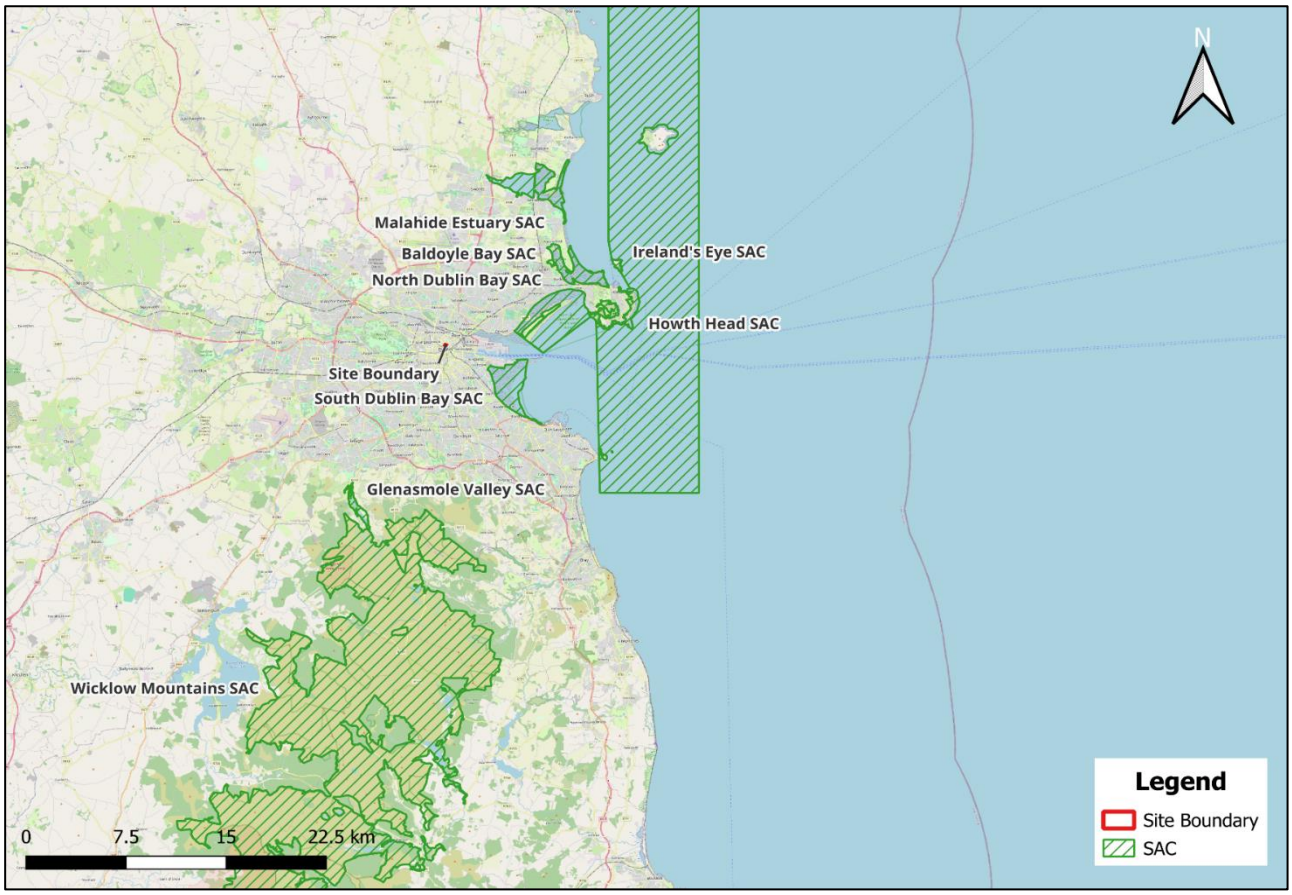

Figure 2-2 Special Areas of Conservation within the Zone of Influence of the Proposed Scheme (source; AtkinsRéalis, 2024)

Hydrogeology

There is 1 no. GSI reported well (Borehole GSI ID: 2923SEW012) spring within the vicinity of the project and no springs. There are no Ground Water Drinking Water Source Protection Areas within 5km of the project. Dunboyne Water Supply is the closest drinking water protection area and is located ca. 16.2km west of the proposed development.

GSI (2024) has classified the groundwater vulnerability beneath proposed development as 'Low'. The proposed development is located within Dublin (Code IE_EA_G_008) Groundwater Body (GWB) which was reported by EPA (2024) as having 'Good' WFD status for the 2021-2027 monitoring period.

Geology

The geology underlining the proposed development comprises of the Lucan Formation which is described as dark limestone & shale (`calp). There are no karst features within the proposed development site, with the closest such site being a well, St.Doolaghs Well, located ca. 8.3km north east of the site (GSI ID: IE_GSI_Karst_40K_339) which is reported to within a 20m locational accuracy (GSI, 2024). There are no recorded landslide events in the vicinity of the site. Landslide susceptibility within the site and surrounds is 'Low' and 'Low (inferred)' (GSI, 2024).

There are no Geological Heritage Areas within the proposed development site, with the nearest GHA, the General Post Office (Site Code: DC003) located 0.3km south west of the proposed development.

Flood Risk

No recurrent flooding events were reported by Office of Public Works (OPW) within the vicinity of the proposed development (OPW, 2024). The nearest single flood event recorded by OPW is located ca.1,25km east from the proposed development which is the Dublin City Tidal - Feb 2002 (ID-456) however the information on this area is currently 'under review' (Ref No. tolka21) (OPW, 2024) as shown in Figure 2-3 below.

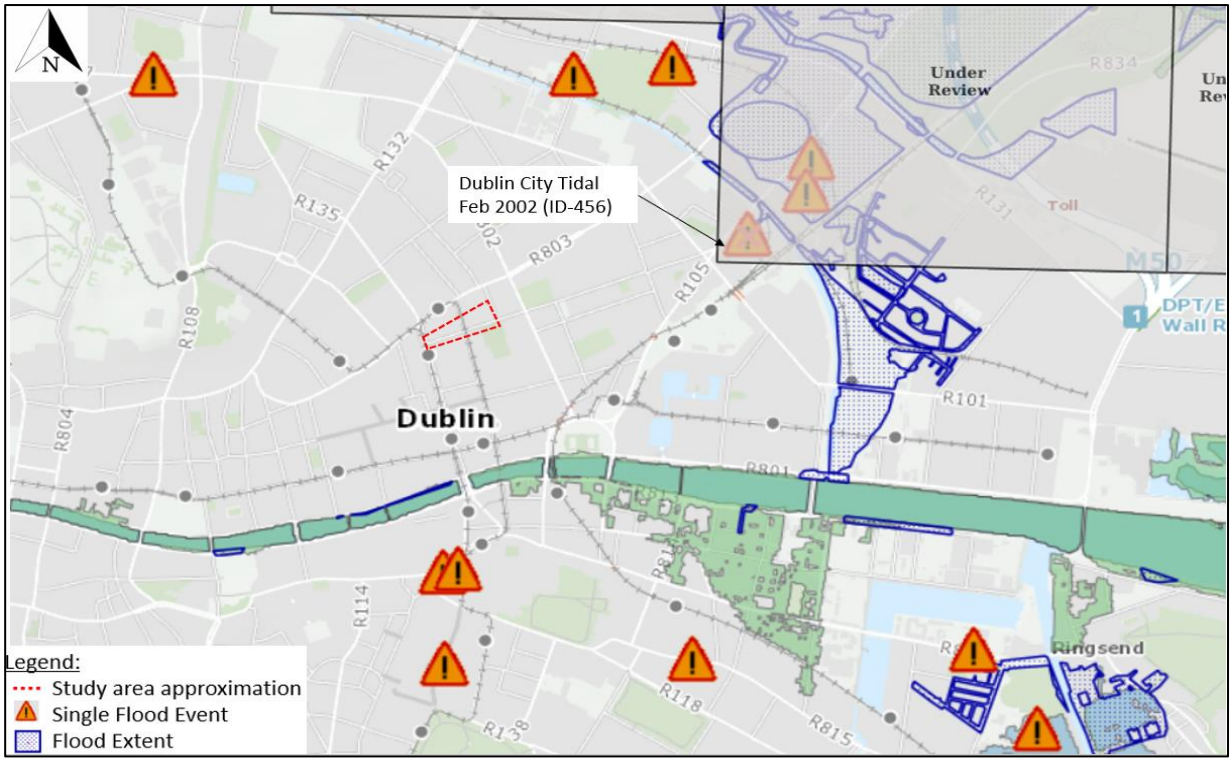

Figure 2-3 Historic Flood Events (source; Office of Public Works, 2024)

Archaeology and Cultural Heritage

A search of the National Monuments Service (NMS, 2024) identified Dublin City as a sensitive area in terms of archaeology and cultural heritage. There are numerous Sites and Monuments Record (SMR) features and National Inventory of Architectural Heritage (NIAH) features within the vicinity of the proposed development as shown in Figure 2-4 below. A review of Heritage maps identifies that the proposed development is located within the O'Connell St Architectural Conservation Area. A Special Planning Control Scheme (SPCS) allows Dublin City Council to specify development objectives for the preservation or enhancement of an architectural conservation area. The proposed development is located adjacent to the O'Connell Street and Environs Area of Special Planning Control.

There are no protected structures located within the red line boundary. There is 1no. SMR feature (Graveyard: 35372) and 3no. NIAH protected structures located immediately outside the boundary of the proposed development which includes the Church of Saint George and Saint Thomas, Gresham Hotel (No.: 6019) and Further Education Training College (Formerly the DIT School of Culinary Arts and Food Technology) (No. 1331),(Heritage Council, 2024).

It is noted that during the design stage, consultations were carried out with Dublin City Council's Conservation Officer and City Archaeologist, several site inspections were conducted, and a Conservation Report[3] was prepared. Section 6 of the Conservation Report by City Architects Division details the Method Statement for the Proposed Works which must be implemented. In addition, the following recommendations were provided:

- All works should be carried out in accordance with best practice conservation practice, as defined by the International Council of Monuments and Sites (ICOMOS) in the Venice Charter of 1964, and in subsequent charters, and summarised in the Dept. of Arts Heritage and Regional Rural and Gaeltacht affairs (DAHRRGA) Architectural Heritage Protection Guidelines for Planning Authorities;

- All historical fabric is retained in its original locations as far as practically possible, and that all necessary alterations should be carried out in accordance with the principles of minimal intervention, repair over replacement, historic authenticity, reversibility, and visually identifiable modern interventions;

- An RIAI Grade I or, or a suitably qualified conservation specialist, is included in the design team, and retained through all project phases, including an oversight role during construction; and

- A review of the design and its impact should be completed following Stage III detailed design / tender production.

The Conservation Report includes an Architectural Heritage Impact assessment in Section 7 which considers the impact on historic kerbing, retaining historic cellar lights and historic coal holes and removal of existing heritage style lamp standards on Findlater Place which are not original to the street.

Rubicon Heritage consultancy services prepared an Archaeological, Architectural and Cultural Impact Assessment[4]. The main findings are summarised below:

- 70 sites of archaeological, and/or cultural heritage significance within the defined study areas were identified;

- The study highlighted the archaeological, architectural and historical significance of the study area and

- The assessment of the proposed development showed that it will have a potential direct effect on four Cultural Heritage sites (CH002–CH003, CH017, CH070) out of the 70 sites identified. This the graveyard of the St. Thomas Church (CH002), and the potential subsurface remains of associated church (CH017). It also includes the historic town of Dublin (CH003) and the area of archaeological potential (CH070) relating to the historic town of Dublin.

Rubicon Heritage (2024) identified that the groundworks required for resurfacing works and the installation of street furniture will have a Signification impact on the following prior to mitigation:

- a potential direct, permanent effect on the graveyard and associated subsurface archaeology (Moderate post mitigation);

[3] Dublin City Council, City Architects Division (2024) Cathal Brugha Street & Findlater Place, Dublin 1; Conservation Report

[4] Rubicon Heritage (2024) An Archaeological, Architectural and Cultural Impact Assessment Report for the proposed Cathal Brugha Street and Findlater Place Public Realm Improvement Scheme, Co. Dublin

- a direct, permanent effect on potential subsurface archaeology associated with the historic town (Moderate post mitigation);

- a potential direct, permanent effect on the potential subsurface remains of the church and associated subsurface archaeology (Moderate post mitigation); and

- a direct, permanent effect on potential subsurface archaeology associated Areas or Archaeological Potential related with the historic town (Slight post mitigation).

The following mitigations (subject to the approval of the National Monuments Service and the local planning authority archaeologist) were recommended:

- All groundworks will be monitored by a suitably qualified archaeological consultant under license to the National Monument Service Section of the Department of Housing, Local Government and Heritage;

- Should any archaeological material be encountered, works will cease, and the Dublin City Archaeologist and NMS shall be notified. A strategy will be proposed to the Dublin City Archaeologist and National Monument Service to suitably record any archaeological material identified, and preserve any archaeological material in situ, where possible. Where preservation in situ cannot be achieved, either in whole or in part, then a programme of archaeological excavation will be proposed, to ensure the preservation by record of the remains that will be directly impacted upon. Further work will then only be carried out following consultations with the Dublin City Archaeologist and the National Monuments Service;

- During the construction phase, measures should be taken to protect St Thomas' Church from damage through construction activities; and

- The resulting archaeological report will be submitted to the Dublin City Archaeologist and to the NMS Section of the DHLGH.

The contractor will appoint an experienced archaeologist and implement the measures to be undertaken prior to, during and post construction.

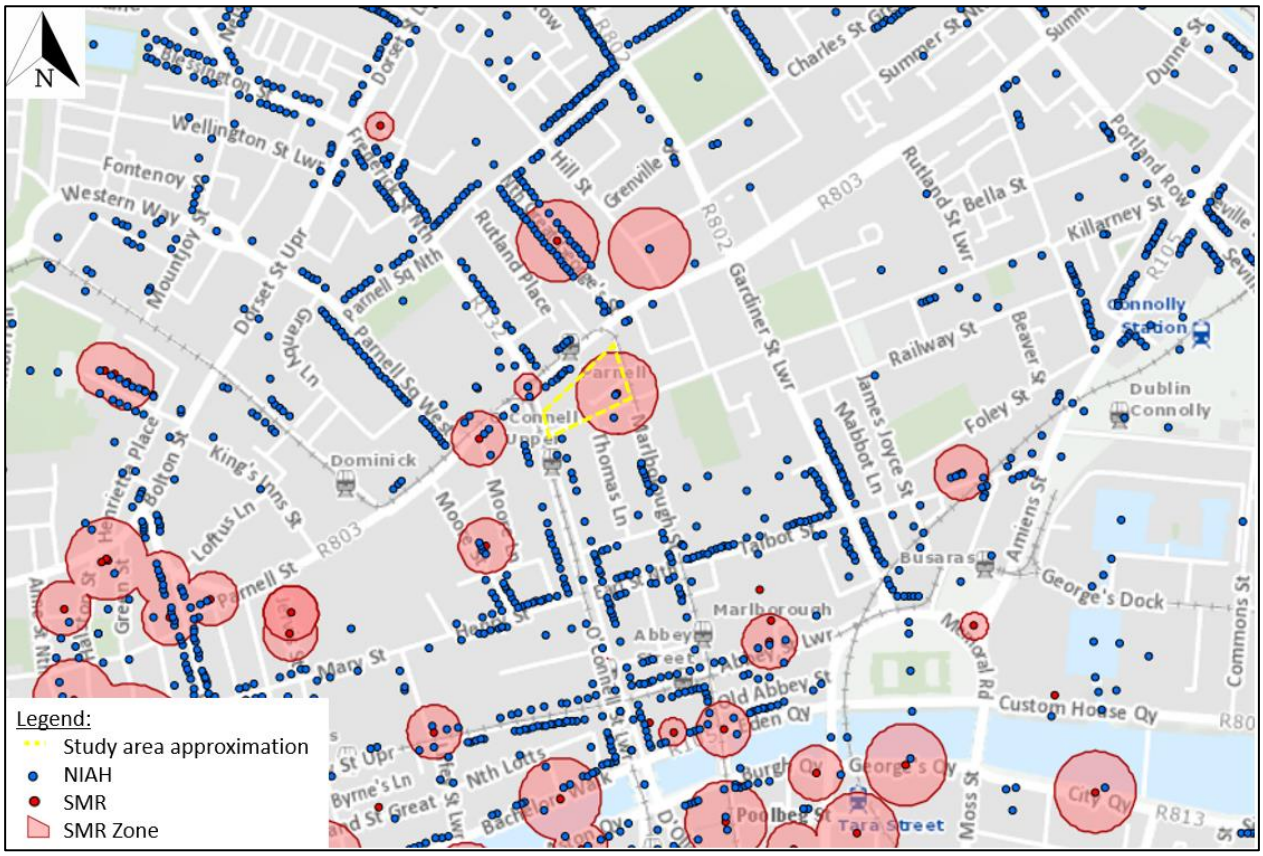

Figure 2-4 Sites and Monuments Records, Zones of Notifications and National Inventory of Architectural Heritage features within the vicinity of the proposed project (source; National Monuments Service, 2024)

3. Description of the Proposed Development

3.1 Nature and Extent of the Proposed Scheme

As detailed in Section 1.1.2. above, the proposed Cathal Brugha Street and Findlater Place Public Realm Improvement Project is a LUAS associated project and is ca. 0.2813 Ha in size. The proposed development comprises of the following works:

- The removal of the existing road and footpath surfaces, the resurfacing of existing carriageways with bitmac and footpaths with new granite flags.
- Sections of narrowed carriageway on Cathal Brugha Street and Findlater Place allowing for increased footpath widths and build outs.
- Reconfiguration of the kerbside uses including the relocation of the existing DublinBikes station to the carriageway.
- The retention of the existing trees and the introduction of new soft and hard landscaping at their bases.
- Introduction of new low level planting.
- Removal of the existing street furniture and their replacement with new street furniture including lamp standards, water drinking fountain and seating.
- Historic granite kerbing, paving and materials are to be retained and reused throughout.
- New public lighting, as well as all necessary service, utility and associated site works.

Existing surface water drainage along Cathal Brugha Street and Findlater Place is via a combined sewer which connects to Ringsend Wastewater Treatment Plant (WwTP). Road gullies will be relocated, however, there will be no change to the main carrier drain in the roadways (combined sewer) and as such following completion of works surface water run-off from the proposed development site will remain to Ringsend WwTP.

3.2 Construction Methodology

The Construction period for the proposed scheme is anticipated to be 6 months. The proposed works will be scheduled on a phased basis, following consultation with local businesses, and any necessary disruption will be kept to a minimum. The proposed activities include the removal of hardstanding area (pavement and blacktop) with the use of excavators and a dumper truck, the reinstatement of road surfaces, pavements and kerb lines and the installation of street furniture and landscaping. Due to the nature of the proposed development and the small project site, the plant and equipment will be used.

4. EIA Screening Process

4.1 Desk-Based Studies

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

- Relevant guidance documents and legislation (listed in Section 4.3 below)
- Dublin City Development Plan 2022 – 2028 (Development Plan 2022 - 2028 | Dublin City Council)
- Environmental Protection Agency (EPA) Map Viewer (https://gis.epa.ie/EPAMaps/);
- Geological Survey Ireland Spatial Resources (GSI) (https://dcenr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228)
- The Heritage Council Heritage Maps (https://www.heritagemaps.ie/)
- Office of Public Works (OPW) Flood Maps Viewer (http://www.floodinfo.ie/map/floodmaps/);
- EPA's Catchment website (www.catchments.ie)
- Information provided by Dublin City Council on the proposed scheme.

4.2 Site Visits and Assessments

No site visits were undertaken by AtkinsRéalis as sufficient desktop information was available in the preparation of this report and the Appropriate Assessment by the ecology team.

4.3 EIA Screening Legislation and Guidance

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

- An EIAR is required as a matter of course on specified large-scale projects which have a high likelihood of impacting on the receiving environment. These projects are listed in full within the Planning & Development Regulations (2001-2024, Schedule 5, Part 1 – Development for the purposes of Part 10.
- Each EU Member State has discretionary consideration for the requirement of an EIA in relation to Class 2 Project Types. These projects are listed in full within the Planning & Development Regulations (2001-2024), Schedule 5, Part 2 – Development for the purposes of Part 10. If the proposed project is listed under Schedule 5, Part 2, but does not exceed the relevant stated thresholds, it is considered to be sub-threshold. Part 10, article 92 of the Planning & Development Regulations, 2001 as amended states "'sub-threshold development'

means development of a type set out in Part 2 of Schedule 5, which does not equal or exceed, as the case may be, a quantity, area or other limit specified in that Schedule in respect of the relevant class of development". Any sub-threshold developments should be evaluated to determine if the project is likely to have a significant impact on the environment.

- Criteria to evaluate whether significant impacts on the receiving environment will arise from a Proposed Development are listed under Schedule 7 of the relevant Planning & Development Regulations (2001-2024). A list of the relevant information to be provided by the applicant or developer for the purposes of sub-threshold EIA screening is presented in Schedule 7A of the Regulations, and summarised below:

1. A description of the Proposed Development, including in particular:

    a. a description of the physical characteristics of the whole Proposed Development and, where relevant, of demolition works; and,

    b. a description of the location of the Proposed Development, with particular regard to the environmental sensitivity of geographical areas likely to be affected.

2. A description of the aspects of the environment likely to be significantly affected by the Proposed Development.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the Proposed Development on the environmental resulting from.

    a. the expected residues and emissions and the production of waste, where relevant: and,

    b. the use of natural resources, in particular soil, land, water and biodiversity.

The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7.

The Proposed Scheme has been screened in accordance with:

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

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

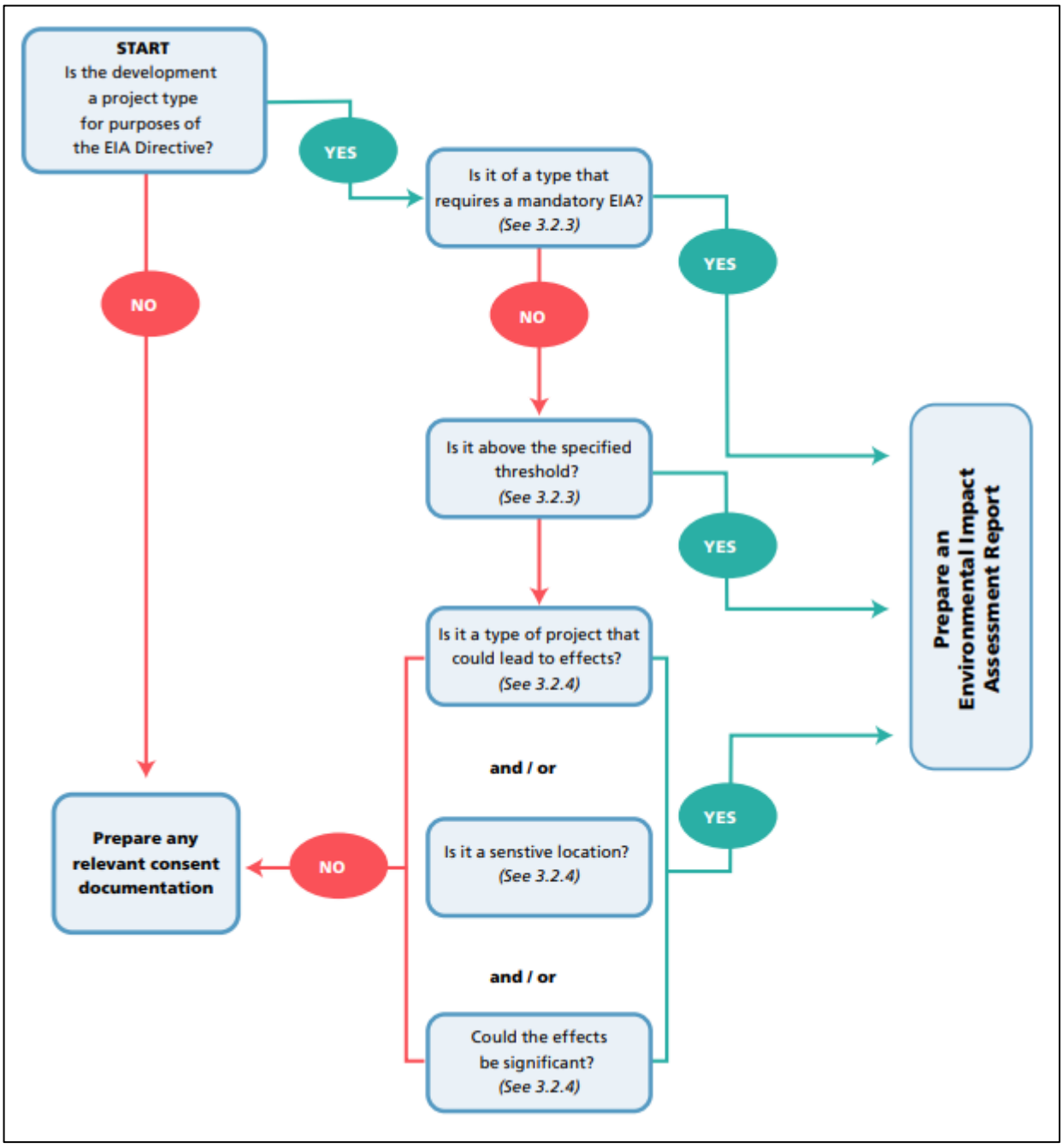

Figure 4-1 - EIA Screening Process (Source: Environmental Protection Agency, 2022 'Guidelines on the Information to be contained in Environmental Impact Assessment Reports').

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

The 1985 EU EIA Directive differentiates between those projects that automatically requires an environmental impact assessment (listed as Annex 1 projects) and those which may require an assessment if they are likely to have significant environmental effects (Annex II projects).

These project types have been transposed into Irish legislation under Parts 1 and 2 respectively of Schedule 5 of the Planning and Development Regulations 2001, as amended.

The proposed scheme was screened using the following criteria:

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

4.4.1 Part 1 Type Projects

The project scheme has been screened against the list of Project Types which have a high likelihood of impacting on the receiving environment and therefore require a mandatory Environmental Impact Assessment, under Schedule 5 Part 1 of the Planning and Development Regulations 2001-2023. **This project does not fall within any category of development requiring a mandatory EIA; hence the preparation of an EIAR is not required under Schedule 5 Part 1.**

4.4.2 Part 2 Type Projects

The project scheme has been screened against the types of development, various processes and activities listed in Schedule 5 Part 2 of the Planning and Development Regulations 2001-2024. The project scheme falls within the following categories which provide that an EIA must be completed – subject to specified thresholds being met or exceeded.

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

Class	Applicability	Screening
10(b) (iv)	Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.	The project scheme is located within a business district however is ca. 0.2 hectares (ha) in size, and therefore below the 2 hectare threshold. The project scheme is below the other relevant thresholds (i.e. 10 hectares in the

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

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

4.4.3 Roads Act Screening

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

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

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

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

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

Section 50 (1)(e) of the Roads Act (1993-2021) states 'where a decision is being made pursuant to this subsection on whether a road development that is proposed would or would not be likely to have significant effects on the environment, An Bord Pleanála, or the road authority or the Authority concerned (as the case may be), shall take into account the relevant selection criteria specified in Annex III.' Annex III has been transposed into Irish Legislation via Schedule 7 of the Planning and Development Regulations 2001-2024.

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

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

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

For the purposes of screening sub-threshold developments for EIA, all of the relevant information as presented within EIA Planning and Development Regulations 2001 as amended, (Schedule 7A) has been provided on behalf of the applicant, Dublin City Council. The potential for the proposed development to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001 - 2024 (Schedule 7).

The findings of the EIA screening assessment prepared for the proposed development has informed our professional opinion as to whether an EIAR is warranted for the proposed development, with due regard to all relevant statutory requirements and technical guidance. However ultimately it is the responsibility of the relevant planning authority to decide as to whether an EIAR is required for a particular project, based on screening conducted by the planning authority.

5. Environmental Impact Assessment Screening

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

All relevant information as required under Schedule 7 and 7A has been provided on behalf of Dublin City Council and is presented within this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed in the Planning & Development Regulations, 2001-2024 (Schedule 7), as presented within the tables below.

5.1.1 Characteristics of the proposed development

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

Table 5-1: Characteristics of the Proposed Scheme

Screening Criteria	Proposed Scheme
Size and design of the project	
Will the size and design of the whole project be considered significant?	No. The site area is ca. 0.2813ha and the scheme scale and nature is not considered significant within the urban setting. Refer to the detailed description in Section 3 above.
Cumulation with other projects	
Will other existing project and/ or approved project be able to affect the project.	A search of the Dublin City Council Planning Applications, An Bord Pleanála planning portal, Uisce Éireann and Transport Infrastructure Ireland project portals has been undertaken for the applications submitted within the past 5 years in the vicinity of the scheme (last reviewed 02/09/2024). Some of the granted applications have already been completed and of those which are not completed, most are generally small scale in nature (i.e. residential extension works, or property improvement works). Submitted or granted applications of such small scale (such as residential improvements) have not been considered further in terms of potential for cumulative imp\acts. For the purposes of this study, only significant developments that may encroach onto the proposed development have been considered, as follows: ABP Ref: HA06D.317121: BusConnects Swords to City Centre Bus Corridor Scheme; ABP Ref: NA29N.314724: Railway (Metrolink - Estuary to Charlemont via Dublin Airport) Order [2022]; 3200/22: Planning permission for development at Holiday Inn Express (Formerly known as Findlater House), 28-32 O'Connell Street Upper and Cathal Brugha Street / Findlater Place, Dublin 1

	Based on the nature and scale of the project scheme, outlined in Section 3 above, and based on the fact that construction mitigation measures will be implemented for the Proposed Development, no significant cumulative effects are anticipated.
Nature of any associated demolition works	
Will the construction of the project include any significant demolition works.	No. There are no demolition works proposed for the proposed scheme.
Use of natural resources	
Will construction or operation of the project use natural resources above or below ground which are non-renewable or in short supply?	The use of natural resources will be kept to a minimum; aggregates and soil will be re-used on site, where possible. Historic granite kerbing, paving and materials are to be retained and reused throughout. The project site is entirely urban in nature comprised of hardstanding surfaces and 5 no. streetscape trees, species; London Planes (*Platanus x hispanica*) and no vegetation clearance is anticipated withing the scheme. As such there are no habitats suitable for any ex-situ qualifying interest species from any European site and the construction phase will have no effect on any qualifying interest species
Production of waste	
Will the project produce wastes during construction or operation or decommissioning?	Construction waste will be kept to a minimum. The following waste streams will be produced during the construction: Waste produced by the removal of the existing road and footpath surfaces, the resurfacing of existing carriageways with bitmac and footpaths with new granite flags, removal of existing street furniture and associated construction works. Generic construction waste. All soil requiring disposal offsite will require waste classification in accordance with EPA requirements as set out in the documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2015), and 'Determining if waste is hazardous or non-hazardous' (EPA, 2018), and all relevant waste management legislation. In addition to screening against relevant WAC, the preparation of a waste classification tool (hazwaste online / EPA paper tool or similar etc.) will be required to be carried out in order to determine the relevant LoW / EWC code for the transport of any waste soils which require offsite removal and disposal.
Pollution and nuisances	
Will the project release any pollutants or any hazardous, toxic or noxious substances to air?	Regional air quality in the vicinity of the proposed scheme is 'good' (EPA, 2024). The closest Air Quality Monitoring Station to the proposed project is Amiens Street, Dublin 1, Co. Dublin City (Station 91) located ca. 600m to the east. Management of dust will be in line with relevant best practice measures such as those set out in 'Guidelines for the Treatment of Air Quality During the Planning and Construction of National Road Schemes' (NRA, 2011). Due to the nature and scale of the project detailed in Section 3, it is anticipated that the construction works and operation of the scheme will not have a significant effect on air quality.
Will the project cause:	
Noise and vibration.	Noise levels will not exceed the indicative levels of acceptability for construction noise in an urban environment as set out in the NRA guidance 'Good Practice Guidance for the Treatment of Noise during the Planning of National Road Schemes' (NRA, 2014). The construction phases will have noise barriers in place as required, to minimise / eliminate noise disturbances to sensitive receptors i.e. residential units

	located adjacent to the site while construction is taking place. Works will be scheduled during day-time hours. Construction contractors will be required to comply with the requirements of the European Communities (Construction Plant and Equipment) (Permissible Noise Levels) Regulations, 1988 as amended in 1990 and 1996 (S.I. No. 320 of 1988, S.I. No. 297 of 1990 and S.I. No. 359 of 1996), and the Safety, Health and Welfare at Work (Control of Noise at Work) Regulations, 2006 (S.I. No. 371 of 2006). Due to the nature and scale of the project, detailed in Section 3 it is anticipated that the construction works, and operation of the scheme will not have a significant effect with regards to noise.
Release of light.	The lighting will be designed to minimise the effects of light pollution on neighbouring properties. Low energy LED lighting will be used to illuminate areas.
Heat.	The development will not cause release of heat.
Energy.	The development will not cause release of energy.
Electromagnetic radiation.	The development will not cause release of electromagnetic radiation.
Will the project lead to risks of contamination of land or water from releases of pollutants, including leachate, onto the ground or into surface waters, groundwater, coastal waters or sea?	The potential for accidents or incidents causing oil and chemical spillages are limited. With the adoption of site-specific risk management and remediation measures, as appropriate, during construction, no adverse impacts would arise and the residual effects on sensitive receptors would not be significant. Excavation works will be monitored and in the event that contaminated materials are encountered these will be segregated from uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta Disposal Suite). Any contaminated soils will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC). The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils will be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor.
Risk of major accidents and/or disasters relevant to the project concerned	
Will there be any risk of major accidents (including those caused by climate change, in accordance with scientific knowledge) during construction, operation or decommissioning?	Ireland in general is at low risk of natural disasters: earthquakes are rare and of low magnitude, there are no active volcanos, and severe weather events are rarely experienced. Flooding is experienced throughout Ireland on a regular basis. Possible accidents relevant to the development include vehicle collisions and fire, for both of which there will be plans in place to minimise the risk of harm caused by emissions or discharges. Major accidents affecting the development include generic risk of fire or explosion. All these events will be covered by risk assessments and contingency plans which apply to the proposed project. In the event of accidents or fire, measures will be in place to limit emissions to land, water and air, as far as practicable. With these arrangements in place the impact of emissions on human health and sensitive receptors in general would be mitigated such that adverse impacts would be unlikely to arise in the event of an accident.
Is the location susceptible to earthquakes, subsidence, landslides,	The location is not susceptible to earthquakes, subsidence, landslides, erosion, or extreme/adverse climatic conditions. No recurrent flooding events were reported by OPW within the vicinity of the proposed project.

erosion, or extreme /adverse climatic conditions, e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	
The risks to human health	
Will the project present a risk to the population (having regard to population density) and their human health during construction, operation or decommissioning? (for example, due to water contamination or air pollution)	Construction will be undertaken in accordance with the commitments to be set out in a site-specific CEMP prepared by the appointed Contractor, such that no significant construction effects on construction workers, residents and the environment would arise. Given the nature of the scheme impacts on population during operation, from water contamination, noise and vibration or air quality and climate are not anticipated to be significant.

5.1.2 Location of the development

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

Table 5-2: Location of the Proposed Project

Screening Criteria	Proposed Project
Existing and approved land use	
Are there existing or approved land uses or community facilities on or around the location which could be affected by the project?	The proposed project is located within urban lands along the existing road network. The construction of the development could have an effect on these properties. A CEMP will be produced to identify potential environmental issues and control measures for their avoidance/mitigation. The contractor will inform and work with all stakeholders to address concerns. Control measures to avoid/mitigate impacts will be included in the CEMP. No existing, approved land uses for health, education, or community facilities in general, on, or around, the location will be affected by the proposed scheme. The construction, operation or decommissioning of the scheme will not involve actions which will cause significant physical changes in the topography of the area.
The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground	

Are there any areas on or around the location which contain important, high quality or scarce resources which could be affected by the project?	Material will be imported for the works including in-fill and concrete. As noted above, excavation works will be monitored and in the event that contaminated materials are encountered these will be segregated from uncontaminated soils, temporarily stored (any stockpiles will be lined and covered by heavy duty 1000-gauge plastic), sampled and analysed for relevant parameters (Waste Acceptance Criteria suite e.g. Rilta Disposal Suite). Any contaminated soils will be characterised as per the requirements of the relevant Waste Acceptance Criteria (WAC) under the relevant European Communities Council Decision (EC) (92003/33/EC). The waste material will be classified in accordance with the requirements of the EPA as set out in the following documents 'Waste Classification List of Waste & Determining if Waste is Hazardous or Non-hazardous' (EPA, 2018). Any contaminated soils will be transported by appropriately permitted hauliers and disposed of to an appropriate EPA licensed Waste Facility in accordance with all relevant waste management legislation. Waste disposal records will be maintained by the Contractor.
Absorption capacity of the natural environment	
Are there any other areas on or around the location which has the potential to impact on the absorption capacity of the natural environment, paying particular attention to wetlands, riparian areas, river mouths?	An AA Screening (AtkinsRéalis, 2024) prepared for the proposed scheme concluded that 'with the absence of any mitigation measures the proposed Cathal Brugha & Findlater Place Public Realm Improvement Scheme, either alone or in-combination with other plans or projects, will not result in likely significant effects on any European site. Thus, it is recommended that it is not necessary for the project to proceed to Appropriate Assessment'. Based on the location of the proposed scheme, there is no potential for impact on the absorption capacity of the natural environment.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to coastal zones and the marine environment?	The proposed scheme is located at an inland location. Therefore, it is not anticipated that it will have a significant impact on the coastal zone or marine environment.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to mountain and forest areas?	There are no mountain or forest areas within 2km of the proposed scheme and therefore no impacts on this habitat type.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas classified or protected under national legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC?	A screening for Appropriate Assessment (AA) has been prepared for the scheme (AtkinsRéalis, 2024) which investigated the potential for the proposed development to have significant effects on a European Site(s) either alone or in combination with other plans or developments. The AA screening concluded that there is no absorption capacity of the natural environment under national legislation.

Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure?	The absorption capacity of the natural environment is characterised as follows: The area around the proposed development is urban in nature. There are 16 no. European sites within the potential zone of influence (ZoI) of the project; 8 no. SACs and 8 no. SPAs. Based on the nature, scale and location of the proposed scheme as detailed in section 3, there is no potential for impact on absorption capacity of the natural environment. The proposed project is located adjacent to the O'Connell street and Environs Area of Special Planning Control. There is 1no. SMR feature (Graveyard: 35372) and 3no. protected structures located immediately outside the boundary of the proposed development which includes the Church of Saint George and Saint Thomas, Gresham Hotel and the Further Education Training College (Heritage Council, 2024). Consultations were carried out with Dublin City Council's Conservation Officer and City Archaeologist and a Conservation Report, including the Method Statement for the proposed works, was prepared. Rubicon Heritage (2024) identified that the groundworks required for resurfacing works and the installation of street furniture will have a Signification impact on the following prior to mitigation: a potential direct, permanent effect on the graveyard and associated subsurface archaeology (Moderate post mitigation); a direct, permanent effect on potential subsurface archaeology associated with the historic town (Moderate post mitigation); a potential direct, permanent effect on the potential subsurface remains of the church and associated subsurface archaeology (Moderate post mitigation); and a direct, permanent effect on potential subsurface archaeology associated Areas or Archaeological Potential related with the historic town (Slight post mitigation). The contractor will implement the mitigation measures recommended by Rubicon Heritage (2024) subject to the approval of the National Monuments Service (NMS) and the local planning authority archaeologist which include Monitoring all groundworks by a suitably qualified archaeological consultant under license to the NMS Section of the Department of Housing, Local Government and Heritage (DHLGH); Cease work, notify the Dublin City Archaeologist should any archaeological material be encountered and adhere to strategy proposed by the Dublin City Archaeologist and NMS; Only carry out further work after consultations with the Dublin City Archaeologist and the NMS; It is recommended that during the construction phase, measures should be taken to protect St Thomas' Church from damage through construction activities and

	Submitting the resulting archaeological report to the Dublin City Archaeologist and to the NMS Section of the DHLGH The project is located within the Liffey and Dublin Bay Water Framework Directive (WFD) Catchment area and the Tolka_SC_020 SubCatchment. Contamination of watercourses in the vicinity via. siltation or hydrocarbon spillages, is not a risk during the construction phase, however, best practice measures will be employed through adherence to the CEMP which will be prepared. Leaching of pollutants to groundwater is a risk during the construction phase, however, best practice measures will be employed through adherence to the CEMP which will be prepared and accidental spills will be dealt with through prescribed spill response measures.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to densely populated areas?	No. There is no significant effect on the absorption capacity of the natural environment in relation to densely populated areas as a result of the proposed project.
Has the project the potential to impact on the absorption capacity of the natural environment, paying particular attention to landscapes and sites of historical, cultural or Archaeological significance?	As discussed above, the proposed project is located within the O'Connell St Architectural Conservation Area (ACA). The proposed project is located adjacent to the O'Connell street and Environs Area of Special Planning Control. There is 1no. SMR feature (Graveyard: 35372) and 3no. protected structures located immediately outside the boundary of the proposed development which includes the Church of Saint George and Saint Thomas, Gresham Hotel and the Further Education Training College (Heritage Council, 2024). Consultations were carried out with Dublin City Council's Conservation Officer and City Archaeologist and a Conservation Report, including the Method Statement for the proposed works, was prepared. Rubicon Heritage (2024) identified that the groundworks required for resurfacing works and the installation of street furniture will have a Signification impact on the following prior to mitigation: a potential direct, permanent effect on the graveyard and associated subsurface archaeology (Moderate post mitigation); a direct, permanent effect on potential subsurface archaeology associated with the historic town (Moderate post mitigation); a potential direct, permanent effect on the potential subsurface remains of the church and associated subsurface archaeology (Moderate post mitigation); and a direct, permanent effect on potential subsurface archaeology associated Areas or Archaeological Potential related with the historic town (Slight post mitigation). The contractor will implement the mitigation measures recommended by Rubicon Heritage (2024) subject to the approval of the National Monuments Service (NMS) and the local planning authority archaeologist which include Monitoring all groundworks by a suitably qualified archaeological consultant under license to the NMS Section of

	the Department of Housing, Local Government and Heritage (DHLGH); Cease work, notify the Dublin City Archaeologist should any archaeological material be encountered and adhere to strategy proposed by the Dublin City Archaeologist and NMS; Only carry out further work after consultations with the Dublin City Archaeologist and the NMS; It is recommended that during the construction phase, measures should be taken to protect St Thomas' Church from damage through construction activities and Submitting the resulting archaeological report to the Dublin City Archaeologist and to the NMS Section of the DHLGH There is no potential for impact on the absorption capacity of the natural environment provided the heritage impacts are mitigated.

5.1.3 Characteristics of potential impact

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

Table 5-3: Characteristics of the proposed scheme

Screening Criteria	Proposed Scheme
The magnitude and spatial extent of the impact (for example geographical area and size of the population likely to be affected)	
Outline the magnitude and spatial extent of the impact (for example, geographical area and size of the population likely to be affected).	The spatial extent of the proposed scheme measures ca. 0.2813 hectares. The expected duration of the construction works is approximately 6 months. Direct impacts associated with the proposed works are likely to be located within the environs of the site, chiefly associated with impacts on pedestrians and vehicular movement within the local area. Traffic management will be implemented during construction so as to minimise disruption to traffic flow. Due to the nature of the proposed works it is likely that the resident population would potentially be affected by the development.
Nature of the impact	
Outline the nature of the impact.	There could be potential adverse construction and operation impacts arising from temporary disruption or disturbance associated with the proposed works. This has potential to result in heritage, conservation architecture, archaeology, noise and air quality impacts but with the implementation of the control measures included in the Conservation Report (including Method Statement for the proposed works) Archaeological assessment, Architectural Heritage Impact Assessment and CEMP it is unlikely that impacts would give rise to significant environmental effects. Potential adverse operational impacts of the development would be associated with footfall as well as the lighting. The design will be developed to reduce operational impacts by incorporating control measures. Dublin City Council will engage with

	stakeholders including the adjacent residents and commercial, premises throughout the design and construction stages to address any concerns.
Transboundary nature of the impact	
Is the project likely to lead to transboundary effects?	Given the location of the site no transboundary impacts would occur.
The intensity and complexity of the impact	
Outline the intensity and complexity of the impact.	The impacts identified are unlikely to cause significant changes in environmental conditions within the site and surrounding area.
The probability of the impact	
Outline the probability of the impact.	During construction, conventional construction and best environmental practice techniques can be readily deployed. In order to minimise disruption, a CEMP will be implemented. There is no significant environmental impact during the operational phase anticipated, the proposed scheme will have an overall positive impact as it will provide active travel opportunities for the local population.
The expected onset, duration, frequency and reversibility of the impact	
Outline the expected onset, duration, frequency and reversibility of the impact.	It is expected that the duration of construction works will be approximately 6 months. Normal working hours during the construction period are expected to be Monday to Friday 07:00 to 19:00, and Saturday 08:00 to 14:00. During the construction stage it may be necessary to carry out some work outside of normal working hours however, this will be kept to a minimum and only undertaken following approval from Dublin City Council. The noise and air quality impact peaks during construction will be intermittent with a potential background level of nuisance as they will depend on the construction activities which are for their nature variable and not continuous. It is not expected that noise levels will be significant during the operational stage. The selection and implementation of established best practice procedures as set out by the appointed Contractor will ensure potential environmental impacts during the construction phase are offset.
Cumulation of the impact with the impact of other existing and/or approved development	
Could this project together with existing and/ or approved project result in cumulation of impacts together during construction/ operation phase?	As discussed previously, there are no approved developments in the vicinity with which cumulative impacts could arise.
Possibility of effectively reducing the impact	
What measures can be adopted to avoid, reduce, repair or compensate the impact?	The design of the proposed scheme is being developed to reduce both construction and operational impacts. During construction the impact of the proposed works would be further reduced through the implementation of the CEMP. During operation, potential impacts would be reduced by the inclusion of design measures, operational control plans including Dublin City Council guidance and standards.

6. Potential for Significant Effects on the Receiving Environment

All relevant information as required under Schedule 7A has been provided on behalf of the client and is presented within Section 5 of this screening report. The potential for this project to pose a significant impact to the receiving environment has also been evaluated in accordance with criteria listed Planning and Development Regulations (2001-2024) (Schedule 7), as presented within Section 3.4 of this screening report.

Mitigation measures specified in the Conservation Report by City Architects Division and the Archaeological, Architectural and Cultural Impact Assessment Report by Rubicon Heritage to address potential significant impacts on recorded monuments or historic features must be implemented.

It is considered that due to the size, nature, and characteristics of the proposed scheme, no significant effects on the receiving environment are expected; hence the preparation of a sub-threshold EIAR is not required.

7. Screening Conclusion

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

Based on all available information, and taking account of the scale, nature and location of the proposed scheme it is our opinion that the preparation of an EIAR is not a mandatory requirement (under Schedule 5, Part 1 and 2 of the Planning and Development Regulations 2001 - 2024). The project is deemed a sub-threshold development; hence the potential for significant environmental effects arising as a result of the proposed project has been evaluated, in accordance with the requirements of Schedule 7A and Schedule 7 of the Planning and Development Acts 2001-2023.

Key findings are summarised as follows;

- Due to the limited nature of the works it is considered that there will be no significant cumulative impacts with other developments in the general area;
- Limited noise, vibration and dust emissions may be generated during construction; however, this is anticipated to be minimal in effect and will cause no significant impacts;
- There will be no significant impact on biodiversity, groundwater, surface water or traffic; and,
- No significant impacts on recorded monuments or historic features are anticipated provided that the mitigation measures specified in the Conservation Report by City Architects Division and the Archaeological, Architectural and Cultural Impact Assessment Report by Rubicon Heritage are implemented.

In summary, no significant adverse impacts to the receiving environment will arise as a result of the proposed scheme.

Accordingly, we consider that the preparation of an EIAR is not required for the proposed Cathal Brugha Street and Findlater Place Public Realm Improvement Scheme. However, the competent authority will ultimately determine whether an EIA is required or not.

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