Lucan Demesne Parking, Leixlip Road, Lucan, Co. Dublin

EIAR Screening Report

April 2021

Project number: 2021s0208

South Dublin County Council

Draft

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Revision History

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Contract

This report describes work commissioned by Jed McDermott, on behalf of South Dublin County Council, by an email dated 08/02/2021. Conor O'Neill of JBA Consulting carried out this work.

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Purpose

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Abbreviations

AA - Appropriate Assessment

CDP - County Development Plan

EcIA - Ecological Impact Assessment

EIAR - Environmental Impact Assessment Report

NIAH - National Inventory of Architectural Heritage

NMS - National Monuments Service

SDCC - South Dublin County Council

SFRA - Strategic Flood Risk Assessment

WFD - Water Framework Directive

1 Introduction

JBA Consulting Engineers and Scientists Ltd. (hereafter JBA) has been commissioned by South Dublin County Council to prepare an EIAR Screening Report for a proposed parking development at Leixlip Road, Lucan, Co. Dublin.

1.1 Purpose of this Report

The purpose of this report is to identify whether there is a need under the Planning and Development Act 2000, as amended, for an EIAR for the proposed development.

Schedule 5 (Parts 1 and 2) of the Act lists the groups of development projects which are subject to EIAR screening under the EIA Directive 2011/92/EU, as amended by Directive 2014/52/EU. Part 1 lists those projects which are automatically subject to an EIAR due to the scale and nature of the project. Part 2 lists projects which are also likely to have significant environmental effects based on the nature and size of the development set out by threshold criteria.

An additional group of projects, which are considered sub-threshold developments under Part 2, may fall below the thresholds set but may, under further analysis, be deemed to have significant effects due to their location within a catchment, size, or proximity to sensitive areas.

This report documents the methodology employed to determine whether the proposed development falls under any of these groups, and therefore will have significant environmental impacts. Rationale has been given for the decision made in reference to the relevant legislation, and additional documents have been referenced where required.

This report is intended for the project as described below. Any significant changes to the project description or location would require preparation of a new EIAR screening report.

An Appropriate Assessment (AA) Screening Report and Ecological Impact Assessment (EcIA) report have both been prepared by JBA Consulting and have identified any potential impacts to Natura 2000 sites and protected species. This EIAR Screening document, along with the AA Screening Report and EcIA, will be submitted as part of the planning process for the proposed development.

2 Description of Proposed Works

2.1 Site Location

The proposed parking development will be located in two sections along the Leixlip Road (R835), west and east of the Lucan Bypass (N4) (Figure 2.1). The River Liffey is located approximately 75m and 110m north of the western (A) and eastern (B) site sections, respectively. Additionally, the Lucan Stream is located 15m south of the western site section, before entering a short-culverted section and then flowing into the River Liffey.

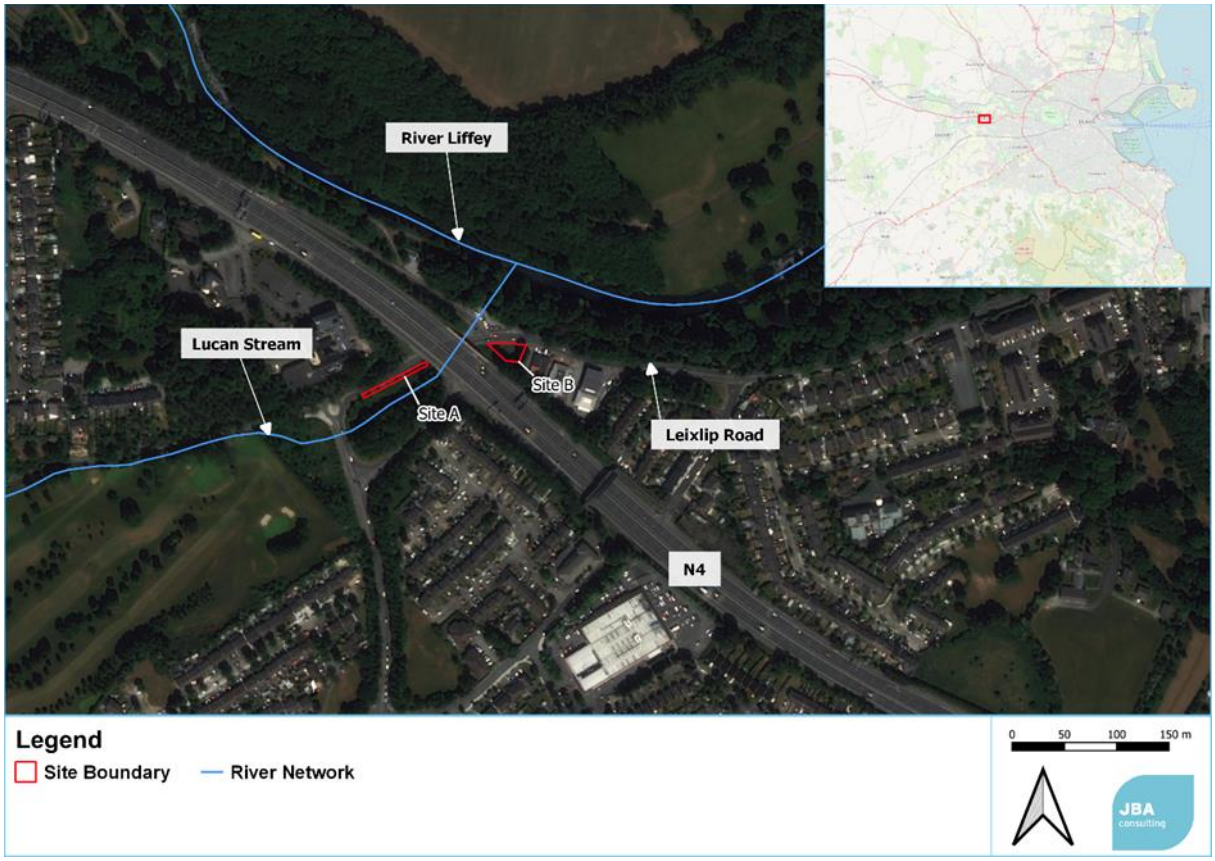

Figure 2.1: Site Location

2.2 Proposed Development

The proposed development involves the construction of additional parking facilities to replace existing facilities at the Lucan Demesne entrance. Existing parking facilities at Lucan Demesne are to be removed to allow for the provision of a more welcoming entrance to Lucan Demesne to preserve and provide for open space and recreational activities. It is proposed to re-locate parking to 2 no. new sites in close proximity to Lucan Demesne. Both sites are to be designed with the use of SUDS to provide both drainage and public amenity as a priority.

Site A (Figure 2.2) is proposed to provide on-street parking on the westbound lane of the R835, to the west of the N4 overbridge. Site A is proposed to include for 7 no. on-street parking spaces. Drawing attached.

Site B (Figure 2.3) is proposed to provide off-street parking by means of a small car-park. Site B is located off the westbound lane of the R835 directly to the east of the N4 overbridge. Site B is proposed to provide 7 no. car parking spaces, including 2 no. Wheelchair Accessible spaces.

2.2.1 Site Drainage

The detailed drainage design options for the project are outlined below:

- The drainage design will encompass the specification and design of drainage systems based on site/soil investigation and testing in accordance with BRE Digest 365. The first preference for the drainage system is permeable pavement with a soakaway and overflow

to existing network. If this is deemed unfeasible, the drainage design will incorporate an attenuation system, with petrol interception and connection to the existing drainage network.

- Testing and investigation in conjunction with permeable pavement manufacturers recommendations will determine overall formation level. It is envisaged that a type A; no infiltration or a type B, partial infiltration system will be specified for this pavement at detailed design stage due to desk study investigation of soil type.
- Any soakaway design (if deemed suitable) will be designed in accordance with CIRIA 735 SUDS manual.
- Design requirements which will be met for any potential soakaway below:

  - At least 5m from any building, public sewer, road boundary or structure.

  - Not in such a position that the ground below foundations is likely to be adversely affected.

  - 10m from any sewage treatment percolation area and from any watercourse / floodplain.

  - Soakaways to include an overflow connection to a public surface water sewer where possible.

- Any attenuation will be designed such that no additional flows requirements will be placed on the existing network. An Arch system, rather than geocellular, will be used to attenuate flows if required.

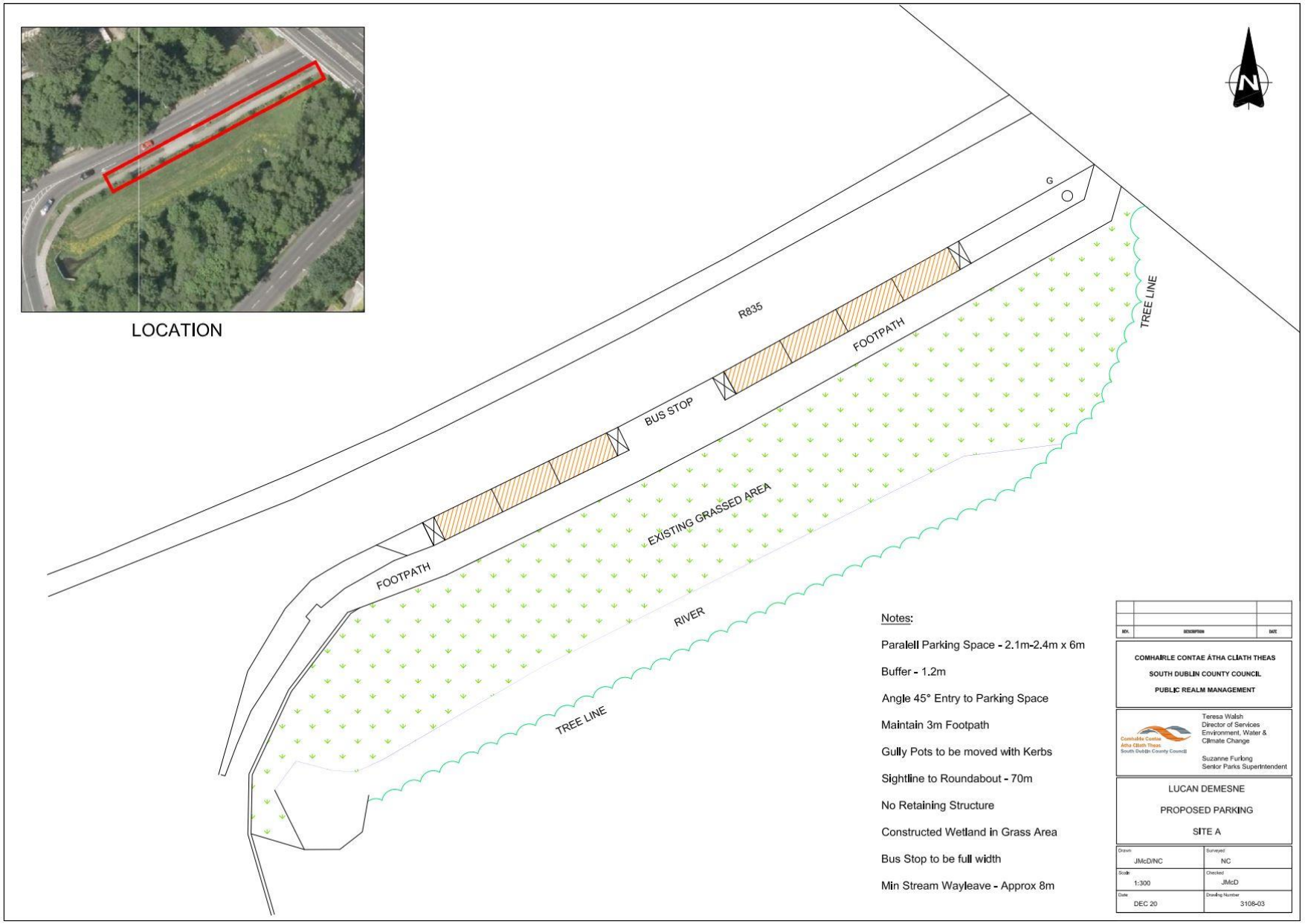

Figure 2.2: Proposed site layout plan, Site A

Figure 2.3: Proposed site layout plan, Site B

3 Purpose of Screening

3.1 Legislative Context for EIAR in Ireland

The EU has set out mandatory requirements for Environmental Impact Assessments under the EIA Directive 2011/92/EU (as amended by Directive 2014/52/EU). The Directive identifies certain project types, described under Annex I, that will always have significant environmental effects due to their nature and size. These projects are required to undergo an EIAR in every Member State.

For projects listed under Annex II, the EIA Directive gives Member States discretion to decide the limits of projects requiring an EIAR. In Ireland, mandatory thresholds have been set for projects that would otherwise fall under Annex II, which are described in Schedule 5 of The Planning and Development Regulations 2001 as amended. These thresholds are based on project characteristics including size and location. Projects within these thresholds are always subject to an EIAR. In some circumstances, projects considered below the thresholds set under Schedule 5 Part 2 may still be considered by the Planning Authority to have significant effects on the environment, such as in cases where the projects are in a location of particular environmental sensitivity and may also be subject to an EIAR. These sub-threshold projects are reviewed by the Planning Authority on a case-by-case basis.

The principal piece of legislation under which an EIAR may be undertaken for various developments is The Planning and Development Act 2000, as amended. Further regulations are explained in The Planning and Development (Environmental Impact Assessment) Regulations 2001-2018.

Legislation is examined below as to whether an EIAR will be required for this project.

3.2 The Planning and Development Act 2000 - Mandatory EIAR

The Planning and Development Act 2000, as amended, Section 172 sets out the types of projects that require an Environmental Impact Assessment Report (EIAR):

An environmental impact assessment shall be carried out by the planning authority or the Board, as the case may be, in respect of an application for consent for proposed development where either:

a. the proposed development would be of a class specified in

- i. Part 1 of Schedule 5 of the Planning and Development Regulations 2001, and either-
- I. such development would exceed any relevant quantity, area or other limit specified in that Part, or
- II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or
- ii. Part 2 of Schedule 5 of the Planning and Development Regulations 2001 and either-
- I. such development would exceed any relevant quantity, area or other limit specified in that Part, or
- II. no quantity, area or other limit is specified in that Part in respect of the development concerned, or

b.

- i. the proposed development would be of a class specified in Part 2 of Schedule 5 of the Planning and Development Regulations 2001 but does not exceed the relevant quantity, area or other limit specified in that Part, and
- ii. the planning authority or the Board, as the case may be, determines that the proposed development would be likely to have significant effects on the environment.

3.2.1 Part 1 of Schedule 5 of the Planning and Development Regulations 2001-2018

Projects which fall under Schedule 5, Part 1 are typically large infrastructure and energy projects and by their nature will always have significant environmental effects. The proposed greenway underpass does not fall under Schedule 5, Part 1.

3.2.2 Part 2 of Schedule 5 of the Planning and Development Regulations 2001-2018

With regards to Part 2 projects, the categories and thresholds were examined for the following category:

10. Infrastructure projects

(b) (i) Construction of more than 500 dwelling units.

(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.

(iii) Construction of a shopping centre with a gross floor space exceeding 10,000 square metres.

(iv) Urban development which would involve an area greater than 2 hectares in the case of a business district, 10 hectares in the case of other parts of a built-up area and 20 hectares elsewhere.

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

3.2.3 Roads Act 1993, as amended

The Roads Act 1993, as amended, stipulates the requirement for EIAR under certain circumstances. The greenway is a cycleway, defined as a public road reserved for the exclusive use of cyclists and pedestrians, as per Section 68 of the Roads Act, 1993.

Under the Roads Act 1993, the following forms of road projects require an EIA:

1) 50 (1)(a)(i) - Construction of a motorway.

2) 50 (1)(a)(ii) - Construction of a busway.

3) 50 (1)(a)(iii) - Construction of a service area.

4) Article 8 of the Roads Regulations, 1994 (prescribed for the purposes of Section 50(1)(a) of the Roads Act 1993) - Construction of a new road of four or more lanes, or construction of a new bridge or tunnel which would be 100 metres or more in length.

The proposed development will provide a total of 18 parking spaces, and therefore does not fall under any of the other categories above, either under the Planning and Development Regulations or the Roads Act. Therefore, an EIAR has not been automatically triggered for this proposed development.

However, it is necessary to consider if this development could result in significant environmental effects under the category of sub-threshold developments.

3.3 Sub-threshold EIAR

In accordance with the requirement to submit an EIAR with sub-threshold planning application (Article 103 of the Planning and Development Regulations 2001-2018), where a planning application for sub-threshold development is not accompanied by an EIAR, and the Planning Authority considers that the development is likely to have significant effects on the environment it shall, by notice in writing, require the applicant to submit an EIAR. This process therefore occurs after submission of an application, if that application is not accompanied by an EIAR.

The decision as to whether a development is likely to have 'significant effects' on the environment must be taken with reference to the criteria set out in Schedule 7A of the Planning and Development Regulations 2001-2018. Schedule 7A requires that the following information be provided for the purposes of screening sub-threshold development for EIAR:

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 regard to the environmental sensitivity of geographical areas likely to be affected.

2. A description of the aspects of the environment likely to be significantly affected by the proposed development.

3. A description of any likely significant effects, to the extent of the information available on such effects, of the proposed development on the environment resulting from—

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

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

c) The compilation of the information at paragraphs 1 to 3 shall take into account, where relevant, the criteria set out in Schedule 7 of the Planning and Development Regulations 2001-2018 (DHPLG 2018).

In order to assist planning and other consenting authorities in deciding if significant effects on the environment are likely to arise in the case of development below the national mandatory EIAR thresholds, the Minister for the Environment, Heritage and Local Government published a Guidance document in August 2003, the Environmental Impact Assessment (EIA) Guidance for Consent Authorities regarding Sub-threshold Development and the Guidelines for Planning Authorities and An Bord Pleanála on carrying out Environmental Impact Assessment (DHPLG 2018b)

The criteria, as transposed in Irish legislation, are grouped under three headings:

i. Characteristics of Proposed Development

ii. Location of Proposed Development

iii. Characteristics of Potential Impacts

For the purposes of assessing if the development is likely to have significant effects on the environment in reference to these three parameters, the project is examined below in further detail.

4 Overview of Environmental Impacts

An overview of the potential environmental impacts of the development, according to theme presented in an EIAR, is provided below.

4.1 Population and Human Health

During construction, there is a risk to the health and safety of workers on the development, as with any construction project. This will be mitigated against by the operational plans devised by the contractor.

In the operational phase of the development, there will be a safety risk to users of the car pars, as they will have to cross the R835 road to reach the Lucan Demesne entrance.

4.2 Biodiversity

Ecological receptors that must be examined include protected Natura 2000 sites under the Habitats Directive (92/43/EEC) and Birds Directive (2009/147/EC), as well as species protected under the Wildlife Act (1976), and any ecological receptors which may be negatively impacted by the proposed development, both directly and indirectly.

4.2.1 Proximity to Protected Sites

An Appropriate Assessment (AA) Screening has been completed by JBA Consulting for this project to determine whether there is a potential for impacts on nearby Natura 2000 sites.

Those sites within the 5km Zone of Influence, plus hydrological connectivity extension, of the proposed development are shown in Table 4.1.

The AA Screening determined that there are no likely significant impacts on any Natura 2000 sites as a result of the proposed development.

Table 4.1: Natura 2000 sites within 10km of the proposed development

Natura 2000 site	Site Code	Approximate distance from site
Rye Water Valley/Carton SAC	001398	2.0km
South Dublin Bay and River Tolka Estuary SAC	004024	15.4km
South Dublin Bay SAC	000210	16.6km
North Dublin Bay SAC	000206	18.5km
North Bull Island SAC	004006	18.5km

4.2.2 Other Ecological Receptors

An EcIA was conducted by JBA ecologists to assess the presence of protected or other notable species or sites. During construction, a medium impact of minor significance may occur on treelines at Site A. This can be mitigated against by strict adherence to best practice guidance outlined in the EcIA report. Key among this guidance is that the removal or trimming of treelines can only take place outside the bird nesting season (March-September inclusive). If this is not possible, a breeding bird survey must be undertaken by an appropriately qualified ecologist in advance of works, to ensure that there will be no impacts on nesting birds during construction.

Low or negligible impacts may occur during construction on protected species such as Otter, Common Frog, Lamprey, Bats, Badger, etc. These can be mitigated against by strict adherence to best practice guidance, outlined in full in the EcIA report which forms part of the planning application. With mitigation measures in place, there will be no significant impact as a result of the proposed development on the ecology and local species of the area.

4.3 Soils, Geology and Land

The underlying bedrock of the site is composed of dark limestone and shale, part of the Lucan Formation.

Subsoils at Site A are carboniferous limestone till, and at Site B are made ground.

Excavations required for the attenuation system/soakaway will not exceed 4m. Excavated material can be used as fill on-site, where required and appropriate. Material not required for fill will be exported from the site and disposed of at appropriate licensed facilities.

4.4 Hydrology and Hydrogeology

4.4.1 Surface Water

The proposed site lies within the Water Framework Directive (WFD) Liffey and Dublin Bay catchment and Liffey_SC_090 sub-catchment (EPA, 2020). There are no WFD waterbodies within the site boundary. There is a small watercourse, the Lucan Stream, running south of Site A, approximately 8m from the works area. No works are to take place in this watercourse. The Lucan Stream then passes underneath the road and enters the River Liffey itself. The WFD status of these watercourses is Good, though its current risk level is Under Review.

The proposed development is outside the CFRAM Flood Zones A and B.

4.4.2 Groundwater

The groundwater body underlying the site (Dublin, IE_EA_G_008) is Good status and is currently Under Review. Groundwater vulnerability, a measure of the likelihood of groundwater contamination occurring, within the site is High. The site is therefore at a high risk of groundwater contamination.

There are no Groundwater Zone of Contribution sites listed by the EPA near the development site, nor any drinking water sites with groundwater abstraction that are not on the groundwater quality monitoring network.

Drainage design will be tailored to the local geology on-site, and will follow best practice guidance and have appropriate filtration systems in place (Section 2.2.1). It is therefore unlikely that there will be significant impacts to groundwater.

4.4.3 Hydrological Impacts

During construction, there is the potential for emissions of dust and silt into surface waterways. This could therefore lead to a reduction in water quality if contamination reaches waterbodies. This is considered unlikely given the distance between the site and any surface watercourses, and the nature of the proposed development. No instream works are planned, and construction compounds will be located away from the watercourse to the south of the site.

Groundwater vulnerability underlying the site is high, indicating a high likelihood of groundwater contamination by human activities. However, mitigation measures to combat this, such as following best practice guidance regarding work near watercourses and the control of silt and sediments, will be outlined in the operating plans to be developed on-site by the appointed contractor.

Once operational, the development is unlikely to result in hydrological impacts, as drainage will be tailored to the conditions on-site, and will follow best practice guidance and incorporate filtration systems.

4.5 Cultural Heritage

There are no archaeological features or protected structures within or directly bordering the proposed site, and therefore no likely impacts on cultural heritage features.

There are several protected architectural buildings in the area listed on the National Inventory of Architectural Heritage (NIAH). These are all outside the proposed development area, and are unlikely to be impacted by the development.

4.6 Air and Climate

There is potential for impacts to air quality through emissions during the construction phase of the development, due to the operation of machinery on site and transport of materials to and from the site. These impacts will be mitigated against with measures outlined in the contractor's operating plans.

The proposed development will not give rise to any significant impacts on air quality or climate during operational period.

4.7 Noise and Vibration

There is potential for localised noise and vibration impacts to approximately 10 residences in the vicinity of the proposed development during the construction phase due to operation of machinery on site. These impacts would be temporary and only during the construction phase. Mitigation measures against such impacts will be outlined in the operating plans to be devised by the contractor.

The proposed development will not lead to any significant noise or vibration impacts during operational period.

4.8 Landscape and Visual

The proposed development will give rise to temporary landscape or visual impacts to residents living in proximity to the development during the construction phase.

There are no protected landscapes or views in proximity to the site.

When constructed, the proposed development will be low in landscape and visual impact for surrounding landowners, and will be in character with the surrounding landscape. Planting within the parking areas will mitigate visual impacts of the development and enhance the overall residential amenity of the area.

4.9 Material Assets including Traffic, Utilities, and Waste

4.9.1 Traffic

There may be some localised impacts on traffic associated with the construction phase of the development. These will be temporary and limited in duration.

Once operational, the proposed development will provide additional parking spaces for visitors to Lucan Demesne.

4.9.2 Utilities

At Site A, gully pots will be moved in line with the kerb.

Surface drainage will be installed at Site B. This will be either permeable pavement with a soakaway and overflow to existing drainage network, or an attenuation system with petrol interception and connection to existing drainage network. As outlined in Section 2.2.1, the detailed drainage design will follow best practice guidance and take note of the results of site/soil investigations.

4.9.3 Waste

Waste generated from site clearance will be inert and or organic material and is expected to be redistributed or exported from site to be dealt with at appropriate facilities. There will not be a requirement for any specialised licences or permits in relation to waste. For waste such as debris or rubbish, this will be collected and deposited with a licenced agent.

Once operational, the proposed development will not generate waste.

4.10 Cumulative Impacts

The existing parking at Lucan Demesne will be replaced by the proposed development. The proposed development will provide additional car parking spaces over the existing facility. The existing facility area will be used to enhance the entrance to Lucan Demesne, and better provide for amenity space.

4.10.1 Plans

South Dublin County Development Plan 2016-2022

South Dublin County Development Plan 2016-2022 has been prepared in accordance with the Planning and Development Act 2000. The plan sets out the overall strategy for planning and sustainable development in the county. The sites do not have specific zoning objectives in the CDP.

The CDP notes that opportunities exist to make walking and cycling more attractive, to increase the proportion of daily journeys undertaken on foot or by bicycle. To encourage walking and cycling, it is necessary to focus on the delivery of a permeable pedestrian and cycling network that allows for

multiple direct connections between key destinations, and an attractive pedestrian and cycling environment where high quality facilities are provided.

The following policies are contained within the CDP, which are relevant to the proposed development:

- TM3 Objective 1: To create a comprehensive and legible County-wide network of cycling and walking routes that link communities to key destinations, amenities and leisure activities with reference to the policies and objectives contained in Chapter 9 (Heritage, Conservation and Landscape) particularly those that relate to Public Rights of Way and Permissive Access Routes.
- TM3 Objective 2: To ensure that connectivity for pedestrians and cyclists is maximised in new communities and improved within existing areas in order to maximise access to local shops, schools, public transport services and other amenities, while seeking to minimise opportunities for anti-social behaviour and respecting the wishes of local communities.
- TM3 Objective 3: To ensure that all streets and street networks are designed to prioritise the movement of pedestrians and cyclists within a safe and comfortable environment for a wide range of ages, abilities and journey types.

The current proposal is to replace the existing parking facility at the Lucan Demesne entrance with new parking on the other side of the road in two separate locations. The existing parking facility includes parking for at least 4 bicycles, while there is no bicycle parking included in the proposed replacement. This is not in line with TM3 Objective 1.

The proposed development is not in line with TM3 Objective 3. Users of the parking facility will need to cross the R835 road to access Lucan Demesne.

4.10.2 Projects

There are several other recent developments or planning applications in the vicinity of the proposed project. Larger development planning applications in the near vicinity from the last three years that have been granted permission are listed below. Applications for home extensions, internal alterations and retention are not considered.

Planning Application Reference	SD21A/0015
Development address	15 Woodview Heights, Lucan, Co. Dublin
Description: Demolition of existing converted garage structure to the side; demolition of existing garden wall to the side; construction to the side of 1 semi-detached two storey two bedroom house with home office and 1 semi-detached two storey two bedroom house with home office with bay windows to front and side; new vehicular entrances to Woodview Heights to serve existing and proposed dwellings; all associated site, boundaries, landscaping, drainage and ancillary works.	
Final Decision on Application	Request additional information
Decision Date	N/A - forthcoming

Planning Application Reference	SD18A/0310
Development address	Ardeevin Avenue, Lucan, Co. Dublin
Description: Construction of a 25 unit residential housing development on a site extending to 0.96 hectares to the north of the N4 Lucan by-pass and to the east (end of) Ardeevin Avenue	
Final Decision on Application	Grant permission
Decision Date	30-Sep-2019

The potential for cumulative impact of the plans and projects identified above are assessed in the Screening section below in combination with the currently proposed project.

5 Screening Assessment

5.1 Characteristics of the Proposed Development

To determine whether the characteristics of the proposed development are likely to have significant impacts on the environment, the following questions are answered in Table 5.1, following guidelines set out in Guidance for Consenting Authorities regarding Sub-Threshold Development (DoEHLG 2003).

Table 5.1: Characteristics of the proposed development

Characteristics of the Proposed Development - Screening Questions	Comment
Could the scale (size or design) of the proposed development be considered significant?	The proposed parking development is to replace an existing facility of a similar size at the site. The scale of the proposed development is therefore not considered to be significant.
Considered cumulatively with other adjacent proposed developments, would the size of the proposed development be considered significant?	The size of the development is considered small. There are no other proposed developments immediately adjacent to the site. As such, the cumulative effect is not expected to be significant.
Will the proposed development utilise a significant quantity of natural resources, in particular land, soil, water or biodiversity?	In terms of land area, the proposed development is small. No water is required for the development, and the EcIA found that the development will not result in a significant impact on ecology at the site. There will be a small amount of excavation required for the construction of the attenuation system beneath Site B. Excavated material which is not required for fill on-site will be exported to an appropriate facility for disposal. Therefore, there will not be a significant quantity of natural resources used.
Will the proposed development produce a significant quantity of waste?	No. Waste generated during site clearance will be typical of construction projects. Debris or rubbish generated during construction will be disposed of at appropriately licenced agents. A small amount of excavation will be required; material will be removed and disposed of at appropriate and licensed facilities.
Will the proposed development create a significant amount or type of pollution?	No. Temporary air and noise pollution may occur during the construction phase, but will be mitigated against by operational plans devised by the contractor.
Will the proposed development create a significant amount of nuisance?	No. During construction, some noise and vibration will be created, however this will be temporary and short-term. Construction works will be limited to certain times of day to avoid nuisance to residences in the vicinity of the proposed development. Once operational, the proposed development will not produce a significant amount of nuisance.
Will there be a risk of major accidents having regard to substances or technologies used?	No. The risks of this development will be those typically associated with normal construction practices.

	Construction machinery will be used during the construction phase and will be operated by licensed contractors, and following best practice guidance.
Will there be a risk of natural disasters which are relevant to the project, including those caused by climate change?	The proposed development is outside the Flood Zone A and B extents as described in the SDCC SFRA. Risk of natural disasters to the development is therefore low.
Will there be a risk to human health (for example due to water contamination or air pollution)?	No. Any potential risk to human health will be as a result of the construction phase of this project. All contractors will be subject to best practice methodologies and risk assessments in order to minimize any risk to human health.
Would any combination of the above factors be considered likely to have significant effects on the environment?	No. The development is relatively small scale. The environmental impacts are predictable and easily mitigated through the use of best practice guidelines during the construction phase. As such, significant impacts on the environment are not expected as a result of the proposed development.

Conclusion: The characteristics of the proposed development are not considered likely to result in a significant impact on the environment by virtue of its size, nature or operational activities.

Reasoning: The proposed parking facility is relatively small in extent, and will replace an existing facility of similar size. Any environmental or noise impacts will be during the construction phase and not during operation of the development. Construction will not require significant use of natural resources, nor will it generate significant amounts of waste.

5.2 Location of the Proposed Development

The following questions are answered below in Table 5.2 to determine whether the geographical location of the proposed development can be considered ecologically or environmentally sensitive.

Table 5.2: Location of the proposed development

Location of the Proposed Development - Screening Questions	Comment
Has the proposed development the potential to impact directly or indirectly on any site designated for conservation interest (e.g., SAC, SPA, pNHA)?	No. The AA Screening for the site concluded that there are no Natura 2000 sites likely to be directly or indirectly impacted by the development.
Has the proposed development the potential to impact directly or indirectly on any habitats listed as Annex I in the EU Habitats Directive?	No. The AA Screening for the site found no potential impacts on habitats listed as Annex I in the EU Habitats Directive.
Has the proposed development the potential to impact directly or indirectly on any habitats listed as Priority Annex I in the EU Habitats Directive?	No. The AA Screening for the site found no potential impacts on habitats listed as Priority Annex I in the EU Habitats Directive.
Has the proposed development the potential to impact directly or indirectly on any species listed as Annex II in the EU Habitats Directive?	No. The AA Screening for the site found no potential impacts on species listed as Annex II in the EU Habitats Directive.
Has the proposed development the potential to impact directly or indirectly on the breeding places of any species protected under the Wildlife Act?	No. An EcIA of the site found no potential for significant impacts on any species protected under the Wildlife Act or their breeding places.
Has the proposed development the potential to impact directly or indirectly on the existing or approved land use?	No. The sites chosen are suitable for the proposed use, and will be in support of the existing Lucan Demesne.
Has the proposed development the potential to significantly impact directly or indirectly the relative abundance, availability, quality or regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground?	No. The proposed development will not impact the relative abundance, availability, or regenerative capacity of natural resources, either during construction or operation. Despite high groundwater vulnerability, surface drainage design will be done in line with the on-site geological conditions, and in awareness of connections to the underlying groundwater body.
Has the proposed development the potential to impact directly or indirectly on any protected structures or Recorded Monuments and Places of Archaeological Interest?	No. There are no recorded archaeological or features on site or in the near vicinity of the proposed development. There is one recorded architectural structure to the east of the site (Reg. No. 11204014), currently in use as a restaurant and with existing parking around it. It is unlikely to be impacted by the proposed development.
Has the proposed development the potential to impact directly or indirectly on listed or scenic views or	No.

protected landscapes as outlined in the County Development Plan?

Conclusion: The location of the proposed development is not considered likely to result in a significant impact on the environment.

Reasoning: The proposed development is located adjacent to an existing road, and in close proximity to the existing Lucan Demesne entrance. There are no Natura 2000 sites or designated ecological sites, or Cultural Heritage sites, which will be impacted by the proposed development.

5.3 Characteristics of Potential Impacts

The following questions were answered in Table 5.3, in line with Guidance on EIA Screening - June 2001, prepared for the European Commission by ERM (UK), to determine whether the environmental impacts of the development can be considered significant.

Table 5.3: Characteristics of potential impacts

Characteristics of Potential Impacts - Screening Questions	Comment
Will there be a large change in environmental conditions?	No. The development is small in scale, on land adjacent to the existing road.
Will new features be out of scale with the existing environment?	No. The proposed development will be similar in scale to the existing parking which it will replace. The existing parking area will be used to enhance the entrance to Lucan Demesne, and to provide better amenity value.
Will the effect be particularly complex?	No. The primary environmental impacts are expected to occur during the construction phase, and will be mitigated by operational plans devised by the on-site contractor. These include temporary impacts to surface water quality, air quality, noise and vibration, and through the generation of waste.
Will the effect extend over a large area?	No. Given the small scale and nature of the proposed development this is highly unlikely.
Will there be any potential for trans-frontier impacts?	No.
Will many people be affected?	Only residents and business owners in the local vicinity will be affected by the construction phase, however such impacts will be temporary.
Will many receptors of other types (fauna and flora, businesses, facilities) be affected?	No. Impacts on other receptors are expected to be temporary and limited to the construction phase. Once operational, impacts to receptors are expected to be negligible.
Will valuable or scarce features or resources be affected?	No. There will be no effect on scarce features or resources.
Is there a risk that environmental standards will be breached?	No. The appointed contractor will be contractually obligated to follow environmental guidance and standards, which will be outlined in the contract documents and operating plans devised for construction.
Is there a risk that protected sites, areas, features will be affected?	No.
Is there a high probability of the effect occurring?	No.
Will the effect continue for a long time?	No. Potential impacts would be brief to temporary, only occurring occasionally within the construction phase of the development or in the case of a breach of environmental standards.
Will the effect be permanent rather than temporary?	No. Potential impacts would be temporary.
Will the impact be continuous rather than intermittent?	No. Potential impacts would be intermittent.

If it is intermittent will it be frequent rather than rare?	No. Potential impacts would be rare, occurring only in the case of accidental breach of environmental standards during the construction phase.
Will the impacts be irreversible?	No.
Will it be difficult to avoid, or reduce or repair or compensate for the effect?	No. Mitigation measures to be put in place during construction will be sufficient to avoid or reduce potential impacts.

Conclusions: The characteristics of the potential impacts as a result of the proposed development are unlikely to be significant and are easily mitigated.

Reasoning: The potential impacts from this development would be primarily during the construction phase. It is easy to predict these impacts and mitigate them through the use of standard environmental procedures.

6 Conclusions and Recommendations

The purpose of this report was to identify whether there is a need under The Planning and Development Act 2000, as amended, for an EIAR for the proposed parking development at Lucan Demesne, Co. Dublin.

The proposed development will replace the existing parking facility at the entrance to the Demesne. This is in order to provide a more welcoming entrance to the Demesne and improved parking facilities.

It was determined that the proposed development does not fall under Schedule 5 (Parts 1 and 2) of the Act. As such, an EIAR has not been automatically triggered. To determine whether the development may fall under the category of Sub-threshold development, with the potential to give rise to significant environmental effects, a screening exercise was undertaken.

During construction, typical impacts such as noise, dust, traffic disruption, and the generation of small amounts of waste are to be expected. These are typical construction phase impacts, and will be mitigated against by environmental operating plans devised by the on-site contractor, following best practice guidance.

An AA Screening Report completed by JBA for the proposed development determined that no likely significant impacts are expected as a result of the proposed development. This is due to the small size of the development and the distance and lack of pathways to Natura 2000 sites.

Once operational, the proposed development is expected to be low in environmental impact.

The following recommendations are included to ensure that no significant environmental impacts occur as a result of the proposed development.

In order to comply with the policies around Walking and Cycling contained in the SDCC County Development Plan 2016-2022, it is recommended that:

- Bicycle parking be included in the proposed design, to replace the existing bicycle parking at the entrance to Lucan Demesne, due to be removed along with the existing car parking (TM3 Objective 1);
- A safe pedestrian and cycle crossing of the R835 road be included as part of the proposed development, to facilitate access between the parking area and the Demesne entrance for people of all ages, abilities, and journey types (TM3 Objective 3).

It is further recommended that, if the SUDS drainage design is chosen, consideration should be given to the potential pathway for contaminants from surface to groundwater. The drainage design should be tailored according to the CIRIA 735 SUDS manual given the high groundwater vulnerability at the two sites. With this in place, there will be no risk of significant impacts to groundwater.

It has been concluded that the proposed development does not fall under the category of sub-threshold development, and thus an EIAR is not required.

The overall conclusion is based on the details of the scheme available at the time of preparation of this report. If the extent of the scheme or the construction methods for the scheme are changed then the EIAR Screening assessment should be reviewed.

7 References

Environmental Protection Agency (EPA) (2020) EPA Maps, Next Generation EPA Maps, available: https://gis.epa.ie/EPAMaps/ [accessed 19/04/2021]

South Dublin County Council (2016) County Development Plan 2016-2022, available: https://sdcc.ie/en/download-it/publications/south-dublin-county-council-development-plan-2016-2022-written-statement.pdf [Accessed 28/04/2021]

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