

# Preliminary Design Report – Chapter 5.2 EIA Screening

*NRO239 – N81 Brittas Village Traffic  
Calming & Urban Renewal Scheme RSIS*

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Date: 05/05/2026

## 5.2 EIA Requirements

Screening is the process of assessing the requirement of a project to be subject to an Environmental Impact Assessment (EIA) based on the project type, scale and on the significance or environmental sensitivity of the receiving environment.

The over-riding consideration in determining whether a road scheme should be subject to an EIA is the likelihood of significant environmental effects. Significant effects may arise by virtue of the type of road scheme, the scale or extent and the location of the road scheme in relation to sensitive environments.

In interpreting which projects are likely to have significant environmental effects, the EIA Directive (Directive 2014/52/EU), lists those projects for which an EIA is mandatory (Annex I) and those projects for which an EIA may be required (Annex II).

The legal requirements for an EIA of a road development are identified in the Roads Act (1993) as amended by the Planning and Development Act (2024) and regulations made under the Roads Acts & Planning Acts.

### 5.2.1 EIA Screening - Mandatory

Table 9 provides an overview of the legislative requirements that determine whether a roads upgrade scheme will mandatorily require an EIA, as summarised in the TII Publication RE-ENV-07008 Environmental Planning of National Roads and Greenway Projects.

Table 9: Summary of Legislative Requirement for EIA Screening (Source: Fig 4.2 and Fig 4.3 TII RE-ENV-07008)

Mandatory		Assessment	EIA Required
The construction of a motorway		The proposed scheme is not a motorway	No
The construction of a busway		The proposed scheme is not a busway	No
The construction of a service area		The proposed scheme is not a service area	No
Any prescribed type of proposed road development consisting of the construction of a proposed public road or the improvement of an existing public road	The construction of a new road of four or more lanes, or the realignment or widening of an existing road so as to provide four or more lanes, where such new, realigned or widened road would be eight kilometres or more in length in a rural area, or 500 metres or more in length in an urban area	The proposed scheme is subject to realignment, however, contains only 2 lane	No
	The construction of a new bridge or tunnel which would be 100 metres or more in length	The proposed scheme does not include for the construction of a bridge or tunnel	No

With Reference to Table 9 above, the proposed scheme at Brittas, South Dublin, does not automatically trigger and EIAR with reference to the Roads Act and Schedules 5 & 7 of the Planning & Development Regulations (2001 – 2024).

### 5.2.2 EIA Screening of Sub Threshold Schemes

As summarised in TII’s Publication RE-ENV-07008 Environmental Planning of National Roads and Greenway Projects, under the regime created by the Roads Act 1993, as amended, road and greenway projects falling below the thresholds created (i.e., ‘sub-threshold’ development) still need to be screened for EIA on a case-by-case basis.

The Roads Act 1993, as amended, requires that the road authority consider whether the road project would be likely to have significant effects on the environment.

**Table 10: EIA Screening of Sub Threshold Schemes**

Criteria	Assessment	EIA Required
Proposed scheme located on a European Site	The proposed scheme is not located on a European Site (as per EU's Natura 2000 website, <a href="http://www.eea.europa.eu">www.eea.europa.eu</a> )-	No
Proposed scheme located on a Nature Reserve	The proposed scheme is not located on a Nature Reserve (as per NPWS' website, <a href="http://www.npws.ie">www.npws.ie</a> )	No
Proposed scheme located on a refuge for fauna and flora	The proposed scheme is not located on a refuge for fauna or flora	No
Proposed scheme located on a Natural Heritage Area	The proposed scheme is not located on a Natural Heritage Area but it is located adjacent to a Proposed natural Heritage area (as per NPWS' website, <a href="http://www.npws.ie">www.npws.ie</a> )	No

Operational impacts of the development will be improved due to reduced vehicle speeds through the village and increased pedestrian amenity due to better and safer connectivity through improved footpaths / pedestrian crossings etc. As such, the proposed development will likely have long term beneficial effects.

In conclusion, the KNRO consider that the proposed development does not fall under the category of sub-threshold development and therefore does not require an EIAR.

The final determination on EIA Screening will be made by the competent authority, South Dublin County Council.

The EC Guidance on Screening (2017) contains an EIA Screening Checklist which has been completed for the proposed development. The completed EIA Screening Checklist (below) supports the conclusion by KNRO that the proposed development is unlikely to have significant effects on the environment and, as such, an EIA for the proposed development is not required.

<b>EIA Screening Checklist</b>		
<b>Brief Project Description - Traffic Calming and Urban Renewal Scheme - Checklist Criteria</b>	<b>Yes/No</b>	<b>Is this likely to result in a significant effect? Yes/No</b>
1. Will construction, operation or decommissioning of the project involve actions which will cause physical changes in the locality (topography, land use, changes in waterbodies, etc.)?	Yes	No  The proposed development represents a continuation of the existing land use as a transport corridor. The physical changes in the locality due to the construction and operation of the proposed development will be within the context of the existing transport corridor. Receptors include the immediate surrounding areas which consist of residential, commercial and agricultural land. Minor land acquisition will be required at the junction between the N81 and the three side roads as part of the proposed junction improvement however the areas required are less than 400m <sup>2</sup> and considered negligible in terms of change of land use.
2. Will construction or operation of the project use natural resources such as land, water, materials or energy, especially any resources which are non-renewable or in short supply?	Yes	No  Construction of the proposed development will require the use of standard construction materials, such as aggregate, concrete etc. During operation, there will be road maintenance which will also consume natural resources. However, no significant use of these resources is predicted.
3. Will the project involve use, storage, transport, handling or production of substances or materials which could be harmful to human health or the environment or raise concerns about actual or perceived risks to human health?	Yes	No  Storage, transport, handling or production of materials is not considered to give rise to likely significant environmental effects. All materials to be used, handled or generated will be typical construction/excavation materials and are not considered a risk to the environmental or human health.
4. Will the project produce solid wastes during construction or operation or decommissioning?	Yes	No  Construction activities will include the excavation of materials within and adjacent to the existing road boundary. These construction activities are likely to generate waste/materials from excavated materials (concrete, made ground and topsoil). The proposed development will aim to avoid or minimise generation of waste through re-use of site-won material (subject to it meeting the appropriate engineering standard). However, spoil to be recovered off site will be transported and disposed of in accordance with the requirements of relevant legislation i.e. Waste Management Act 1996 and Amendments and Waste Collection Permit Regulations.
5. Will the project release pollutants or any hazardous, toxic or noxious substances to air or lead to exceeding Ambient Air Quality standards in Directives 2008/50/EC and 2004/107/EC?	Yes	No.  Construction works may generate dust at a local level, but these works will be temporary and not at a scale that would have a significant effect on local air quality.  During operation, there will be no appreciable change in existing traffic flows and as such, no significant negative effects are predicted.
6. Will the project cause noise and vibration or release of light, heat energy or electromagnetic radiation?	Yes	No.  The construction works will likely generate noise during the works however the effects will be temporary and not significant. During operation, there will be no appreciable change in existing traffic flows and as such, no significant negative effects are predicted.

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7. Will the project lead to risks of contamination of land or water from releases of pollutants onto the ground or into surface waters, groundwater, coastal waters or the sea?	Yes	<p>No</p> <p>During the construction phase, there is a risk of potential pollutants entering the existing drainage network and entering the surrounding watercourses. However, given the distance between the project boundary and noting that there is circa 10% reduction in the pavement area, there will be no perceptible change to the run-off characteristics (quantity and quality) as a result of the proposed development.</p> <p>During operation, there will be no appreciable change in existing traffic flows and therefore there will be no additional discharges to existing drainage system compared to the existing scenario.</p>
8. Will there be any risk of accidents during construction or operation of the project which could affect human health or the environment?	Yes	<p>No.</p> <p>Construction works are required to be carried out on an existing road however traffic management plans will be put in place to ensure the safety of those carrying out the works and road users.</p> <p>Traffic flow will need to be maintained throughout the duration of the project construction. The construction process will be planned to accommodate existing traffic flows and the daily operations adjacent to the project. Signs erected for traffic safety and control purposes will be manufactured, installed, and maintained in accordance with the Traffic Signs Manual and associated documents.</p>
9. Will the Project result in social changes, for example, in demography, traditional lifestyles, employment?	Yes	<p>No</p> <p>The proposed development will facilitate improved active travel and public transport in the long term allowing for greater and safer connectivity. It will allow for greater accessibility to sustainable transport modes.</p>
10. Are there any other factors which should be considered such as consequential development which could lead to environmental effects or the potential for cumulative impacts with other existing or planned activities in the locality?	Yes	<p>No</p> <p>No other permitted projects were identified which could give rise to significant negative effects.</p>
11. Is the project located within or close to any areas which are protected under international, EU, or national or local legislation for their ecological, landscape, cultural or other value, which could be affected by the project?	Yes	<p>No</p> <p>The proposed development is located approximately 5km from the Wicklow Moundation SPA (the closest European Site) and is not deemed to be connected. The proposed development is located within the hydrological catchment of the River Liffey which flows into Poulaphouca Reservoir (approx. 10km south).</p> <p>Given the distance between the project boundary and circa 10% increase in the impervious area, there will be no perceptible change to the run-off characteristics (quantity and quality) as a result of the proposed development.</p>

<b>EIA Screening Checklist</b>		
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12. Are there any other areas on or around the location which are important or sensitive for reasons of their ecology e.g. wetlands, watercourses or other waterbodies, the coastal zone, mountains, forests or woodlands, which could be affected by the project?	Yes	No  Slade of Saggart and Crooksling Glen pNHA, which lies adjacent to the northeast of the proposed scheme, are the only NHA and pNHA located within the Zone of Influence.  Notwithstanding this, the Proposed Development will be restricted to the carriageway and verges of the existing N81 road and will not have any additional effect beyond existing levels of noise and disturbance on the species and habitats of this site.
13. Are there any areas on or around the location which are used by protected, important or sensitive species of fauna or flora e.g. for breeding, nesting, foraging, resting, overwintering, migration, which could be affected by the project?	No	No
14. Are there any inland, coastal, marine or underground waters (or features of the marine environment) on or around the location that could be affected by the project?	No	No  The proposed development is within proximity of a number of watercourses (such as the River Liffey). There is one EU Designated sites (Poulaphouca Reservoir) downstream of the proposed development. Given the distance between the project boundary and circa 10% reduction of carriageway area, there will be no perceptible change to the run-off characteristics (quantity and quality) as a result of the proposed development.
15. Are there any areas or features of high landscape or scenic value on or around the location which could be affected by the project?	No	No
16. Are there any routes or facilities on or around the location which are used by the public for access to recreation or other facilities, which could be affected by the project?	Yes	No.  During construction there may be a need to divert traffic, however a Construction Traffic Management Plan will be implemented to ensure that no significant effects will occur.  During operation, there will be a new pedestrian crossing which will enhance the use of public transport.
17. Are there any transport routes on or around the location which are susceptible to congestion, or which cause environmental problems, which could be affected by the project?	Yes	No  During operation, there will be no appreciable change in existing traffic flows and as such, no significant negative effects are predicted.
18. Is the project in a location where it is likely to be highly visible to many people?	Yes	No  Significant effects are not predicted due to the proposed development being located within an existing transport corridor.

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19. Are there any areas or features of historic or cultural importance on or around the location which could be affected by the project?	Yes	<p>No.</p> <p>The old Blessington Steam Tramway track previously existed along the site and will need to be considered during design and construction. The proposed development is also in the proximity of the Dublin Passage Tomb Complex. Notwithstanding this, the proposed development will not impact on the archaeological, architectural or cultural heritage of the area due to the low impact nature of the works and the fact that the footprint of the existing corridor has been disturbed by the construction of the existing road.</p> <p>There are some localised areas where undisturbed ground will be excavated however at construction, a competent archaeologist will monitor excavation of any undisturbed ground.</p>
20. Is the project located in a previously undeveloped area where there will be loss of greenfield land?		<p>No.</p> <p>The proposed development will require small areas of land at junctions for improvements however this land is not considered to be of a high value.</p>
21. Are there existing land uses on or around the location e.g. homes, gardens, other private property, industry, commerce, recreation, public open space, community facilities, agriculture, forestry, tourism, mining or quarrying which could be affected by the project?	Yes	<p>No</p> <p>Minor third party land acquisition is required as part of the proposed development but considered negligible.</p>
22. Are there any plans for future land uses on or around the location which could be affected by the project?	No	<p>No.</p> <p>There are no known or approved significant developments that may potentially be affected by the proposed road development. All works are localised and limited to the existing transport corridor.</p>
23. Are there any areas on or around the location which are densely populated or built-up, which could be affected by the project?	No	No
24. Are there any areas on or around the location which are occupied by sensitive land uses e.g. hospitals, schools, places of worship, community facilities, which could be affected by the project?	No	No
25. Are there any areas on or around the location which contain important, high quality or scarce resources e.g. groundwater, surface waters, forestry, agriculture, fisheries, tourism, minerals, which could be affected by the project?	No	No

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26. Are there any areas on or around the location which are already subject to pollution or environmental damage e.g. where existing legal environmental standards are exceeded, which could be affected by the project?		<p>No.</p> <p>The air quality concentrations recorded by the EPA is shown to be within the air quality standard.</p> <p>Due to the negligible change in traffic flows during the operational phase, the temporary and minor nature of the construction works along with the implementation of appropriate mitigation measures, no significant negative effects are predicted.</p>
27. Is the project location susceptible to earthquakes, subsidence, landslides, erosion, flooding or extreme or adverse climatic conditions e.g. temperature inversions, fogs, severe winds, which could cause the project to present environmental problems?	No	No.