

MWP

**Screening for Environmental Impact
Assessment Report
Stable Lane Carpark**

Tipperary County Council

December 2023

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1. Introduction

A Part 8 Planning Application is being lodged by Tipperary County Council (TCC) hereafter referred to as the “applicant” for the development of a car park at the townland of Townparks, between Chapel St.(identified as L6711 New Lane on GIS system) and Stable Lane, north of Main St. Carrick on Suir, Co. Tipperary hereafter referred to as the “proposed development”. This carpark is in close proximity to Main Street hereafter referred to as the “proposed development site”.

The purpose of the proposed development is to provide convenient off-street parking in close proximity to Main St. This parking will compensate the reduction in parking to Main St. resulting from the Carrick-on-Suir Regeneration Plan. The aim of the Carrick-on-Suir Development plan is to provide improvements in active travel, create a sense of place, and increase use by pedestrian and vulnerable road users. The development of Stable Lane car park aligns with the Carrick-on-Suir Redevelopment Plan by providing separate off street parking areas and ensuring that parking is provided within a 5-minute walk of main street and the town’s attractions.

MWP has been engaged by TCC to undertake a Screening for Environmental Impact Assessment (EIA) of the proposed development to accompany the application.

A Stage 1 Screening for Appropriate Assessment (AA) Report has been prepared and submitted as a standalone document with the Part 8 Application. The assessment concluded that no significant impacts to Natura 2000 sites are likely to occur as a result of the proposed works.

2. Purpose of the Screening

The purpose of this EIA Screening report is to detail findings from a desktop assessment of the proposed development in Carrick-on-Suir to establish the likely effects on the environment and advise if an EIA would be appropriate for the proposed development. Under EU and Irish legislation, EIA is required for certain prescribed projects and is required for others which are likely to have significant impacts on the environment, by reason of their nature, extent or location. This legislation is examined in the following section.

3. Legislative Context for the project

EIA requirements derive from Council Directive 85/337/EEC (as amended by Directives 97/11/EC, 2003/35/EC and 2009/31/EC) and as codified and replaced by Directive 2011/92/EU of the European Parliament and the Council on the assessment of the effects of certain public and private projects on the environment. Directive 2014/52/EU, (hereafter referred to as the ‘EIA Directive’) amends Directive 2011/92/EU. The EIA Directive requires an environmental assessment to be carried out prior to development consent being granted for projects considered likely to have a significant effect on the environment.

The EIA Directive lists those projects that require a mandatory EIA (Annex I), and those projects for which an assessment must be undertaken to determine if they are probable to result in likely significant effects (Annex II). For Annex II projects, individual Member States can choose to institute specific thresholds or project specific considerations, or a combination of both approaches to arrive at a decision regarding the requirement to undertake an EIA.

Annex II developments that do not exceed the thresholds for the mandatory requirement to prepare an EIA are categorised as sub-threshold and must be assessed on a case-by-case basis to determine whether or not they are likely to have significant effects on the existing environment. The likelihood of a significant environmental effect is the principle matter around which consideration of the requirement for an EIA is based. Annex III, of the EIA

Directive, sets out the criteria to be examined when carrying out a sub-threshold assessment. These criteria include the characteristics of projects, location of projects, and type and characteristics of the potential impact.

Annex IIA has been inserted to the 2014 EIA Directive requiring certain additional information be provided by the applicant or developer for the purposes of screening sub-threshold development for environmental impact assessment:

“1. A description of the project, including in particular:

(a) a description of the physical characteristics of the whole project and, where relevant, of demolition works;

(b) a description of the location of the project, 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 project.

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

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

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

4. The criteria of Annex III shall be taken into account, where relevant, when compiling the information in accordance with points 1 to 3.”

Therefore, in order for a project to be subjected to an assessment of its environmental effects, in accordance with the procedural requirements of the EIA Directive it must be:

1. A project of a type listed in Annex I; or
2. A project of a type listed in Annex II which either meets thresholds or criteria set by the Member State; or
3. A project of a type listed in Annex II which is under the threshold, but following case by case examination, is likely to have significant effects on the environment.

Schedule 5 of the Planning and Development Regulations 2001 (as amended) transposes Annex I and Annex II of the EIA Directive into Irish law under Parts 1 and 2 of the Schedule, respectively. It sets out the classes of development that require EIA. EIA is mandatory for development of a class set out in Schedule 5 Part 1 and for classes of development, which exceeds a limit, quantity or threshold set for that class of development. The proposed carpark does not fall within any of the mandatory classes for EIA listed under Part 1.

Error! Reference source not found. provides a summary of the Part 2 projects and their applicability to this development (potentially relevant activities which may be applicable are indicated in bold and have been expanded and shown using italics).

Table 3-1: Part 2 of Schedule 5 projects and their applicability to this development

| Part 2 of Schedule 5 | | Relevant to Project Development Site |
|----------------------|---|--------------------------------------|
| 1 | Agriculture, silviculture and aquaculture | No |
| 2 | Extractive Industry | No |
| 3 (a) | Energy Industry Industrial installations for the production of electricity, steam and hot water (projects not included in Annex I) with a heat output of 300 megawatts or more | No |
| 4 | Production and processing of metals | No |

| Part 2 of Schedule 5 | | Relevant to Project Development Site |
|----------------------|--|--------------------------------------|
| 5 | Mineral Industry | No |
| 6 | Chemical Industry | No |
| 7 | Food Industry | No |
| 8 | Textile, Leather, Wood and Paper Industries | No |
| 9 | Rubber Industry | No |
| 10 | Infrastructure Projects | No |
| | Urban development projects, including the construction of shopping centres and car parks: (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. (b) (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) | No |
| 11 | Other Projects | No |
| 12 | Tourism and Leisure | No |
| 13 | Any change or extension of projects listed in Annex I or this Annex, already authorised | No |
| 14 | Works of demolition carried out in order to facilitate a project listed in Part 1 or Part 2 of this Schedule where such works would be likely to have significant effects on the environment, having regard to the criteria set out in Schedule 7. | No |
| 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. | See Section 7 |

This project is for a Part 8 Planning Application for a carpark that comprises of a primary vehicular entrance to the West from Chapel St for 33 parking spaces, including two number accessible parking bays and two number electrical vehicles charging bays. The class of activity most similar is 10 (b) (ii). It is clear that the proposed development falls short of this threshold.

Schedule 5 Part 2 Category 15 of the above Regulations includes a requirement for EIA for: *"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."*

Where the proposed development does not meet, or exceed, the applicable threshold, the likelihood of the proposed development having significant effects on the environment may need to be considered. The discretionary (or sub-threshold) requirements are based on an assessment of the likely significant environmental effects of the proposed development.

Schedule 7 of the Planning and Development Regulations 2001 (as amended), sets out the criteria for assessing whether or not a development would or would not be likely to have 'significant' effects on the environment. Schedule 7 transposes Annex III of the EIA Directive.

To determine whether a development is likely to have a 'significant effect(s)' on the environment, it is necessary to consider the criteria listed in Schedule 7.

This is transposed into Irish Law as Schedule 7A of the Planning and Development Regulations 2001 (as amended).

The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment. The criteria are grouped under three headings:

1. Characteristics of proposed development;
2. Location of proposed development; and
3. Type and characteristics of potential impacts.

4. Methodology for Annex III Criteria Assessment

The EIA Screening was completed by reviewing the proposed development against the criteria included in Annex III of the EIA Directive (2014/92/EU). The criteria are grouped under three headings and are used to help in the screening process to determine whether a development is likely to have a significant effect on the environment. The criteria are outlined here below.

4.1 Characteristics of proposed development

The characteristics of the projects must be considered, with particular regard to:

- a. the size and design of the whole project;
- b. the cumulation with other existing and/or approved projects;
- c. the use of natural resources, in particular land, soil, water and biodiversity;
- d. the production of waste;
- e. pollution and nuisances;
- f. the risk of major accidents and/or disasters which are relevant to the project concerned, including those caused by climate change, in accordance with scientific knowledge;
- g. the risks to human health (for example due to water contamination or air pollution).

4.2 Location of proposed development

The environmental sensitivity of geographical areas likely to be affected by projects must be considered, with particular regard to:

- a. the existing and approved land use;
- b. the relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground;
- c. the absorption capacity of the natural environment, paying particular attention to the following areas:
 - I. wetlands, riparian areas, river mouths;
 - II. coastal zones and the marine environment;
 - III. mountain and forest areas;
 - IV. nature reserves and parks;
 - V. areas classified or protected under legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC;
 - VI. areas in which there has already been a failure to meet the environmental quality standards, laid down in Union legislation and relevant to the project, or in which it is considered that there is such a failure;
 - VII. densely populated areas;
 - VIII. landscapes and sites of historical, cultural or archaeological significance.

4.3 Type and characteristics of potential impacts

The potential likely significant effects of projects on the environment must be considered in relation to criteria set out in points 1 and 2 of this Annex, and having with regard in particular to the impact of the project on the factors specified in Article 3(1), taking into account:

- a. the magnitude and spatial extent of the impact (for example geographical area and size of the affected population likely to be affected);
- b. the nature of the impact;
- c. the transfrontier transboundary nature of the impact;
- d. The magnitude intensity and complexity of the impact;
- e. the probability of the impact;
- f. the expected onset, duration, frequency and reversibility of the impact;
- g. the cumulation of the impact with the impact of other existing and/or approved projects;
- h. the possibility of effectively reducing the impact.

Article 3(1) of the Directive states:

The environmental impact assessment shall identify, describe and assess in an appropriate manner, in the light of each individual case, the direct and indirect significant effects of a project on the following factors:

- a. population and human health;
- b. biodiversity, with particular attention to species and habitats protected under Directive 92/43/EEC and Directive 2009/147/EC;
- c. land, soil, water, air and climate;
- d. material assets, cultural heritage and the landscape;
- e. the interaction between the factors referred to in points a) to d).

5. Site Location and Description

The proposed development site is located in Carrick-on-Suir town center between Chapel Street to the west and Stable Lane to the east. A project description is provided in **Section 6**, below. Site Location Maps are provided in **Figures 5-1** and **5-2**, below.

The town of Carrick-on-Suir is located on the River Suir in Co. Tipperary at the foothills of the Comeragh Mountains and it lies 21 km east of Clonmel and 27 km northwest of Waterford. The town is serviced by the N24 National Road and by rail links.

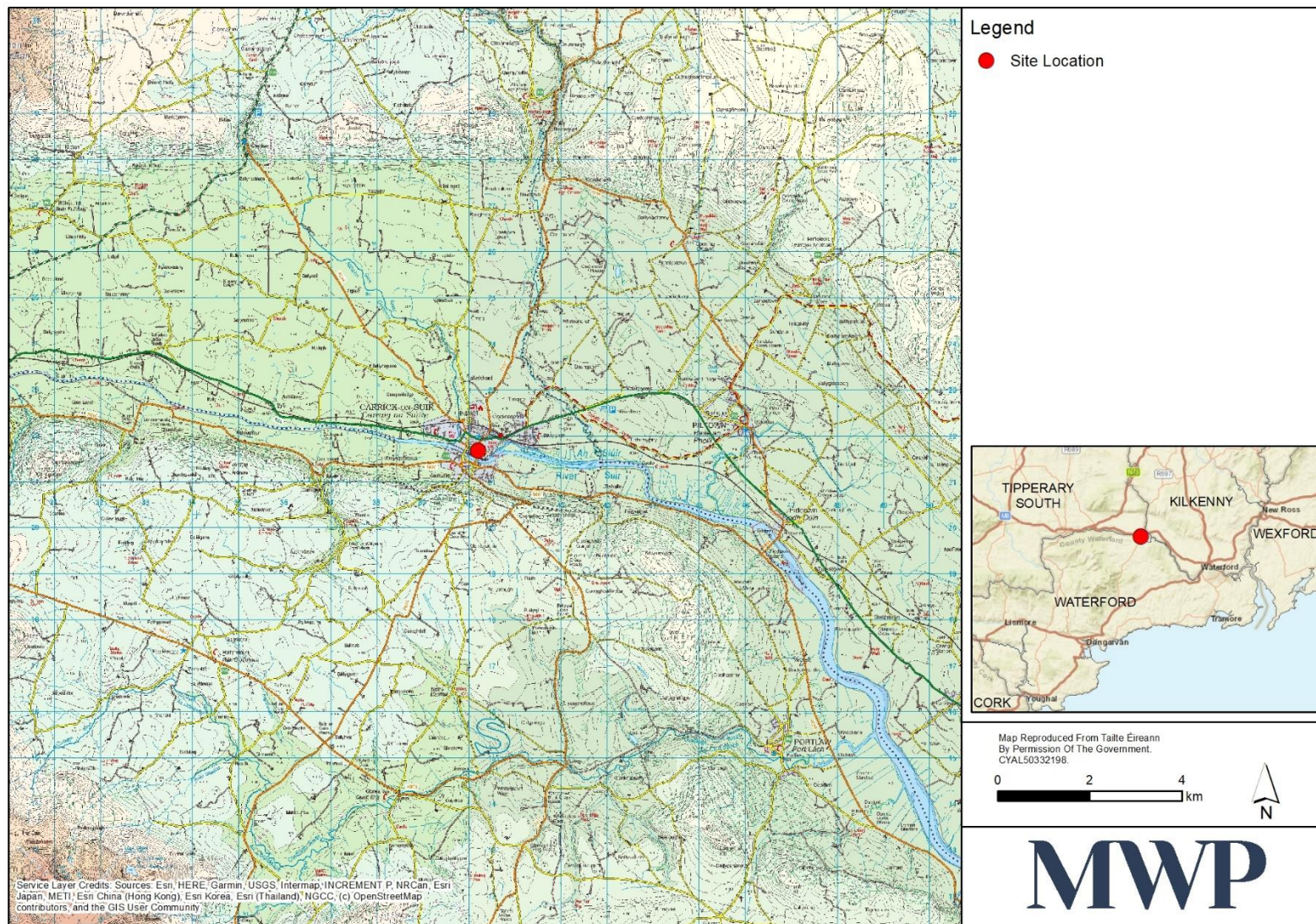


Figure 5-1: Site Location

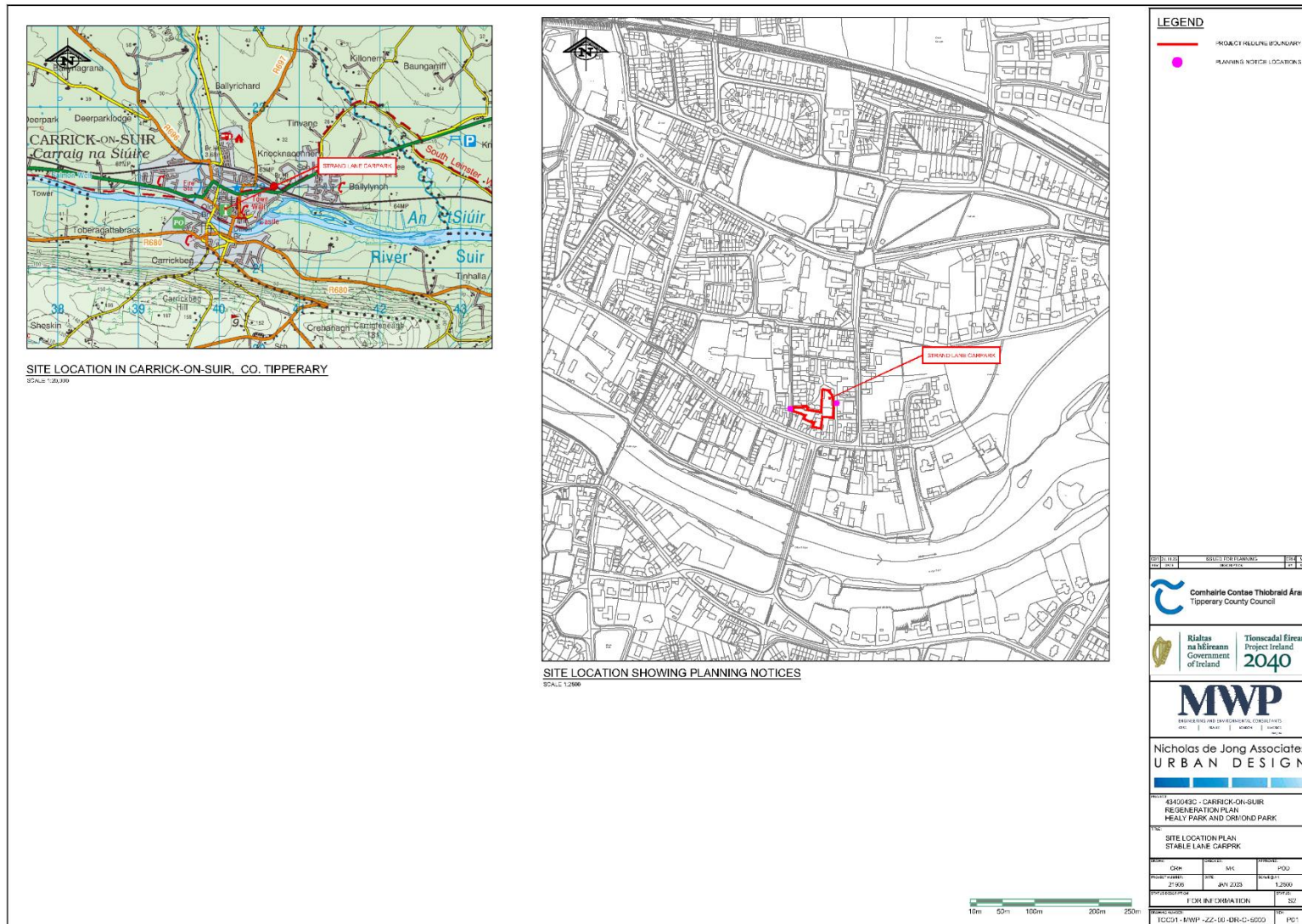


Figure 5-2: Site Location Plan

6. Project Characteristics

6.1 Description of the Scheme

The nature and extent of the proposed development is as follows:

- The proposals involve works in the town's Architectural Conservation Area (ACA) and in the vicinity of a number of protected structures.
- Provision of primary vehicular entrance to the West from Chapel St.(identified as L6711 New Lane on GIS system)
- Vehicle exit point to Stable Lane to the east
- Demolition of existing walls, two sheds and concrete yard within the proposed site.
- Demolition of existing boundary wall with Chapel St. and North boundary wall adjacent to Chapel St. to allow reconfiguration of the existing vehicle and pedestrian access points onto Chapel St..
- Demolition of boundary wall with Stable Lane.
- Drainage works to carpark.
- Street lighting to carpark.
- Construction of new Boundary wall to the east of the site along Stable Lane – including vehicle exit point and pedestrian access point.
- Construction of new boundary to the North of the site adjacent to the Chapel St entrance.
- New asphalt surface finishes to carpark, laid to falls and surface water run-off will be directed to gulleys.
- Car park with 33 parking spaces, including two number accessible parking bays and two number electrical vehicles charging bays.
- Bicycle Parking Shelter
- Signage and Line marking.
- Landscaping.
- All associated site works.
- The project will take approximately 20 weeks to complete.

The total area within the site boundary is 1500m². Refer to **Figure 6-1** for a site layout plan.

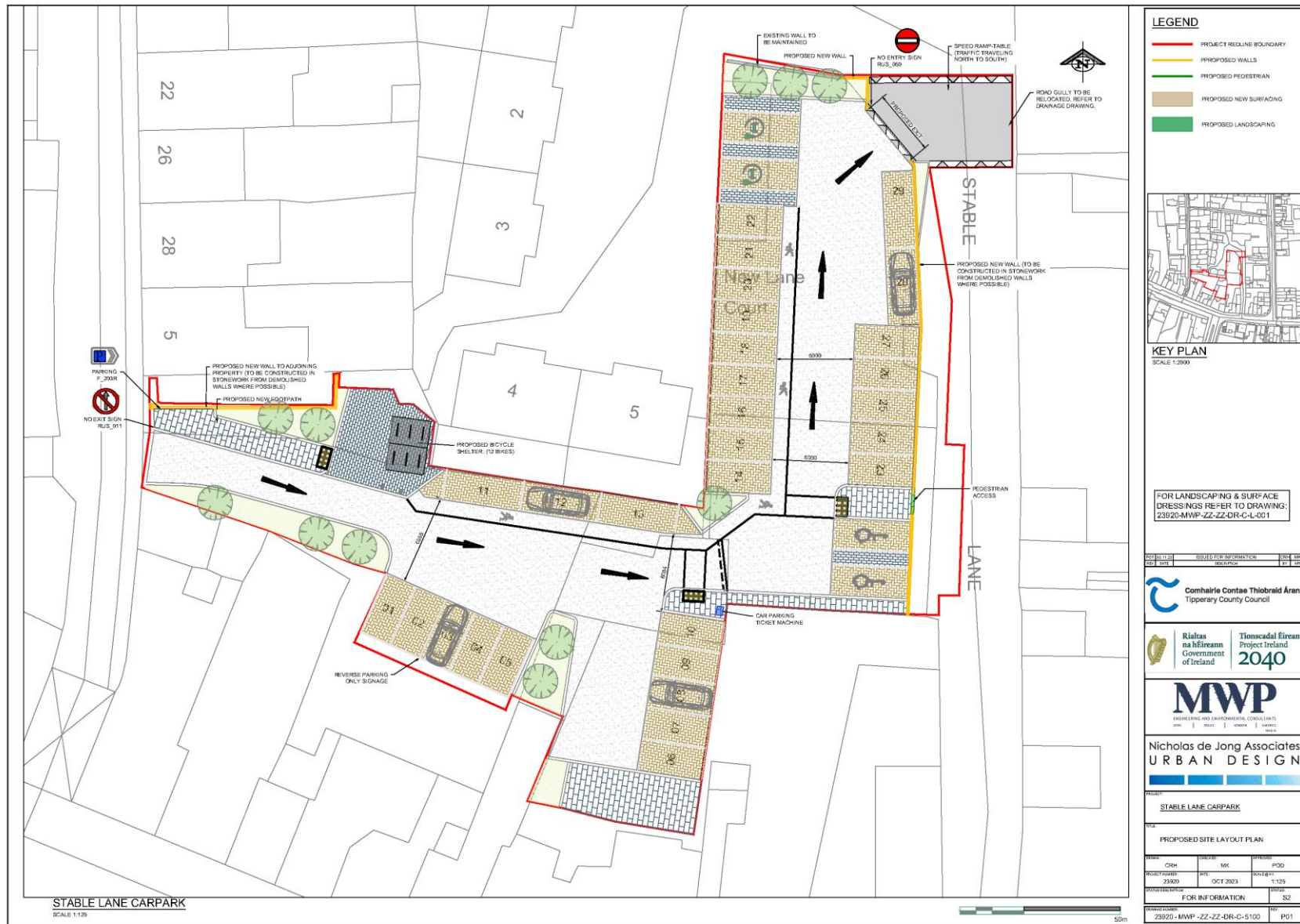


Figure 6-1: Site Layout Plan

6.2 Environmental Context of Project Site

The proposed development is located within the Electoral Division (ED) of 'Carrick-on-Suir Urban'. CSO data indicates that, in 2022, this ED had a total population of 4,444.

The Corine Landcover (2018)¹ Category at the subject site is classed as 'Continuous Urban Fabric' (111) and Discontinuous Urban Fabric' (112) and in the surrounding area the dominant land use is 'Agricultural Areas' (231).

The proposed development site is located in the townland of Townparks. The surrounding townlands in the area are Ballylynch, Ballyrichard and Knocknaconnery to the east, Ballynagrana to the north and Deerpark and Deerparklodge to the west

According to Geological Survey Ireland (GSI)² the geology underlying the proposed development site is limestone of the 'Ballysteen Formation' which is described as 'Dark muddy limestone, shale'. The soil type at the proposed development site is classified as 'Urban' surrounded by areas of 'Till derived from Devonian sandstones', and 'Alluvium', and Gravels derived from Devonian sandstones south of the River Suir.

The proposed development site is located within the 'Suir' (Catchment ID_16) and the 'Suir_SC_160' and 'Lingaun_SC_010' sub-catchments which all fall within the Hydrometric Area 16. As part of the national characterisation programme undertaken for the second lifecycle of the Water Framework Directive (WFD) river basin management planning, assessments of individual sub-catchments have been undertaken. This assessment has been led by the EPA with input from Local Authorities and other public bodies.

The Upper Suir Estuary (European code: IE_SE_100_0600) transitional waterbody is located south of the proposed development site. Its WFD Status for the 2016-2021 period is 'Bad' and it is 'At risk' of not meeting its WFD objectives. A waterbody that is At Risk means that either the waterbody is currently not achieving its WFD environmental objective of Good or High Ecological Status or that there is an upward trend in nutrients or ammonia and if this trend continues the waterbody Status will decline by the end of Cycle 3 and will fail to meet its environmental objective.

Aside from the Suir river itself, there are several other river water bodies within the vicinity of the proposed development site, the nearest of which is the Glen river (EPA_Code 16G04), a 3rd order waterbody which flows in a southerly direction through the town into the River Suir. The Lingaun river (EPA_Code 16L01), a 4th order river is located approximately 2km to the east of the town centre and flows in a south-easterly direction into the Suir river. Another 1st order stream, named 'Fire Station Carrick on S' (EPA_Code 16F41), which flows south into the Suir is located approximately 500m west of the town centre. There are several other 1st and 2nd order streams located to the south of the Suir.

According to the GSI mapping, the entirety of the site is underlain by a Locally Important Aquifer - Bedrock which is Moderately Productive only in Local Zones. There are no existing boreholes or wells within the site.

Vulnerability of a groundwater body is the term used to describe the intrinsic geological and hydrogeological characteristics which determine the ease with which a groundwater body may be contaminated by human activities.

The vulnerability is determined by the permeability and thickness of the overlying deposits. For example, bedrock with a thick, low permeability overburden is less vulnerable than bedrock with a thin high permeability, gravel overburden. Groundwater vulnerability maps have been produced by the GSI. The vulnerability is classified as High over the entirety of the site.

¹ <https://gis.epa.ie/EPAMaps/>

² <https://dcnr.maps.arcgis.com/apps/MapSeries/index.html?appid=a30af518e87a4c0ab2fbde2aaac3c228>

A review of the Historic Environment Viewer, provided by the National Monuments Service indicates that no historic monuments are located on the site. There are several historic monuments within the vicinity of the site. The closest historic monuments to the site are the Bank House, a bank/financial institution which is located a short distance south of the site (Reg. No. 22123014) and Taaffe and Company, a historically significant house located a short distance to the south (Reg. No. 22123013). There are numerous other monuments of historical significance located within the greater Carrick-on-Suir area.

7. Annex III Criteria Assessment

7.1 Characteristics of projects

7.1.1 The Size of the Proposed Development

The land area of the proposed development is limited to and contained within the area located between Chapel Street to the west and Stable Lane to the east, a total site area of 1500m². The works involve construction of a primary vehicular entrance to the West from Chapel St. (identified as L6711 New Lane on GIS system, vehicle exit point to Stable Lane to the east, demolition of existing walls, two sheds and concrete yard within the proposed site, demolition of existing boundary wall with Chapel St. and North boundary wall adjacent to Chapel St. to allow reconfiguration of the existing vehicle and pedestrian access points onto Chapel St., demolition of boundary wall with Stable Lane, drainage works to carpark, street lighting to carpark, construction of new Boundary wall to the east of the site along Stable Lane – including vehicle exit point and pedestrian access point, construction of new boundary to the North of the site adjacent to the Chapel St entrance, new asphalt surface finishes to carpark, laid to falls and surface water run-off will be directed to gulleys. Car park with 33 parking spaces, including two number accessible parking bays and two number electrical vehicles charging bays. The proposed development is therefore relatively small in scale and will be enclosed within the existing urban area. The project falls below the thresholds which would trigger mandatory EIA as defined under the Fifth Schedule of Planning and Development Regulations, 2011. Controls to prevent any potential environmental impacts, e.g. surface water discharges, noise, dust and waste emissions have been taken into account in the design of the whole project.

7.1.2 The Cumulation with Other Existing and/or Approved Projects

The proposed development is within Carrick-on-Suir Town Centre, which is subject to ongoing retail, commercial and residential development. Current grants of permission include works such as demolition, remediation and extensions to existing private dwellings and commercial buildings in Carrick-on-Suir town (Tipperary County Council on-line planning enquiry system).

Other proposed projects within Carrick-on-Suir include Sean Kelly Square, Castle Street/New Street Public Realm, Castle Park Biodiversity Plan and Carrick-on-Suir Regeneration Plan. These projects have all been granted planning.

Upgrade works to the N24 are in progress and are expected to be complete in Q1 2024. An overlap between the N24 upgrade works and the proposed development is not expected. No significant additional impacts are anticipated due to this proposal.

Construction of Carrick-on-Suir Regeneration Plan has commenced. Carrick-on-Suir Regeneration Plan Construction Phasing includes Sean Kelly Square, Castle Street/New Street Public Realm and Castle Park Biodiversity Plan. Carrick-on-Suir Regeneration Construction Plan is divided into five Phases. Phase 1 of Carrick-

on-Suire Regeneration Plan, Ormond Park (including Strand Walk) and Healy Park, is in Construction and is expected to be complete in Q2 2024. Phase 1 will be followed by Phase 2 of Carrick-on-Suir Regeneration Plan; Phase 2 – Chapel St., Castle St. Castle Lane and the Quays East of Dillon Bridge; Phase 3 - The HUB Building; Phase 4 - Main St. West Gate, Sean Kelly Square, Greystone St. and Bridge St; and Phase 5 – Barrack St. and the Quays west of Dillon bridge to Healy Park will follow.

The works to Stable Lane Carpark will be coordinated with the phasing of the Carrick-on-Suir Regeneration Plan.

The effect of the current proposed development will be to provide an additional car park located close to Main Street. Cumulative impacts would be temporary, occurring only during the construction phase.

Cumulation with other projects is therefore not considered to be significant.

7.1.3 Demolition

It is proposed to demolish existing walls and a shed within the proposed site, an existing boundary wall with Chapel Street to allow reconfiguration of the existing vehicle and pedestrian access points onto Chapel Street and demolish an existing concrete yard. Where possible the stonework from the demolished walls will be used in the Construction of the new boundary wall to Stable Lane and the new boundary wall to the north of the site adjacent to Chapel St. entrance. Waste generated during the demolition works will be managed in accordance with a detailed Construction & Demolition Resource and Waste Management Plan (RWMP). The plan will be prepared by the main contractor carrying out the works and issued to TCC for agreement prior to any works commencing on site. Demolition waste will be segregated and transferred to a suitably licensed facility by an authorised haulier.

7.1.4 The Use of Natural Resources, in Particular Land, Soil, Water and Biodiversity

The proposed works will be within an urban environment, which has been significantly modified by human activity. Soil cover is absent within the town centre, and the soil underlying the town centre site constitutes Made Ground.

The Suir River forms part of the Lower River Suir SAC. A Screening for Appropriate Assessment has also been carried out. There will be no requirement for water abstraction for the proposed development as water requirements will be met by the public water supply.

Construction activity will include shallow and localised excavations up to an approximate maximum depth of 0.3m bgl. It is anticipated that most of the material excavated will be existing road surfacing, concrete footpaths and signage, and it is unlikely that any in-situ rock breaking will be required. It is proposed to use high quality natural stone material in the upgrade works. Overall, it can be concluded that there is no evidence to suggest the project will be detrimental to natural resources. The natural resources required including land, soil and geo-resources are typical for a project of this scale. A desktop study and ecological site walkover do not indicate loss of any protected plant or animal species.

The following materials are required for the works:

Construction: Daily water requirement. Welfare facilities on site.

- Materials required:
- Stone Fill.
- Asphalt.
- Ducting.

- Drainage materials.
- White lining paint.
- Light stands.
- Boundary Wall materials (finishes to be finalised).
- EV charger units.
- Ticket machine unit.

Operation:

- Electrical power for lights.
- EV Chargers.
- Ticket machine.
- Facilities for personnel not required as Traffic Warden already in place. (extension of existing duties)

Decommissioning:

Removal of EV Charger, Ticket machine, lights.

7.1.5 The Production of Waste

Waste is expected to consist of concrete from existing footpaths and surface planing from the existing roadways as well as material associated with the demolition of existing walls, shed and concrete yard. Small quantities of incidental waste materials such as pallets and packaging will also be generated. There is potential for asbestos to be present in the demolition materials. A Refurbishment / Demolition Asbestos Survey was carried out at the proposed development site and an Asbestos Survey Report was prepared by Phoenix Environmental Safety Ltd. During the asbestos survey of the proposed development site asbestos containing material was identified around the lid of the oil tank in the yard. The asbestos containing textile material will be removed by an asbestos removal contractor and disposed of as asbestos waste before the works commence.

If Asbestos or Asbestos Containing Material (ACMs) are identified in the ground or on other parts of the site during the construction works, the removal of asbestos will only be carried out by a suitably permitted waste contractor in accordance with S.I. No. 386 of 2006 Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010. All asbestos will be taken to a suitably licensed waste facility.

Other hazardous materials (fuels, oils, and chemicals) may be present in the council workshop. These wastes (if encountered) will be stored in appropriate receptacles in designated areas of the site pending collection by an authorised waste contractor.

All waste will be managed in accordance with a Construction & Demolition RWMP. The plan will be prepared by the main contractor carrying out the works and issued to TCC for agreement prior to any works commencing on site. Waste will be transferred from the site by a licensed haulier and disposed of in a suitably licensed waste facility.

Volumes/weights are estimated as follows:

| Material | Volume (L) / Weight (tonnes) |
|--|------------------------------|
| Stone from existing walls - assuming 400mm thick | |
| Wall 1: Boundary wall facing Chapel St. | 50 |

| | |
|---|------|
| Wall 2: North Boundary Wall adjacent to Chapel St. | 62 |
| Wall 3: Small planter wall | 0.4 |
| Wall 4: Internal Walls | 128 |
| Wall 5: Boundary Wall to Stable Lane | 92 |
| Removal of stoned/soil surface - assuming 300mm depth to excavate | 340 |
| Removal of concrete yard - assuming 300mm | 251 |
| Removal of Brick Paving | 8 |
| Shed roofing - galvanised | |
| Shed 1 | 3 |
| Shed 2 | 1 |
| Shed walls | |
| Shed 1 | 372 |
| Shed 2 | 141 |
| Shed foundation/floor slab - assuming 300mm | |
| Shed 1 | 176 |
| Shed 2 | 43 |
| Oil tank (Litres) | 800 |
| Perspex roofing from greenhouse | 0.12 |

It is considered that the production of any waste associated with the construction of the development, as described above, would not cause unusual, significant or adverse effects of a type that would require an EIA.

7.1.6 Pollution and Nuisances

The proposed development may cause a temporary disturbance or nuisance to occupants of the immediate and surrounding environs of the town centre. Works will be very localised to minimize any disturbance. Runoff will be directed to the existing combined drainage system after passing through silt traps located in existing gullies. The discharge will be to Carrick-on-Suir Waste Water Treatment Plant (WWTP) Register Number D0148-01 where it will undergo treatment before discharging to the River Suir.

7.1.7 The Risk of Major Accidents and/or Disasters

Given the temporary nature of the proposed development and the small scale of the project, the risk of disasters (typically considered to be natural catastrophes e.g. very severe weather event) or accidents (e.g. fuel spill, traffic accident) is considered low. In the case of the occurrence of a severe weather event such as flooding, work will be curtailed.

7.1.8 The Risks to Human Health

There will be minor temporary nuisances associated with the proposed development. The proposed development will include noise from machinery on site (temporary). Given the location and temporary nature of the project, the proposed development is a relatively small development, which will not involve significant risks to human health.

There is potential for asbestos to be present in the demolition materials. A Refurbishment / Demolition Asbestos Survey was carried out at the proposed development site and an Asbestos Survey Report was prepared by Phoenix Environmental Safety Ltd. During the asbestos survey of the proposed development site asbestos containing material was identified around the lid of the oil tank in the yard. The asbestos containing textile material will be removed by an asbestos removal contactor and disposed of as asbestos waste before the works commence.

If Asbestos or Asbestos Containing Material (ACMs) are identified in the ground or on other parts of the site during the construction works, the removal of asbestos will only be carried out by a suitably permitted waste contractor in accordance with S.I. No. 386 of 2006 Safety, Health and Welfare at Work (Exposure to Asbestos) Regulations 2006-2010. All asbestos will be taken to a suitably licensed waste facility.

7.2 Location of Projects

7.2.1 The Existing and Approved Land-Use

The works will be carried out in an existing urban area and the modifications will be to existing surfaces in the streets and laneways, and their replacement with a car park, street lighting and vehicular entrances. According to the Carrick-on-Suir Town Development Plan 2013, the area of proposed works is zoned as Town Centre and Existing Residential. There will be no change in land-use.

7.2.2 The relative abundance, availability, quality and regenerative capacity of natural resources (including soil, land, water and biodiversity) in the area and its underground

The proposed works are within the confines of the town centre and confined to particular streets and junctions and do not traverse any designated conservation areas. A Screening for Appropriate Assessment was undertaken, and this concluded there will be no significant impact on any Natura 2000 sites within the zone of potential influence.

The project does not involve use or destruction of natural resources, such that there would be a significant threat to their regenerative capacity.

7.2.3 The Absorption Capacity of the Natural Environment

7.2.3.1 Wetlands, riparian areas, river mouths

The works are in Carrick-on-Suir town centre 130m north of the River Suir, which forms part of the Lower River Suir SAC.

Through the project design and the implementation of best practice, there is no significant risk of pollution to surface waters. Run off from site will be managed by the contractor as part of the Construction Environmental Management Plan (CEMP) to prevent any poor-quality water being discharged from the site during the construction phase.

Within the town, surface water enters the combined drainage system. This water ultimately discharges to the Suir river which is tidal as far as Carrick-on-Suir. The development will not create significant additional run off and will continue to function within the capacity of the natural environment.

7.2.3.2 Coastal Zones and the Marine Environment

The site lies approximately 22km from the coast. There is no potential for the project to have an effect on coastal areas.

7.2.3.3 Mountain and Forest Areas

The site is located within the town centre of Carrick-on-Suir. There are forestry and mountains in the greater region, but none will be affected by the project.

7.2.3.4 Nature Reserves and Parks

There are no nature reserves or parks in the area that will be affected by the project.

7.2.3.5 Areas classified or protected under legislation; Natura 2000 areas designated by Member States pursuant to Directive 92/43/EEC and Directive 2009/147/EC

A Screening for AA Report has been prepared to determine whether the proposed development is likely to have a significant effect on the conservation objectives of three Natura 2000 sites. It concluded that the project as currently proposed will not have a significant adverse effect on Natura 2000 sites.

There are three Natura 2000 sites within the zone of potential influence. It has been objectively concluded that the following sites are not likely to be significantly affected by the proposed development and can therefore be screened out for appropriate assessment:

- Lower River Suir SAC (002137)
- Comeragh Mountains SAC (001952)
- Hugginstown Fen SAC (000404)

7.2.3.6 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 results of the EPA water quality assessment under the WFD status indicate that water quality in the River Suir at two locations near Carrick-on-Suir was poor for 2013-2018.

The proposed development will not impact negatively on water quality in the River Suir. Surface water will continue to drain into the existing combined drainage network and no additional pollutants or no additional discharges will enter the water as a result of the project. Sustainable Urban Drainage (SUDs) will be incorporated into the design where appropriate.

7.2.3.7 Densely Populated Areas

The proposed development is located within the Electoral Division (ED) of 'Carrick-on-Suir Urban'. CSO data indicates that, in 2022, this ED had a total population of 4,444.

The works will be relatively small in scale and temporary in duration and are not anticipated to have a significant long term effect on the surrounding population.

7.2.3.8 Landscapes and Sites of Historical, Cultural or Archaeological Significance

A review of the Historic Environment Viewer, provided by the National Monuments Service indicates that no historic monuments are located on the site. There are several historic monuments within the vicinity of the site. The closest historic monuments to the site are the Bank House, a bank/financial institution which is located a short distance south of the site (Reg. No. 22123014) and Taaffe and Company, a historically significant house located a short distance to the south (Reg. No. 22123013). There are numerous other monuments of historical significance located within the greater Carrick-on-Suir area.

Due to the small and localised scale of the proposed development no impact will occur to these Architectural Heritage.

7.3 Types and Characteristics of Potential Impacts

7.3.1 Population and Human Health

The likely significant effects of the project on population and human health have been considered in the following table.

Table 7-1: Likely significant effects to population and human health

| Characteristics of the Impact | Population and Human Health |
|--|---|
| Magnitude and spatial extent | Mainly limited to the site and locality affecting workers, residents and business owners. Visitors and those travelling through the town will be impacted to a lesser degree. |
| Nature | Temporary potential negative nuisance impacts to construction workers, residents and business owners from noise and dust arising from construction activities. Disruption to nearby residents, retail and commercial activities, road users and pedestrians during the proposed construction phase. However, given the location and nature of the work large numbers of people will not be affected. Best practice measures, which will be outlined in the Contractor's CEMP, will be implemented during the construction phase, including dust suppression measures to reduce potential impacts on human health. Impacts on human health during construction will not be significant. A TMP will also be put in place for the duration of the works. |
| Transboundary nature | Not applicable. |
| Intensity and complexity | A slight negative temporary impact on the immediate population is anticipated during the construction phase. When complete, the proposed development will have a long-term positive impact on both the local population and visitors by providing a convenient car park for the town. |
| Probability | There is a low probability of significant effects to population and human health as a result of the project. |
| Expected onset, duration, frequency and reversibility | Effects will be temporary. Construction will take place over a 20 week period with most disruption taking place in the first number of months e.g. earthworks, excavations, concrete deliveries. Impacts are not complex. |
| Cumulation with other existing and/or approved projects | Cumulative impacts may occur with the works associated with the Carrick-on-Suir Regeneration Plan. However, the cumulative impacts are not likely to be significant . |
| Possibility of effectively reducing the impact | A CEMP will be put in place by the appointed contractor, as well as a TMP, both of which will outline best practice measures to reduce impacts during the construction stage. |

It is not considered that the proposed development will result in a significant negative effect on population and human health, either alone, or in combination with other projects. Overall, the project will have a long term positive effect on the town.

7.3.2 Biodiversity

The likely significant effects of the project on biodiversity have been considered in the following table.

Table 7-2: Likely significant effects to biodiversity

| Characteristics of the Impact | Biodiversity |
|--|---|
| Magnitude and spatial extent | No change to the current scenario. Localised temporary impact during construction phase only resulting from traffic and noise. |
| Nature | There are three SACs located within 15km of the proposed development site. There are however no SPAs or SACs within the proposed development site. The closest Nature 2000 site is the Lower River Suir SAC which is located approximately 130m to the south of the proposed development area. Runoff from the site during construction will be managed through the design in line with best practice and standard measures to be outlined in the Contractor’s CEMP. Minor amounts of vegetation will need to be removed as part of the proposed development. This includes the dense cover of ivy located on the garage roof. The ivy will be removed during the winter period and there should be impacts on nesting bats or birds. The effects on vegetation during the construction phase will be restricted to the project area. |
| Transboundary nature | Not applicable. Any potential temporary impacts resulting from the proposed works will be confined to the local area. |
| Intensity and complexity | The site is comprised primarily of buildings and artificial surfaces and has no intrinsic ecological value. The project is not considered complex. There will be an imperceptible-to-not significant impact on biodiversity from the proposed works. |
| Probability | There is a low probability of significant effects on biodiversity as a result of the project. |
| Expected onset, duration, frequency and reversibility | Construction impacts will temporary and last for 20 weeks. Effects will be temporary. |
| Cumulation with other existing and/or approved projects | It is not considered that the proposed development will result in a significant effect on the biodiversity, either alone, or in combination with other projects. |
| Possibility of effectively reducing the impact | A CEMP will be put in place for the duration of the works. This plan will include measures for managing surface water drainage. |

It is not considered that the proposed development will result in a significant negative effect on the biodiversity, either alone, or in combination with other projects.

7.3.3 Land & Soil

The likely significant effects of the project on land have been considered in the following table.

Table 7-3: Likely significant effects to land and soil

| Characteristics of the Impact | Land and Soil |
|--|---|
| Magnitude and spatial extent | Mainly localised to the footprint of the project. |
| Nature | The town of Carrick-on-Suir is underlain by limestones. Soils generally comprise of made ground and works will be carried out in an existing urban area. Modifications will be to existing surfaces and their replacement with materials that are broadly similar. Existing road surfacing, concrete footpaths and signage will be removed from the work site. Excavation required will be to a maximum approximate depth of 0.3m bgl. Geological resources required are typical for this type of development. There will be a balance between waste material and soil generated and imported stone and fill for the new development. The likely impact on land is neutral. |
| Transboundary nature | Not applicable |
| Intensity and complexity | Changes on land and soils as a result of the project will result in effects which are imperceptible given that there is no land loss and roads, pavements and footpaths will be replaced with natural materials. |
| Probability | There is a low probability of significant effects to land as a result of the project. |
| Expected onset, duration, frequency and reversibility | Construction will take place over a 20 week period with most disruption taking place in the first number of months e.g. earthworks, excavations, concrete deliveries. Impacts are not complex. |
| Cumulation with other existing and/or approved projects | Significant cumulative impacts on land are unlikely to occur as a result of in combination effects with the Regeneration Project. |
| Possibility of effectively reducing the impact | A CEMP will be put in place for the duration of the works. This plan will include measures for dealing with soils and other excavated materials. |

There is no significant change in land use from the proposed development. Therefore, no significant effect on land and soils, either alone, or in combination with other projects, will occur.

7.3.4 Water

The likely significant effects of the project on the water environment have been considered in the following table.

Table 7-4: Likely significant effects to water

| Characteristics of the Impact | Water |
|--|--|
| Magnitude and spatial extent | The proposed development site is located 130m to the north of the River Suir. |
| Nature | Negative water quality effects arising as a result of the proposed development could occur as a result of erosion and run-off of fines/nutrient-enriched material from excavation works or temporary storage areas for construction materials. Adverse water quality effects could also arise due to the accidental release of pollutants such as fuels, oils and other such substances to the aquatic environment during the construction phase. However, significant effects are unlikely to occur given the duration of the works and the nature of the design. Runoff will be directed to the existing combined drainage system after passing through silt traps located in existing gullies. The discharge will be to Carrick-on-Suir Waste Water Treatment Plant (WWTP) Register Number D0148-01 where it will undergo treatment before discharging to the River Suir. In addition, standards measures and environmental guidelines will be outlined in the CEMP and adhered to in order to reduce the likelihood of potential impacts on the water environment. |
| Transboundary nature | Not applicable. |
| Intensity and complexity | With regards to runoff, works will be localised, and the extents of localised excavated surface will be less than 500m ² at all times. Runoff will be directed to the existing drainage system after passing through existing silt traps in existing gullies before entering Carrick-on-Suir WWTP where it will undergo treatment. This will ensure no silt and runoff will enter the River Suir and no impact will occur on the Lower River Suir SAC. |
| Probability | There is a low probability of significant effects to water as a result of the project. |
| Expected onset, duration, frequency and reversibility | Construction will take place over a 20-week period with most disruption taking place in the first number of months e.g. earthworks, excavations, concrete deliveries, therefore construction impacts will be temporary in nature. No works adjacent to watercourses will take place and impacts are not anticipated to be complex. |
| Cumulation with other existing and/or approved projects | Significant cumulative impacts are unlikely to occur. |
| Possibility of effectively reducing the impact | A CEMP will be implemented by the appointed contractor which will include standard measures to protect water quality and reduce any impacts. With regards to use of fuels/oils, all fuels will be stored within secure and impermeable storage areas. Re-fuelling of plant and equipment will only take place within designated areas. The temporary site compound will be located at least 25 metres from any drains or other water features. |

It is not considered that the proposed development will result in a significant effect on the water environment within the River Suir, either alone, or in combination with other projects.

7.3.5 Air Quality and Climate

The likely significant effects of the project on air quality and climate have been considered in the following table.

Table 7-5: Likely significant effects on air quality and climate

| Characteristics of the Impact | Material Assets |
|--|--|
| Magnitude and spatial extent | Any impacts will be localised to the vicinity of the works during the construction phase of the project |
| Nature | The construction phase will give rise to dust and additional air emissions from construction vehicles, plant and machinery. However, this will be temporary and considering the scale of the project, will not be significant. No odour emissions are anticipated. |
| Transboundary nature | Greenhouse Gas (GHG) emissions have global effects, however, given the scale and nature of the development any GHG emissions will be very low and transboundary impacts are not anticipated |
| Intensity and complexity | Impacts on air quality will be localised and slight-to-moderate in the immediate vicinity of some works during the construction phase. |
| Probability | Significant impacts to air quality and climate are unlikely to occur. |
| Expected onset, duration, frequency and reversibility | Increased air emissions from construction will be temporary. |
| Cumulation with other existing and/or approved projects | Significant cumulative impacts with other emission sources e.g. other projects, agriculture and industry are unlikely to occur. |
| Possibility of effectively reducing the impact | Minor effects can be alleviated through standard good site practice for onsite machinery. This will be implemented through dust suppression and control measures outlined in the CEMP and in the Construction TMP. |

It is not considered that the proposed development will result in a significant effect on the climate, either alone, or in combination with other projects.

7.3.6 Material Assets

The likely significant effects of the project on material assets (e.g. utilities and services such as electricity and water supply, capacity of roads to absorb traffic) have been considered in the following table. Stone and other construction materials will be required to be imported to the site.

Table 7-6: Likely significant effects to material assets

| Characteristics of the Impact | Material Assets |
|--|--|
| Magnitude and spatial extent | The majority of impacts will occur in the immediate vicinity of the works, although there will be some regional impacts on traffic. Localised impact on residential and commercial properties in the vicinity of the works. |
| Nature | During the construction phase there will be additional traffic on the existing road network. Possible effects include additional traffic volumes on the local road network; introduction of construction traffic movements on the local and national road network, impacts on residential amenity by both construction traffic vehicles and future residents. Access to existing roads will be maintained where possible. A Stage 1 Road Safety Audit (RSA) and report has been undertaken for the proposed development by Traffico on behalf of MWP. The report outlines recommendations for road safety improvements at the proposed development site. These will be studied and implemented by the design team and appointed contractor as part of the proposed development. Due to the duration of the works, significant effects are not anticipated. |
| Transboundary nature | Not applicable. The impacts during the construction phase will be localised to the immediate area of works. |
| Intensity and complexity | Impacts to material assets, particularly traffic will be slight to moderate during the proposed works. |
| Probability | Slight to moderate impacts are likely to occur. |
| Expected onset, duration, frequency and reversibility | Effects will be intermittent, temporary in the immediate vicinity during the proposed works. |
| Cumulation with other existing and/or approved projects | Cumulative effects associated with the overlap of the town's Regeneration Project may occur. These effects are not expected to be significant in nature. |
| Possibility of effectively reducing the impact | Minor effects can be alleviated through standard good site practice for onsite machinery. This will be implemented through measures outlined in the CEMP and TMP. A separate TMP will be implemented for the Regeneration Project. The TMP for the regeneration project will be aligned with the proposed development. In the longer term, the proposed development will help improve parking in the town, having a positive impact on traffic, tourism, residents and the local economy. |

It is not considered that the proposed development will result in a significant effect on material assets in the region, either alone, or in combination with other projects.

7.3.7 Cultural Heritage

The likely significant effects of the project on cultural heritage (e.g. national monuments, protected structures, proposed architectural conservation area) have been considered in the following table.

Table 7-7: Likely significant effects on the cultural heritage

| Characteristics of the Impact | Cultural Heritage |
|--|--|
| Magnitude and spatial extent | Localised to the vicinity of the works |
| Nature | There are recorded cultural heritage features within the town and adjacent areas. There is potential for unrecorded subsurface archaeology, however the area is urban in nature and has been subject to excavations and further disturbance in the past. Neutral impact on Cultural Heritage. An Architectural Heritage Impact Assessment Report (AHIAR) was prepared by JCA Architects and an Archaeological Impact Assessment Report (AIAR) were prepared for the proposed development by Daniel Noonan Archaeological Consultancy. The AHIAR outlines mitigation measures and recommendations for protection of Archaeological Heritage at the proposed development site. The AIAR concluded that the proposed development location has to be regarded as being an area of archaeological potential that requires appropriate archaeological mitigation measures, to progress the development in an archaeologically suitable manner. |
| Transboundary nature | Not applicable. Any potential impact would be localised to immediate area of works. |
| Intensity and complexity | Imperceptible to not significant impact |
| Probability | Significant impacts unlikely to occur. |
| Expected onset, duration, frequency and reversibility | Temporary impacts during the construction period of 20 weeks. |
| Cumulation with other existing and/or approved projects | Cumulative impacts are unlikely to occur |
| Possibility of effectively reducing the impact | A licensed archaeologist will be consulted before works commence. The AHIA Report recommended that coloured asphalt should be chosen to minimise visual impact on the surrounding streetscape and individual buildings. Care will be taken in the design of the entrance to the new Car Park on Chapel Street as there are historic buildings on either side of this entrance. A programme of archaeological test trenching of the site was recommended by the AIAR as a pre-development scoping exercise in advance of any construction works. The trenching will be subject to the issuing of the appropriate licence by the National Monuments Service of the Department of Housing, Local Government and Heritage. Prior to any demolition works, a full photographic and drawn record of the standing walls for demolition was recommended in mitigation towards their removal. |

It is not considered that the proposed development will result in a significant effect on cultural heritage in the region, either alone, or in combination with other projects.

7.3.8 The Landscape

The likely significant effects of the project on the landscape have been considered in the following table.

Table 7-8: Likely significant effects on the landscape

| Characteristics of the Impact | Landscape. |
|--|--|
| Magnitude and spatial extent | Localised to the immediate vicinity of the works |
| Nature | The works involve upgrading streets within the town centre via the provision of a new car park within an existing urban area. There may be some temporary negative impacts on the local streetscapes during construction. Post completion the impact on the landscape is expected to be positive. |
| Transboundary nature | There are no transboundary effects anticipated. |
| Intensity and complexity | Intensity considered low. Impacts are considered not complex. |
| Probability | Significant impacts unlikely to occur. |
| Expected onset, duration, frequency and reversibility | Impacts on the landscape/streetscape will be temporary during construction. Once complete the effects will be long term and positive. |
| Cumulation with other existing and/or approved projects | Following completion of the proposed works and the other identified Part 8 applications in Carrick-on-Suir, it is considered that there will be a cumulative positive impact on the town. |
| Possibility of effectively reducing the impact | The CEMP will outline best construction measures to ensure that the impacts on the landscape and streetscape are reduced during construction. Materials such as high-quality natural stone will be used which will have a positive visual impact. When finished the proposed development will have a positive visual and landscape effect. |

It is not considered that the proposed development will result in a significant adverse effect on the landscape in the region, either alone, or in combination with other projects.

7.3.8.1 The Interaction Between the Factors Referred to Above

The potential for interactions between one aspect of the environment and another can result in direct or indirect impacts, which may be positive or negative. Where relevant, interactions have been identified in this document. The main interactions between the following aspects/factors are:

- Effects on water quality can impact aquatic ecology and biodiversity
- Effects on land use can impact the soil and water environment

In the case of this project, the interactions are considered minor in nature and do not pose a significant threat. Site management and good construction practice will minimise and reduce potential impacts on site.

8. Conclusion

8.1 Conclusion of the EIA Screening

In accordance with Article 120(1B)(b)(i) of the Local Government Planning and Development Regulations 2001, as amended, it is concluded that there is no real likelihood of significant effects on the environment arising from the proposed development and that an EIA is not required in this instance.

8.2 Reasons for Conclusion

It is concluded that an EIA is not required based on the following reasons;

- Having considered the proposed development in the context of the mandatory requirement for Annex I and II projects, there is no requirement for EIA as the project is below the mandatory threshold for EIA.
- Having regard to the characteristics of the development, the proposed development is of a relatively small-scale, involving construction of a new car park in an urban area, which is not complex in nature, within a development site that will be contained and controlled. Therefore, the development is not of a scale that would introduce significant or complex environmental effects.
- There is no potential for impacts on the qualifying interests for which Natura 2000 sites are designated. As such, there would be no significant direct or indirect impact on qualifying habitat or species associated with Natura 2000 sites;
- Having regard to the potential for effects on the environment, it is considered that due to the relatively modest scale of the proposed development and the development site location, the potential for minor effects can be alleviated through standard measures and good site practice.
- Having considered the proposed development in cumulation with existing and approved projects and activities, significant effects on the environment are not likely.
- Therefore, it is concluded that significant effects on the environment arising from the proposed development will not occur.

8.3 Measures Available to Reduce Effects

Overall this Screening for EIA Report has predicted that impacts or effects resulting from the project will not be significant. Site management through the implementation of the CEMP, TMP and general good construction practice and mitigation measures will minimise and reduce potential impacts on site.